GREAT BRITAIN, &c.

LONDON, MAY 30.

Extraordinary statement respecting the Paddington Stage Coaches.—In the course of a complaint against the driver of one of the Paddington stage coaches, for furiously driving through the streets, to the great peril of the passengers, the following curious statement was handed to the Lord Mayor:—

"There are 48 Paddington stages to and from the Bank daily, each performing four times. The distance thither and back is nearly ten miles, and the duty is three pence per mile, so that Paddington stages passing and repassing perform 384 times on the road, making 1920 miles per day, and which for mile duty only, yields the sum of £8,760 annually. The horses perform the journey thither and back but *once* each day; so impetuous is the speed, so it requires 192 at daily work upon this road for this single branch of public accommodation: if the coaches are full the money exchanging hands amounts to nearly 300 guineas daily, and the persons conveyed amounts to 5576."

The Lord Mayor observed, that perhaps the change which had taken place within the last 40 or 50 years was as great as has occurred in any thing with which the public had to do. He remembered in the year 1780 that the first stage coach was established between London and Maidstone, and the sluggishness of the conveyance might be be guessed at, from the fact that the coach set out at six in the morning and did not reach its destination till eight or nine at night, and those who travelled so formidable a distance used to take leave of their friends about a week before. He had sat on the top of a stage himself and picked nuts from the boughs of the trees which were thick along the old Rochester road. *Courier.*

LORD ELDON.—Lord Eldon, in the house of Lords, during the debate on the Test and Corporation Acts, said, that after the charge which had been made against him by the noble Lord on the Woolsack, namely, that his conduct had a mischievous tendency, he hoped their Lordships would extend their indulgence to him whilst he threw back with indignation the insinuation. His whole life was a contradiction to the charge; and with respect to the opinion which had been delivered by the highest authority in the House, he (Lord Eldon) felt himself bound to differ from it, and this opinion he would state, if he were delivering it judicially on his oath. A great deal had been said respecting the petitions, which had been presented to their Lordships for the repeal of the Test Acts. As to the petitions, he wished their Lordships had read them; he would say with confidence that those petitions would hereafter be made an argument to support revolutionary principles. From all he heard, and he had communications from various quarters, he was satisfied that already the greatest alarm prevailed throughout the country respecting the proposed repeal of the Test Acts.

JUNE 7.

The departure of Admiral Sir Pultney Malcolm, for the Mediterranean, to supersede Sir Edward Codrington, will take place in about ten days. The Wellesley, 74 guns, at Portsmouth, is fitting out for that station, on board of which Sir Pultney Malcom will hoist his flag, and subsequently shift it to the Asia.

Letters have been received from the Blossom frigate, Capt. Beechy, stating the arrival, in March of that ship at Acaqulo, for the purpose of refitting and proceeding home. Capt. Beechy, his officers, and crew were in health, notwithstanding the privations and fatigue they had undergone, in

JUNE 11.

The Ministers of the Allied Powers will meet speedily at Corfu. The French Minister has already taken his departure, and Mr. S. Canning will soon join him. In the meantime the Foreign Ministers now at Constantinople will continue to press upon the Porte the necessity of yielding to the stipulations of the Treaty of London. And should the Porte be disposed to adopt a more yielding policy, the negotiations would then probably be carried on at Constantinople. It is not to be doubted that an immediate adoption of such a policy would have a powerful effect upon any separate negotiation to be carried on between Turkey and Russia. And we are more strengthened in this belief, not only by the declaration made by Russia, which is already known to our readers; but by another despatch which has just been made public—the despatch of Count Nesselrode to the Russian Minister at the German Diet. We think it places the principles and the policy of Russia in a clearer and more explicit point of view than any of her other official documents.

The ports of Modon and Navarino continued to be most vigorously blockaded by the allied squadrons. An Egyptian ship, which besides flour and biscuit, had a considerable sum of money on board from Ibrahim Pacha, was captured by the Greeks and carried into Egina. The want of provisions was sensibly felt in the Arab camp, and had caused a malignant fever, which, from the number of deaths, almost resemble the plague. Ibrahim is said to be extremely incensed at the conduct of the European Admirals, and to have sworn to execute severe vengeance in the Morea, if they do not allow the provisions sent from Egypt to be delivered to him.

There is an article of information in the last Paris papers, which, if it be true, is likely to be productive of the most important consequences. The following is the article.

Paris, June 2.—"We find the following article in the Precurseur:—We have received the following news from Turin. Nothing has been talked of here for some days past, but a treaty of offensive and defensive alliance between our Court and His Majesty the Emperor of Austria. By virtue of this treaty, the forts of Alexandria and Eramont, in Savoy, will receive an Austrian garrison: so much at least seems certain. As for the other conditions, and the motives of the treaty, the reports are various."

We have not the means of ascertaining yet whether the intelligence be true or false. If true, it may be considered as a violation of that grand arrangement concluded in 1814 and 1815 for the settlement of the territorial possession of the different European powers. It is a cession to Austria, whether temporary or not we do not inquire, of two fortresses belonging to the King of Sardinia. And the cession must be considered by France as an act against which she will no doubt remonstrate, for it is against her alone that it can be directed. Where was the necessity of a treaty of Alliance with Sardinia, offensive and defensive? What Power threatens Austria? From whence does she apprehend an attack? Have differences arisen with France which make her apprehensive for the safety of her Italian possessions, and anxious to fortify herself on the side from whence only she could apprehend any attack!

These questions will naturally suggest themselves to any person: and therefore, it is in the highest degree incumbent upon the Courts of Vienna and Turin to give the intelligence, if false, the earliest contradiction.

Gold and Silver Bullion.—Gold and silver continue to flow into England, which has now become what Spain formerly was—the great channel thro' which the precious metals pass into Europe.—Within a week the East India Company have received above £750,000 in gold and silver, from Bengal and Bombay. More than a million of dollars arrived in His Majesty's ship Ranger, from Peru and the southwest coast of America. The Scylla is also daily expected from Mexico, with half a million.

It is stated with confidence, that a steam carriage for the conveyance of goods, will be started between Southampton and London in a few days.—The vehicle will carry about six tons burthen, and the consumption of the coals and water during each journey will be six bushels of the former, and sixty gallons of the latter. The propelling power will be about the rate of six miles an hour.

The Emperor of Brazil has conferred the honour of knighthood, together with an income and a grant of land, on N. M. Rothschild, Esq, accompanied with a present of superb diamond cross, as a proof of the high esteem he entertains for that gentleman, who is agent for the Brazilian Government.

LONDON, JUNE 13.—Lord Beresford gave, last night, the explanation to which we alluded the day before yesterday. It will be recollected that Mr. Davenport had adverted, in the House of Commons, on Tuesday evening, to a rumour that his Lordship "had addressed letters to certain persons in Lisbon, with the view of countenancing the conduct, and promoting the objects, of Don Miguel," in other words, to a rumour that he had been so regardless of his duty as to encourage the Regent to commit an act of treason to his sovereign, to violate the oath he had sworn to the Constitution, and to attempt the destruction of that Constitution.

Lord Beresford acknowledged that he had been in the habit of corresponding with the late King, the Regent, the Infanta, and with many of the Ministers, which correspondence had been submitted to the Earl of Liverpool, to other Ministers, and to Mr. Canning. He had sometimes been asked his opinion, which he had given, but it so happened that his advice had never in any one instance been followed. He had corresponded with the Duke de Cadoval, and he had shown the letters he had received to the Duke of Wellington. The first letter from the Duke de Cadoval was dated the 26th of April, and in that letter he was requested to suspend his judgment till he received further explanations. These explanations were given in a subsequent letter, dated on the 19th of May, but he had not returned any answer to them. In fact, he could not, in looking over the correspondence, "find one part alluding to the opinions and intentions of His Majesty's Ministers; and so far from giving any encouragement to the proceedings in Portugal, he had done quite the contrary. He would give to this part of the statement made in the other house as strong a contradiction as words could give. It is most incorrect to say that he encouraged Don Miguel in any one of his proceedings. He never had given him the least encouragement; he had advised him quite the contrary, and had strongly recommended the Portuguese not to destroy the Constitution."

Such is Lord Beresford's reply to the charge of having carried on a correspondence, whose object was to countenance the conduct, and promote the objects of Don Miguel.—*Courier.*

A petition was presented to the House of Lords yesterday, by Lord Strangford, from a respectable body of ship owners and merchants, complaining of the piratical attrocities committed under the flags of Buenos Ayres and Brazil. An English Government, as the Earl of Aberdeen observed, ought to be very slow in protesting against the principle of blockade, or regarding the inconveniences incurred by it, as an offensive act on the part of the country enforcing it; and, therefore, whatever loss or trouble may have been caused to our merchant service by the fair adoption of this principle, it is not possible for our government to complain, or to demand reparation. On the other hand, it is equally clear, that a Government is answerable for the conduct of its subjects: and if depredation and insult have, contrary to all international law, been inflicted on our countrymen in the name, and by the subjects, of Brazil or Buenos Ayres, satisfaction and recompense is due from the Government of those countries, and must be demanded by ours, not only as a matter of right, but as a matter of honor.

The Earl of Aberdeen assured Lord Strangford, that this view of the case was not only recognised by the English Government, but voluntarily adopted by that of Brazil, which at the present moment was in the course of making all the reparation which could be justly demanded. There can be little doubt that Buenos Ayres will follow the example.

It must be gratifying to the mercantile world to learn, that Lord Dudley's anticipations of peace being restored to South America are likely to Dudley had calculated.

There were some observations in a foreign paper, the *Courier de Smyrne*, upon Greece, which we inserted yesterday, and which are supposed to have been written by a Foreign Minister. In a later number of the same paper, we have another article upon Greece, and it states that since the Russian Declaration of War was known, it had raised the hopes and pretentions of the Greeks to the greatest pitch. They would no longer hear of such a modified independence as that contemplated in the Treaty of the 6th of July. It must be complete and perfect. This tone is supposed to have been strongly encouraged by a Foreign Power.—*Courier.*

JUNE 15.

The arrivals during the week afford but little positive intelligeuce. The Russians appear to be very active, but owing to the difficulties of their station their progress is not very rapid. Their agents are said to have detached the Servians and Bosnians from the Turkish interest, so as to deprive the left of the Turkish armies of the resources and support they relied upon. Count Wittgenstein invested Brailaw on the 11th ult. and the trenches were to be opened on the 16th, when the Archduke was to appear before the place in person. It was the intention of the Russians to storm the place immediately a breach was made. We must recollect, that of all nation the Turks are the most efficient, in defending breaches and walled enclosures, when the resistance requires only the desperate efforts of personal bravery. About 3000 Turks were supposed to be shut up in the town. The Danube was to be crossed at three places—Ismael, Galatz and Oltenitza; but the pontoons had not been got ready by the Engineers in time. In the meantime the Divan had issued a firman calling upon all the Turks between the ages of twelve and sixty, to arm; and it enjoined the troops not to molest strangers, or violate the usages of war. Austria and France, and the other principal powers, have appointed Envoys to repair to the Russian Head Quarters. Don Miguel does not appear to be intimidated by the remonstrances of the Foreign Ambassadors at Lisbon. He has even appointed the Count de Ponte as an ambassador to the King of France, to act in his own name. Unless the Foreign powers act vigorously and promptly in suppressing this usurper, Portugal must become the scene of every political enormity. The agent of Don Pedro is said to have afforded the heads of the Constitutional party some pecuniary assistance, to enable them to resist the usurpation of Don Miguel. Another week must bring important news from Turkey and Portugal.

We learn through the medium of a gentleman lately arrived from Denmark, that the resignation of the King, in favor of his nephew, the heir apparent, is soon expected. A report has emanated from the circles about the Court, and is generally believed in the country, that the King, when he resigns, will give Denmark a free constitution. The heir apparent, who resided four years in Italy, is a man of literary habits and the most amiable character, and he is believed to be rather liberal in his sentiments. The Government of Denmark was a monarchy tempered by States till 1660, when the clergy and the commons resigned their own rights into the hands of the King, and compelled the nobles to follow their example. Denmark thus became an absolute monarchy without a struggle; but the Government has generally been administered with great mildness and moderation. It is by no means improbable that the present King intends to introduce a representative constitution. The prejudices against such political improvements are fast giving way, even among crowned heads. The examples of England, France, Holland, Bavaria, show that Kings may be powerful and happy, though controlled by legislative chambers. On the other hand, the fantastic tricks played in the face of Europe, by Paul of Russia, and Ferdinand of Spain, ought to make every considerate monarch anxious to provide securities against such folly or madness in his own descendants; and there is no adequate security but a system of representation. Denmark being too weak to seek conquest or glory, the only path of distinction open to her Kings is that of political amelioration; and standing as she does, in the dangerous position of a small State encompassed by powerful neighbours, it is doubly necessary for her to secure the attachment of her people, by the superiority of her institutions.—*Scotsman.*

Among the presents destined to the Schah of Persia by the Emperor of Russia, and which are customary in the East, after the conclusion of peace, is a bedstead of extraordinary magnificence, and which has been exposed at the Emperor's palace of Tauride in the capital, for public view, preparatory to its being sent to Persia. It is entirely made of crystal, and is accessible by steps of the same material, all worked in imitation of large diamonds incrusted in solid frame. On each side there are spouts meant to eject scented water, which, by its murmurs, invites sleep. It is crowned by a large chandelier, which spreads light in such a manner over itself and the rest of the frame, as to give to the whole the splendid appearance of millions of diamonds reflecting their brilliancy at once. This bedstead which is perhaps the only one of the kind ever imagined or attempted, has been worked at the imperial manufactory of St. Petersburgh.

UNITED STATES.

Last week, we gave our readers some of our ideas on the correspondence which took place between Lord Dudley and Mr. Gallatin, on the Colonial Trade. The remarks of the New-York Evening Post, of the 22d July on the subject, are so much in accordance with ours that we cannot refrain from giving them at length.—After throwing out reflections on the general misconduct of Mr. *Adams*, it says—

The obstacles which for ten years prevented the adjustment of this question, originated with him—the principles contended for were his own; and from 1817 to the present time, as we shall briefly show, this negotiation has been under his exclusive direction. The principles to which he adhered with such persevering pertinacity, and in contending for which he lost the trade, are such as would have been rejected by any sound-headed statesman—nay, by any man capable of comprehending and appreciating our natural advantages in our commerce with Great Britain and her colonies; and of calculating the probable operation of a treaty with Great Britain upon the terms which she had offered, and which we might have accepted in any one year from 1817 to 1825—upon terms which we have recently and repeatedly, under the most humiliating circumstances, solicited Great Britain to grant us. We shall not waste time on some insignificant points which Mr. Adams swelled into importance in his correspondence. There were but two worthy considerations. One was whether British ships should be allowed the privilege of entering our ports from the mother country and of clearing for her colonies—a privilege which *we had denied to no other nation*, and which it was evidently not for our interest to refuse when the colonial trade was the consideration offered. The other point involved the right of G. Britain to prohibit the importation into her colonies of any articles from abroad, and connected with that principle was a claim on our part of the privilege of importing into her colonies our own produce from this country, at the rate of duty which would be charged on similar produce of Great Britain, when imported into the West Indies from any other part of the British dominions. It was ten years before of it. It was substantially requiring Great Britain to impose a tax on her own produce when transported from one part of her dominions to another, equivalent to any impost, which she might find it necessary to levy on similar produce of foreign countries when imported from abroad! It is unnecessary now to discuss the justice of these claims—Mr. Adams himself has abandoned them and for two years past has been petitioning Great Britain to allow us the trade *upon terms less favourable than those which he rejected in* 1818.

But in discussing this question, our main object is to show why Mr. Adams, and Mr. Adams only, should be held accountable to the nation for the loss of this commerce. After the war was over we proposed to Great Britain to embrace the colonies in our commercial treaty, but she was unwilling at that time to depart from her colonial policy. Mr. Adams was employed in that negotiation and remained our Minister at that Court. In 1816, when Mr. Munroe was Secretary of State, the instructions given to Mr. Adams contained no such principle as those subsequently contended for by him. On the other hand, he was instructed expressly to state that we did not ask Great Britain "to renounce her right of prohibiting the importation into her colonies from the United States of whatever articles she may think fit." This was paramount to and involved the question of her right to regulate her imposts as she pleased. Mr. Adams made no treaty however. Indeed he could not have engaged very zealously in the negotiation for in October 1816, he wrote Mr. Munroe. "It is, and uniformly has been my opinion, that the result of the equalization of duties will be to the advantage of Great Britain and to our disadvantage." In 1817 Great Britain proposed her free port acts of 1805 and 1808. But about this time we changed our policy—the port folio of the department of state was no longer under the judicious direction of Mr. Monroe—Mr. Adams returned from England, and that duty was assigned to him. As his whole life had been devoted to diplomacy, and as he had been so recently our Minister to England, he was presumed to be master of the question. The first measure adopted after this change was perfectly in accordance with the policy advocated by Mr. Adams throughout the history of this question. Great Britain had made us a proposal; one would naturally have expected a negotiation to follow: but, in lieu of that, we adopted our first restrictive act of 1818! Not discouraged by this, however, when our commercial treaty was renewed, in October 1818, Great Britain proposed to open her colonial ports on terms of the *broadest reciprocity*; and even consented to a stipulation, novel in its character, and certainly not to have been anticipated—that American produce should be charged with the same duty, whether imported into her colonies "directly from the United States, or in a *circuitous manner*." This stipulation Mr. Adams will never be able to obtain again. When Messrs Gallatin and Rush deliberated on the proposal of Great Britain, they encountered not only the strange principles which Mr. Adams had introduced into the department of State, but, as they say themselves, several important points occurred which had not been *contemplated in their instructions*. In May, 1819, Mr. Adams renewed his instructions to Mr. Rush, and contended for the very principle which Mr. Monroe, in 1816, had instructed him to renounce. In 1820, following up the extraordinary policy of Mr. Adams, another and a more comprehensive restrictive act was adopted. In 1822 Great Britain opened her colonial ports to our vessels, abolished her discriminating duties, and tho' Mr. Stratford Canning made a fruitless effort to enable Mr. Adams to comprehend what our true interest was. But the nearer G. Britain approached us with her proposals, the less was Mr. Adams disposed to adjust our differences. Actuated by some motive, which it would be difficult for common sense to conceive, Mr. Adams himself framed the celebrated act of March 1823; and if we are to take that act as a specimen of his legislative talents, we cannot but congratulate our judiciary and our country that his senitorial career was briefly terminated. That act was passed on the responsibility of Mr. Adams alone—it was a nondescript of his own creation—it was impossible to explain it, for no one could comprehend it. It was adopted because it was recommended by the Department, and under an impression that it was necessary to counteract some act of Parliament, when in fact no such necessity existed. In 1824 the negotiations were renewed once more, and Mr. Adams wrote volumes; but adhering with desperate determination to his new principles, they ended as usual, "ad referendum." In 1825 Great Britain adopted towards her colonies a more liberal policy, and substantially made them commercially independent. Proposals were offered to all nations, to trade with her colonies directly, and on the basis of reciprocal privileges. These measures went into operation on the 1st January, 1826; and although among the most interesting to our commerce that were ever adopted by any foreign country, their importance escaped the attention of that (as we are told) greatest of statesmen, the President of the United States! Although these acts were published to the world in July 1825, Mr. Adams, in December following, recommended no measure, either responsive or counteracting.—When the act went into operation, on the 1st of January 1826, the Collector of Halifax applied it to American vessels, and a correspondence in consequence took place between Mr. Clay and Mr. Cambreleng. After that correspondence, and in *in consequence of a consultation with Mr. Clay*, entirely of a public nature, Mr Cambreleng offered a resolution, on the 25th January 1826, proposing to amend the act of March 1823, and to abolish the discriminating duties. In offering that resolution he stated—

"That the late acts of British Parliament, emancipating their colonies from some of their ancient restrictions, afforded us an opportunity of passing a corresponding act, and of relieving our own commerce from tonnage and other duties now charged upon it in our intercourse with the colonies," and that "it was important to both countries that the restrictions on this trade should be removed, and *he had reason to believe the measure would be acceptable to our own government*."

At the time this resolution was offered, opposition to it from any quarter was not dreamt of—it was supposed to be a question too plain to be misunderstood, and that the course to be pursued was too palpable to be mistaken. But there was one high in authority, who had not been consulted—one who had been too long amused willingly to part with his hobby—the pride and the ambition of the diplomatist was roused, and above all, the interest of the politician was at stake; Mr. Adams could not consent that his principles should be sacrificed, that Congress should in one hour accomplish what he had laboured for ten years to effect, nor that the opposition should have the credit of carrying a measure highly advantageous to the country. From the moment the President issued his mandate the Secretary of State, and the friends of the administration in both Houses, altered their tone and opposed the resolution offered in the House as well as the Baltimore memorial which was presented in the Senate. The question was debated in the Senate and General Smith's Bill was defeated by the friends of the administration, on the ground that a treaty would be better; and that too, at the very moment when Mr. Adams and Mr. Clay knew that they had not furnished Mr. King with one syllable of instructions to form a treaty! The public are sufficiently aware that Mr. King never was instructed at all. At the next Session, which was that previous to the last, after it was ascertained that a treaty could not be made, Congress took up the question and every one naturally supposed that some bill would have been passed. Governor Tomlinson, of Connecticut, the chairman of the Committee to whom the subject was referred, and a decided friend of the administration, was so satisfied of the necessity of such a measure, that he reported a bill which was designed in all its details to correspond with the acts of Parliament. But the last measure that could have saved this trade was defeated on the last legislation night of the session through the streneous exertions of Mr. Webster. The President's proclamation immediately interdicted all intercourse with the colonies, and the affair was supposed to be at an end, at least under this administration. But another move was made, and one too of a very extraordinary character. After Great Britain had absolutely refused to treat upon this subject in any shape or form and had irrevocably determined that her colonial trade should be kept within the reach of, and should be controuled exclusively by her own laws, Mr. Adams—for Mr. sident—Mr. Adams conceives, employed, and on project of asking Groat Britain, whether if we should pass a law corresponding with her acts, she would be so condescending as to allow us to trade with her colonial ports! And what answer could a statesman anticipate to suh a propositcion but that which he received from Lord Dudley, in his letters of the 1st of Octoer last.

From some cause, yet to be explained, Mr. Adams omitted to communicate this correspondence to Congress until he was called upon by a resolution of the House towards the close of the session. Was it because he was sensible of the ridiculous character of this last negotiation? There has been a strange fatality attending this question from beginning to end. Why did Mr. Adams withhold this correspondence from Congress until it was too late to adopt any measure? Can any other inference be drawn from the passage we have quoted but a favorable one? Is it not probable that Congress would have at least been willing to attempt an experiment if the President had condescended to give them this information? It is difficult to conceive what could have been Mr. Adams' motive for withholding, unless he was willing to sacrifice the interests of his country to favor his political prospects!—Perhaps he thought that as there was an opposition majority in both Houses, they would be entitled to the credit of a measure which might lead to the opening of the colonial ports before the elections in November.—Whatever may have been the motive of the President he was unfortunate, and has thus finished as he begun this chapter of blunders. So far as Mr. Gallatin has had any agency in this negotiation he has conducted it with ability—but the game was lost before he took a hand in it. It was lost by the continued errors of a statesman of much learning but of little capacity or judgment. Look in what direction you will, on our foreign relations and you will find them embarrassed from the same cause—we have a President who has not the capacity or judgment necessary in superintending national concerns, and who has no disposition to surrender his opinion to any one of his cabinet on diplomatic questions. Fortunately for our country, this distinguished statesman will soon be relieved from the arduous duty the constitution has for a brief term assigned him; and if our Foreign relations should be no better managed under the next administration, we are sure of one consideration—they cannot be worse administered than they have been under that of Mr. Adams.

(*From the Boston Commercial Gazette.*)

We could scarcely have anticipated at this early day since the Tariff went into operation, that it would have been attended with so much evil. We did not believe that in so short a period it would have produced "a complete stagnation among the shipping" of the largest seaport in the union, and that in consequence of the inevitable reduction of wages those mechanics and labourers who are dependant on commerce, would have been driven to acts of riot and desperation. The shipping interest of New-York must suffer immensely from the operation of this measure; already we are told, the owners of vessels have been obliged to curtail their expenses in every possible way; the stevedores, riggers, &c. feel it, and the effect has been a scene of rebellion and disorder disgraceful to the city.

This state of things is indeed to be deplored, yet it is not surprising. While we condemn the rioters, we cannot forget the cause; we should not overlook the origin of the mischief. The New-York Gazette, a paper which we believe has hitherto forborn to speak decidedly on the subject, says it is owing to the "new tariff;" to this oppressive and iniquitous law which at the time had been in operation only a fortnight. We are glad to find however, that our own mechanics have thus far been governed by becoming moderation, though they inveigh deeply and bitterly against the tariff, while they daily view our shipping hauled into dock and dismantled, for want of employment. We believe they are willing rather to suffer, than to revenge themselves by disgraceful acts of violence.

They are now paying off the crew of "old Iron Sides" at the Branch Bank. Many of them we believe, will receive three years wages, amounting to several hundred dollars each, a great part of which will no doubt be put into immediate circulation. We are told that the jolly tars, determined on having a frolic somewhere, uncontrolled, gave a Ball last evening at the Neponset Hotel.

It will gratify all who take an interest in the reputation of GILBERT STUART, to learn that a subscription has been commenced for purchasing the portrait of Washington; the most finished head which has ever been painted of that illustrious man. As this is the only tribute which we can pay to his memory, we trust that the picture will be permitted to remain among us, the property of the friends of the great artist. We are told it was the peculiar fortune of Stuart to have painted original heads of the six Presidents of the United States, as well as portraits of the Kings of France and England; but the work by which he has been best known to the present age, and for which he will be immortalized, is the portrait of Washington.

AMERICAN NAVY.—The American Navy consists of forty vessels; of which there are seven 74's, or ships of the line; seven 44's, or frigates of the first class; four of the second class, including the Fulton steam ship; twelve sloops of war; seven schooners and other vessels. The 74's are the Independence, Franklin, Washington, Columbus, Ohio, North Carolina, and Delaware—the frigates are the Constitution, United States, Guerriere, Java, Potomac, Brandywine, and Hudson; Congress, Constellation, Macedonian, and Fulton—the sloops of war are the John Adams, Cyanne, Hornet, Erie, Ontario, Peacock, Boston, Levington, Vincennes, Warren, Natchez, and Falmouth—the schooners are, among others, the Dolphin, Grampus, Porpoise, Shark, Fox, Alert and Sea Gull. At the present time, nineteen of the above are in ordinary, and twenty one in commission.—In addition, five ships of the line, six frigates and four sloops of war, are now building, and in a state of forwardness. The Constitution, United States, and Constellation frigates were launched in 1797, and are the oldest vessels in the navy; the Congress, and John Adams in 1799; the Hornet in 1803, from which time till 1813, an interval of ten years, no public vessel was built. The Macedonian frigate and Alert sloop of war captured in that year, have ever since remained in the navy.

ANOTHER FORGERY.—Some weeks ago a man of respectable connexions, entered the office of another to whom he had long been indebted, and said, "sir the debt I owe you has long troubled me, and I have always been determined that one day you should be paid. Now I have the endorsment of my uncle for a few hundred dollars, which if you will discount, one half the amount I owe may be deducted from the proceeds." The endorsement was good security, but a slight suspicion crossed the gentleman's mind, which induced him to take a little time in which a comparison was made with signitures known to be genuine. Painful to indulge for a moment the suspicion the negociation made. Very recently, and just before maturity of the note, the gentlemen received evidence that the endorsement was a forgery, and likewise that other similar notes had been before made and paid at maturity, as this no doubt would be. But he determined as surely he ought, against his own feelings and the little interest he had at risk; the matter is now in a way to be settled. The persons name will, of course, be before the public soon.

We learn by a letter from our correspondent of the New-York Journal of Commerce, dated July 14, that a company of labourers, from 4 to 500, assembled at the foot of Rector street at about 12 o'clock on that day, and made an attack upon the ship Sully, lying at the wharf, for the purpose of compelling several men at work on board to break off for higher wages. The first attempt was to board and take possession of the ship, but while several was coming up, the side ladders were cut loose and the whole fell together. Further attempts were made to board, which were resisted by handspikes. At the same time ballast stones, taken from a heap near by, were thrown in great numbers on board the ship, one of which struck Capt. Clark, who was on board, in the head, and injured him very seriously. One or two pistols were fired among the crowd, and one man shot through the leg. The mob were at length beat off and several of them taken by the police, who soon rallied. Other attacks were made on the East river, the particulars of which we have not yet ascertained.

Other attempts have been made by labourers to control the price of wages. Men who were carting dirt at a lower price than others chose to dictate, have been thown from their carts, and their loads "dumped" in the street.

CONVICTION.—Eight of the riggers and stevedores, who were committed for riotous conduct, on board the ship Sully, on Monday, were brought up for trial yesterday, in the court of Sessions, and convicted, and would have been sentenced, had not the district attorney stated that others would probably be tried to day. They will receive their sentence on Saturday, which will be confinement in the penitentiary for a period not exceeding three years, at the discretion of the court. They are all foreigners but one. The ringleader arrived here but three weeks since, in a British ship.

A letter from Havanna, dated July 7, states that on the preceding day, a Spanish schooner with 405 slaves was sent in by an English sloop of war, captured between Havanna and Matanzas. Two others that were in company escaped.

COLONIAL.

HALIFAX, JULY 28.

Melancholy Shipwreck.—His Majesty's ship Tyne, arrived yesterday, has brought in 152 men, women and children, including 10 of the crew, with the mate, saved from the wreck of the Brig Despatch, Captain Lancaster, of Workington, from Londonderry, bound to Quebec. The following are some of the particulars of the distressing circumstance. The D. sailed from Londonderry on the 29th of May, with a crew of 11, including the Captain, and 200 passengers; experienced westerly winds until she made the coast of Newfoundland, on the 7th instant,—had no observation for 18 days—supposed the land was Cape Chapeau Rouge; on the 10th, weather still continuing thick, with the wind S. E. about 5 P. M. considering themselves abreast of Cape Ray, distant 20 miles, kept away N. W. ½ N. when after running about an hour discovered a rock on the lee bow, the helm was immediately put down, but the wind being thrown out of the sails by a heavy swell, the brig was thrown nearly on the top of it, and shortly after filled; attempts were now made to reach the main land, which was discovered to be about three quarters of a mile off, on the boats, the first, in which was the captain, swamped and all on board perished, the Mate, in another, fortunately succeeded in reaching the shore, but was prevented by a heavy surf from returning to the wreck until the following day, when he was unable, from the same cause, to make more than one trip; on the next day he was however more fortunate, having, by the assistance of the fishermen who lived near the place, succeeded in landing the survivors, who, after stripping off their clothes, were drawn from the rock into the boats, by ropes fastened round their waists. Sir R. Grant, who was providentially cruising in the neighbourhood, was made acquainted with their wretched situation by George Harvey, one of the fishermen, on the 17th, but was unable, from thick fog, to bring the ship near enough to get them on board, where every thing possible was done to relieve their distresses, and make them comfortable. Survivors—77 men, 45 women and 20 children; of those who perished, 12 were washed off the Rock, 10 died of fatigue and hunger on it, 11 after landing, and 3 in the boats from the shore to the ship. The greatest praise we understand is due to Harvey for his conduct on the occasion, as also to the Mate and crew. The whole of these unfortunate people, we understand, were in comfortable circumstances, one of whom, a Scotchman, had property to the amount of £500 on board, and he is now left with a family of 13 children, entirely destitute, indeed, all that any of them have saved are a few clothes which were washed on shore.—*Journal.*

The Courier.

SATURDAY, AUGUST 2, 1828.

Bank of New-Brunswick.

Director next week, ... Hon. W. BLACK.

DISCOUNT DAY,.....THURSDAY.

Hours of business, from 10 to 3.

☞ *Bills for Discount, must be lodged with the Cashier before 3 o'clock on TUESDAY.*

Savings' Bank.

Managers for the ensuing week—

JOHN WARD, Jun.
JAMES KIRK.

Bank Hours—Every TUESDAY, from 10 to 12.

Amount deposited on Tuesday last.....£6 6 0

Marine Insurance Office.

Committee of Directors for the ensuing week:

THOMAS BARLOW,
HUGH JOHNSTON, Jun.
JOHN V. THURGAR.

Office Hours.—From Twelve to Three.

STATE OF THE THERMOMETER IN THE SHADE, *July 26 to Aug. 1.*

Days of Observation.		Hours of Observat. 8 a.m.	Noon	4 p.m.	Remarks.
Saturday,	26	58	72	56	The weather during last week has been more pleasant than for some time back; clear of fog and in general dry.—This morning we had a smart thunder storm with heavy showers of rain.
Sunday,	27	54	58	55	
Monday	28	61	75	52	
Tuesday,	29	52	55	59	
Wednesday,	30	56	60	50	
Thursday,	31	54	58	52	
Friday,	1	48	54	52	

Our English dates are down to the 16th June; but, though they be considerably later than those of last week, they contain nothing really new.—The aspect of affairs in Portugal, is far from encouraging, but we hope that internal peace will be restored at an early period.—The accounts from Russia and Turkey, through different channels, are, of a conflicting and unsatisfactory nature.—Until we receive further reports, which can be considered authentic, it would, at the present stage of the anticipated conflict, be worse than idle, to form conjectures respecting its result.

Suggestions, regarding such erections and improvements, as tend to promote the health and comfort of our citizens, seem now to be the order of the day. There is one, however, which we are surprised to find, has not as yet met with that attention, which we think its utility merits; namely, *a Bathing establishment.*

There are various descriptions of Baths; those to which we at present allude, are, the salt water, cold fresh water, and, the warm water Bath; all of which are respectively recommended by Physicians, as remedies against different distempers. It is true, that medical men are not yet agreed as to the MANNER in which they operate on the human body; but a variety of experiments have convinced them of their salutary effects.—But even as a *preventive* of many sorts of disorders, particularly those of the cutaneous kind, cleanliness has always been held in high estimation. Among the Greeks, as early as the Trojan age; among the Romans also, and the Celtic nations, Bathing made as it were, a part of diet, and was used as familiarly as eating or sleep:—The ancient Germans, likewise, bathed every day in warm water in winter, and in cold water in summer. In the present day, however, no people follow up the bathing system, from a point of duty, so much as the Turks; amongst them it forms a part both of diet and luxury;—in every town, and even village, there is a public Bath. Whatever deceptions Mahomet might have been able to practise on his credulous followers, he saw well, that the preservation of their health, in a climate, the warmth of which produces copious perspiration, rendered an attention to cleanliness, a matter of indispensible necessity:—He, therefore, reduced the practice of frequent ablutions to a precept.

But to bring forward, at this time, further proofs of the ancientness of the practice of Bathing, or of the general opinion, in the present day, regarding its usefulness, would be idle—we know that they are both admitted:—We take up the subject as being one of public importance; convinced that it is so, as well from personal experience, as from the suggestions and opinions of many respectable inhabitants of this City; in the hope, that some steps will, previous to the approach of another summer, be adopted, for the purpose of carrying an establishment of this kind into effect.

We do not pretend now, to give advice as to the *mode* of accomplishing this desirable object; that remains for the consideration of those who are desirous of being personally benefitted by it, and of those individuals who would view it barely as a matter of speculation:—in either case, however, we are fully persuaded that the expence would be trifling, compared with the general advantage to be derived.

In reference more particularly to *salt water* Baths, there is no place better adapted for their erection, at a small expense, than St. John, in consequence of the great rise and fall of the tide: either temporary or permanent buildings could be raised to suit the purpose here, more easily than in any other place which we know of.—As to the site, some part of what is commonly called the back shore, would most likely be preferred; not only on account of its being in some degree, retired, thus adding to the luxury of sea-bathing, the pleasure of a short walk, but, as affording also the means of supplying the Baths with salt water in a less mixed state, than could be found in any other part of the harbour.

This situation would also be equal to any in the vicinity of the City, as regards a plentiful supply of *fresh water*, which could be procured with ease, from the Springs in the adjoining bank; so that a Bathing establishment, raised here upon a respectable scale, and with a view to permanency, might afford all the advantages to be derived from the different descriptions of bathing alluded to.

But not only would the comfort of the inhabitants of the *City* be promoted by this improvement: strangers also, and many Country residents would