

As regards the assertion respecting the Emperor every one knows that His Majesty has made no change in his usual habits, and that he drives out daily without an escort. It is curious that the *Times*, which has so many sources of good information, should entertain the English public with such false statements.

The *Moniteur* also publishes the following:—Some foreign journals see astonished that France should have requested the continental and bordering Powers to send away dangerous refugees from her frontiers.

Thus acting, France only made use of the right of international law.

No one was astonished that Switzerland last year requested the French Government to send into the interior the refugees who desired a restoration of Royalty at Neuchâtel.

Nor was any one surprised that Spain should have asked us to send into the interior the Carlist refugees, and the Cortes should have thanked the Emperor for having, by such a step, prevented a civil war.

The conduct of France has therefore been guided by the universally acknowledged principles of international law.

The Paris correspondent of the *London Times*, under date of the 18th ult., writes:—

"For the first time since the attempt of the 14th of January, the Emperor and Empress visited the French Opera, in the Rue Lepelletier, last night. The crowds were about the same as usual, but the precautions taken were of a stricter character. For instance, about half an hour before His Majesty arrived the street was completely cleared; no group of persons allowed to stand at the corner of the Rue Rossini. The head of the Rue Lepelletier was also cleared, and the crowd compelled to fall back about 20 paces of the Boulevard from the edge of the pathway. A chain of sentinels was stationed on both sides on the pathway, and the middle of the street was patrolled now and then to keep it clear, while a picket was stationed from the corner of the street to the Rue de la Paix. The front of the theatre and the corners of the streets were, as usual, illuminated with gas. The Emperor and Empress arrived about half-past eight. The carriage was preceded by five or six Lancers, with an escort of about 26 or 30; not more than the ordinary number followed. The Emperor did not leave the Opera till past 12. The same precautions were employed on his departure as on his arrival. The crowd mustered as usual on both sides of the Boulevard.

Correspondence from Paris generally describes the effect of the correspondence between Lord Malmesbury and Count Walewski as unsatisfactory, although its publication produced no material effect on the Bourse.

The Paris Correspondent of the *Times*, writing on the 16th ult., says:—

"It is positively affirmed that M. de Persigny has tendered his resignation as Ambassador in London, and that in the event of its being accepted, it is probable he may be succeeded by the Duke de Gramont. This last however, is only conjecture as yet. The Duchess de Gramont is English, and otherwise it is thought that such an appointment would be well received in England. M. de Persigny's resignation has revived once more the rumor of M. Walewski's retirement, and the appointment of the former to succeed him—with what truth I cannot say."

The *Moniteur* of the 17th has the following:—

"M. Pietri, Prefect of Police, had, some months past, tendered his resignation to the Emperor on the plea of ill health. His Majesty requested him to remain in office until the conclusion of all proceedings concerning the last attempt.—M. Pietri having again tendered his resignation, the Emperor accepts it with regret, expressing to him in a letter how much he appreciates his zeal and devotion."

M. Boitellé, Prefect of the Yonne, has been appointed Prefect of Police, in the stead of M. Pietri."

The Daily News Paris correspondent writes:—

"It is most confidently stated in a quarter likely to be well informed on the subject, that the Minister of Marine has sent a circular to the maritime prefects, advising the French navy to be put on a war-footing by the 1st July."

The Conference in Paris is not expected to assemble before May.

The Paris correspondent of the *Daily News* affirms the resignation of Persigny, and the reason is vexation at Lord Derby'sistry having abandoned what he considers a promise to go on with the Conspiracy and also a difference with Count Walewski.

Business continued very bad in Paris, with little anything doing at the Bourse.

The *Globe's* Paris correspondent is informed that great efforts were made to intercept the Emperor's personal of a multitude of anonymous letters, informing him that his own doom would follow the execution of the Emperor.

STRIA.—It is said that Sir Hamilton Seymour will resign the British Embassy at a early in April.

LY.—A telegram from Naples of the 14th of March, says:—A Royal decree signed by the King, and officially communicated allows Watt (one of the English engineers in the Cagliari affair), to return to his country immediately.

The director and responsible editor of the *Star*, a radical journal of Turin, had been sentenced to 15 days imprisonment and 200 fine, for an article offensive to the Emperor of the French.

ports were rife that Count Cavour had died, in consequence of the majority of the legislative Committee having rejected the proposed Conspiracy and Press Law. majority report recommends the adoption of the bill with certain modifications. A p. conte-t was anticipated in the Sardinian Chambers.

THE BLACK SEA.—A rumor prevailed at Constantinople, that an English brig had been captured on the coast of Circassia.

dispatch from Galatz announces the capture of the ice without damage.

KEY.—Lord Stratford de Redcliffe was returned to Constantinople, to wind up his affairs and take leave of the Sultan. It is said that Sir Henry Bulwer will probably follow him.

IONIAN ISLANDS.—The municipality of Zante has refused to grant to England some ground required for fortifications.

MADEIRA.—Advices from Madeira to the 9th of March, report the prevalence there on the 5th of a complete hurricane, which did considerable damage to the shipping in port.

The American frigate Cumberland pitched her jib boom under, carrying it away, and lost two hands, having four anchors down and all her lower guns overboard. She was driven from her anchors and was in imminent peril during the whole of the night.

CHINA.—The mails lost on the wrecked steamer Ava, are the Calcutta one, made up on the 10th, and the Madras mail, made up on the 13th of February.

LATEST.—The Trieste correspondent of the *London Herald* telegraphs that a portion of the mails were saved.

Four Days Later from Europe.

ARRIVAL OF THE "INDIAN."

The *Indian* left Liverpool at 3 p. m. on the 24th, and arrived at Portland, at 4.15 p. m. on the 5th.

The Frigate *Niagara* arrived at Plymouth on the 23rd, with machinery slightly damaged, having encountered a succession of southerly gales.

The *Agamemnon* had commenced taking in the Atlantic Cable; fifty miles were on board.

BAITAIN.—In the House of Lords on the 22d, Lord Derby announced that the House would be adjourned from the 30th March to the 12th April, for the Easter Holidays.

He also said in reply to Lord Brougham that there was no foundation for the report that it was intended to import Free negroes from Africa and from them into black regiments.

Enslaved negroes, in reply to Brougham, said that the *Vagrant Act* lately passed by the Assembly of Jamaica, had been received in the Colonial Office, and was under consideration. He believed there would be no objection to lay the Bill on the Table before it received the royal assent. One of the allegations against this Bill is that it partially revives slavery.

INDIA.—Details of Indian news to the 21st of Feb., add nothing of importance to the telegraphic advices, but gave rise to hope that decisive intelligence would be received by next mail.

It was rumored that Nona Sahib was wandering about the country with a few followers, in the last extremity of terror and despair.

Cannonade expected to open on Lucknow on Feb. 22nd.

Sir Colin Campbell had 160 first class guns.

A fresh attack on Outram, at Alumbagh, on Feb. 21st, is reported. No details received.

CHINA.—Advices from China via Bombay, describe trade as almost paralyzed.

The *Times* Canton correspondent reports the entire re-establishment of order.

The Chinese loss during the late attack was believed not to exceed 200 men.

Yeh, a prisoner on board the *Leviathan* was at Hong Kong on the way to Calcutta.

The blockade of Canton was raised on the 10th of Feb.

The Americans and Russians have joined the English and French in the demand on the Chinese Government.

Letters from the four Plenipotentiaries had gone up to Shanghai, and by the middle of March it would be known what tone China would take.

Trade had opened at Canton.

The *Leviathan*.

(From the "London Times.")

Though nothing worth speaking of in the way of work, has been done about the *Leviathan*, a very great deal has been perfecting it, and we believe the arrangements are being made for her final completion and fitting for sea.

The total cost of completing her fittings, putting on board stores, &c., and making her in all respects ready for sea will not exceed £120,000, and the time required to do this will certainly not extend beyond the month of July. Four months is estimated as being the utmost time necessary to fit her, but circumstances have arisen, such as the company being obliged to give up possession of the yard at Millwall, which may occasion hindrances that will probably delay her completion till the time we have stated. In order to insure the work being done in the shortest space of time, and at the lowest rate consistent with good workmanship, it has been decided to subdivide what remains to be done about the vessel among several contractors.

No less than ten anchors are now required to hold the monster vessel at her present mooring—five at the stern and five at the stern—and each with lengths of cable attached varying from forty to one hundred and sixty fathoms. When first anchored in the river, eight were sufficient to hold her, but during half a gale, which blew shortly after her launch, she was dragged to the stern in such a manner as to swing more into the tide way, and required two of Trotman's largest patent anchors in addition to the others, since which she has been brought up effectually, and now apparently nothing short of a hurricane would be sufficient to move her. As the fittings of the ship progress a pair of powerful shears will be fitted on deck for the purpose of hoisting in the iron of the masts, the intermediate shaft, heavy boats, sanding rigging, and other portions of her equipment which are too ponderous to raise by ordinary means.

The masts are at present being made at Millwall in pieces, and a good deal of the mainmasts has already been completed, though of course they will not be put together until they are actually on board. There are to be six masts in all; three square rigged, and three rigged with fore and aft sails. All these masts will be composed of plates of wrought iron one inch in thickness and riveted together in the same manner as the sides of the ship, or a steam boiler of the strongest description. They will vary in height from 130 to 170 feet from the keel to the top, each will be three feet four inches diameter at the deck, and each will weigh from 30 to 40 tons exclusive of yards or rigging. Each mast rests in a square column of plate iron

which reaches direct from the keel to the upper deck, and is riveted and built into all the successive decks through which it passes. In case of its ever becoming necessary to cut away the masts, at the base of them all, at a distance of three feet above the deck, will be fixed a peculiar apparatus, which, working by means of a powerful screw, is made to compress two sides of the mast together in such a manner as to completely crush them in, and let the masts fall over the sides immediately.

As, however, all the masts will be stayed by the usual standing rigging, which in the case of the *Leviathan*, will be all of wire rope and the most massive kind, other precautions have to be taken in order to get rid of the masts when necessary. To effect this, then, all the shrouds and stays are fastened at the ends through iron rings in such a manner that as far as any exertion of strength or skill is concerned, a single man would be sufficient to cast loose all the fastenings of each mast in five minutes, though until the rings are opened the sides might be torn from the ship before they would yield an inch. All the main and topmast yards of the square-rigged masts will be also of iron plates. The main yard will be 130 feet long, or about 40 feet longer than the mainyard of our largest line of battle ships, about four times the strength of any mainyard yet constructed, and several tons lighter than if it was made of wood, as is usually the case.

The company are about to remove their plant and materials to another yard on the Surrey side of the river, and all the works at Millwall are in the chaotic state which usually portends a change of location. We believe no attempt will be made to draw out the many hundred piles driven into the earth for one purpose or another during the course of the launch. More with a view of satisfying scruple, on this subject than with any other object, some one or two have been "extracted," but the efforts required to draw them involved such heavy labor that the wages of the workmen employed amounted to more than double the value of the piles themselves. They will therefore be suffered to remain where they are, only saving off the uppermost parts level with the earth.

In one portion of the yard the men are employed night and day in turning the monstrous intermediate shaft for the paddle-engines. The shaft probably for its size is the finest specimen of forged iron that has ever been produced at any works. It was made at Glasgow, and in the bough weighed some 34 tons. This is the third that has been forged for the paddle engines of the *Leviathan*. In both the former ones, when the manufacture was almost completed, such flaws were discovered in their substance as made them worthless; and from the immense size of the shaft, and the necessity for its being of the most perfect strength and solidity throughout, considerable anxiety was at one time entertained as to the possibility of getting one made at all in time for the starting of the vessel next autumn. All doubts have, however, been set at rest by the arrival of the present shaft which is now being completed in the turning lathe.

With regard to the future of the *Leviathan* there is perhaps no question more frequently asked by the public than that of where she is to be docked in case of her wanting repairs or her bottom require cleaning. This question was, however, we are glad to say, been satisfactorily decided, though not quite as regards docking her. There are some docks we believe in Liverpool, which are long enough to take in the *Leviathan*, if their entrances were only wide in proportion, but as they all fail in this latter important particular, the great vessel when she wants cleaning will have to be griddled, as the screw colliers are—that is, run aground on rows of piles laid along the river's side for the purpose, and the tide of course will leave her dry at each low water.

As a remedy for Dyspepsia and Indigestion, we think the Oxygenated Bitters unequalled. They are free from alcohol, and contain judiciously combined with other hygienic substances—oxygen, the chief element.

LIBERAL.—Perry Davis & Son, of Providence, R. I., have recently expended over \$10,000 to secure the public against paying their money and placing reliance upon worthless counterfeits and imitations of the valuable Pain Killer.

MARRIED.

On the 17th ult., by the Rev. James H. Tupper, Mr. Robert Haines, to Miss Elizabeth Elliott, both of York County.

On Feb. 23d, by the Rev. S. March, at the residence of the bride's father, Mr. Enoch Bartlett, to Miss Susan Amanda Keating, second daughter of Deacon Thomas B. Keating, all of the parish of St. Francis, V. C.

DIED.

At Loch Lomond, March 14th, Mr. Theodore Tradewell, fourth son of Mr. Ephraim Tradewell, in the twenty-fourth year of his age. During his affliction he became deeply impressed under the sense of his state as a sinner, and was enabled to look to Christ by faith as the sinners only friend. He found peace in believing; after which time he continued to be very happy until he exchanged his cross for his crown. He leaves a sorrowing widow and a numerous circle of relatives to mourn their loss.

OBITUARY.

Died at Mackinac, March 23d, Mrs. Mary Sloan, aged 75 years, widow of the late Joseph Sloan.

Mary West was converted when she was about sixteen years of age, under the preaching of Elder Edward Manning, and by him was baptized and organized into the First Baptist Church that was formed above Fredericton. She was united in marriage to Mr. Joseph Sloan, when about twenty years of age. From that time her house was a home for the ministers of Christ and the people of God, and public worship, until meeting houses were built for that purpose. She performed the duty of nursing her parents and the parent of her husband, in their last moments, and so while their dying pillow was as far as a daughter could do so; she likewise performed the same toward her companion who departed this life about eleven years before her; and an afflicted friend found her ready to administer to them temporally or spiritually; the church of Christ was her home, the Conference seasons were her joy, and her presence, and her gift grace was her theme, and Christ her song; Sister Sloan has been a consistent and esteemed member of the Baptist church about nine years, and for the last five months has been afflicted with sud-

den attacks of disease. She would revive, and hopes would be entertained that she would get well again.—On the 20th and 21st she was quite smart and was up all day. On Monday she was taken suddenly ill, and remained so till Tuesday, when she fell asleep in Jesus without a struggle or a groan.

A funeral sermon was preached by the Pastor on the 25th March, from 2d Tim. 4, h chap. 7th and 8th verses, to a large congregation.

JAMES H. TUPPER.

HOOGLAND'S GERMAN BITTERS.

TRIPLY AND EXTREMELY VEGETABLE. And free from Alcohol, Stimulant, and all injurious ingredients. Are pleasant in taste and small, mild in their operation, will expel all morbid secretions from the body, give bloom to the pallid cheeks, and health and vigor to the frame.

They will cure Nervous Debility. They will cure Liver Complaint. They will cure Jaundice. They will cure Dropsy of the Kidneys. They will cure Constipation. They will cure Piles. They will cure Heartburn. They will cure Swelling of the Head. They will cure Fluctuating of the Heart.

As for Doctors, German Bitters, take nothing else, and see that the signature of G. M. Jackson, is on the wrapper of each bottle.

For the United States and Canada, West Indies and South America, 45¢ per bottle. Principal Office, 418 Arch Street, Philadelphia, Pa.

John Clanton, St. John N. B. Agent for New Brunswick.

From Dr. Lewis, of Vermont.

BURLINGTON, VT. Nov. 12, 1854.

Gentlemen: I am pleased to state, that I have tried the Oxygent Bitters for Indigestion and Debility, and found immediate relief from using only a part of a bottle. I have the greatest confidence in it as a cure for Dyspepsia and General Debility, and recommend it with much pleasure to all persons laboring under these diseases.

You are so liberally kind as you think proper, to promote the sale of this excellent medicine.

Yours, &c. JAMES LEWIS.

The Oxygenated Bitters give a healthy tone to the Stomach and Digestive System, and act as the surest preservative against Fever and Ague, as well as other infectious diseases.

Stra W. Power & Co., 138 Washington-street, Boston, Proprietors. Sold by their Agents every where.

Internal and External Remedy.

David Pain Killer is a real pleasure to us to speak favorably of this article, which almost universally to be good and safe remedy for neuralgic pains of the body.

It is a valuable and safe remedy for neuralgic pains of the body, and should be in every family.—(C. A. Davis & Son, Boston.)

We call attention to the great remedy of Perry Davis & Son, called the Pain Killer. We believe that the public generally have great confidence in the efficacy of this medicine. It is a valuable and safe remedy for neuralgic pains of the body, and should be in every family.—(C. A. Davis & Son, Boston.)

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NOTICE TO THE PUBLIC.

COMMENCING on Wednesday next, and until further notice, the Mails for the United States, St. Stephen, S. George, and St. Andrews, will be closed at three o'clock in the afternoon, instead of five as heretofore.

Post Office, St. John, 6th April, 1853.

RAIL CONTRACT.

CREATED under the receipt of this Office on Friday the 20th inst. will not be at noon, for the conveyance of HER MAJESTY'S MAILS to the PALMISTRY and HARVEY, Albert County, three times per week each way, commencing on the first of May next.

Tenders must be made on the printed Forms, which can be obtained from any Postmaster; must state the sum per annum for which the service will be performed; and be addressed to the Postmaster General.

The Mails are to be conveyed in a Vehicle drawn by one or more Horses, at a uniform rate of speed of not less than six miles per hour, and on such days and at such hours as may from time to time be appointed by the Postmaster General.

J. M. JOHNSON, Jr., Postmaster General.

General Post Office, Fredericton, 23rd March, 1853.

MAIL CONTRACT.

SEALED Tenders will be received at this office until Wednesday, the 31st day of April next, at noon, for the conveyance of HER MAJESTY'S MAILS between Fredericton and Upper Kent, Carleton County.

Once per week each way, commencing on the 13th May next.

Tenders must be made on the printed Forms, which can be obtained from any Postmaster; must state the sum per annum for which the service will be performed; and be addressed to the Postmaster General.

The Mails are to be conveyed in a Vehicle drawn by one or more Horses, at a uniform rate of speed of not less than four miles per hour, and on such days and at such hours as may from time to time be appointed by the Postmaster General.

JOHN M. JOHNSON, Jr., Postmaster General.

General Post Office, Fredericton, March 1st, 1853.