

EUROPE.

ENGLAND.

Mr. Telford, Civil Engineer.—We announce with feelings of regret the death of this eminent and excellent individual, which took place at five o'clock on Tuesday afternoon at his house in Abingdon-street. Mr. Telford was in the 79th year of his age. The immediate cause of his death was a repetition of severe bilious attacks, to which he had for some years been subject. He was a native of Langholm, in Dumfriesshire, which he left at an early age. His gradual rise from the stonemasons and builders' yard to the top of his profession in his own country, or, we may say, in the world, is to be ascribed not more to his genius, his consummate ability, and persevering industry, than to his plain, honest, straightforward dealing, and the integrity, and candour which marked his character throughout life. Mr. Telford had been for some time past by degrees retiring from professional business, and of late chiefly employed his time in writing a detailed account of the principal works he planned and lived to see executed; and there is hardly a country in England, Wales, or Scotland, in which his work may not be pointed out. The Menai and Conway bridges, the Caledonia canal, the St. Katherine's docks, the Holy-head roads and bridges, the Chirke and Pontcysulte aqueducts, the canals in Salop, and great works in that county, of which he was surveyor for more than half a century, will immortalize the name of Telford.

Mr. Stanley.—Mr. Stanley has written a letter to the Editor of the Preston Pilot, in which he states that the correspondence published in many of the newspapers, as having taken place between himself and Lord Grey, is a forgery from beginning to end; and that the correspondence in question has not, either in expression or substance, the slightest resemblance to any communications which have at any time passed between him and the noble lord.

A good example.—The Marquis of Downshire has taken upon himself the payment of the future tithes due to the clergy on his estates. Were all other Irish landlords to follow his example, this great source of division would be rapidly adjusted.

Turkey and Egypt are again at war. Mehmet Ali has landed in Syria, with all his disposable force, to strengthen the hands of his son Ibrahim, and the Sultan has sent off as many regiments as the safety of Constantinople would permit, to reinforce the army of Redschid Mehmet, Pacha of Sivas, who has marched on Aleppo, as it is said, at the invitation of the inhabitants, who declare themselves ready to throw off, if encouraged, the tyranny of Egypt and return to the paternal bosom of the Porte. Egypt or Turkey must cease to be an independent kingdom—the existence of both is impossible, and the struggle is at hand. It is said that the fortune of the Sultan has already prevailed, and that Ibrahim has been cut to pieces at Nazareth. The Turkish fleet was ready on the 8th of August to put to sea, provisioned for five months. The Scout immediately sailed to give information of the fact to Sir Josias Rowley, the English Admiral; by the way, the Actæon, in passing the squadron, gave Sir Josias to understand that she had seen a number of Russian vessels at the mouth of the Bosphorus, but the communication was not deemed so important as to cause him to move. Perhaps, however, they may in some way or other be intended to strengthen the fleet of the Sultan.

PLYMOUTH, Sept. 5.—The *Castor*, 36, Captain Lord John Hay, arrived here from the Downs on Saturday. A court martial is ordered to try the captain, officers and ship's company of the *Castor*, for running down the *Cameleon* revenue cutter, on the morning of the 27th August, which is expected to take place on Friday, if the four survivors from the cutter arrive in time—they are coming here in H. M. Ship *Columbine*.

Trade of Liverpool.—During the present month not less than 900 vessels have arrived at this port, 300 of which are from foreign ports, the remainder from Ireland and coastwise. The docks are consequently crowded. The trade of the port continues rapidly to increase. As connected with the increase of trade we may mention that the number of subscribers to the Exchange News-Rooms, who are all engaged in commerce, was never greater than it is at the present moment.—*Liverpool Standard*.

Falkland Islands.—H. B. Majesty's ship *Canway* arrived at Valparaiso on the 13th May, having on board the following prisoners, who were connected

with the late murders at the Falkland Islands, viz: Luciano Flores, Felipe Manuel Godoy, Manuel Gonzales, Latorre, F. Martinez, D. McKay, J. Stokes, G. Hopkins, and P. Kerwin. The five first mentioned are Charrnas Indians; the four latter are Englishmen, and formerly belonged to the ship *Unicorn*, Captain William Low. Those who are stated to be most implicated in this horrid transaction, are in custody on board H. B. Majesty's surveying barque *Beagle*, Capt. Fitzroy, viz: Henry Channer, an Englishman, Antonio Riveao, and Jose Maria Luma. The prisoners by the *Conway*, were to be sent to England in His Britannic Majesty's ship *Dublin*; which ship was to sail from Valparaiso on the 25th May, calling at Rio Janeiro. The whole are to be tried in England.

The news from Lisbon is of a highly satisfactory nature. Don Pedro has been chosen, unanimously, sole Regent during the minority of the Queen, and business was exceedingly brisk at Lisbon. Every thing denotes the restoration of confidence in the people.

Captain Ross having returned from his visit to the Courts of Sweden, Russia and Denmark, is now busily employed in superintending the printing of his account of the Arctic expedition. All the northern courts have subscribed to it; and during his three months' absence 3,000 copies were ordered in England.

Admiral Palmer, (whose death we mentioned in our last,) is the sixtieth flag officer who has expired since the last promotion of 1830.

MELANCHOLY ACCIDENT.—A dreadful catastrophe occurred off the Downs, on the morning of the 27th August. The *Camelion*, a very large revenue cutter was lying to, about half a mile from the shore, when the *Castor* frigate, coming from the Downs to Portsmouth, ran her down, with twenty nine men below, every one of whom were drowned. Perhaps a more extraordinary accident never occurred. It was broad day light. The frigate must have had the cutter in full sight for seven miles, and she bore straight upon her, under her top-gallant sails, going with a spanking northerly breeze, from twelve to fourteen knots an hour, took the cutter full mid-ships, and drove her to the bottom in an instant, with scarcely a shock to herself. Three hands on the deck of the cutter leaped overboard and were saved. An express was sent to the Admiral in the Downs, who came to Dover post, and took the command of the frigate into custody, where he must remain till a court martial is held. Most of the men of the cutter were asleep in their berths having just come off night duty.

The Wesleyan Methodists have bought the theatre at Hastings, and are busily employed in converting it into a place of worship. In 1825 the theatre cost £2,500. It is a very substantial stone building, and was purchased at £700.

The steam-ship *Royal Tar* on her passage from London to Lisbon, put into Plymouth on Monday, where she took on board a supply of coals and proceeded the same day on her voyage; Admiral Sartorius and twenty other persons, principally officers in Pedro's service, are on board,—she also takes out £300,000 for the Portuguese Government.

The French complain bitterly of the delay and scarcity of news from Spain. The Corsaire says, "One might be made to believe, that Spain is 10,000 leagues from us. We have more certain news of the Emperor of China and his mandarins, than of Queen Christina, Don Carlos, Rodil, and Zumala Carreguy. It is less easy to know what is going on at the foot of the Pyrenees than to ascertain what is doing at the foot of the great wall of Tartary."

The *Phæbe*, Captain McGill, of 814 tons register, built by George Thomson, Esquire, at St. John, N. B. which arrived here on Tuesday, consigned to Messrs. Cannon, Miller, & Co. is, we believe, the largest British merchantman which ever entered this port, and we are told, is a perfect model of naval architecture.—*Liverpool Albion*.

99th REGIMENT.—Sir Colin Campbell, who has just been gazetted to this Regiment, has had a brilliant and successful career, his first commission being that of a Quarter master to the Bredalbane Fencibles. He is now a Major General in the army, Colonel of the 99th regiment, and Lieutenant Governor of Nova Scotia; a strong proof that there is promotion for a private soldier in the British army, for in that humble but honorable rank we believe the gallant general first entered.—*Falmouth Packet*.

MR. STANLEY.—The Right Honorable the ex-Secretary for the Colonies passed through here on Monday last, on his way to the moors, intending, we understand, to be for a short time the guest of his late colleague, Sir James Graham. The opportunity of speaking to Mr. Stanley on the "Letters," which have furnished so much matter for conversation and remark, was not lost by one of his admirers; and we are enabled to say, that the right honorable gentleman stated them to be altogether a weak fabrication, and that a declaration of their spuriousness would be required from the source at which they emanated.—*Preston Pilot*.

Sir R. Grant had long interviews yesterday at the Board of Control and the Colonial Office. His Excellency and suite take their departure to-day for India, on board the *Buckinghamshire*.

POST OFFICE PACKETS.—Official return of all the packet vessels that have been lost since the transfer of the Packet Establishment to the Admiralty, with the number of persons on board at the time of their leaving the last port, and the circumstances attending such loss, as far as the same may be known. *Cynthia*, a purchased packet, thirty-two persons on board, wrecked on the island of Barbadoes, 6th June, 1827, by accident, in moderate weather. All on board saved. *Hearty*, packet brig, thirty-five persons on board, left Falmouth 12th September, 1827, for Jamaica. Was heard of in the N. E. trades, within a few days sail of Barbadoes, but did not reach that island. Supposed to have been accidentally burned, the master being in the habit of reading in his bed. *Redpole*, do. number of persons on board not known, left Rio Janeiro, homeward bound, 10th August, 1828, and was attacked and sunk off Cape Frio, by the Congress, a piratical vessel of thirteen guns, belonging to Buenos Ayres, after an engagement of an hour and a quarter, as stated in a deposition made by one of the crew of the Congress. *Ariel*, do. thirty-four persons on board, left Falmouth 10th November, 1828, for Halifax; was seen standing direct for Sable Island, in Dec. by a trading schooner at Halifax, which had tacked in seventeen fathoms water. Mr. Dulen, the master of the said schooner, endeavoured to warn her off without success, and she is supposed to have run on shore within two hours after. *Myrtle*, do. persons on board, wrecked on the coast of Nova Scotia, 3d April, 1829, by accident in moderate weather. All on board saved. *Calypto*, do. number of persons on board not known, left Halifax 29th January, 1833; was seen surrounded by icebergs on the day after she sailed by a fishing vessel, which could not approach her on account of the ice. She was evidently in distress and firing guns for assistance. *Thais*, do. thirty-five persons on board, left Falmouth 12th December, 1833, for Halifax, during the constant westerly gales which then prevailed; and by a letter to Captain King, dated on the 24th, was then in lat. 50 deg. long. 16 deg. 8 min. standing to the northward; wind to the westward and W. N. W. Her launch, part of the deck, and some other portions of the wreck have been found on the north west coast of Ireland.

PORTUGAL.
On the 15th the Cortes assembled, and the session was opened by the Regent in person in a speech from the Throne, the Queen, Empress, an infant, being present. The emperor, in his address, recapitulated the hopelessness of their first enterprise, the means by which he had become the first recruit in the army of which he was himself the chief commander; that he took the regency because the enterprise required an active and even present centre and head. He reminded them of the charter which he had granted in 1826, to which all states swore fidelity, and of his abdication in favor of his daughter, to whom alone they swore allegiance; meanwhile a powerful faction deserted the country, and supported a Prince—he grieved to say of his family—in every species of abuse and tyranny. This prince, the destined consort of the Queen, and who had sworn repeatedly to the charter, was declared King by the phantom of an authority the reality of which he aimed at destroying. The horrid details of those years of tyranny he shuddered to recapitulate. At length came his abdication of the throne of Brazil, and his visit to Europe. Then were seen the two spectacles of the loyal Portuguese ready to die for the Queen, and the obstacles of the factions almost insurmountable. He felt called on by Providence to place himself at the head of an enterprise so glorious and so difficult. He regretted that he could not name the illustrious Portuguese who with indefatigable zeal employed themselves in forwarding the undertaking; (not a word for his British or other auxiliaries.) "The pecuniary resources of the enterprise was the only pledge, my signature the only surety; zeal and the confidence of the party that gave, and that which received, were equally frank

and unsolicited." He next related the whole history of the war, from the formation in the Azores to the reduction of Santarem and the conquest of the north; but not one word of allies by whom these conquests were won escaped the royal lip, not even when the battle of Cape St. Vincent was alluded to, and seemed to provoke an expression of gratitude to those who fought and conquered in it. He then came to what had been done for improvement of affairs at home.

Many and very important measures have been taken for the better government of the kingdom, and the more easy and prompt observance of the charter. A new form has been given to the exercise of the judicial power and to the public administration of its different branches. The army and its civil departments have been organized. Free ports have been established at Lisbon and Oporto, and some regulations ordered for the extension, liberty and security of trade. Such regulations and laws as seemed the most necessary have been made. Many obstacles have been removed which impeded the course of business and opposed the prosperity of the people. Lastly, all the families and associations of religion, of every denomination and order have been suppressed. These establishments, considered with respect to religion, were totally alienated from the primitive spirit of their institution, and almost exclusively governed by the love of the temporal and worldly interests which they professed to despise; and, considered in a political point of view they were like denationalised bodies, indifferent to the good or bad fortune of their fellow citizens, and zealously serving a despotic or tyrannical government if they expected from it favour and consideration. To their influence over individuals and families, which was the more dangerous in proportion as it was secret, Portugal owes in a great degree the evils which it was just experiencing. There are, indeed, in the members, honorable but rare exceptions.—The Government has taken everything into consideration.

I must recommend to you (he continued) which I do with the most entire and unlimited confidence in your zeal, the two principal objects which now call for, in preference, the attention of the Cortes viz., 1st. Whether the regency ought or ought not to be continued during the remainder of the Queen's minority. 2dly. To take the proper steps that her Majesty may marry some foreign prince. Your consummate wisdom and prudence will deliberate and decide upon both points with the discretion which may be expected from the union of so much knowledge, and the happy association of the most amiable virtues. It is also necessary to fix the amount of the force by sea and land, conformably to art. 15, sec. 10 of the constitutional charter, having respect to the circumstances and internal state of the country, and not losing sight of the peculiar situation in which the neighbouring and allied nation may be placed, where a prince pretending to the throne is come again to revive the almost extinguished flames of civil war.

The Regent concluded his speech by announcing that the extraordinary session was thereby opened. Their Majesties were received with enthusiasm, both in going in and coming from the palace of the Cortes, and also at the theatre, which they visited in the evening.

ROYAL GAZETTE.

FREDERICTON, October 22d, 1834.

ALMS HOUSE AND WORK HOUSE.
Commissioner for F. P. ROBINSON, Esq. next week.

SAVINGS BANK.
Trustees for HENRY G. CLOPPER, Esq. next Week. JAMES TAYLOR, Esq. MARK NEEDHAM, Esq.

By Authority.



SECRETARY'S OFFICE, }
21st October, 1834.

The following list containing the numbers of the Warrants now in the Treasury, with the names of the Persons to whom they are payable, is published for the information of all concerned.

No.	1833.	Bye Road.
852,	James Gilmour,	ditto.
853,	ditto,	ditto.
854,	James Russell,	ditto.
855,	William Ganter,	Bridge.
856,	George McKay,	ditto.
857,	B. Williston,	Bye Roads.
858,	F. McDonald, and	ditto.
859,	J. M. Knight,	ditto.
860,	ditto ditto,	ditto.
861,	ditto ditto,	ditto.
862,	ditto ditto,	ditto.
863,	ditto ditto,	ditto.
864,	Geo. Carman,	ditto.
865,	Wm. Taylor, and	ditto.
866,	George Kerr,	ditto.
867,	ditto ditto,	ditto.
868,	ditto ditto,	ditto.
869,	Charles J. Peters, Jun.	ditto.
870,	James Chapman,	ditto.
No.	1834.	
295,	Parish Schools,	Gagetown.
296,	ditto,	Waterborough.
297,	ditto,	
298,	ditto,	
299,	ditto,	

300,	ditto,	Canning.
301,		
302,		
303,		
304,		
305,	ditto,	Hampstead.
306,		
307,	ditto,	Brunswick.
308,		
309,		
310,	ditto,	Wickham.
311,		
312,		
313,	ditto,	Bathurst.
314,		
315,		
316,	ditto,	New Bandon.
317,		
318,	ditto,	Berresford.
319,	ditto,	Saunarez.
320,	ditto,	Carriquet.
321,		
322,	Thomas Wood,	Grammar School.
323,	George Roberts,	ditto.
324,	John M'Donald,	Repair of Bridges.
325,	Thomas Wyer, Esq.	Board of Health.
326,	G. F. S. Berton, Esq.	ditto.
327,	Overseers of Poor,	Richibucto.
328,	James Peters, Jun. Esq.	Bear Bounty.
329,	Edward B. Smith, Esq.	ditto.
330,	John M. Robinson, Esq.	ditto.
331,	G. F. S. Berton, Esq.	ditto.
332,	Hon. J. Cunard,	Board of Health.
333,	Lieut. Col. Turner,	I. F. O. M. Forces.
334,	Lieut. Col. Allen,	ditto.
335,	David W. Jack,	Cleaning Arms.
336,	Hon. Ward Chipman,	Circuits.
337,		
338,		
339,		
340,	Parish Schools,	St. George.
341,		
342,		
343,	ditto,	St. Stephen.
344,		
345,	ditto,	St. James.
346,		
347,		
348,		
349,	ditto,	St. Patrick.
350,		
351,	ditto,	St. David.
352,		
353,	ditto,	Grand Manan.
354,		
355,	ditto,	St. Andrews.
356,		
357,		
358,		
359,	Harris Hatch, Esq.	Bear Bounty.

List of Warrants payable on demand at the Province Treasurer's Office.

No.	in favor of	£	s	d
602,	James Long,	215	0	0
603,	John Anderson,	20	0	0
604,	Placide Guigan,	15	0	0
605,	Pollet Burke,	40	0	0
606,	Andrew Weldon,	10	0	0
607,	D. Robichaux and			
	P. M'Phelim,	12	0	0
608,	ditto and ditto,	8	0	0
609,	John P. Ford,	30	0	0
610,	ditto,	10	0	0
611,	Ronald M'Donald and			
	W. Fitzgerald,	15	0	0
612,	George Pagan,	15	0	0
613,	David M'Almon,	20	0	0
614,	Thomas Johnston,	12	0	0
615,	J. Kollok & G. White,	10	0	0
616,	ditto,	10	0	0
617,	J. Mazroll & J. Daigle,	20	0	0
618,	Israel Hicks,	10	0	0
619,	William Jenkins,	50	0	0
620,	Benjamin Belding,	10	0	0
621,	X. Cougle,	20	0	0
622,	John Pearson,	15	0	0
623,	C. Wilson,	15	0	0
624,	B. Belding,	10	0	0
625,	James Hoyt,	10	0	0
626,	Wm. Coats,	10	0	0
627,	J. Mabey,	15	0	0
628,	Azor Hoyt,	15	0	0
629,	John Graves,	15	0	0
630,	J. A. Lyon,	25	0	0
631,	David Johnston,	15	0	0
632,	Justus Wetmore,	15	0	0
633,	Wm. Puddington,	10	0	0
634,	Richard Whelpley,	10	0	0
635,	Simoon Welcock,	25	0	0
636,	Abel English,	10	0	0
637,	Andrew Nixon,	10	0	0
638,	Wm. Gibbon,	20	0	0
639,	Jacob Pidgeon,	10	0	0
640,	John Trot,	10	0	0
641,	Wilford Fisher,	50	0	0
642,	Church Meigs,	50	0	0
643,	S. H. Whitlock,	75	12	6
644,	David M'Donald,	20	0	0
645,	ditto,	25	0	0
646,	Trustees of Schools,			
	Fredericton,	20	0	0
647,	ditto,	20	0	0
648,	ditto,	10	0	0
649,	ditto,	10	0	0
650,	ditto,	10	0	0
651,	ditto,	10	0	0
652,	ditto,	10	0	0
653,	ditto,	10	0	0
654,	ditto,	10	0	0
655,	ditto,	10	0	0
656,	ditto,	20	0	0
657,	ditto,	20	0	0
658,	ditto,	20	0	0
659,	ditto,	20	0	0
660,	ditto,	20	0	0
661,	ditto,	20	0	0
662,	ditto,	20	0	0
663,	ditto,	10	0	0
664,	ditto,	10	0	0
665,	ditto,	5	0	0
666,	do. Southampton,	10	0	0
667,	do. ditto,	20	0	0
668,	do. ditto,	10	0	0
669,	do. ditto,	10	0	0
670,	W. Raymond and			
	Robert Gagan,	25	0	0

Treasurer's Office, St. John, N. B. }
13th October, 1834.

R. SIMONDS, Province Treasurer.

List of Warrants payable on demand at the Province Treasurer's Office:

No.	in favor of	£	s	d
672,	H. G. Clopper, Esq.	217	8	9
673,	ditto	68	0	0
674,	J. W. Weldon,	12	15	0
675,	William End,	53	13	0