SABLE ISLAND.

The following letter from Miss Dix to a gentleman at New York, pointing out the demand for some measures for protection against the loss of human life, and of property on the shores of Sable Island, has been published at New York, for the purpose of bringing the facts contained in it to the knowledge of commercial men. The facts came to her knowledge in consequence of a visit which she made to the Island, while engaged in the prosecution of her philanthropic labors for the benefit of the neighboring British Provinces. They appear to be deserving of the attention of the commercial public, with a view to the adoption of some means for remedying the great defects which appear to exist for guarding against the disasters of that hazardous navigation.

MONTREAL, C. E., Nov. 2.

SIR:—You ask some account of Sable Island, and its resources as a Humane Establishment. I must reply briefly, reserving special details at the earliest leisure. The Island of Sablon, Sable or Sand, is a dependency of Nova Scotia, and lies in the Atlantic ocean, in the track of vessels sailing between the Northern States, and the Peninsula, and Northern Europe. It is divided centrally, by the meridian of 60° west from Greenwich, and passes a little south of 44° North latitude, ranging E. S. E. from Halifax, and S. S. E. of Cape Canseau, the highest point of the main land, and from which it is eighty-five miles distant. The sailing distance, direct from Halifax, is about one hundred and fifty miles. I have copied a chart of the most recent surveys of the Island and Shoals, by Capt. Bayfield, R.N., and published by authority of the Home Department, and will send it you with the more special details bye-and-by.

Sable Island is composed of a succession of low grassy sand-hills and sand beach, extending in a crescent form, diagonally, twenty-four miles, and terminated at either extremity by a superficial beach or bar several miles in breadth; its average width is about one mile. A salt lake traverses the south side, fourteen miles long and half a mile wide, divided from the ocean by a low sand ridge or broad beach; during severe storms, the sea makes passage at several points into these waters. At the west end of the lake is a fresh water pond divided only by a narrow strip of grass green sand. The highest sand-hill attains an altitude of about seventy feet, and rises at the northeast extremity of the Island, near the commencement of the extensive superficial bar, which terminates or reaches beyond this end of the island proper. The Island in this direction is gaining steadily, while the opposite extremity, as the records demonstrate, has wasted many miles.

Sable Island has, since its discovery, been the dread and terror of mariners in fog and storm. I possess a list of nearly two hundred ships and lesser vessels, belonging chiefly to England and the United States, which have been lost there within the last fifty years. The mariners stationed there told me that it was not uncommon after dense fogs or heavy winds, to find fragments of the wrecks of vessels and remains of cargoes of which nothing beside was known.

The Island has no harbor, nor any secure anchorage. Vessels wishing to effect communication with the Island, which few voluntarily undertake, anchor about three quarters of a mile from the shore, taking position on the northern side of the Island, when the wind is from the south, and more distant on the south side, when a northerly wind prevails, setting a watch—but weighing anchor and setting sail when a change is threatened.

Shoals and bars make out fully sixty miles from the south side; on the north, the banks fall off to deep water more suddenly.

The Province of Nova Scotia, aided by the weather country, maintains an establishment consisting of eight able bodied seamen, one lame seaman a good shore worker, and an active boy, who are to render prompt aid whenever a ship is discovered beating in in distress. A regular watch is established; and the circuits are made once in twenty-four hours; in addition, observations are made frequently from the crew's nest on the midland signal staff, when the density of fogs does not close the view.

The Superintendent is authorized to command the time and direct all employment on the island; himself, the second in command, and the third, have there their families; besides the seamen and their families the island has no inhabitants. Shipwrecked persons are liable to be detained for several months in winter, and often for many weeks at other seasons, till the arrival of the Government vessel, which is charged to furnish provisions and such supplies as the Islanders required.

Lumber for the construction of the dwelling houses, work-shops, store-houses, boat-houses, refuge-houses, and for fuel is amply supplied by the remains of wrecked vessels.

There are four one-story dwelling-houses; a house of refuge on the south-western extremity of the island, consisting of a decent room, having a fire-place filled with dry wood, a match box, bucket, tin cup, axe, and a bag of sea-biscuit hanging against the wall. The door is simply latched, written directions are put up indicating the inhabited parts of the island, and showing that fresh water can be had by digging eighteen inches or two feet into the sand.

On the south side, is another refuge-house, excellently built by the present superintendent, there is another farther eastward a good furnished building nigh the centre and most occupied portion of the island, where the seamen and others there remain till taken off as before stated.

Good order and good habits prevail. No higher wages are paid to seamen serving here, than to mariners on sailors duty at sea. There are several excellent surf-boats, but no available life-boat, and no light-house, neither fog-bells. A life-boat was some years since constructed on the island.—It has a close convex deck, and precludes the safe use of the oars except in perfectly smooth water, and is pronounced by all practised in nautical affairs who have seen it, utterly useless.

The question of establishing a light house on Sable Island has been considered. Earl Dundonald, Sir John Harvey, Sir George Seymour, and the present Provincial Secretary, have all advocated the measure; as also Captain Bayfield of the Royal Navy, and others, masters in the merchantile service. As yet the subject has not been finally acted upon by the civilians who have control in Nova Scotia. I am not able to say how far fog-bells would be useful not having seen the question referred to at all; but I should imagine that on the northern side these could be placed to great advantage at several stations. I should think blocks of stones to thick heavy chains containing buoys, bearing a stout land bell, might be securely fixed, as on the coast of Maine, and elsewhere.

I am sorry that I cannot at this time give you other important information. I only lay and land within thirty hours after I arrived at Sable Island, in July last, the Guide, an English vessel, nearly new, eight days from New York, with a full cargo of flour and other supplies for the Labrador, came on shore in a fog, on the south side, and was a total loss—all hands and the cargo saved.

I am, Sir, yours, with sentiments of respectful appreciation, D. L. DIX.

The Quebec *Chronicle* gives the following interesting information:—

AUSTRALIA.—Mr. L. Peters, of this city, after an absence of only 15 months, returned on Tuesday last from Melbourne, in Australia. He was seven months on his way out, and three months coming home, having spent the remaining months, for a short visit to the diggings in Melbourne, at his trade of a carpenter, receiving from £8 to £9 a week. Mr. Peters reports most unfavourably of Australia. He found people who had been well off in England eking out a wretched existence on the roads. The diggings were unprofitable to the multitude, and only tradesmen and printers could find remunerative employment. The flour market was glutted to such an extent that the masters of vessels bound for England could obtain flour in any quantity for ballast. Building materials and small coasting vessels only were in demand. For bricks £15 a thousand was paid, and lumber was very high. Clothing was unsaleable.

Australia, it is quite clear, is not equal to Canada as a land to live in. Here we have that gold of which Australia boasts, with water power and a healthy climate to which Australia is a stranger.

Mr. Peters asserts that the gold digging in Australia does not average 6s. a-day, and that there is every appearance of commercial disaster.

The Observer.

St. John, Tuesday, Dec. 13, 1853.

The news from Europe by the last mail is of an interesting nature. The Turkish forces, after nobly proving to the world their patriotism and efficiency, by successfully crossing the Danube in the face of their foes, and in several well-fought encounters signally defeating them, have recrossed that river in good order and safety, still, however, holding Kalafat, with 25,000 men, and retired into winter quarters for the present. It is probable, however, that when the season becomes settled, the ground sufficiently hardened by frost for the transport of cannon and for general operations, they will resume the offensive, and continue their patriotic efforts to drive the imperious invaders from their soil. In the meantime, their well equipped fleet is cruising in the Black Sea, to keep their enemies in check, and to prevent their further inroads; while, at the same time, the powerful fleets of England and France protect Constantinople, and are at hand to render efficient aid, whenever and wherever required. The sympathies of Europe are with the Moslems; and the opinions of the British nation have been unequivocally expressed, in public meetings at various places, in support of the insulted and injured Turks. It has been suggested that during the winter the friendly powers should unite, in endeavouring to settle the dispute by mediation; but further diplomatic interference is not likely now to be submitted to by either belligerent party. The Mussulmans are strong in the righteous justice of their cause, and are justified in bravely driving the aggressient oppressor.

THE ALBERT MINING COMPANY.—On Tuesday last, His Honor the Master of the Rolls pronounced judgment in this important case, in which the Company were plaintiffs, and Eugene Le Gal, Lauchlan Cosner and others, defendants. The Plaintiffs are proprietors of the right to certain mining privileges, as Assignees of a Mining License from the Crown to Peter Duffy and John Duffy, and have for some time past carried on their operations in a Mine of which they are in lawful possession by virtue of such assignment. The defendants are proprietors of the land under which the gold mine is worked; and also claim a right to the mining privileges, under an old mining license to one Foster Bryant, prior in date to that of the Duffys, but forfeited long ago for non-performance of the conditions. They therefore have commenced mining operations near to those of the Plaintiffs, and long after the Plaintiffs were in lawful and peaceable possession; and have thereby not only caused serious injuries to the Plaintiffs' mines, but also endeavour to abstract the minerals which are the sole property of the Plaintiffs. Actions at law are pending to decide the question of title to the land; but in the meantime, the Master of the Rolls has granted an injunction to restrain the Defendants from doing any act to injure or impede the mining operations of the Plaintiffs, and from digging, raising, or carrying away any minerals from the lands in question; thus establishing the validity of the Duffy Licence, and the rights of the Plaintiffs thereunder; and deciding the nullity of the Bryant Licence, by reason of forfeiture for breach of condition.

MECHANICS' INSTITUTE.—Last evening the platform was occupied by George Blatch, Esq., to whom the Members of the Institute are much indebted for stepping in, at the desire of the Directors, to fill up a gap, occasioned by the necessary absence from the city, of the gentleman who had engaged to Lecture. He entertained a large and respectable audience with a lecture on China, a country, which, at present being in a transition state, occupies much of the attention of all who are desirous of seeing the best interests of the human race promoted. Mr. Blatch very properly commenced his lecture with a short glance at the Geographical position and extent of China Proper, ran cursorily over its history, and then introduced a review of the present interesting movement, that are going on in that country, and which are likely to lead to the most splendid results—the extirpation of idolatry, the emancipation of the Chinese mind from superstition, and the establishment of pure christianity—that of the New Testament.

The name China is derived from Tsin—the name of a family by whom part of it was subjugated. By the Eastern nations, the Persians, Malays, &c., it is still called Sin or Cim—which name renders it highly probable, that the nation is referred to in Isaiah 49th chapter and 12th verse, where the word Sinim is used.

The Chinese Empire is of vast extent, covering a superficial area greater than that of all the United States taken together, and possessing a population of more than 300,000,000. The most interesting part of the Empire is China Proper, which is 1400 miles long and 1300 broad, having almost, as Mr. Platch said, the form of a square. The principal public works, are the Great Wall, 1250 miles long, and the Grand Canal, 650 miles long; the latter by connecting the rivers and lakes, forms an almost continuous thoroughfare from Pekin to Canton. Provisions for Pekin are brought almost wholly from the Southern Provinces by the Grand Canal; so that the possession of this channel of conveyance and the good will of the hosts of men who are employed on it, will give the insurgents, or rather patriots, an advantage which will render them almost insuperable.

The Chinese claim for their nation an immense antiquity. Up to about before Christ 2800 their history is mythological. From thi time it flows down through a great number of dynasties. The existing Tartar rule began in 1644. The present Emperor has reigned nearly four years. He is said not to be at all equal to the crisis which has come in the national affairs.

The present Revolution is an effort to throw off the rule of the Tartars. The leaders have inscribed the name of Christianity upon their banners.—They meet with almost uninterrupted success. What the result will be we know not, but the signs are exceedingly hopeful. Now in possession of Nankin, they may be said to possess the key of the Empire.

Mr. Blatch, in concluding, made a very appropriate allusion to the grand enterprise the British and Foreign Bible Society have undertaken, to supply the Chinese with one million of New Testaments, and recommended it to the support and encouragement of all.

Next Monday evening, Mr. John Boyd will lecture; his subject will be "*The Old World and the New—as viewed through glasses at our own fireside*" [illegible]

The first Lecture of the "Course for the benefit of the Young," will not be delivered before Friday next, the 23d instant. Dr. Gray's subject will then be "The importance of giving an early bent, a right direction to the Intellectual Powers." The Season Ticket, we are at liberty to announce, will admit to the Friday course as well as to the other; but persons desirous of attending this Course, or any of the lectures of this course, which will amount in number to six or seven, without buying a season ticket, will be admitted at the rate of [illegible] the whole course.

The Weather has during the past week been unusually mild and pleasant. The last three or four days have been more like May than December; and we are advancing towards Christmas with no symptom, as yet, of a severe Winter. The mildness of the season is a Providential mercy to thousands; as the present exorbitant price of wood, renders fuel a most extravagant necessary of life, scarcely attainable by the poor.

QUICK PASSAGE.—The barque Spartan recently made the run from Halifax to Liverpool in the short space of 14 days.

THE ST. JOHN FREE PRESS.—We have received the first number of this new Weekly Paper, which, both in matter and style, appears well deserving of public favour. We welcome the appearance of our new Contemporary, and wish it all merited success.

It is announced in the last Temperance Telegraph, that Dr. Jewett, of Massachusetts, the celebrated Lecturer on Temperance, is expected to visit this City about the 1st of February next.

Martin Kostza, the Hungarian exile, who was lately the cause of so much excitement in Europe and America, arrived in Boston last week, from Smyrna.

TO CORRESPONDENTS.—We have received the communications of "*Sigma*," and *Mr. Pello M. Raymond*; but they must necessarily lie over till next week. We hope the *latter* is the last we shall receive on this unpleasant, and not generally interesting subject.

THE RAILWAY.—The *Morning News* says:—A person residing near the Bend has obtained the contract for furnishing sleepers for the railroad between Shediac and the Bend—viz: 36,000 at 2s. 6d. each—total amount $18,000.

We learn that letters have been received by the Mail just from England, which are highly satisfactory as to Railway prospects, and leave no doubt but that *all* our railways will be constructed as fast as men and money can make them.—*Courier.*

MELANCHOLY ACCIDENT.—On the 30th Nov., at Cambridge, Q. C., Charles Murray, a young man—the son of William Murray, Esq., was skating across the Lake, and fell through the ice and was unfortunately drowned!—*Visitor.*

Mr. James McGarragha, of Maugerville, has been found drowned in the Porto Bello stream, in rear of Maugerville. He had been lumbering, and was on his return home, but it is supposed that in crossing the stream the ice gave way, as he was found standing upright, his feet on the bottom of the stream, and his cap which was on his head, on the top of the ice. Mr. McG. was much regretted, and has left a widow and seven children to lament their bereavement.—*Courier.*

ST. PATRICK'S SOCIETY.—At a meeting of the members of this Society, held on Tuesday evening last, the following gentlemen were elected officer-bearers for the ensuing year:—George Carvill, Esq., President; Mr. Robert Armstrong, Vice-President; William Hutchinson, Senr. Esq., Treasurer; Mr. Alex. Adams, Secretary; William Hutchinson, Junr., Esq., Assistant Secretary.

PROVINCIAL APPOINTMENTS.—Isaac Woodward, Thomas M. Smith, and Samuel Carson, to be Commissioners to ascertain the practicability of erecting a Breakwater at Quaco, to make an estimate of the expense, and to furnish plans and specifications of the same.

John Shea to be Commissioner to receive subscriptions, select a site and to build a Public Wharf, at Woodstock.

John Ferguson and William Molloy to be Commissioners for building a Bridge over Big Nepisiguit River,

By his Excellency's Command,
J. R. PARTELOW.
Secretary's Office, 6th December, 1853.

The London Court Journal states that the Earl of Elgin had lately had the honor of dining with the Queen at Windsor Castle, in company with the King of the Belgians and the Duke and Duchess of Brabant. On the day following he accompanied Prince Albert and the King of the Belgians on a shooting excursion.

NEW OCEAN STEAMERS.—The *Journal du Havre* says:—"The Cunard Line Company are occupied with the project of sending one of their steamers—the Cambria—to be employed after next month in the regular transit from Havre to New York; also with that of an intermediate transport service from Antwerp to Liverpool, to be connected with the two lines of steamers between Liverpool and the United States. Three steamers are now building with this view—the Etna, the Jura, and the Persia—the first of 2,500, and the others of 3,500 tons burthen. Two of them are larger by 80 feet than the beautiful *Ivy* belonging to the same company, and which is now in the gulf of Florida.

A LONG SENTENCE.—John Flannery, for stabbing and killing a man at St. Louis, while in a state of intoxication, has been convicted of murder in the second degree, and sentenced to *sixty nine years* imprisonment in the State Penitentiary.

SHIPWRECK AND SUFFERING AT SEA.—The London Shipping Gazette of Nov. 16th, contains the particulars of the loss of the California Packet, bound from Sligo for New York, with emigrant passengers. She left Broadhaven Nov. 3d, and at twelve in night sprung aleak, when about one hundred miles off the coast. Every exertion was made to keep the ship afloat, by throwing over the cargo, and even the females plied the pumps, but she finally settled down, and those on board took to the boats. In the long boat were thirty seven persons, only six of whom were men, without compass or sail, one blanket and two oars; the life boat had twenty-two souls, and the gig the captain, the owner, and a part of the crew. The latter boat was picked up by a vessel. The others were four days and nights on the ocean, during which time fourteen of them died, principally children, for want of water, there not being a drop on board. After they reached the land, three others died from the privations which they had endured.

The Conspiracy against the Life of Louis Napoleon.—The trial in Paris of the persons charged with a conspiracy to assassinate Louis Napoleon has terminated. Six of the accused were acquitted, and twenty-two found guilty with extenuating circumstances. Of the latter seven have been sentenced to transportation, three to eight years exile, and the remainder to imprisonment for terms varying from five to ten years.

SUDDEN DEATH OF MR. CHICKERING.—We regret to learn that Mr. Jonas Chickering of this city, was attacked with apoplexy at the house of a friend last evening, was taken to his home, and died in about an hour afterwards.—*Boston Daily.*

Mr. Chickering was the celebrated Pianoforte maker.

FATHER GAVAZZI.—Father Gavazzi visited Harvard College on Monday, by invitation of the officers, and was shown through the buildings, visiting the library and other objects of interest connected with the institution. He left town yesterday morning to lecture at Newark, N. J., and, after fulfilling an engagement to deliver a second course of lectures in Philadelphia, will return to Boston, to deliver a second course here, previous to his departure for Europe on the first of January.

MR. SOULE.—Mr. Soule, our Minister to the Court of Spain, has it is said, recently purchased a splendid estate near Castillon, his birth place, in the French department of the Ariege.—*Ib.*

The Newark Advertiser notices a grave stone lately cut in that city, having at the top of it a daguerreotype of the deceased person neatly let into the stone.

NEW YORK, DEC. 6.—Anson G. Phelps, recently deceased, after providing amply for his widow and family bequeathed $581,000 for religious and benevolent purposes, including $100,000 to the American Bible Society; $100,000 to the American Board of Commissioners for foreign missions; $100,000 to the American Home Missionary Society, and $50,000 to Literary and Social Education in Liberia. He had always through life been a remarkably liberal man towards religious and charitable institutions. He was one of the leading merchants of this city.

PRESIDENT'S MESSAGE TO CONGRESS.—We have leisure but for a very cursory notice of this document. It does not contain any developments of facts or of executive policy of a very striking character, and in that respect it may in some measure disappoint public expectation.—Such part of it as refers to the foreign relations of the country is summarily despatched, adding little to the stock of public information beyond the simple fact that no essential change has taken place since the adjournment of the last Congress. We are however informed in confirmation of what has been unofficially reported that a negociation has been opened with the British Government, with a view to a removal of the difficulties which have arisen in reference to the rights of the fishery, by a stipulation for the extension of the rights of our fishermen beyond the limits fixed by the Convention of 1818, and to regulate the trade between the United States and the North American Provinces "with a fair prospect of a favourable result."

It is stated also that embarrassing questions have arisen in regard to Central America, on which our Minister in London is instructed to enter into negociations. The Message recommends that measures be taken for establishing the line of boundary, on the Oregon border, under the treaty of 1846.

The Post Master's report is complete, and will be published to morrow. It shows that at the present date there are 22,680 post offices. That the cost of transmission of the mails for the last fiscal year was $4,195,958.

The total expenditures of the Department was $7,982,758, and the gross revenue from all sources was $5,940,724 showing a deficiency of $2,042,031.

The amount of public lands disposed of during the last year was far greater than in any preceding year, amounting to 25,346,992 acres, of which however, the amount sold in two quarters of 1852 and two in 1853 was only 1,941,370 acres, producing the sum of $2,850,553. The President recommends the maintenance of the present land system in all its essential particulars.—*Boston D. Advertiser.*

TROOPS TO BE REMOVED FROM CANADA.—We are informed, on authority on which we are inclined to rely, that the troops in Canada are to be reduced to the regiment of Canada Rifles, and a corps of Artillery. These will be distributed between Quebec and Kingston. The whole are to be paid and victualled at the expense of the Province.—*Montreal Gazette.*

The steamer George Law left Aspinwall on the first of December for New York with 600 passengers and about $1,500,000 in gold.

LOSS OF STEAMSHIP HUMBOLDT.—The Boston Daily Advertiser of the 9th instant says:—Our latest advices from Halifax confirm the previous account of the loss of this fine steamship, and furnish some additional particulars. She struck on a ledge off Sambro Light, when in charge of a pilot, but afterwards came off, and was run ashore in about three fathoms of water, with six feet of water in her hold. Later accounts state that the tide ebbs and flows in her. Two hundred packages of merchandise have been saved in good order, but it is feared that three-fourths of her cargo will be lost. The Humboldt was valued at $450,000, and a New York despatch states that there was but little insurance on her, as the company are their own underwriters. The stock of the company being considerably scattered, the holders may be insured to some extent. We hear that there is $30,000 insurance on her.

The steamer Marion has been chartered by the underwriters at New York to proceed to Halifax for the relief of the Humboldt.

The Humboldt was from Havre bound to New York, but had put into Halifax for coals. She had 90 passengers, all of whom were safely landed.

ARRIVAL OF THE NIAGARA.

(*By Telegraph to the News Room.*)

The steamship Niagara arrived at Halifax yesterday morning, with dates to the 26th, bringing 90 through passengers.

Latest Constantinople letters of the 10th show that operations at Oltenitza were a feigned attack intended to deceive Gortschakoff as to Omar's real intention. The plan succeeded and it is believed Omar is combining his troops to attack the division of General Gortschakoff in Bessarabia, and the Ottoman fleet in the Black Sea is to co-operate with the land forces in that attack. The Porte had received assurances that in case of need it may count on the effective co-operation of France and England and that it may send fleets into the Black Sea, without fearing to leave the capital exposed to surprise. The *Parrie* states, Vienna, 21st. The Russian army had received orders to assume the offensive, cross the Danube and march towards Adrianople, if the Turks will let them.

For the present hostilities have ceased along the whole Moldavio Wallachian line. Floods in the Danube prevent operations, but when frost sets in it is expected fighting will be resumed.

Vienna letters of the 23d say Omar is ordered from Constantinople to prosecute the war with energy. From Bucharest, 14th, we learn that Gortschakoff has received similar instructions, but in the meantime diplomacy is active.

On the 7th, the British steamer Fury, brough to Constantinople a draft of new Anglo-French note, but the Porte declined to consider it. It was therefore withdrawn and more comprehensive proposals prepared at Paris by Napoleon.

If Austrian statements are to be believed the Czar has replied in answer to enquiring of Austria that he will enter into negotiations if the Porte will propose a project of peace. The Sultan is said to be equally disposed to come to terms, but will not be first to retreat. He has however sent orders to Omer Pacha to restrain operations, so as to give diplomacy another chance.

Omer holds the strong position of Kalafat with 40,000, is fortifying.

The Turks under Ismael Pasha had fought the Russians under Gen. Kish Bich, and took from them Krajova. The rumour that the Turks had been ordered from Constantinople to abandon Kalafat is doubted.

The return of the Turks across the Danube was voluntary. Omer is said to have given reason—"General Paroloff exposed his troops to a superior force and was beaten.—Reinforcements received make the Russian corps twice as strong as ours, and if we remain where we are we shall meet with a disaster similar to Paroloff's.

The success of the Turkish army in Asia continues brilliant. The Egyptian squadron keeps watch on the coast from Trebizonde to redoubt Kali in conjunction with the land forces of Abdi Pasha. More Turkish ships were entering the Black Sea and an able battalion daily expected.

On land the Turks had capured Fort St. Nicholas, and now hold it, having repulsed the Russians three times, 28th 29th, and 30th ult. The militia of Laristan whom Russia armed and equipped had gone over to the Turks.

The Turks have defeated the Russians in the Highlands of Armenia between Alexandropolis and Akhalzich.

An engagement occurred on the Asiatic frontier of Georgia, between the Turks and the Russians under Prince Barisinski.—Russian accounts claim the victory. No date or place mentioned.

On the 10th, 11th, and 12th there were heavy storms. The Russian war steamer Seukale foundered near Yalta, in the Black Sea, crew saved.

Constantinople is enthusiastic. The population as eager as ever for war, is considered a bad time to renew negociations. Rumours of persecution of Christians totally false.

BRITAIN.—Cabinet Council held on Wednesday. Turkish sympathy meeting of 3000 at Glasgow.—Captain Robinson of the ship Guiding Star publishes a letter defending himself from the recent charge of breach of emigration law.—Several agrarian outrages are reported from Ireland.—Weather everywhere very fine.

FRANCE.—The reported revolt at Lyons was incorrect.

The Orleanists are busy—they talk of a fusion of the elder and younger branches of the Orleans family.

The Council of State had voted 8 millions of francs to pay Napoleon the First's legacies.

SPAIN.—Cortes opened.

PORTUGAL.—The death of the Queen Donna Maria and infant is confirmed. King Ferdinand has been sworn as Regent for his son, Pedro V. The late ministry is retained. All is quiet.—Rumor already affiances the young King, aged 17, to the daughter of the King of Belgium aged 14.

EGYPT.—The Russian Consul-General at Alexandria has received orders from his Government to leave Egypt, in consequence of the Viceroy's aid to the Turks.

CHINA.—Shanghai continues in possession of the insurgents.

INDIA.—In Burmah another war is imminent.

MARKETS.—Cotton dull. Breadstuffs quiet since previous report. Flour 6d. to 1s., and wheat 1d. decline.

THE BRITISH NAVY.—The present naval force of Great Britain consists of 545 ships of war (either building, or in commission,) carrying from ten to 120 guns each. Also, 118 ships doing harbour duty, and 50 revenue vessels for the Coast Guard Service. Of this number 170 are armed steamers, from 200 to 800 horse-power (many of them propelled by the screw), constructed on the most approved principles for sea-service. This immense fleet, the largest of any maritime power, employs in time of peace 40,000 to 45,000 able-bodied seamen, 4,000 able lads, and 12,000 Royal Marines, to be encreased to 15,000, consisting of 4 divisions divided into 102 companies, viz.:—1st Division, head-quarters, Chatham, 25 companies; 2d Division, Portsmouth, 27 companies; 3d Division, Plymouth, 25 companies; and 4th Division, Woolwich, 25 companies; total, 102; and twelve companies of Royal Marine Artillery, head quarters Portsmouth. Besides the above are enrolled various Dockyard Volunteer Brigades.

Arrival of the ARCTIC.

FOUR DAYS LATER FROM ENGLAND.

(*By Telegraph to the News Room.*)

The steamship Arctic arrived at New York on Sunday, with Liverpool dates to the 30th November.

A fair business was doing in Breadstuffs, a reduction of 1d. on Wheat; 6d. and in some instances 1s. on flour, and 1s. on Indian Corn.

Nothing had occurred along the Danube. Heavy rain and snow had set in.

The allied British and French fleets were at Bricos.

The Turkish fleet had gone to the Black Sea, to keep open the coast of Circassia.

The English Admiral, Sir John Lyon, was on his way to take command of the British fleet.

It is reported contrary to former advices, that Dost Mahomet is hostile to the Russians, as are all the Mahomedan tribes of India.

There is no interesting news from Great Britain, except a reported treaty between England and France, to guarantee the rights of Turkey.

GLEASON'S PICTORIAL.

On the first of January next, "GLEASON'S PICTORIAL" will commence its *sixth volume*, and will appear vastly improved in all respects, with a superb new heading, new type and dress throughout, and will be printed upon the finest paper. As the proprietor of the "Pictorial" has purchased the entire good-will of Barnum's New York "Illustrated News," and has merged that journal in the "Pictorial," the public will reap the advantage of this concentration of the strength of the two papers upon one, both in the artistic and the literary departments. The same brilliant host of contributors and artists will be engaged on "Gleason's Pictorial" as heretofore, and a large addition is also made to the corps, both in talent and number. The most liberal arrangements have been completed, and such as will enable the proprietor to produce by far the finest illustrated journal yet published, and much superior to the present issue of the paper. The columns of the "Pictorial" will constantly be beautified by all that can please and instruct in art and nature, and its literary department will fully sustain the high reputation it has so long enjoyed.

The pages of "Gleason's Pictorial" will contain views of every populous city in the known world, of all buildings of note in the eastern or western hemisphere, of all the principal ships and steamers of the navy and merchant service, with fine and accurate portraits of every noted character in the world, both male and female. Sketches of beautiful scenery, taken from life, will also be given, with numerous specimens from the animal kingdom, the birds of the air, and the fish of the sea, and will present in its mechanical execution an elegant specimen of art. It will contain fifteen hundred and sixty-four square inches, giving a great amount of reading matter and illustrations—and forming a mammoth weekly paper of sixteen octavo pages.

TERMS:—Three dollars per annum.

Published every SATURDAY by
F. GLEASON,
Corner of Tremont and Bromfield Streets,
BOSTON, MASS.

WORMS! WORMS!

☞ There is no disease more common among children, and yet none which so frequently baffles the skill of the physician, as worms. They are highly detrimental to the constitution; and their presence should be carefully guarded against by parents. On the first manifestation of symptoms, every means should be used to expel them promptly and thoroughly. M'Lane's Vermifuge is well established as the most certain, safe and speedy remedy ever offered for this troublesome and dangerous malady; and all who have the management of children should keep this invaluable medicine at hand. In addition to its perfect safety, it never fails to produce the desired effect.

☞ Purchasers will please be careful to ask for Dr. **McLane's Vermifuge**, and take none else. All other Vermifuges, in comparison, are worthless. Dr. McLane's genuine Vermifuge, also his celebrated Liver Pills, can now be had at all respectable Drug Stores in the United States and British Provinces.

☞ Sold in St. John by CHATONEY & HUNT and T. WALKER & SON.

Married.

This morning, by the Rev. George Armstrong Rector of St. Marks, Mr. ALFRED L. BUSBY, of New York, to MARY GRANDAN, youngest daughter of William Leavitt, Esq., of this City.

On the 3d inst., by the Rev. I. E. Bill, Mr. John Frisby to Miss Charlotte Lewis, both of this City.

On the 1st inst. by the Rev. Wm. Burton, Mr. Robert Sweet, to Miss Mary A. Cowan, both of Indian Town.

On the 4th inst., by the Rev. Samuel Robinson, Mr. Francis Hanson, of the Parish of Simonds, to Miss Mary, second daughter of Mr. William Watt, of the Parish of Portland.

In Carleton, on the 30th ult., by the Rev. F. Coster, Mr. Robert Pitcher, of Manawagonish, to Miss Rebecca Levy, of Carleton.

At Carleton, on Monday evening, by the Rev. R. Knight, Mr. William M. Elewitt, to Miss Sarah Brown, both of that place.

On the 15th ult., by the Rev. J. R. Lawson, Mr. William McDiarmid, of the Parish of Sussex, to Miss Martha Ann Morrison, of the Parish of Cardigan, N. C.

On the 29th of Nov., at St. Mark's Church, Parish of Westmorland, by the Rev. Donald Bliss, Joseph S. Reed, Esq., of Hopewell, to Miss Diana M. Morse, daughter of Mr. A. Morse.

At Cambridge, on the 24th ult., by Rev. J. C. Skinner, Mr. John L. Otts, to Miss Margaret Ann Coes.

On the 29th of November, at the residence of the bride's father, by the Rev. G. F. Miles, George H. Newcomb, Esq., Eastport, Maine, to Miss Mary Ann, eldest daughter of Capt. Nicholas Meating, St George, Charlotte County.

Died.

On the 12th inst., after a short but severe illness, Jean Rankine, in the eighth year of her age, eldest daughter of Mr. James McAulay.—Funeral to-morrow Wednesday, at 2 o'clock from her father's residence, Sidney-street, Lower Cove.

Drowned, on Saturday, 3rd inst. from the steamboat landing in Carleton, Mr. Archibald M'Coan. The deceased was in the 50th year of his age, and has left a wife and 4 children. The funeral will take place from the residence of Mr. John Lattimer, Marsh Road, to-morrow afternoon, at 3 o'clock, when friends and acquaintances are respectfully invited to attend.

On Sunday morning, John Lebaron, aged two years and five months, youngest child of Mr. John Crawford of Indian Town.

On Monday morning, of scarlet fever, Mary Ann Frith, third daughter of Mr. George Smith, aged 6 years and 6 months.

On Tuesday evening last, Julia Ann, daughter of Mr. William Young, Portland, aged 6 weeks and 3 days.

In the Parish of Portland, on the 5th inst., Mr. John Fisher, in the 53d year of his age, leaving a bereaved widow and large family to mourn their irreparable loss.

At Sackville, County of Westmorland, on the 21st ult., of a disease of the lungs, Robert, son of Mr. Claudius Hamilton, of the Parish of Simonds, in the 23d year of his age.

MARINE JOURNAL.

PORT OF SAINT JOHN.—ARRIVED

TUESDAY—Barque Victory, Redhead, Bermuda, 21—Edward Allison, ballast.

Brig Savant, Mills, Portland, 2—J. & R. Reed, flour and butter.

S. Merrill, Means, Savannah, 14—Geo. Thomas, pitch pine timber.

Schr. Pearl, Brannen, Boston, 4—Master ballast.

Cuba, Kavenagh, Boston, Master, fruit &c.

Wellington, Smith, Bedeque (P. E. I.), 11—oats, &c.

Mary Jane, Winchester, Halifax, 10—Edward Allison, general cargo.

Fashion, Winchester, Halifax, 10—Master, general cargo.

Regulator, Kelly, Sydney, 13—T. McHenry, coals.

THURSDAY—Brig Ellen, Ritchie, New York, 11—flour, &c.

Steamer Admiral, Wood, Boston—G. Thomas, passengers and merchandise.

FRIDAY—Brig Adeline Cann, Cann, Boston, 3—C. McLauchlan, ballast.

J. Cohen, McCune, Savannah, 25—Geo. Thomas, pitch pine timber.

Brigt. Oliver Frost, Smith, Savannah, 22—Kirk & Worrall pitch pine timber.

Schr. Elizabeth, Roberts, Charlotte Town, (P. E. I.) 9—Thos. Handford, potatoes, oats, &c.

SATURDAY—Barque Statesman, Corning, Boston, 2—Chas. McLauchlan, ballast.

Actress, McMullen, Boston, 2—Chas. McLauchlan, ballast.

Atalanta, Robertson, Boston, 2—Chas. McLauchlan, ballast.

Schr. Ann Eliza, Shanks, Boston, 2—flour & meal.

Boston, M'Lean, Boston, 2—G. Eaton, flour.

MONDAY—Barque Actress, Cain, Boston, 2—Chas. McLauchlan, ballast.

Atalanta, Doty, Boston, 2—Chas. McLauchlan, do.

Shipwreck and loss of Life.—Schr. Sylph, Dunn, which sailed from Quebec for Ragged Islands and Liverpool, N. S., 19th ult. with a general cargo, was wrecked off West Point of Anticosti, about the 29th, and all on board perished. The schooner was found bottom up.—*Halifax Rec.*

Capt. Nowell, of the Bark Elizabeth, ashore at River du Loup, on the 26th inst. reports nine vessels ashore at Hare Island and River sides. Capt. N. says their situation is very precarious. The late gales have been very severe upon shipping.—*Quebec paper.*

NOTICE.

THE Semi-Annual Visitation and Examination of the Public GRAMMAR SCHOOL of this City, will take place, according to Law, on MONDAY next, the 19th instant.

J. H. GRAY, *Cler.*
St. John, Dec. 13th.

New-Brunswick Auxiliary Bible Society.

THE Annual Meeting of this Society will take place, God willing, on the Evening of WEDNESDAY the 4th of January next, in the Wesleyan Centenary Chapel. Free Tickets of admission will be obtained at Mr. Tilley's Drug Store, on Tuesday the 3d of January, the day previous to the meeting. The doors will be open at half-past Six, and the proceedings commence precisely at Seven o'clock.—A collection will be taken up as usual on behalf of the funds. By order of the Committee.

JAMES PATERSON, } *Secretaries.*
S. L. TILLEY, }
St. John, Dec. 6.

NOTICE.

York and Carleton Mining Company.

A MEETING of the Stockholders of the above Company will be held on FRIDAY the 30th day of December next, at 3 o'clock, P. M., at the Company's Office in St. John, for the purpose of taking into consideration the propriety of increasing the Capital Stock of said Company.

By order of the Board of Directors.
JAMES ROBINSON, Jr.
St. John, 26th Nov. 1853.—1i. *Secretary.*

NOTICE.

ALL persons having any legal claims against the Estate of WILLIAM PORTMORE, of St. John, deceased, are requested to present the same within Three Months from date; and all persons indebted to the said Estate will be pleased to make payment to the undersigned.

S. HUYGHUE, *Executor.*
St. John, Dec. 10, 1853.

SALT, COALS, &c.

1000 SACKS SALT;
6000 Bushels ditto—Ex the "Ocanasta, from Liverpool.
150 Tons COALS—Ex "Helen Thompson" from Troon.
10 Hhds. Bright Porto Rico SUGAR,
100 Quintals POLLOCK;
50 Barrels Nova Scotia PORK,
51 bags Java COFFEE,
11 barrels Crushed SUGAR,
10 ditto New RICE,
Bags Castana and Pecan NUTS,
100 bags new *Buckwheat MEAL*,
10 Straw Cutters.

To arrive, ex "Syria," from Baltimore:
4,500 bushels new CORN,
250 barrels CORN MEAL,
800 barrels choice Baltimore FLOUR,
100 bags BEANS,
400 bags CORN MEAL.—For sale by
Dec. 13. JARDINE & CO.

NEW FRUIT.

160 BOXES RAISINS;
30 Half-box