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AND NEW BRUNSWICK GENERAL ADVERTISER.

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MONTREAL, October 8.

We publish another letter from our correspondent in the Lower Provinces, which closes the series.

EASTPORT, (MAINE.) Sept. 17, 1840.

My rapid tour in the Lower Provinces terminated yesterday, on my leaving St. Andrews for this place, and I cannot better employ the leisure hours during which we have to await the arrival of the *North America*, which conveys us to Boston, than by completing, as promised, my brief notes upon New Brunswick.

Leaving St. John on Monday morning in the *Meteor*, a small river steamer, which on this trip took the *Nova Scotia's* day, we did not, owing to our vessel's want of speed, arrive at St. Andrews till about nine o'clock in the evening. The sail is, for the most part, uninteresting till you reach the Bay of Passamaquoddy, and its islands, but these engage your fixed attention. The largest of the islands, Grand Manan, is about twelve miles long by seven broad; it lies at the entrance of the Bay of Fundy, and possesses several fine harbours. It has a population of upwards of a thousand, engaged in agricultural pursuits, or in the fisheries, for which this and the neighbouring islands possess such facilities. Campo Bello, though somewhat less in extent, is perhaps fully as valuable as Grand Manan; its population is about equal, and its size is about twelve miles long by four broad. It is the property of Vice Admiral Sir Edward Owen, (who was born upon it, I was informed), and his brother, Capt. W. F. R. Owen, R. N. both well known and highly esteemed in Canada;—the last named being subsequently Commander of the Naval expedition to Africa, employed for some years in surveying and laying down its coast, under the direction of the Admiralty. Capt. Owen, with his son-in-law, Lieut. Robinson, R. N. lives on the island, at Welsh Pool, to which many vessels resort, and at the Custom House of which the *North America* steamer has to clear every trip, after leaving Eastport for Boston, so as to comply with British and American navigation laws. Besides Welsh Pool, Campo Bello has several other excellent harbours. Its population devote much of their attention to fishing. Though it presents, from the deck of the passing steamer, a rugged and unpromising appearance, a large portion of the island, I was assured, is excellent land, and much of it is under high cultivation. Captain Owen has a seat in the New Brunswick Assembly, being one of the members for Charlotte, in which county his island is situated. Besides Deer and Indian Islands, which are extensive, and whose population derive their principal support from the products of the sea, the surface of the Bay of Passamaquoddy is studded with numerous smaller ones, some settled and well cultivated, others more rocky and uninhabited islets, similar to many in the well known group of the Thousand Islands, in the St. Lawrence below Kingston. Though belonging to the United States, and, therefore, not strictly coming within the limits I proposed for my letter, I may as well here notice Moose Island, on which Eastport stands. It is also a large island, being four miles long. It was in the possession of the British troops during the last American war, and was only given to the Americans by award of the Boundary Commissioners, some years after the peace. Some of the block-houses still standing on the island, were erected by the British, and I saw this morning two of the redoubts which they threw up, in commanding positions, near this place.

St. Andrews, after visiting St. John, appears a dull, lifeless place, and yet the trade of the town and its outports is exceedingly extensive, particularly in sawed lumber, of which it prepares and exports infinitely more than any other county in the Province. Of these outports, St. Stephen is the principal, and from its numerous saw mills, has attracted to itself much of the business that formerly centred in St. Andrews. St. Stephens is opposite the town of Calais, in Maine, with which it is connected by

a toll-bridge. St. George, another of the outports, is on the River Magaguadavic, on which are numerous saw mills. I regretted much our inability to visit this place; the Falls of the Magaguadavic, and the scenery about them, being described as very wild and imposing. By adopting the land route from St. John to St. Andrews, those desirous of seeing the country in the neighbourhood of St. George, would have their curiosity gratified. Of public buildings, St. Andrews contains churches for the Episcopal, Presbyterian, Methodist, and Catholic persuasions, and a Court House—the last recently erected, and in exceedingly good taste. The Presbyterian Church, which, in its interior finish, surpasses any belonging to the members of that communion in these Provinces, was built at the sole expense of the late Mr. Christopher Scott, long a leading merchant of St. Andrews, and by him generously presented to his fellow Presbyterians of that place. At the barracks here, a subaltern's party of the 69th Regiment is stationed. In St. Andrews, there are many excellent and substantial private residences; those especially on the rising ground, to the rear of the town, command an extensive view of the beautiful Bay, which has been pronounced superior to the Bay of Naples, by those who have had the advantage of seeing both. But fully to appreciate the beauties of the scenery in the neighbourhood of St. Andrews, I should strongly recommend an excursion to Chamcook, a high mountain, some four or five miles distant. We walked to and ascended this eminence, and were most amply repaid for the exertion. The effect was completely panoramic; in front, and to the left, lay Passamaquoddy Bay, to the right, flowed the St. Croix, here the dividing boundary from Maine; and in rear, were to be seen three of a beautiful chain of lakes, five in number, which present many points of resemblance to those of Cumberland. At the foot of the mountain, are the extensive saw and grist mills of Mr. Wilson, which derive their water power from the lakes just mentioned. A wet dock, the only one in the Province, another evidence of this worthy gentleman's enterprise, may also be seen here. In the view from Chamcook, the country residence of Mr. Wilson forms a pleasing object;—it is delightfully situated in the midst of a clump of fine large trees, which gives the property the appropriate name of the Grove.

Leaving St. Andrews, we proceeded to the Point, whence is obtained a fine view of the town, giving a more accurate idea of its extent, than from any other spot. We crossed the St. Croix in a row-boat to Robbinston, Maine, and soon after, the stage from Calais came up, by which we were conveyed to this place, after a pleasant drive, throughout the whole course of which, we never lost sight of the noble Bay I have so frequently alluded to, and passed, in succession, some of its more important islands.

I cannot close this, my last letter on the Provinces, without stating expressly that these meagre notes lay no claims to originality, but have been hastily compiled from different sources of information, in the hope of their proving useful to you or any of my friends who may be induced to visit these noble dependencies of Britain. I assure all such that they will be highly gratified; for, in addition to the attractions of the country through which they will pass, the inhabitants greet the stranger with a warmth and a hospitality, which those who like himself have experienced them, will not readily forget.

A. H. A.

* * In the last letter of our correspondent, there is a typographical error, requiring correction. "In descending the St. John," has been substituted for, "In describing St. John," making nonsense of the paragraph.

FOR THE SENTINEL.

MR. EDITOR.—I have read the last Act of the General Assembly of this Province, entitled "An Act in addition to an Act (in addition to other Acts ad infinitum) for the relief and Support of Confined Debtors;" when to my astonishment I find that the Legislature has been making and unmaking acts for the relief of confined debtors every year since the Province had a House of Assembly; and in my opinion they have done no more good by the last act than they did by the first.

The last act requires the debtor to be kept in "carcere duro" fourteen days, before he can be discharged or receive any support; and in the meantime live upon air if he cannot purchase food, which he seldom or ever can; for if he had the means of buying food he could not take the benefit of the Act.

I have been credibly informed that the benevolence of Mrs. Charles Brannen has saved many from an untimely grave.—De toutes les vertus celle qui distingue le plus un chrétien c'est la charité.

As the unfortunate debtor is compelled to live fourteen days on the air of a filthy dungeon, before he can have any relief or support allowed him under the present Act; it is natural to suppose, that if he had property for which he could not realize money, that he would endeavour (although sworn) to hide it from his creditor, rather than return to gaol and thereby commit perjury; or if the confined debtor unfortunately has a family who depend on him for support and could not earn a livelihood themselves, they must have recourse to dishonest means for their support; which will add theft to perjury and thereby ruin an otherwise respectable family for ever.

I hope the next Session of the Legislature, will curtail the fourteen days; as I think three days are quite sufficient to go and serve a notice of examination of confined debtor to any part of the Province, and return and attend the said examination, as it is at present you might go to England in less time than the debtor has to live upon air.

As I conceive you to be as regards the public benefit after you, you will please give the above a place in your valuable paper, and oblige

A PHILANTHROPIST.

October 16, 1840.

Arrogance is a weed that ever grows upon a dunghill—witness fools and fellows that from nothing are lifted some few steps upon fortune's ladder. Nothing procures love like humility; nothing hate like pride.—Owen Feltham.

Dreadful Fire in the Docks of the Royal Arsenal at Devonport—Destruction of the "Talavera," "Imogene," and "Minden."

On Sunday morning at half-past four o'clock, Lieut. Williams, R. N. superintendent of the dockyard police, was alarmed with the intelligence that the line-of-battle ship *Talavera* was on fire. All hands were instantly on the spot with the engines, but so terrible were the flames that the total destruction of the ship was already inevitable. The fire-bells were rung, and the workmen with the military called in. The tide was high, and plenty of water at hand, but nothing could subdue the fury with which the fire extended southwards, towards the other docks and building slips, the rigging house, sail-loft, and the store-houses. At a quarter to five o'clock, the "*Talavera*" was one mass of flame, which, communicating with the shed over head, threatened to carry the fire to the extremity of the yard. The "*Minden*," 72, line-of-battle ship, lying at the stern of the "*Talavera*," in the head dock, took fire ahead, and appeared inevitably doomed; but the wind shifting a point, and by the most strenuous exertions of the engines, the progress of the flames astern was stopped; but the roof of the shed adjoining, called the Adelaide Gallery, took fire, and the dense volumes of smoke for a time appeared to choke the flame.

Right and left of the gallery were large sheds containing planks and prepared timber, and here were the workmen's tools, all ranged in boxes, marked and numbered. In the gallery were kept the figure-heads of some of the ships which, having borne the brunt of the battle, were, after the peace, broken up; and these slight remembrances of their achievements were kept with a degree of pride. At the eastern end hung the flag of our never-to-be-forgotten naval hero, Nelson, under which he fought the battle of Trafalgar; and opposite, the flag of Lord Exmouth at the battle of Algiers. An attempt was gallantly made by a young man to save them, but the fire was too fierce, and the attempt given up for the safety of the party who made it. From this shed the flames spread to that which covered the "*Imogene*," frigate, which was also completely destroyed. To subdue the flames here appeared to be fruitless, and an attempt was made to prevent a further extension by playing the engines upon the building opposite, but without success, and the whole range, together with a large pile of timber under a shed, were in flames. The fire was stopped at the South Dock by pulling down the sheds of the saw-pits to the southward, by which means the store-houses and other buildings have been preserved. Fortunately the flames were prevented from igniting the rigging-house, which stands close to the south docks, and contains all manner of combustibles.

There were twenty-two engines at work at one time; and nearly all the military, seamen, and marines in the port, with their officers and the heads of the different departments, were present at an early hour.

All that human exertion could do, was done with courage, alacrity, and skill, highly praiseworthy. Admiral Sir Graham Moore and Admiral Warren were on the spot immediately after the alarm was given.

For several hours the scene was awfully magnificent, the ships, buildings, and timber stores being all on fire at one time, presenting a sheet of flame a quarter of a mile in extent, and in some places 100 feet high, while volumes of dense smoke covered the town. Providentially there was little wind, or the consequences might have been beyond conception.

The loss actually caused by this conflagration was stated at first to have covered nearly half a million of money; it was afterwards stated £150,000; the truth probably lies between.

The "*Talavera*" was an old ship, and the estimate of her worth, if sold by auction, the usual mode of disposing of ships when unseizable, is not above £20,000, though to replace her with a new ship of the same class, would be from £70,000 to £80,000. The other vessels must be estimated in the same way; but the loss of stores is immense. The sheds, covered as they were, with painted and tarred paper, cost from £10,000 to £12,000 each; the cost, when covered with copper, is from £30,000 to £40,000 each. The granite facings of the docks are split to pieces. The fire was providentially stopped at the very point where the destruction would have been greatest, as property amounting in value to upwards of £5,000,000 was deposited in the very building adjoining that where its progress was terminated.

As to the cause of the fire nothing satisfactory is known. No work had been done on board the "*Talavera*" for five weeks, and strong suspicions are entertained that it has been the act of an incendiary. One of the police inspectors visited the spot at half-past three, and walked round the dock, but observed no appearance of fire. It is expected that an enquiry will take place in the presence of one of the Lords Commissioners of the Admiralty.

Admiral Superintendent Warren looked from his bed-room window at four o'clock in the morning—at that time there was no appearance of danger of any kind; he was not sensible of any smoke arising, and the yard appeared in all respects quiet, as it usually is at such an hour. Soon after this policemen Codd and Quick, who were on duty at the north dock, passed the word "fire," and the sentinels on duty discharged their muskets, as ordered on such occasions. The post of the nearest sentinel was within thirty yards of the bow of the ship; he was not sensible of any smoke near until the alarm was given by the police. The last fire in the dock-yard of any importance, was the destruction of the rope-house in the year 1812, the cause of which, we believe, was fully understood to have arisen from spontaneous ignition.

In the course of Sunday, Admiral Warren published an order, thanking the men of the troops, the yards, the police, and the people of the town for their enthusiastic and energetic exertions. The same document stated the provisions made to prevent the fire from bursting forth again.

The fire having been providentially arrested, it becomes necessary, while the ships referred to lie burning in the docks, and the timber surrounding that part of the yard smouldering under subdued fire, that means should be adopted to ensure sufficient assistance and watch in the dock yard during the approaching night, for which purpose the Admiral Superintendent requires that four foremen of the yard, and the whole of the inspectors of shipwrights, remain in the dock-yard during the night, to superintend, by reliefs, a strict patrol throughout the night; and that 450 shipwrights and 150 laborers be also retained in the yard, to attend the

engines and perform any other duties which circumstances may require. The principal resident officers of the dock yard will the admiral feels assured, adopt such an arrangement as may give to the security of the yard the benefit of the frequent or constant supervision of a sufficient number of these officers to render this arrangement effectual. And a report is to be addressed to the Admiral Superintendent every two hours, of the state of the arsenal during the night.

The General has been requested to afford a strong detachment of troops from the garrison during the approaching night, and with these precautions no doubt exists of protection from the remains of the fire, which although subdued is by no means extinguished.

FREDK WARREN.

A correspondent of the Chronicle says—"The flag of the "*Victory*" was carried in procession by the crew at Nelson's funeral in 1806. When the body was lowered the enthusiasm in St. Pauls was so great, that the visitors of all classes rushed forward and tore it to atoms as relics of the hero."

An examination was held on Monday and Tuesday at the Dock office, when evidence it is said was given that the fire was wilful, and some clue was obtained to the discovery of the incendiary.

FROM THE LONDON ATLAS.

We have had occasion several times to remark upon the weak and suicidal policy of our ministers, in allowing Lord Hill to hold the command of the British army. We have pointed out the injustice done to the well-affected portion of her Majesty's subjects by leaving the sole patronage of that profession, in which our aristocracy are most accustomed to seek distinction, in the hands of the opposition; we have dwelt often upon the natural effect of making the Queen's military service, the general refuge of those who oppose the Queen's government and revile her person; and we have denounced the shameful ingratitude of passing over the second in command at Waterloo, because he is a whig; and placing in the post of honour, which he so well earned, a man who was his junior officer, but who has the recommendation of being a Tory.

We are sick however, of the subject, for we speak to men who will not hear, and we argue upon principles which they have not courage to practise.

Still there are occasions when the affairs of the Horse Guards are forced upon us, and one of these is afforded by the recent doings of the Earl of Cardigan, Lieut. Colonel of the 11th Hussars.

The Earl of Cardigan is a zealous Tory partisan. As Lord Brudenell he fought many contested elections, and sat, during seven Parliaments, in the House of Commons. We state this fact because we know of no other which can account for the extraordinary favour and protection which has been vouchsafed to him through one of the most singular careers which any English officer ever ran.

When acting as Lieut. Colonel of the 15th Hussars, Lord Brudenell rendered himself notorious by his very remarkable conduct towards Captain Wathen, one of his subordinate officers; and in a court martial which succeeded, the Captain was honourably acquitted, and Lord Brudenell was gently removed from his command.

His lordship we believe is not distinguished for any services in the field, nor do we understand that he was ever present at a real engagement. On the other hand there are hundreds who have grown grey in service, whose wounds testify that their grey has been no playing at soldiers, who have no stain resting upon their military character, and yet who are hopeless of ever obtaining employment, or emerging from the list of the half-pay.

Those who did not know that Lord Brudenell was member for North Northamptonshire, and who were not aware that he was a Tory, whose vote might be surely counted upon to harass, obstruct, or annoy the Queen's ministers, were surprised when they heard that this Lord Brudenell was the man who was chosen out of the whole British army for the much coveted command of the 11th Hussars. The matter was even mentioned in Parliament, but every one there denied all responsibility, and the friends of Lord Brudenell treated the question, not as a question of whether he deserved one of the best prizes in the service, but as whether he ought to be for ever shut out from employment on account of his conduct when in command of the 15th. Perhaps he did not deserve to be so shut out—upon that we offer no opinion. But he certainly should in justice have been postponed to every officer of his own rank who had a clear military character. What could possibly have induced the choice of this man in the face of such an objection, and against the claims of such a host of superior competitors, except the consideration that he was one of the House of Commons' opponents of the Queen's government?—Can we wonder at the zeal of a Colonel Thomas after this example?

Lord Brudenell, however, got his command, and by the death of his father he became Earl of Cardigan. The present state of that regiment is a sufficient proof of the manner in which the military service benefits by these political jobs—jobs bad enough when they are used to strengthen the government of the kingdom, but trebly bad when they are used expressly to weaken it.

1st. At this moment Captain Reynolds, of the 11th Hussars, is under arrest, and about to be brought to a court martial, for challenging the Earl of Cardigan to fight a duel.

2d. The Earl of Cardigan is himself under recognition to appear to answer the charge of fighting a duel and shooting Lieut. Tuckett, late of the same regiment.

3d. The daily papers are full of a voluminous correspondence which has passed between the Horse Guards and a second Captain Reynolds, in which a court martial has been refused.

As to the second of these cases, it forms a fine practical commentary upon the absurdity of duelling. Lieut. Tuckett writes a letter to a newspaper showing that the Earl is a bad officer, that under his command regiments have become deteriorated in discipline, and corporal punishments have uniformly increased. The Earl refuses to deny these allegations, but states with amazing inconsistency that "many parts of the letter contain matter entirely false, and the whole of it was slanderous, insulting, and calumnious." The Earl does not condescend to point out which part was false and calumnious, and which was slanderous but not false; and as Lieut. Tuckett did not choose to apologize for

writing those parts which were not false but only calumnious, the Earl called him out and shot him. If there is matter in the Earl's conduct which is calumnious and yet true, it occurs to us that the trial by pistols has not answered the purpose of effecting strict justice in this instance.

As to the correspondence upon the subject of the Earl's insulting message to Captain Reynolds, it is not our purpose to enter into any lengthened discussion upon it. The substance of it will be found in that part of our paper to which, according to our plan of arrangement it belongs. It may be that, according to the strict rules of military etiquette, Captain Reynolds was wrong in writing any letter to the Horse Guards, reflecting upon the conduct of his superior officer. It may be that Captain Reynolds should have forwarded his formal complaint through his commanding officer; and it may also be that he should have refrained in the first instance from making Lord Cardigan's messenger in any way responsible for the very ridiculous message which he bore.

Technically speaking, Captain Reynolds may be in the wrong, but certain undeniable facts still remain. It still remains a fact that the Earl of Cardigan did send a very insulting message to a gentleman holding her Majesty's commission, and that that insult was as undeserved as it was coarse. It still remains a fact that Lord Cardigan did revile an officer of his corps on account of his having served with the regiment in India. This taunt, from a superior officer, is a crime of so grave a nature that it strikes at the very heart and essence of a soldier's honour, converts the service of his country into disgrace, and reduces him to the condition of a spangled puppet, whose character like his coat, becomes tarnished by the smoke of powder. If this fact were made good against the Earl, it ought to expell him from any properly officered army in Europe.

The fact also remains that Lord Cardigan broke the articles of war, by keeping Captain Reynolds in custody longer than he was by those articles entitled to do, and it is proved also that he was guilty of gross oppression by keeping him under close, instead of general arrest.

These are facts which are not to be got rid of. How in the face of them Lord Hill could neglect to investigate the matter in the manner in which he was bound to investigate it, how he could declare that he was satisfied with the Earl of Cardigan's conduct in every particular, are matters which we cannot account for by any ordinary principles of military conduct. If we believe that Lord Hill, having in contempt of general opinion, both of civilians and military men, forced a political adherent into a command, was determined to protect him in it in defiance of the articles of war and the rules of discipline, then we understand it, and we admire his conduct as singularly consistent; but if we are not to take this view of the case, we confess ourselves at a loss to understand it at all.

It is not to the Earl of Cardigan's conduct that we address ourselves. The public mind was long since decided upon that. It is to Lord Hill's conduct, and to the conduct of those who are responsible for Lord Hill's continuance in office, that we seek to draw public attention.

From the London Atlas, October 3.

PERSIA, TURKEY, SYRIA, AND EGYPT.

By the latest intelligence from Persia we learn that the restless Shah has finally abandoned his project of declaring war against the Porte, and of invading Bagdad. The counsels of Russia are supposed to have brought him to this determination. At a moment like the present this change in the intentions of Mahomed Shah is really important. There is nothing now to apprehend from that quarter, and as the Turkish troops have been completely victorious over the Kurds and malcontents, near the Persian frontier, the whole of the forces of the Sultan in that direction are disposable.

A grand council was held on the 3d at the residence of the Sheikh-ul-Islam, in consequence of intelligence that Mehemet Ali had refused to accede to the first condition of the conference of London. Mehemet Ali was declared to be no longer governor of Syria.

The *Fetva*, or decree, which deprives him of his government, and declares war against him, was afterwards issued by the Sheikh-ul-Islam, and read in all the Mosques. The reading of this document, which exposes at great length the reasons for this extreme measure against the Viceroy, has produced a deep impression. Other accounts say that the *Fetva* was prepared, but not published.

The advices from Alexandria, which, delayed by the discourtesy of the French, have reached us this week, if they do not add to our knowledge of events, enable us to arrange them in the order of the dates, and to repair the errors of the previous intelligence.

The "*Oriental*" steamer reached Malta on the 12th, after a passage of 239 hours, from Southampton. She waited till the 15th, when the French steamer having arrived from Alexandria, and nothing appearing to prevent her progress, she sailed on the latter day for Egypt. She had on board 108 men of the 77th regt. and 27 Artillerymen. The letters of the 5th from Alexandria are still delayed, or lost, but those of the 7th are safe, and have reached us. On the morning of the 6th, which was the last day of the twenty that had been originally granted to Mehemet Ali to consider the propositions of the Porte and the European powers, the consuls waited on the Pacha to receive his definitive answer. Mehemet refused to receive them on account of the severity of his indisposition.—[Nile boils on the spine, peculiar probably to the occupants of the seat of the Pharaohs.] But Samy and Boghos Beys received them, and declared that his Highness had given his answer to Rifaat Bey. This occasioned some altercation. The Consuls of Russia and England observed that his Highness's acceptance could only be of avail when he should have given up the Ottoman fleet, and placed in their hands an order to withdraw his troops from Syria; without that, his adhesion would not be accepted.—The Egyptian Minister offered copies of the Pacha's answer, declaring that it was to the Sultan, not to them, that he was bound to reply. The Consuls had drawn up a protest against Rifaat Bey and his conduct in accepting or suggesting such vain proposals as those made by Mehemet. The Pacha was taking every means of defence, and planting cannon at all points.

The question now was whether the consuls could be considered as safe at Alexandria.—Colonel Hodge asked Samy Bey whether he