

Much apprehension exists in reference to the probability of another outbreak in Paris; and the occurrences of the week seem to show cause for the anxiety so generally expressed. The socialist confederacy has extensive influence amongst the operatives of Paris, Lyons, and all the principal cities of France, and the audacity maintained by Proudhon, Louis Blanc, and others implicated in the former contests, strengthens the presumption that the government are unwilling to proceed against them; from a fear of consequences.

The Italian question is yet unsettled. The wanton siege and bombardment of Bologna serve to exemplify the old spirit of Austrian despotism, while the patriotism and valour of the citizens, and the manifestations that have taken place in their favor, show that the spirit of resistance has not been quelled by recent reverses. Charles Albert's addresses evince unabated courage and confidence. The intervention of France and England continues, and rumour goes so far as to ascribe to Austria and the Frankfort Assembly a readiness to be content with the frontier of the Adige, leaving Lombardy to join itself to Piedmont or Switzerland. This may form the basis of a settlement, but only of a temporary one; there cannot be a permanent peace while Austria retains sway over any portion of the Peninsula.

From the scene of war in Schleswig, there is no decisive news. Correspondence speaks of an armistice and a peace as about to be concluded by the belligerent powers; but rumour has said the same for many weeks past.

Report says another insurrection took place at Warsaw on the 13th. Part of the troops participated in it. The outbreak was put down after the town had been bombarded five hours.

SPAIN.

The *Clamor Publico* states that a Carlist conspiracy had been discovered at Seville, the object of which was to seize on the Duchess de Montpensier, and to carry her off into the mountains of La Ronda. Several persons implicated in it had been arrested.

We have received the Madrid mails of the 18th. The news from Catalonia is important. Pavia had judged the moment ripe for arming the inhabitants of the towns for a general start in pursuit of the rebels. The recent extortions of the Carlists since the entrance of Cabrera are said to have alienated the sympathies of the Catalonians, who are moreover desirous of peace, as they see no chances of the struggle terminating to the disadvantage of the government.

ITALY.—SURRENDER OF VENICE.

Advices have been received from Turin to the 15th, from Bologna to the 11th, and Rome to the 9th. The troops which arrived at Turin from Lombardy were received with the greatest enthusiasm. News had arrived that Venice was surrendered to the Austrians on the 9th.

We read in the *Courrier Francais*—"It may be remembered that we mentioned some time since that an Austrian envoy had passed through Paris on his way to London, and that it was the same who had previously visited the headquarters of Charles Albert. We are now enabled to give some details of the negotiations which are taking place. It appears certain that in spite of her successes Austria will give up Lombardy to retain possession of the Venetian territory, but on two conditions, the first being that Lombardy shall not be united to the Sardinian states, and the second that she will be no longer answerable for the Lombardian debt. Independently of these personal arrangements, Austria, remembering the neutrality which the King of Naples has preserved at so many risks and perils, stipulates in favour of his second son as King of Sicily, the independence of which country will be recognized. Such, we are assured, are bases of the negotiations now pending, and they have been admitted by M. de Gagern, the representative of the Diet of Frankfort. As to Venetia, it will not only form part of the Austrian monarchy, but also of the Germanic confederation: it will send deputies to the parliament at Vienna, and to the assembly at Frankfort. The German standard will be hoisted on the citadel of Venice, by the side of that of Austria."

Bologna was defended by 20,000 men. The city was tranquil.

On the 8th, the Roman Chamber of Deputies emitted a unanimous vote in favour of French intervention. The vote was officially communicated to the French ambassador.

AUSTRIA.

The Emperor of Austria did arrive at Vienna on the 12th, and was received with "the grateful love and unshakeable loyalty of his people." On landing, rows of beautiful damsels strewed his path with flowers. The Diet addressed him with loyalty, but with significance and firmness—"The Diet, representing as it does, a free people in a constitutional monarchy, consider it their duty to preserve not only their own dignity, but also the sanctity and inviolability of the constitutional throne."

A letter from Pesth, dated the 13th inst., announced the taking of Verlass by the Hungarians by storm and the slaughter of from 2,000 to 3,000 Servians. The Hungarian loss was said to be nearly as great. A communication from Pesth, dated the 14th, which appears in the *Allgemeine Zeitung* of the 20th, throws doubts on this news.

DESTRUCTION OF THE PACKET-SHIP OCEAN MONARCH BY FIRE.

It becomes our painful duty, this week, to record one of the most melancholy and awful disasters that ever occurred in the vicinity of the port of Liverpool. On Sunday last the packet-ship *Ocean Monarch*, freighted with a valuable cargo of merchandise, and about 360 steerage passengers, hauled into the river, preparatory to taking her departure for the port of her destination—Boston. On Thursday morning, the ill-fated vessel put to sea. She had not proceeded far, however, before the utmost consternation was produced by an announcement that the ship was on fire, and scarcely had the alarm been given, when she was in a complete blaze. The passengers became frantic with despair, and numbers at once plunged in the ocean to escape the more awful death which apparently awaited them. The captain, finding that all control over the poor creatures was gone, and that the fire was making rapid progress, ordered both anchors to be lowered, in the hopes of bringing the vessel's head to the wind. In the act of lowering the anchors, many of the unfortunate passengers were dragged into the ocean, they having seated themselves on the chain cables.

At the time the fire was discovered, the vessel was about eight miles to the eastward of the Great Ormshead, and several vessels were in sight. A signal of distress was at once hoisted, which was immediately answered by a yacht belonging to Thomas Littledale, Esq., and which was about six miles distant. The scene which presented itself to Mr. Littledale on nearing the vessel was of the most appalling and harrowing description. That gentleman truly describes it as awful, and such as he hopes never to witness again. The flames were bursting with immense fury from the stern and centre of the vessel. So great was the heat in these parts that the passengers, male and female, men, women, and children crowded to the fore part of the vessel. Their piercing heart-rending shrieks for aid were carried by the breeze across the blue waters. No pen can describe this awful scene.

The Brazilian frigate *Afonso* was out on a pleasure excursion. She was commanded by the Marquis de Lisboa. There was also on board the Prince de Joinville, his lady, and suite, the Duke and Duchess d' Aumale, the Brazilian Minister the Chevalier d' Lisboa, Admiral Grenfell and daughters, and other distinguished individuals. When the *Afonso* discovered the *Ocean Monarch*, no time was lost in bearing down to her, and it was intended to anchor right under her bow, but the wind changed a little, and prevented this from being accomplished. Four boats were, however, at once lowered, and the large paddle-box boat. The Marquis d' Lisboa jumped into one, and Admiral Grenfell into the other, and were untiring in their exertions to save the poor people. The Prince de Joinville stripped his coat, and was particularly assiduous in assisting the passengers on board the frigate.

The *Ocean Monarch* was a first-class packet ship of 1,300 tons burthen, was a regular trader between this port and Boston, and formed one of a line of packets known as "Train's line." She has made some of the most rapid passages between this port and Boston.

In about an hour and a half after the yacht reached the vessel, the Brazilian steam frigate *Afonso* came up. She anchored immediately to windward and close to the burning vessel. She got a rope made fast to the *Ocean Monarch*, and by the use of the said rope, her boats were enabled to go backwards and forwards to the burning vessel with great facility, and by this means a large number of persons were saved. The Prince of Wales steamer, which was on her passage hence to Bangor, came up shortly afterwards, and, with the New World packet ship bound for New York, sent boats to the rescue of the passengers, and were the means of saving a large number.

The Queen of the *Ocean* yacht remained alongside till three o'clock. At that time the vessel was burnt near to the water's edge, and there were only a few of the passengers on board, several boats being alongside endeavoring to take them off.

GREAT STORM ON THE COAST OF SCOTLAND, AND LOSS OF LIFE.—On the 21st Aug., the whole of the east coast of Scotland was visited by a severe gale from south-east, which caused great destruction of property and loss of life.

On Friday night, says a Scottish paper, about a thousand boats, each manned by five fishermen, left the various ports of the east coast of Scotland, betwixt Stonehaven and Fraserburg, for the herring fishery. When at the offing, at about an average distance of ten miles, and the nets down, the wind which had continued during the day at south and south-west, suddenly chopped out to the south-east with rain. About twelve o'clock it blew a gale, the rain falling in torrents, and the night was so dark that none of the land lights could be seen. As soon as the gale came some of the fishermen began to haul their nets, but the sea ran so high that most of the fleet had to run for the shore to save life. At Fraserburg, the boats being leeward of Kinard's-head which forms the entrance to the Moray Frith, were less exposed than the boats to the Southward, and managed to get a landing without loss of life. But at Peterhead, which is the easternmost point of the coast, and altogether exposed to an easterly gale, seventy out of the four hundred boats that were fishing there are missing, and there is too much reason to fear that most, if not all of, them are wrecked or sunk. At daybreak on Saturday morning,

the scene that presented itself along the shore between the Buchan lighthouse and the entrance to the south harbor, was of the most appalling description. The whole coast for a mile and a half was strewn with wrecks and the dead bodies of fishermen. Twenty-three corpses were carried into Peterhead before nine o'clock, and the time the latest accounts left others were being constantly thrown ashore among the wreck on the sands or the rocks. Forty boats were wrecked within the circuit of half a mile, and so sudden and awful was the catastrophe that no means of succouring or saving the distressed and perishing fisherman could be devised. How many boats may have foundered at sea or gone to pieces among the precipitous cliffs of Buchan no one at present can tell. One thing appears certain, that the lowest estimate of the loss of life and property by this gale exceeds that produced by any other hurricane hitherto recorded in the annals of the east coast of Scotland. It is calculated that along the coast not fewer than a hundred lives have been lost.

NOTICES.

The Union Convention of New Brunswick, Nova Scotia, and Prince Edward's Island will convene at Fredericton, on Saturday next; its Sessions will probably continue through Tuesday next.

A protracted Meeting will be held at the Upper Salisbury Meeting House, commencing the last Saturday in September, at 2 o'clock. The Ministering brethren and other friends are respectfully requested to attend.

By request of the Church.

JAMES HERRIT,

Pastor.

Sept. 5, 1848.

There will be a protracted Meeting at Jemseg, to commence the First Tuesday in October, at 2 o'clock P. M. Ministering brethren and Christian friends generally invited to attend.

DAVID CRANDAL.

A Quarterly Meeting of the Baptist Church will be held at Norton, on Saturday the 7th day of October next, at 2 o'clock, P. M. Ministering brethren and other friends are invited to attend.

HYMENIAL.

On Monday evening, 4th inst., by the Rev. I. Sutcliffe, Mr. Henry D. Frost, Merchant of Halifax, to Anna, eldest daughter of Aaron Eaton, Esq., of this city.

On Tuesday morning, at Fall-side, parish of Lancaster, by the Rev. F. Coster, Mr. George Peebles, Manager of the Gas Works, to Melicent Sarah, eldest daughter of Mr. B. Tilton.

On Thursday, by the Rev. Ingham Sutcliffe, Wesleyan Minister, Mr. Richard Harrison, to Mary Augusta, fourth daughter of Mr. John Ritchey, [and niece of Dr. Ritchey, Toronto,] all of this city.

On Thursday, by the Rev. A. Stewart, Edmund H. Zwickler, Esq., of Lunenburg, N. S., to Julia, eldest daughter of the late Henry Swymmer, Esq., Judge of Probates for the City and County St. John.

On the 8th inst., by the Rev. Henry Daniel, Mr. John Hazlett, to Miss Matilda Johnston, both of this city.

On Wednesday last by the Rev. Alexander Stewart, Mr. Aaron Hastings, to Catherine, youngest daughter of the late Mr. George Smith, all of this city.

On Wednesday, the 6th inst., at Trinity Church, Kingston, by the Rev. the Rector, Martin Hunter Peters, Esq., M. D., son of the late Attorney General, to Susan Elizabeth, youngest daughter of the late Rev. E. Scovil.

On Saturday morning, in the Germain Street Baptist Chapel, by the Rev. Samuel Robinson, Mr. John Ring, of Chipman, Queen's County, to Miss Elizabeth R., eldest daughter of the late Mr. Douglas Mitchell of this city.

At Liverpool, (Eng.) August 23d, at Saint Bride's Church, by the Rev. D. D. Stewart, the Rev. Thomas Jackson Crawford, D. D., one of the ministers of Saint Andrew's Church, Edinburgh, to Mary, eldest daughter of Robert Rankin, Esq., merchant, of Liverpool.

OBITUARY.

On the 31st ult., at Taylor Town, County of Sunbury, Eleanor Abigail, second daughter of Mr. James Hamilton, in the 21st year of her age, leaving a large circle of relations and friends to mourn their bereavement.

At Moncton, on Tuesday the 28th Aug., in the fifteenth year of her age, Susan, daughter of the late William Horsman.

At Burton, on the 2d inst., after a lingering illness of four months, which she bore with Christian fortitude, Hannah Sophia, fifth daughter of George P. Nevers, Esq., aged 20 years.

Suddenly, at St. James, on the 25th ult., Mr. James Spence, aged 34 years. Mr. S. was on his way to St. Stephen, and called at a friend's house, when just as he entered the door he fell down, and in a few minutes expired.

At Boston, on the 26th August, Mary Medland, wife of Mr. James Coleman, in the 30th year of her age, leaving a husband and one child to lament their sudden bereavement.

On Monday morning, Margaret only daughter of Mr. Wm. McClenaghan, in the 21st year of her age.

On Tuesday, 28th ult., after a short illness, Eliza, wife of Mr. Samuel Ganong, aged 25 years.

At Fredericton, on Friday evening, 31st ult., Susanah Mary, wife of George J. Doble, Esq., Barrister at Law, and fifth daughter of the late Thomas Wetmore, Esq., formerly Attorney General of this Province, in the 42d year of her age.

MARINE JOURNAL.

PORT OF SAINT JOHN N. B.

ARRIVED.

Saturday—Ship Forest Monarch, Richardson, New York, 8—Owens & Duncan ballast.
Barque Oromocto; Kinney, Gloucester, 42—James Kirk, ballast.
Brigt Lafayette, Clifford, Searsport, 4—McHenry & McMillan, do.
Druid, Shackford, Eastport, 1—Geo. Thomas, do.
Schr. Kate, Holder, New York, 8—C. E. Cross, wheat and naval stores.
Eliza Ann, Crowell, Halifax, 10—J. V. Thurgar, sugar, wine, &c.
Sunday—Brig Magog, Shank, Ayr, 49—J. Wishart, coals and cattle.
Monday—Ship India, Willis, London, 44—James Robertson, ballast.
Barque Tadmor, Bowie, Dublin, Wm. Carvill, iron Frederick, Smith, Gloucester, 45—S. Wiggins & Son, ballast.
Glasgow, Marshall, Greenock, 58—Owens & Duncan, general cargo.
Huron, Driver, Barcelona, 53—order, ballast.
Brig Juno, Bates, Baltimore, 12—H. Gilbert, wheat.
Tuesday—Barque Lady Caroline, Norton, Hull, 43—J. M'Sweeney, coals and oil.
Brig Charles M'Laughlan, Crosby, Yarmouth, 3—C. M'Laughlan, ballast.
Brigt Hantsport, Holmes, Philadelphia, 16—Geo. Thomas, flour and wheat.
Widow, Gorum, New York, 10—L. H. Waterhouse, flour, wheat, &c.
Planet, Jones, New York, 7—H. Gilbert, wheat.
Albert, Robertson, Boston, 4—R. Robertson, ballast.
Schr. Beverley, McCarthy, Boston, 4—D. Coll, assorted cargo.
Brothers, Fitzgerald, Boston, 4—master, marble slabs.
Thursday—Ship Delta, Gover, New York, 7—S. Wiggins & Son, ballast.
Friday—Barque Geo. Gordon, Smith, Boston, 7—John Robertson, coals.
Brig Richardson, Crothers, Bermuda, 20—R. Rankin & Co., ballast.
Brigt Sarah French, Brown, Alexandria, 10—J. & R. Reed, wheat and corn.
Schr. Dolphin, Holder, Baltimore, 21—flour and naval stores.
Messenger, Battle, Eastport, 1—master, merchdse.

CLEARED.

5th—Brigt Emily, Kinney, Alexandria, salt and plaster.
6th—Schr. Emily, Wood, Boston, salt.
8th—Schr. Goodwill, Dunn, Halifax, salt.
Sept. 9th—Brig Achsah, Morrill, Eyemouth, timber and deals; Schr. Nelson, Fornas, Boston, scantling; Kosciusko, Eells, Neponsett, (U. S.) clapboards.
11th—Ship Osceola, Thomas, Liverpool, railway sleepers.
Arrived at St. John, N. F., 30th ult., schr. Valeria, hence.
Cleared at Boston, 1st inst., barque Geo. Gordon, for this port. At Quebec, 30th ult., ship Wm. Ward, for Bristol; 31st, Speed, Liverpool; barques Naomi, do., and Orbit, Newport.
Spoken, Aug. 20, lat. 46, long. 40, brig Kathleen, hence, for London. 29th, off Cape Henry, brig. P. I. Nevius, from Liverpool for Alexandria.
Arrivals at Europe from St. John.—August 17, American, off Dover; 19th, Lord Maidstone, Liverpool; 20th, Hannah Ker, Troon; 21st, Lord Elgin, Peterhead; 22d, Progress, Deal; Donegal, Kingstown; Plymouth, Warren Point; Ann McEster, Chester; Kingston, off Falmouth; Adeline Cann, Cork; 23d, Edina, Gravesend; Sally, off Carlisle; Urania, Berwick; 24th, Great Britain, Liverpool.
Sailings from Europe for St. John.—August 17, Wanderer, Leith; Enterprise, Dublin; 19th, Sir William Wallace, Aberdeen; Venerable, Hull; Humber, do.; 20th, Sophia, M'Kenzie, Deal; 21st, Commerce, Liverpool; 22d, Maranham, Gravesend; 23d, Queen, Liverpool; New Zealand, do.
Loading at Liverpool, Columbus, for this port, and Elizabeth Bentley, for New York and ditto.
At London—O. Green, and Kent, this port.
Arrived at Deal, 23d, Devon, New York. Sailed from Liverpool, 19th, David Cannon, New York; from Deal, 22d, Spartan, do.
Brigt Robert Burns, for this port, put back to Cork, 18th Aug., having struck a wreck, 8th inst., in lat. 44, long. 33 18.

ROXBURY INDIA RUBBER Co.'s
INDIA Rubber and Gutta Percha Fabrics—Coats
I Capes, Pouches, Leggings, Carriage cloths
Hospital cloths, &c., wholesale and retail, by
M'HENRY & M'MILLAN,
July 5. Agents, Nelson-street.

LIVERY STABLE.

THE Subscriber having provided 5 new and splendid Trotting Waggon, with new Harness to fit, the public can be accommodated in good style at short notice and on reasonable terms.

J. E. McDONALD.

P. S.—On hand and for sale, 2 splendid Waggon and Harness.

TOBACCO! TOBACCO!

On hand and for sale by the Subscribers:—
10 BOXES, Conrad's 5's; 34 do. Alley's 8's;
15 do. Holland's 8's; 10 do. Wickliff's 16's
The above has been recently received from New York, and will be sold low for Cash or approved payments.
[July 29.] J. & H. HAMM.

Extra Fine Corn Meal.

JUST received per steamer Admiral, from Boston, a small lot of Extra Fine Ground and Bolted CORN MEAL—in small packages of 25lbs. each put up expressly for Family use.

ROBERT STUBS & CO.,

June 24.

25 King Street