

We have been favored with Boston papers of Tuesday last, received by the steamer from Eastport last evening. From these and American papers previously received by the *sch. Frances*, we have selected the following summary of news:

The Money Market at London, Oct. 14th, was sensibly improved, both in the English and Foreign Stocks. The Times, however, considers this no evidence that a reaction may not take place, as there is no especial change for the better.

Considerable apprehensions are beginning to be felt in Ireland for the state of the crops.

The title of Lord North, which has been in abeyance for the last thirty-nine years, has at length an owner—Lady Guilford's daughter having given birth to a son. An expedition of one thousand marines was shortly to embark from Plymouth to the Tagus under Major Wright.

The Belgian Government has applied to that of England for leave to disinter the body of Madame Malibran, and remove it to Brussels. The municipal authorities at Manchester have refused.

Mr. Henry Bulwer has arrived at Brussels, to act as Charge of the British Government during the absence of Lord Seymour.

The French papers say that Prince Polignac and his companions are to be removed from Ham to private houses, where they still will be kept in confinement, but in more comfortable and pleasant circumstances than at present. The Prince had consented to petition the King for mercy, but his fellows would not agree, and he would not separate himself from them. Their refusal grows out of their determination not to recognise the royalty of Louis Philippe.

The Monitor of the 8th Oct. contains an ordinance remitting the punishment of sixty-two political offenders, not however including the Ministers of Charles X.

The French squadron sailed for Portugal on the 11th with instructions to employ force in contravention of all plots, and especially to prevent the disembarkation of Don Miguel, or the landing of any arms intended for his service.

The Queen's troops in Spain were actively moving against the Carlists in every quarter where they were to be found. Alala was in hot pursuit of Gomez. Villafra, the Carlist Commander-in-Chief had retired to the other side of the Ebro. The Portuguese auxiliaries, who had taken up their line of march to return home, had received orders from the Queen to re-enter Spain and resume operations against Don Carlos. Madrid was perfectly tranquil on the 5th of October. Mina was not expected to live.

An action took place near San Sebastian on the 7th between the Carlist troops and the British Legion, in which the latter claimed the victory; they, however, lost 92 men killed and 251 wounded. Gen. Evans was among the wounded.

A Constantinople article of Sept. 21, says, "A circumstance which may disturb a little the renewed harmony between France and the United States." On the 14th the American brig *Banion*, loaded with Turkish produce for Boston, set sail, and got beyond the Castle, when she was forcibly boarded by a French man-of-war's boat. An officer and several men armed, said they were in search of two deserters, whom they suspected to be on board, and notwithstanding Capt. Ingles assured them on his word and honor that there were no such men in his ship, the French commenced a strict search, and not succeeding in finding the deserters, the officer ordered the American captain to return to Smyrna. On this the American hauled down his flag, abandoned the vessel, and the French brought her to anchor between the Castle and the tower. Capt. Ingles then went on shore and made his protest. Thus the affair remained when the last accounts left Smyrna. Mr. Olney, the United States Consul, is a man who will do his duty, and from which he would not flinch. His fair's breadth, even his consul's rate, is not to be sold. He is another Lord Ponsonby, with this difference, that he will be certainly more promptly supported by his own Government. People cannot insult the stars and stripes with impunity.

Portugal.—The peers of Portugal have presented the following solemn protest to the Queen against the revolutionary movement in Lisbon.

"Madame.—The peers of the kingdom of Portugal, undersigned, could not help reading with surprise and regret, the decree signed by your Majesty on the 10th of this month, (September) by which your Majesty acknowledges as the public law of the realm, the political constitution, published in 1822.

The Constitutional Charter of this Monarchy, granted by a Portuguese Sovereign, the august Father of your Majesty, accepted by the Orders of the State, solemnly sworn by them and by your Majesty, and a first and second time defended by the Portuguese Army with feats of the greatest constancy and bravery against it, could not be revoked or annihilated in a moment of hallucination, by a fraction of the said army; according to the Constitution now proclaimed by it, and according to the public law of every civilized nation, is essentially obedient to and carries resolutions.

Madame, by the Constitutional Charter, part of the National Representatives belong to the Peers of the Kingdom; it also belongs to them to watch over the keeping of the Constitution; and without the approbation of their Chamber no alteration can be made in any of the Constitutional Articles.

These are indeed, great prerogatives, and important duties, which their honor, the sanctity of an oath, and long sufferings supported by them, cannot permit to be despised.

It is then on this, that they lay the foundation of carrying before the presence of your Majesty, as the Supreme Chief of the Nation, this their protest, against the illegal decree contravened by one of your Ministers, hoping that your Majesty will make such a use of it, that the Portuguese, as well as the Foreign nations, may have means of knowing that the Peers of the Kingdom neither promote nor approve revolutions, and that honor and an oath are not vain names to them.

The above was signed by 27 out of 41 Peers of the realm—two of which had never taken their seats, and was absent from Lisbon when the protest was sent in.

From the London Courier, we learn that the question of still further raising the rate of interest (now at 6 per cent.) has been agitated, and decided in the negative by the Directors of the Bank of England.

The last quotation of Consols, shows a depreciation as compared with yesterday, of 1 per cent. the price both for money and account being $87\frac{1}{2}$ a 3; Exchequer Bills at the lower rate of interest leave off at 6; discount at 2 1/2 per cent.

The only matter requiring notice in the Share Market is the depreciation of

the London and Birmingham Railway Shares, which have to-day, (Oct. 15th) been down at £125 per share.

LIVERPOOL, Oct. 15.—The Money market continues in an unsettled state, and it is rumored that the Bank intends to raise the rate of interest to 6 per cent. The same objection to discount certain paper, is continued; from present appearances, we fear that money will be scarce for the remainder of the year, and as long as it continues the trade will only purchase for their immediate wants. The Market closed yesterday very heavily at 3 1/2 decline and gloom which now hangs over us, will not we fear, be soon dispersed.

Latest from France.—Accounts have been received from Paris to the 16th of October—which state that the Grand Council of Bernes has adopted resolutions of a very conciliatory tenor, with regard to the course to be pursued by the Deputies of that Republic in the Extraordinary Diet. The appearance of the Swiss and France will be amicably settling the differences between the two nations, notwithstanding the Duke de Montebello had set out for France.

The disturbances at Nantes, had given place to the most perfect tranquillity. The operatives had gone to work again, and the ringleaders in the recent commotions had been variously punished.

The owners of colonial property were again agitating the question of reducing the duties on colonial sugar. They had presented a memorial to the King, declaring that, with the existing duties, beet-root sugar will ruin them.

M. Thiers, the ex-Premier, was shortly expected back from Italy, on account of the cholera there.

The Seine has experienced another inundation, so that the stone quays, where it runs through Paris, were nearly submerged.

The Rhone at Avignon, October 9th, had swollen to a frightful height. Most of the town, with the barracks, grave yard, &c. were completely overflowed, and boats were sailing in the streets.

On the 14th, at the Paris Stock Exchange, the market was very animated, but the funds have declined in consequence of apprehensions entertained of the approaching financial crisis in England.

A Russian frigate entering the port of Athens, is said to have given great umbrage to Admiral Rowley, of the British squadron by declining to fire a salute.

The cholera is making dreadful havoc in Hungary; there are as many victims as in 1831—but it is still worse below the Theis, where almost the whole population of some places has died of it.

An insurrection broke out in the capital of Mozambique, Africa, in which the government of Donna Maria was overthrown. The rebels gained possession of the forts and the town, which they held from the 26th May to the 14th of June, and were preparing to murder the Governor and Europeans, and make off with the plunder, when the British brig of war *Levent* happened to enter the harbour, by whose aid the lawful authorities were reinstated, and the insurgents made prisoners.

An arrival from Cadiz brings papers from that City to Oct. 12th, which state that the Carlists were advancing upon Seville, where great preparations had been made to repel them. At Malaga, on the 5th, the greatest confusion prevailed—there being only 3000 National Guards—500 without muskets—to meet the Carlists advancing on that place. The inhabitants were flocking to Cadiz for security.

From the Pacific.—By the brig *Argyle*, at Baltimore, in 71 days from Valparaiso, we learn that ex-general Freije had filled a couple of vessels, mounting 14 guns, with about 80 officers and men in both, and left Callao, July 7th, for the south part of Chili to effect a revolution in that quarter. He made good his landing at the Island of Chiloe, without much difficulty, upon which the troops and inhabitants joined his flag. Nothing further had been heard of him when the *Argyle* sailed (1st Sept.) but it was generally thought he would soon be put down, and tranquility restored, as the present government was very energetic and decided in their movements in fitting out a force.

Capt. Ingles, of the brig *Banion*, arrived on Thursday, states that he signed a protest at Smyrna against the unwarrantable detention of the *Banion* by the French Commodore on that station, which, with a representation of the affair, has been forwarded by the American Consul to our Government, the adjustment of which will be left to the respective governments. He also states that on the 15th and 16th of September, eighty camel loads of figs were received at Smyrna. The price they bore was exorbitant, owing principally to an attempt on the part of some English houses to monopolize the market. They were expected to cost fourteen cents per lb. on board.—*Boston Times*.

REPORTING THE DEBATES.—As the Provincial Legislature will be in session in a few weeks, we take the opportunity of calling attention to the means of procuring Reports of the Debates in the House of Assembly—particularly as there is every reason to expect that the present will be one of the most important sessions since the establishment of the Province. We have already published the resolution passed last year, pledging the House to grant the sum of £100 towards bearing the expense of reporting and publishing the future debates of the House, provided there be two competent persons employed by the person undertaking the publication of the said debates, to report the same.

This may have been done with a view to encourage Mr. Pierce, who last session proceeded from Miramichi, and undertook the publication of the Debates daily at Head Quarters; and until we learn whether he will again engage in the task, it would, perhaps, be unfair to do more than agitate the subject.

THE WEATHER.—Fine seasonable weather has prevailed in this quarter since the commencement of the present month. The ground is at present uncovered with snow, but hard frozen.

The steamer *Frederickton* started for Fredericton on Monday last, but was unable to proceed further than the Ormoceto, the main river for ten miles below Fredericton being coated with strong ice. The steam-boats have therefore stopped plying on the river. Last year, we believe, the navigation closed earlier, and there was good sleighing in the City before this time.

On Monday last, a coroner's jury assembled for the purpose of enquiring into the cause of death of WILLIAM S. BURNS, who died early the same morning, in consequence of sundry gun wounds, received on Saturday night—when, after a protracted investigation, read the Jury brought in a Verdict of "Willful Murder" against John Francis, colored man, who was immediately committed to jail on the coroner's warrant.

It is to be lamented, that however unjustifiable the act by which a human being has thus suddenly been launched into eternity, it cannot be concealed that the event grew out of one of those highly reprehensible nocturnal excursions, at once disgraceful to all social as well as moral habits.

The deceased was a native of Day Neck, and had recently distinguished himself as the most intrepid individual among those employed in the erection of the scaffolding for the Bridge across the River.—*Observer*.

In consequence of reports in circulation injurious to the character of an individual in this City, a CORONER'S JURY was yesterday empanelled for the purpose of ascertaining the cause of the death of *Donato*, who died on Thursday last, when, after a patient investigation, the Jury returned a Verdict that the deceased died by the "Visitation of God."

In the marine list of the Boston Daily Advertiser of the 12th instant, it is stated that Captain Betts, of the *sch. Argonaut*, of and from this port for New-York, was washed overboard from that vessel on the 3d inst. and drowned.

A neat and commodious Church has been lately erected in the Parish of Woodstock, at an expense of nearly one thousand pounds; upwards of five hundred of which have been advanced by the building Committee, and the remainder obtained by voluntary subscriptions—with the exception of a donation of £100 sterling from the Society for the propagation of the Gospel in Foreign parts.

The Church was opened for Divine Service on Sunday, the 6th inst. when an appropriate and eloquent discourse was delivered by the Venerable Archdeacon Coster.

The Pews were sold by public Auction, on Thursday the 17th inst. and realized in the aggregate the unexpected sum of eight hundred and two pounds five shillings.—*Fredericton Royal Gazette*.

The *Royal Tar*.—The brig *James Brewer*, which arrived at Boston, on the 12th instant, from Stockholm, on the 10th instant, fell in with the wreck of a steamboat, Cash's *Ledge* bearing N. W. distant 15 miles. It is supposed to be the *Royal Tar*.

The Cutter has returned from her cruise in search of the effects lost from the *Royal Tar*. They succeeded in finding nothing but a trunk containing about \$90.—*Portland Advertiser*.

Capt. Jones, of the U. S. cutter *Morris*, in a postscript to a letter written by him to the Collector of the Customs at Portland, respecting the steamer *Royal Tar*, says, "Every day and night the *Royal Tar* was doubtless lost. The *elephant* was seen a few days ago floating near Britton's Island."

BREAD STUFFS.—On Thursday about 11,000 bags of wheat and rye were received in New-York from Europe; viz: 300 bags of wheat from London; 3147 do. from Odessa; 3392 do. from Hamburg; and 1540 do. rye.

Upwards of 100,000 emigrants from Europe, arrived in the United States within the present year, exclusive of those who reach this country by way of Canada.

The Journal of Commerce estimates the whole tonnage of the Steamboats in the United States, at 150,000; the whole number (300 tons to a boat) 509.

Police Court.—A Distinguished Dentist turned thief.—For some months past the Eastern papers have trumpeted the fame of one Monsieur Dileg, who styles himself one of the most successful Dentists of the age. In addition to wholesale pills, and advertisements turned upside down, Mons. Dileg's professional qualifications have been posted in red and white bills at almost every corner of the street, informing the good people that he is from London and Paris, how he had practised his profession upon the jaws of some of the first noblemen of Europe, with unparalleled success.—how he would be ready to exemptify, for a certain consideration, in dollars and cents, to any one who would call at his room between the hours of 10 and 3. But strange to say, the Dentist reaped more honors than profit. Customers came slowly in—no one seemed to care about those lovely appendages of the human face divine. Monsieur Dileg therefore shaped his course in another direction. He determined to take his departure immediately from the cold eastern shores, and accordingly took passage in one of the steamboats for Boston, where he was in hopes of retrieving his ill fortunes. But cruel fate ordained it otherwise.

Mons. Dileg's card is neat, and is only rivalled in whiteness by the enamel which he produces on his teeth, which he says per card is next akin to pearls. He dresses well, and sports whiskers of prodigious growth, therefore most people believed him to be a man of science, a bona-fide. But the sequel showed, that although he was famed for his *teeth*, he could at a pinch extract other things of more personal value.

It was midnight, and while all the passengers were courting the sweet restor, sleep, Mons. Dileg arose from his couch, and after promenadeing the deck for some time, he went below, and there he saw a half-drawn curtain revealing a beautiful safety-chain around the neck of the sleeper—it was too great a temptation for Monsieur Dileg from England and Paris, and so he took out his knife, and presto cut it off—there was a fine watch attached to it. He took both, and placed them carefully in his chest. Morning came—the watch was missing, as so was Mons. Dileg.

The watch was found upon his own chest, and his conduct was enough to condemn him. His trunk was opened, and there the watch and chain were discovered in a fold of one of his shirts.

Mons. Dileg was brought into court. The Judge read his card, and was astonished that so great a man should so vile an act. Mons. Dileg exclaimed, "this will ruin me for life." It was a clear case, and he was sent to the Municipal Court.—*Mercantile Journal*.

WEST INDIES.—The Barbadoes *West Indian*, of the 24th ult. states that a scarcity of provisions is complained of in several of the colonies, which it attributes to the neglect of apprentices labourers, who have grounds allotted to them in lieu of provisions.

To the Editor of the Courier.—I have noticed a communication in your paper of the 12th inst. from Francis B. Black. Although not mentioned in it as one of those saved by him, yet cannot allow so erroneous a statement to go uncorrected. Mr. Black evidently intends to impress upon the minds of your readers, that to him a large number of the survivors are indebted for their preservation; when in fact he was in the boat with Captain Reed, and the *Frederickton* was ordered to proceed to the rescue of a boat, he proceeded to a short distance, and returned on board the *Veto*, I feel certain, without saving a single person. He was the last person taken from the stern, and left in the hands of Captain Reed.

Respectfully yours, EDWARD WAITE, Passenger. Eastport, Nov. 24th, 1836.

To the Editor of the Saint John Courier.—Sir, Having noticed in your paper of the 12th inst. a communication signed by Francis B. Black, late mate of the *Royal Tar*, in relation to the destruction of that steamer, I deem it my duty to inform you that the minds of your readers of some of the erroneous statements in that communication.

Mr. Black states that he boarded the wreck of the *Tar* twice from the stern, saving many persons. He also states that he saved the *Pilot*. I have no wish to detract from, or deny any exertions made by Mr. Black, on that occasion; but so far as I am concerned, I can state decidedly that I am not indebted to Mr. Black for my preservation on that occasion.

Indeed I have no recollection that Mr. Black boarded the wreck at all in charge of a boat. He was in the boat with Capt. Reed, when I was taken from the wreck; but as I learned on my arrival on board the *Veto*, he was with difficulty induced to volunteer his aid.

Your obedient servant, JOSEPH ATKINS, Pilot. Eastport, November 23d, 1836.

MR. CHURCH.—In the Editorial article which appeared in the Report of the Engineer on the Carleton Bridge, in your last number, is a remark, the justice of which I fully concur, that the Bridge ought to be public, not private property. According to the current reports of the day, the Casual Revenue has been secured to the Legislature by the exertions of the Delegates; if so, could a better application be made for part of that Revenue, than in purchasing the Bridge of the Company, so that it may be thrown open to the public Toll Free?

FROM LANCASTER. QUEBEC, Nov. 7.—There are about 100 square rigged vessels still in port, and we understand there has been some delay in getting timber for completing their cargoes. The weather continues mild, with hardly any snow on the ground. The period of the close of the navigation will probably be indicated by the turn the weather may take in the course of the next week.

November is proving to be what October usually is, and was not. The heavy rains of Friday night and Saturday, have left the ground everywhere free from snow. Ploughing is again resumed, and the cattle still find most of their food in the pastures. This will have a material effect on the consumption of hay during the winter.—*Quebec Gazette*, October 14.

T. C. Aylwin, Esq. has returned from the Montreal Constitutional Meeting. We understand that about thirty members attended, and that the great majority decided in favour of a union of the Provinces.

Nov. 2.—The *Montreal Herald*, of Monday asserts, that Lord Gosford is about to swamp the Legislative Council, and pretends to know it on good authority.—There have been such reports here, and that the Legislature would be again summoned. We have forgot the number of attempts, on the part of the Hon. G. Gosford, to annihilate the Assembly, which have failed. If there is a new attempt, it must also fail, unless the Legislative Council is rendered *elusive*: or the Assembly must openly contradict its declarations and acts for the last three or four years, under which the country has suffered so much.—*Neilsen's Gazette*.

NEW YORK, Nov. 16.—Coal.—Sales of 75 tons Liverpool, 13th cash. Fish.—Mackerel and Cod plenty, dull, and further declines: sales No. 1 at \$9 7/8 a 10; No. 2 8 7/8 a 9; and No. 3, 6 1/2 a 7; Cod from vessel selling in lots at \$3 3/4 a \$5; 50 lbs Nova Scotia pickles at \$1 1/2 a 1 3/4; 25 lbs do. at \$1 1/2 a 1 3/4; No. 2, and 17 for No. 3. Flour.—Very plentiful receipts of Western for the last few days, owing to the release of the boats which grounded in the river, and the demand has become quite lively. We hear of no sales, however, for the week. The market is quiet, and that price is not easily obtained; fancy continue at \$10.25. Rye Flour advanced to \$6.75; Corn Meal dull at former prices. Corn—In rather limited demand: sales of Northern yellow \$1 4 to \$1 5. Exchange.—Bills on England for to-day 4 paces, closed at 3 1/2; prom. cash, 12 1/2.

PHILADELPHIA, Nov. 18.—Owing to the continued pressure in the money market, the transactions continue limited, purchasers only buying to supply their immediate wants.—Fish—Market well supplied with Mackerel, prices further declined and at present rather unsettled. Sales as low as 9 1/4 a 9 1/2 for Nos. 1 and 2; other holders demand from 25 to 50c. per bbl. advance on these rates; and sales have been made at \$9.50 a \$5.—Flour—Such brands as are approved by bakers command \$10.75 to 11 per bbl. Stock for sale small and supplies limited.—Rye Flour—Sale of old stock at \$7 per bbl.; fresh ground \$7.25, and a lot of extra, ground from new Rye, \$7.50 per bbl.—Corn Meal—Puncheons \$19.25; bbls. \$4.62 1/2 a 4.64 per barrel.

BALTIMORE, Nov. 15.—Flour—Market for Howard street unsettled, tending upward to-day. Flour is scarce to quote an accurate price. Sales by some dealers at \$10; but others are unwilling to sell at that; some ask as high as \$10.50.—Stock on hand small, and receipts light. Grain—8000 bushels very prime red wheat from the Bay, sold yesterday at \$1.25 a bushel; and \$1.18 per bushel; 1000 do. white, same cargo, taken at \$2.30—quality of both remarkably fine.

Nov. 19.—Flour—Howard street, to-day holders generally ask \$10.50, although we have heard of no transactions; retail sales at \$11. Sale of City Mills, extra, at \$10.25; holders of extra, firm at \$10.50. Money market without change; offerings at the Banks full one half more than is done. On the street 1 1/2 per cent. per month is freely offered for the best paper.

Winter Arrangement of the Mails. ARRIVALS. Tuesday—From Fredericton, at 12 M., and from Nova Scotia, via Digby, at 5 P. M. Wednesday—From Digby, at 12 M. Thursday—From Fredericton, at 12 M. Saturday—From Halifax, Dorchester, &c. at 10 A. M. and from Saint Andrews, at 12 M. DEPARTURES. Monday—For Fredericton, at 11 A. M. Tuesday—For Dorchester, Miramichi, Halifax, &c. at 1 P. M. and for Saint Andrews, at 6 P. M. Friday—For Fredericton and Canada, at 11 A. M. Saturday—For Nova Scotia, via Digby, at 7 A. M. and for St. Andrews, at 6 P. M. Post Office, Saint John, Nov. 24, 1836.

THERMOMETRICAL TABLE. Extreme Heat during the day, and Cold during the Night. Indicated by a Registering Thermometer.

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