CHINA.

PARTICULARS OF THE CAPTURE OF CANTON.

(*From the Whitehaven Herald, Oct. 16.*)

Our readers are aware that a limited armistice had been agreed on by the two powers; but the Chinese, during the period of simulated peace, had been secretly engaged in raising outworks, arming their batteries, and collecting troops. On returning from Canton to the fleet, Captain Elliott, on the 15th, countermanded the sailing of the expedition about to start for Amoy, and Sir H. Le Fleming Senhouse prepared to move up the river with the fleet, on the 18th. On the 20th, Yu, the acting governor of Canton, issued a proclamation to deceive and tranquilize the fears of foreign merchants, anxious, doubtless, to detain them within his reach till his arrangements were so matured as to admit of their seizure. Next day the merchants were formally warned by an official communication from Captain Elliott to quit the factory before sunset. The same evening, about midnight, the Chinese commenced the attack, by a general cannonade against the advanced ships of the squadron (now off Canton,) wherever the guns could be brought to bear, and by fire-rafts dropped down the river to destroy the headmost vessels. The schooner Aurora, and Louisa cutter, were unable to weigh anchor, and were exposed off the factories to a heavy fire during the night. The steamer Nemesis meanwhile towed the ships out of the way, and opened fire from her 32-pounder guns, while the Pylades, Modeste, and Algerine, kept up a brisk fire on the newly erected fort of Shaming. This fort was captured at daybreak next morning, and eight highly finished new brass guns taken possession of.—Meanwhile a number of war junks having issued from a creek opposite Fatee, were chased back to their retreat by the Nemesis, and escaped not with impunity. The Nemesis having given chase, was soon out of sight of her friends, but the explosions and bursts of white or murky smoke told how effectively she was employed. In three hours she blew up no less than forty war junks. Her return presented a scene truly unique. She was entirely bedecked with the flags and pendants which she had taken from the captured junks, mandarin dresses and caps graced the persons of the boats' crews; and the Chinese tail was seen dangling from beneath the cap of one of the sailors. The casualties among the Chinese are said to be very heavy. On the 23d, the forces, naval and military, arrived off Canton, where their commanders held a conference with the Plenipotentiary, for the purpose of concerting measures for their future proceedings. Sir H. Gough proposed to disembark the land force to the North-west of the environs of the city, while Major Pratt of the 26th Cameronians, should occupy some part of the enemy's attention, by seizing the factory on the southern side. In the meanwhile, Captain Belcher, of Her Majesty's Ship Sulphur, was sent to explore the river to the north, and to report on the practicability of effecting a landing in that direction. He was attacked by a number of the enemy's boats on this excursion, but succeeded in his mission after destroying 28 of their boats. He found that there was an excellent landing place, and that the hills north of the city appeared easy of access even to artillery. By 2, p. m., of the 2d, the troops being all on board boats, &c., the steamers commenced towing them to their respective points of attack, the right column to take possession of the factories, by the Atalanta, and the left, consisting of four brigades, by the Nemesis. The right column, under Colonel Mountain, arrived at their destination in time to prevent, for the present, the foreign factories being destroyed, the inhabitants and soldiers (Chinese) being engaged in carrying off whatever came in their way. The Dutch and British Hongs were completely plundered of every thing they contained, among the rest a large quantity of woollens, stored in the Company's godowns, before their arrival. The left column, under Sir H. Gough, 117 officers, 2276 rank and file, and 13 guns, arrived at the village of Tsinghae, their point of debarkation, about dusk. The general and the 49th regiment, consisting of 21 officers and 273 rank and file, landed for the purpose of reconnoitering, but a few straggling parties alone were seen. During the night guns were landed, and the next morning the landing of the remainder of the column was effected, and the whole moved forward a little after daylight. The distance was computed to be about three and a half miles from the city walls, and the heights to the north of Canton, which were crowned by four strong forts. The ground between our force and the city was chiefly under paddy cultivation.—The Commander having cautiously advanced within range of the forts, and every thing being prepared for the attack, about half-past nine orders were given to advance; and in little more than half an hour the eastern and western forts were in our possession, and our troops looked down upon Canton within a hundred yards of its walls. A spirited fire was kept up from the city walls from heavy ordnance, zinjalls, and matchlocks, during the greater part of the day. After the troops had landed and proceeded on their way, a large body of Tartar troops thought of capturing the Nemesis, and made a rush to the water's edge for that purpose; but her commander allowed them to approach within range of his guns, when he opened such a volley of grape upon them that they were fain to retire, leaving a great number of dead behind them. To the north east of the city was a strongly entrenched camp, containing about 4000 of the enemy, which was separated from the heights by a tract of paddy land, from which repeated attacks were made, and as frequently repulsed by Her Majesty's 49th regiment. About 3. p. m., it was evident a mandarin of rank had reached their camp (afterwards understood to be Yang, the Tartar General,) and that the Chinese meditated a fresh attack, in consequence of which Major-General Burrell was despatched to repel it, and follow up the enemy across a narrow causeway, and destroy their encampment, which duty was gallantly performed by Her Majesty's 18th and 46th regiments, and a company of royal marines, though not without considerable loss, from the troops being exposed to a heavy fire from the north east face of the city wall. The enemy fled; the encampment was set on fire; several magazines were blown up, and the permanent buildings destroyed. The General now determined to carry the city by storm, for which every necessary measure was effected; but a flag of truce appearing next morning on the city walls, Mr. Thorn, the interpreter, was deputed to ascertain the cause, when a mandarin stated that they were anxious for peace. The General had it explained that, as Commander of the British forces, he would treat with no other than the Commander of the Chinese army, but that he would suspend hostilities for two hours, to allow of the Chinese General meeting him; that if he did not receive a communication from Her Majesty's Plenipotentiary, (who was with the squadron south of the city) or had not a satisfactory interview with him during that time, hostilities should be resumed. The Chinese General not making his appearance, the interval was made use of to bring up the guns, &c. During the night of the 26th, every thing was prepared in the British camp; orders were issued to open the batteries at seven, and to commence the attack at eight next morning, in four columns. On the morning of the 27th, when our troops were about to commence operations, an officer of the royal navy arrived in the camp, who had been travelling all night, having lost his way, with a communication from Captain Elliott, containing instructions to suspend all hostilities, as the inhabitants of Canton had agreed to ransom the city. In compliance with these orders, (though greatly to his mortification) Sir H. Gough was obliged to countermand the attack.

Captain Elliott having arrived in the meantime, all further operations ceased. The Chinese forces amounted to 45,000 men, exclusive of the troops belonging to the Kwang-tung province. The Tartar troops were allowed to march out of the north east gate, baggage and arms.

The next day (29th) a large body of troops, apparently regulars, numbering about 5000, armed with long spears, shields, and swords, were collected on the heights, and were rapidly increasing. The General advanced against them with a wing of the 26th, three companies of the 49th, the 37th Madras, N. T., and the Bengal Volunteers, supported by the Royal Marines. The heat of the sun was at this time so insupportable that Major Beecher, Deputy Quarter Master General, fell down from exhaustion, and expired in a few minutes. Indeed, both officers and men were mostly exhausted. The next day a similar force of the enemy had assembled, and meditated an attack on our camp; upon which Sir H. Gough sent to the Kwang-chow-foo, stating that he would resume hostilities if a similar insult should again be offered. On Captain Elliott joining the camp, a meeting was held with the Prefect, who declared that the conduct of the soldiers was contrary to the wishes of the authorities, and that he would soon disperse them by sending off his own assistant, if the General would depute an officer to accompany him. Captain Moore, of the 34th Bengal Native Infantry, volunteered to do so, and they were quite successful, as the enemy entirely dispersed on learning the reason of their coming. Sir H. Gough, finding that five millions of dollars had been paid, and that Captain Elliott was satisfied with the security for the remaining million for the ransom of Canton—that 14,500 Tartar troops had marched out of the town, that 3000 had gone by water, and that the remainder were prepared to follow, when carriages could be procured, acceded to the wish of Her Majesty's Plenipotentiary to re-embark the troops—the Chinese finding Coolies to convey the guns and ammunition. The Coolies being furnished on the 1st of June, the troops and guns were embarked, the British flag was lowered on the four forts, and the expedition returned to Tsing-hae.

The naval operations are detailed in a despatch from Captain Sir H. le Fleming Senhouse, whose death occurred so soon afterwards. They appeared to have been admirably planned, and as bravely executed. The ships, vessels, and steamers, consisted of 18. The killed are 15, the wounded 112.

Extracts from a Despatch from Captain Sir H. le Fleming Senhouse, K. C. H., &c. to Commodore Sir J. J. Gordon Bremer, C. B. and K. C. H., Commander in Chief.—Dated Heights above Canton, May 29, 1841, continued on board Her Majesty's ship Blenheim, French River, June 2.

I closed my former letter with the details of our proceedings up to the moment the expedition was about to leave Hong Kong for Canton. I have now the gratification to enter upon the details of a succession of operations highly honourable, I trust, to Her Majesty's arms, and by which the large and populous city of Canton has been laid in complete submission at the feet of the Queen's forces.

No overt act of hostility had taken place up to the 21st of May, except remounting the guns in the Shamien battery, but the Chinese appear to have been perfectly ready for attack. All remained quiet in the river until about 11 o'clock, p. m., when an attempt was made with fire-rafts to burn the advanced vessels. This attack not only totally failed, but was followed up by a gallant attack on the Shamien battery, and the silencing of it by the vessels of the squadron, under the immediate superintendence of Captain Herbert of the Calliope, and the destruction of a large flotilla of fire-vessels, which the Chinese had been preparing, and had brought out of the branch of the river which leads north of the town. About the same time, though later in the night, the Alligator was attacked off Howqua's Fort; and to show how necessary it was to have been always on our guard, the fire-junks came up with the flood-tide in a direction with the merchant vessels at Whampoa, where all seemed to sleep in security. Captain Kuper's account of his prompt and decisive conduct in repelling the attack, I have also the honor to forward.

Opinions were uncertain as to the feasibility of entering the northward branch of the river, and of floating at low water. To determine this I availed myself once more of the zeal and great ability of Commander Belcher, who most handsomely volunteered to explore it with his own boats, assisted with three others from the Pylades, Modeste and Algerine, all placed under the command of that gallant and judicious officer, Lieut. Goldsmith, of the Druid, who was attached to the Blenheim, in that ship's launch, and who had orders to protect Commander Belcher in his surveying operations.

The Major-General and myself went to Canton to make a reconnoisance and personal inspection on the same day, the 23d. In our progress we observed a firing and explosions in the direction of Captain Belcher's party; and Commander Belcher's letter, a copy of which I enclose, gives the detail of a gallant affair which took place in the creek. At 11 at night, Commander Belcher returned with the gratifying intelligence that he had discovered an excellent landing place on a pier, with water enough for the Sulphur close to it at low water. The ground directly around it rose in low hills, and a line of hills appeared to continue to the height near the city, although there might be swampy ground in the small valleys dividing them.

Our united force consisted of the following ships and vessels, comprising in their crews, officers, seamen, and mariners inclusive, about 3,200 men, out of which about 1000 officers, seamen and mariners were landed to serve with the army:—Blenheim, Blonde, Sulphur, Hyacinth, Nimrod, Modeste, Pylades, Cruiser, Columbine, Algerine, Starling, Atalanta and Nemesis, (steamers,) forming the Macao fort division; Calliope, Conway, Herald, Alligator, forming the Whampoa division; Wellesley, at Wantong, in the Bocca Tigris, sent up her marines and 160 seamen. The military force under that gallant, distinguished and experienced officer, Major General Sir Hugh Gough, comprised Her Majesty's 49th Regiment, 311 in number; 37th Madras Native Infantry, 240; Bengal Volunteers, 79; Royal Artillery, 38; Madras Artillery, 232; Sappers and Miners, 171; Her Majesty's 18th Royal Irish, 535; and Her Majesty's 26th Cameronians, 317—making about 2,223.

Captain Herbert was stationed at Whampoa with the Calliope, Conway, Herald and Alligator, and was directed, on the 24th, to take the command of the force afforded by the four vessels under his orders, and pushing up with the flood-tide with such vessels as could proceed, or with the boats of the ships, endeavour to take possession of and secure the arsenal. I informed him that the ships near the factory would drop down and secure the Dutch fort, and to keep up an enfilading fire on the face of the works thrown up in front of the city, where I understood many guns were mounted. I left it to his own judgment to act according to circumstances in endeavouring to drive the enemy from the French fort, and to endeavour to open the communication with the ships of war to the westward, and with the commanding officer of the left column stationed at the factories. I beg to enclose a letter I have received from Captain Herbert, detailing the part he took in the affair that followed, where the royal marines displayed their usual gallantry; Commander Warren with his gig's crew, placing his colours first on the walls of the French fort. Commander Warren was also ordered, with the ships under his command, to take up his anchorage in line along the town from the western fort as far as the factory, and to cannonade the exterior to prevent the enemy from firing on the right column as it passed. After the enemy's fire had been silenced, he was to leave the Nimrod and another vessel to keep the enemy in check at that quarter, and to detach the rest of his forces to secure the Dutch fort, and to place them with the Atalanta so as to enfilade the line of batteries in front of the city, but he was not to expose his ships to the front fire of the heavy guns said to be placed there, until the enemy were shaken in their position.

The landing of the left column was placed under his particular charge, and it was not to land until he had made the signal.

So effectually and vigourously did Commander Warren execute the instructions, that when the right column passed his station everything had been completed, and all was still.

The detail of this gallant affair is annexed in a copy of his letter where, I regret to observe, the loss of men was more than had been ordinary.

A return of the killed and wounded is here added, and although it may appear strange to see the wounded of the army in the naval report, yet the two corps had been so entirely mingled together, their services so blended, and such intimate harmony has existed, that it would be difficult to make any separation between the acts of either, or the circumstances that concerned them. The two officers that had fallen, Major Becher, of the Indian army, Deputy Quarter Master General, a very old officer, who had served early in the Burmese war, and Lieutenant Fox, first of the Nimrod, have united the regret of all by their characters and services. The same shot took off the legs of Lieut. Fox and of Mr. Kendall, his shipmate, the gunnery mate of the Nimrod; the former fell a victim to his wound, the latter has survived the amputation. I thought it would gratify Mr. Kendall to give him an acting commission as Lieutenant of the Nimrod in Lieut. Fox's vacancy, on the field of battle, until your pleasure is known, though his wound will disable him from doing his duty perhaps for some time, and may oblige him to go home.

I have the honour to enclose lists of the officers who have been personally engaged in the operations on shore and afloat in boats; but it must be remembered that the duties and fatigues of Commander Pritchard, of the Blenheim, and of those who remained on board their respective ships, were increased in the same ratio as their numbers were diminished, and that the ultimate success is the attainment of the whole body, each working in his particular sphere. The names of many will be seen who have already distinguished themselves at Chuenpee, Anunghoy, Wantong, and the many affairs in the Canton river, and no doubt have already, like their brother officers at Acre, been so fortunate as to secure their country's notice. Never was there a finer set of zealous, able commanders. Commanders Belcher and Warren have only continued in that path of able and judicious service on which they have so long travelled—their own services will always attract attention. Of the Lieutenants, Lieut. Joseph Pearce, Lieut. Goldsmith, Lieut. Watson, Sir Frederick Nicholson, Lieut. Morshead, first of their respective vessels, may, perhaps, be named without injury to all others who well played their parts—to Lieut. Kellett, of the Starling, I am much obliged; and Lieut. Mason, of the Algerine, has won his promotion by a long series of gallant and brave services. I beg to acknowledge the zeal and the assistance I have had from every captain and officer of the squadron whom I have had the happiness to command.

The entire loss of the British at Canton was 97 wounded, including 15 officers, and 13 killed, including Lieutenant Fox, of the Nimrod, who fell at the storming of the western forts. To this loss must be added the deaths of Major Becher, and Sir H. Senhouse, the naval commander in chief, who fell victims to excessive heat and over-exertion.—Major Becher fell down suddenly from the effects of a sun-stroke, on the 28th May, while the Chinese irregulars were attacking the British, and almost instantly expired close to the commander in chief.

Death of Sir H. LeFleming Senhouse.—It is with deep and sincere sorrow we have to announce to our readers the death of Sir Humphrey LeFleming Senhouse, K. C. H., Senior Naval Officer of Her Majesty in China. This much lamented event took place on board of Her Majesty's Ship Blenheim, on Monday the 14th May, at half-past eight o'clock in the morning, and the immediate cause of the veteran commander's death, was a violent fever, brought on by great physical and mental exertions, and by exposure to the sun during the late expedition to Canton. There is very little doubt that the illness of Sir Fleming was aggravated by disappointment on the attack on Canton not being persevered in, and by all the advantages not being reaped, which the dauntless and masterly exertions of the army and navy had led most people to expect. It was, we understand, Sir Fleming Senhouse's wish to be buried in Macao, in preference to the British settlement of Hong Kong, by which the late gallant officer seemed to call in question the probability of the permanent settlement of that Island. The mortal remains of Sir Fleming were consequently carried to that city in the steamer Nemesis.

Memoir of Sir H. Le Fleming Senhouse, K. C. H., Senior Naval Officer of Her Majesty in China.—This gallant officer was first employed in a naval capacity as the bearer of despatches from Lord Hugh Seymour to the Admiralty, announcing the capture of Surinam, in 1799, and in the month of January, 1809, he acted as an able assistant to Captain Philip Beaver, at the debarkation of the British army in Bay Robert, Martinique. His promotion to the rank of Commander took place in June 2, in the latter year.

But it was in the year 1813, that our officer most signalised himself. In the month of July, Capt. Senhouse, along with Capt. James Sanders, of the Junon, was stationed with the ship sloop Martin, of 16 carronades, 32 pounders, and 2 long-nines, in Delaware Bay. On the 20th, about 8, a. m. she had the misfortune to run aground in the shallow water of Crow's Shoal, while the Junon was away. The flotilla of American gun-boats and block-vessels seeing this to the amount of ten attacked her alone on the shoals. Although Captain Senhouse despaired of saving his ship from so formidable a force, he resolved to defend her to the last extremity. The gun-boats began the fire, and the Martin returned it with her carronades, but finding they could not reach, Captain Senhouse had the two nine-pounders transported from her ports, one to the forecastle, and the other to the poop. For two hours all the guns of the American flotilla poured their fire upon the Martin, and it was only by timely assistance of gun-boats and men from the Junon that saved the gallant Martin from utter destruction. Her top-gallant masts were struck, three of her men were mortally wounded, and four slightly so; the gun-boats had seven wounded.—The bravery of Captain Senhouse in this desperate affair was beyond all praise. The force that attacked him was indeed formidable, considering that, besides the two sloops, there were two block-vessels of 100 tons each, which had been coasters, mounting long 18-pounders.

On the 30th of June, 1814, Capt. Senhouse captured with his own hand, the American privateer Snapdragon, of 6 guns and 80 men; and on the 11th of the following month, he assisted powerfully in taking possession of Moose Island, in Passamaquoddy Bay. Captain Senhouse returned home with despatches from Sir Alexandria Cochrane, announcing the successful result of an expedition against Castine, in the Province of Maine. Sir H. Senhouse's post commission bore date October 12, 1814.

Accounts received by the Castle Huntly, a merchant ship, which left Macao on the 20th June, state that the health of the troops, which had suffered from the great heat and the rains during the attack on Canton, was improving. The deaths are mentioned of Captain Brodie, of the troop ship Rattlesnake, by apoplexy; Dr. Wallace, of H. M. S. Conway; Adjutant Wilson, of the 18th Royal Irish; and Lieut. Fitzgerald, of H. M. S. Modeste, in consequence of a wound received during the attack.

The death of Sir Fleming Senhouse has caused several promotions in the naval commands. Capt. Herbert, we understand, takes command of the Blenheim; Capt. Kuper is appointed to the Calliope; and Lieut. Pritchard, of the Blenheim, to the Alligator.

Honours and Promotions.—We are rejoiced to see, by the Gazette of Friday night, that the gallant bearing of the officers of both services in the late operations before Canton have not gone unrewarded. Sir Hugh Gough receives the Grand Cross of the Bath, Captain Herbert is appointed a Knight Commander, and Colonel Burrell and Lieutenant-Colonels Morris, Adams, Mountain, and Pratt are nominated Companions of the same honourable order. Of the naval officers employed, Lieutenants Chambers, Coryton, Hayes, Hamilton, and Wood are promoted to the rank of Commander; while Messrs. Bryan, Sanlez, Need, Millar, Taylor, Purver, and Bate are appointed Lieutenants.

In addition to Chusan, the 18th, 26th, and 49th regiments will have appended to their colours and appointments the illustrious insignia of Canton, their gallant conduct at the capture of which immense city has shed new lustre on the British army. We presume the troops engaged will share a good lot. The city of Canton is larger and more populous than any capital in Europe—the second in China. Pekin, the capital, an inland city, has a population of three millions and a-half.—*Limerick Chronicle.*

(*From the London Times.*)

The War in China.—From the astounding nature of the intelligence which has lately reached us, one is driven to look back a little into Capt. Elliott's past career; and really the evidences of that unfortunate person's official aberrations are so numerous, uniform, and flagrant, that our chief wonder is, not that the Mintos have had the hardihood to keep him in office for such a lengthened period (what have they not hardihood for?) but that our military and naval authorities at Canton should have so far sacrificed duty to discipline as to have allowed that diplomatic madman to make havoc of all their successes by reducing them substantially to a defeat. The entire course of this person in China has exhibited an uninterrupted series of absurdities. At one time he takes it into his head to promote himself from the rank of British Superintendent, at another to that of Her Majesty's Plenipotentiary. In issuing his proclamations, he addresses them, not to his unhappy fellow residents who chance to be under his wretched protection, but to "all Her Majesty's subjects." On every occasion since the Chinese quarrel arose, the advantages gained by British valour have been recklessly thrown away by him, like a child tired of its toy; and no sooner do our forces carry the Celestial citadels, than the captain has instantly evacuated them, drawn away the troops, and laid his plans for another fruitless encounter.

As to the result of the negotiation—the price paid for this load of national disgrace—we need only quote from the *Gazette Extraordinary* the words of that brave man, and able and zealous officer, the late Sir H. F. Senhouse. In his official despatch to the Commander-in-Chief of the expedition, we find the following:—

"The terms were in opposition to the opinions of the Major General (Sir Hugh Gough) and myself, as they left the troops in a precarious position for some days, when the conduct of the Chinese hitherto was considered, with whom delay had always been used to strengthen their defences, the result of which had always been a breach of faith. It gave another fair opening for Chinese treachery to work, and it took away the apparent symbol of capture, which would have been prevented by seeing the British banner floating within the city walls, and those walls lying crumbled before it. The fortified heights in the city once gained, the Chinese troops might have marched out and laid down their arms, and not a British soldier had any occasion to enter the populous part of the town."

With such an officer in command, or indeed with any man of common sense and common spirit, the nation would not have had to deplore that the blood of some of her bravest sons have been shed in achieving success, of which the fruits have been so utterly squandered.

Heavy indeed is the responsibility which the whigs have incurred, not only by having employed such a lunatic as Captain Elliot at all, but especially by the very large discretionary power with which they have evidently intrusted him. Considering the important interest at stake in China, and the extreme perfidiousness of the Celestials, a moderate attention to the exigencies of the case would have determined any rational Ministry to leave as little as possible to the mere individual impulses of any representative whomsoever. But to give a *carte blanche* to a man obviously incapable of acting on common sense principles, or of being governed by the lessons of experience,—surely a more reprehensible disregard of public interests can hardly be conceived of.

From the Morning Post.

An apology is attempted, by the Morning Chronicle, for Captain Elliot's conduct in playing the procrastinating game of the Chinese Government upon two grounds; first, "that it was probable that the occupation of Canton formed no part of the plan of the British Government, as embodied in the instructions to Sir H. Pottinger," and secondly, that "to have refused terms to the local governors of Canton, upon their proffered submission, might have led to the most disastrous results, probably to the conflagration of the city and the destruction of the European factories."

These lame apologies betray the weakness of the cause in support of which they are advanced. The late Government did many absurd things; but it is not possible to suppose that even they were capable of doing anything so absurd as to fetter the discretion of officers acting on the spot by instructions to the effect that in no circumstances whatever should the Court of Pekin be acted upon by operations carried on in Canton.

From the Spectator.

Not contented with forming part of a joint stock company with Austria, Russia, and Prussia, to govern Turkey, the British Government is about to enter into a similar partnership with Russia for the purpose of governing China. The Ambassadors of the Four Powers at Pera are the real rulers of Turkey; the Sultan and his Divan are merely their puppets, more or less reluctant to move. The attention of the British Cabinet is distracted from its proper business, and the national revenue is wasted upon unnational objects, not merely by the intrigues and tracasseries of Constantinople, but by those that sprout and ramify from that centre through the whole of Europe. And now the same game is to be played over again in China.

An article in the Times speaks of the instructions sent out from the late Cabinet by Sir Henry Pottinger, with a confidence that implies knowledge of their contents, and in a tone of approbation that leads us to infer the new Cabinet intends abiding by them. The *Times* says—

"An indemnity is indeed to be required for the vast expense incurred by the British Government in sending out an expedition for the necessary protection of its subjects; but Sir Henry is not to negotiate for money, but for peace. For this end, he is to treat with no one but a Mandarin holding plenary powers. He is to demand permission for an English Envoy to reside permanently at Pekin, and to hold direct communication with the Emperor. He is to require permission for the erection of British factories at all the principal ports. And Hong Kong is to be retained by the English as a permanent possession."

Instead of a single Superintendent, we are to have one in every principal port of China; and this body in regular correspondence with the head Envoy at Pekin. Every dispute between a British trader and a native will give occasion to a dispute between the British official and the Chinese magistrates; and every such dispute will lead to representations and counter-representations to the Emperor and Council, and to the British resident at Pekin. * *

LONDON, October 7.

Prorogation of Parliament.—Parliament was prorogued this day by commission; the ceremonial was therefore not of a very imposing nature. The Commissioners having taken their places on chairs at the foot of the throne in the House of Lords, the attendance of the Commons was required as usual, at the bar of their Lordships' House, by the Usher of the Black Rod. Preceded by the Speaker, several members attended accordingly; when the following Speech was read by the Lord Chancellor:—

"*My Lords and Gentlemen,—*

"We are commanded by Her Majesty to acquaint you that it appears advisable to Her Majesty to bring to a close the present session of Parliament.

"In conformity with the advice of her Parliament, and in pursuance of the declared intention of Her Majesty, Her Majesty has taken the requisite measures for the formation of a new administration, and the arrangements for that purpose have been completed by Her Majesty.

"*Gentlemen of the House of Commons,—*

"We have it in command from Her Majesty to thank you for the supplies which you have granted to Her Majesty for those branches of the public service for which complete provision had not been made by the late Parliament.

"*My Lords and Gentlemen,—*

"The measures which it will be expedient to adopt for the purpose of equalizing the public income and the annual expenditure, and other important objects connected with the trade and commerce of the country, will necessarily occupy your attention at an early period after the recess.

"Her Majesty has commanded us to repeat the expression of her deep concern at the distress which has prevailed for a considerable period in some of the principal manufacturing districts, and to assure you that you may rely upon the cordial concurrence of Her Majesty in all such measures as shall appear, after mature consideration, best calculated to prevent the recurrence of that distress, and to promote the great object of all Her Majesty's wishes, the happiness and contentment of her people."

London, Oct. 20.—The funds on Tuesday were heavy all day, and Consols a shade lower, closing at 87½ to 5-8 for money, and 87 7 8 to 88 for account. The attention of the jobbers was more particularly excited by the fall in Bank Stock, which stood on Monday at 163 to 4, but on Tuesday left off 162½ to 3½ only. The fall in itself appears but inconsiderable, and scarcely worthy notice, and, therefore, it must be presumed to be connected with some circumstances which have not transpired beyond a certain circle, in order to account for the sort of attention it has excited in the Stock Exchange. India Stock was 242 to 4. Exchequer Bills 10s. to 12s. premium.

The Tea Trade.—The news from China caused quite a panic in the Tea market. Company's Congous, which left off on Wednesday at 1s. 11¼d. fell immediately to 1s. 8d. at which some few sales were effected, but the remembrance that the former engagement had been violated, although made under circumstances then more adverse to the Chinese, caused prices to rally to 1s. 9½d. and the last price on Change was 1s. 9d. with a tendency to further improvement. The market on Thursday again fluctuated rather violently. From 1s. 10d. which was the opening price of Company's Congou, the quotation advanced to 1s. 10½d. to 2s. and was quoted this afternoon, on Change, 1s. 11d. to 1s. 11¼d. per pound, cash.

Increase of the Navy.—For the last twenty-five years the dock-yards at Deptford, Woolwich, Sheerness, Chatham, Plymouth and Pembroke, have not presented such a scene of activity as they do at this present moment, there being no less than 20 to 30 ships of different rates fitting out for active service, in consequence of the unsettled state of our relations with the United States and China.

Great difficulty is experienced in obtaining able-bodied seamen for the vessels ordered to be put in commission, there being such a demand for the merchant service, as well as that of the United States, where they receive good pay and good treatment.

The Lords Commissioners of the Admiralty, not wishing to resort to the obnoxious *press gang* system, have issued the following notice, which has been posted up in the vicinity at Tower-hill, the St. Katharine's, London. West India and East India Docks, Deptford, Woolwich, Sheerness, Chatham, Rochester, Strand. Deal, Margate, Ramsgate, Dover, Portsmouth, Plymouth, and widely circulated at all the different seaports—

"Ordinary seamen, and landsmen of good character, can be entered for the Royal Navy, provided they are not less than 5 feet 7 inches in height, not exceeding 25 years of age.

"The above must combine good physical power with muscular strength, and will have to undergo a strict medical examination.

"Preference will be given to watermen, or men accustomed to barges and other river crafts.

"A few strong and stout lads will also be admitted, if they have been accustomed to the water."

The following are among the ships ready for service:—The Queen, Styx (steamer), Malabar, Syren, Heroine, Thalia, Pique, Harlequin, Aigle, Belvidera, Illustrious, Speedy, Driver (steamer), Formidable, Isis, Warspite, &c.

The following men-of-war are getting ready for sea, at Portsmouth:—The Illustrious, 72, Captain Erskine, flag ship of Vice Admiral Sir Charles Adam in the West Indies; Queen, 110, Capt. Rich, flag ship of Vice Admiral Sir Edward Owen, K.C.B. commander-in-chief in the Mediterranean; Warspite, 50, Captain Lord John Hay; Vindictive, 50, Captain Toup Nicholas; Madagascar, 46, Capt John Foote; North Star, 25, Captain Sir Everard Hone, Bart.; Belvidera, 42, Captain Hon. S. Grey; Driver (steam frigate), Commander Harman; Hazard, 18, Commander C. Bell.

Warlike appearances.—*Portsmouth.*—The number of ships fitting out for sea, and the general call for seamen to man them, is greater than we ever recollect—certainly quite equal to any thing of the sort during the late war. The whole neighbourhood of the Dock Yard and the Common Hall presents the appearance of one continuous placard. Every ship has its bill or placard—and as though this were not enough, the Admiralty has caused one to be exhibited at the Dock gates, which, to a sailor, has all the appearance of a "round robin"—no less than 18 or 20 ships being enumerated as requiring hands.—We hope, for the sake of humanity, that the energies of this nation are not likely to be called into operation in warlike conflict; yet what are we to suppose is the cause of all this desire for manning the Navy? We readily concede the point, that to prevent war, it is proper to be always prepared for it, and would fain hope that the demonstration now made may end in peace. War at all times entails a vast amount of misery and expence—at the present it would prove almost ruinous.—*Hampshire paper.*

The British Navy.—It is some years since the business of naval preparation has been pressed forward with so much energy and activity in our dock-yards as it unquestionably is at this moment. At the outports, and at Deptford, Woolwich, &c. shipwrights and armourers are in full employ.—Naval stores and equipments of all kinds are being overhauled and supplied in every direction. But the greatest anxiety and bustle are occasioned by the large and simultaneous demands for seamen under circumstances unusually favourable in respect of the terms proposed for their engagement. It is impossible not to regard these manifestations with intense solicitude, inasmuch as they too plainly bespeak anticipations, on the part of our government, of the near approach of a crisis which every good man, every reflecting well wisher to his country must equally deplore, throughout the enormous expanse of two of the largest states in the world. At the same time, the very presumption that a great convulsion of our political relations is threatened, and that its advent may be immediate—instantaneous—supplies the most unanswerable argument to demonstrate the necessity for our being adequately prepared to encounter it whenever it may happen.—*Morn. Her. Oct. 20.*

The new Board of Admiralty have directed that 1000 stout and muscular landsmen shall be entered immediately for the navy, from 20 to 25 years of age.

West India Steamers.—The line of Royal Mail Steamers will commence running on the 15th November. The *Clyde*, Lieut. Woodruff commanding, now in Southampton Water, will be the first to start. She will call at Falmouth for the mails. The first point of arrival will be Barbadoes, whence the branch steamers will convey the Jamaica and the usual island mails, as heretofore. The steamer, in the mean time, will call at Turks Island, and be making her way to Balize, Vera Cruz, and Tampico, back again to Vera Cruz, thence to Mobile, and back to Havanah, touching at Nassau for the Mails of the branch steamers, where also she will take in coals, and make it her starting point for England. There is reason to suppose that this route will be materially altered before long, from representations made to the company, and that may be made from other quarters to the government, on the injudicious choice of Nassau as a rendezvous; but we apprehend New Providence has been fixed on, to enable a line of steamers to communicate from Mobile, on the steamer's arrival there, with several other ports on the American coast and Halifax, as the extreme northerly port, returning to Nassau with passengers and goods for the Island, where she will meet the branch packets and the succeeding steamer bound to England.—*Hampshire Advertiser.*

The Britannia, Halifax Steamer.—We have great pleasure in announcing that Mr. John Hewitt, an excellent seaman and a gentlemanly man, has been appointed to the command of this well-known steamer.—*Gore's Adv.*

Her Majesty has been pleased to appoint the Right Hon. David Boyle to be Lord Justice General and President of the Court of Session in Scotland, and the Hon. Charles Hope to be one of the Commissioners of Greenwich Hospital.

The Queen has been pleased to direct letters patent to be passed under the great seal, granting the dignity of a Knight of the United Kingdom of Great Britain and Ireland upon Henry Vere Huntly, Esquire, Commander in Her Majesty's Navy, and recently appointed Governor of Prince Edward Island.

Mr. H. L. Bulwer left town on Tuesday for Paris, to resume his duties as secretary to the British embassy at the Court of the Thuilleries.—It is quite true, however surprising, as reported in the Paris papers, that he was offered the situation of chief secretary to Sir Charles Bagot, the new Governor General of Canada.

Lord Ellenborough is appointed to succeed Lord Auckland, as Governor General of India; and Lord Vesey Fitzgerald succeeds Lord Ellenborough as President of the Board of Control.—*Naval & Military Gazette, Oct. 16.*

War Office, October 15.—23d Foot, Lieutenant Colonel A. W. Torrens, from the 1st, or Grenadier Regiment of Foot Guards, to be Lieutenant Colonel, vice W. Ross, who retires upon half pay unattached.

The *Maria Brennan*, of Limerick, which was under seizure of the customs, for having a quantity of smuggled tobacco on board at Kilrush, on her passage from America, has been released on the lodgment of a bond for £200, which was the sum ruled by the commissioner of customs as mitigation of the forfeiture incurred. The late master has absconded.

The Thames Tunnel is rapidly advancing towards completion. The submarine cutting has been finished some months, but in order to secure easy facility of entrance, it has been necessary to bore farther beyond the high water mark than was originally intended.

The Bishop of Kilmore died at the palace, Kilmore, Cavan, on the morning of the 16th Oct. in the 40th year of his episcopacy.

A bill for upwards of £50,000, given to the British government in part payment of its claims on Portugal, fell due on the 1st of October, and was duly paid by the Bank of Lisbon to the correspondent of Messrs. Rothschild.

Revolutionary movement in Spain.—Intelligence from St. Sebastian announces that an insurrection had broken out in Navarre. General O'Donnell, at the head of two battalions, who declared themselves in favour of Queen Isabel and her mother, took possession of the citadel of Pampeluna.—Gen. Ribeiro still held the town with 300 men and the National Guard. Some troops sent against O'Donnell are reported to have joined him. It is also said that a body of cavalry, which left Pampeluna to scour the country, had declared them selves favourable to the movement.—News have likewise been received at Madrid of the formation of a secret club at Lisbon, of which suspicion is entertained that it has been established for the purpose of overthrowing the present institutions in Spain.

The recent arrivals from Spain do not throw any additional light upon the mad struggle which has recently sprung up in that country. O'Donnell, who has seized Pampeluna in the name of the ex-queen regent, seems, in some undefinable manner, united with the Carlists; and, from the manner in which Queen Christina has recently conducted herself in Paris, the King of the French is exposed to the suspicion of having countenanced this new demonstration in her favour. The latest accounts state the total failure of the conspiracy in Spain—the sanguinary repulse of a band of traitors, who endeavoured to force an entrance into the palace of Madrid and carry off the young queen—and the flight of Diego, the chief conspirator, accompanied by one of his principal accomplices, Concha; but the same accounts leave O'Donnell in possession of the strong citadel of Pampeluna, although closely besieged. We have no means of ascertaining what part our government will take in the Spanish question, in which the interests of our commerce are more immediately involved.—*Eur. Oct. 21.*

The Courier.

SATURDAY, November 13, 1841.

The steamer *Britannia*, with the second October Mail, arrived at Halifax on the afternoon of Thursday the 4th instant, after a passage of fourteen days—having been detained two days at Liverpool to await the arrival of the steamer *Caledonia*, which, it will be recollected, was delayed on her passage from Boston to Halifax, by the North-East gale that prevailed at the time. The Mail arrived in this City on Monday night by the land route from Halifax. The Britannia left on the 21st ultimo, to which date we have Liverpool papers, and London of the day previous; but their contents are not of much interest. Trade still continued greatly depressed, and the markets for our staple articles of export partook largely of the general stagnation. Saint John Pine was quoted at Liverpool on the 21st at 18½d. to 20d. per foot, according to size and quality; Birch at 16d. to 18d.; and Spruce Deals about 2½d. per foot.—The grain crops in the north are stated to have suffered latterly from the extremely wet and unfavourable weather which set in, and Potatoes in low damp situations are found to be one-fourth less than an average yield.—Canada Flour, duty paid at Liverpool was quoted at 37s. to 38s. per barrel, and United States superfine at 37s. 6d. to 38s. 6d.

Intelligence from China of about as late a date as has been received here by the way of the United States, had reached England by the overland mail from India. Captain Elliot's procrastinating conduct at Canton is severely censured in the English papers, while the gallantry of the British naval and military forces in China receive merited approbation.—Accounts from America were expected with much anxiety in England until the arrival of the *Caledonia*: and the mail steamer as well as the war steamer which is to bring out our new Governor General, were consequently delayed to await such orders as circumstances might require. Great activity prevailed at the Naval Yards in England, and numerous vessels of war were getting ready for sea.

The *accouchement* of her Majesty is expected to take place about the middle of November.

Mechanics' Institute.—We are glad to learn that the kindness of Professor Robb, of the University of King's College, Fredericton, and of other gentlemen, residing in the city, who have consented to deliver Lectures at the Hall of the Institute gratuitously, the coming season, has enabled the Directors to prepare a programme of much interest, which it is understood will shortly be given to the public. The commencement of the session, we believe, will take place about the beginning of next month, when the works of improvement about the Hall, which have unexpectedly been the cause of delay, will have been completed. One thousand persons, it is supposed, can be seated in the great Lecture Room of the Hall, now nearly finished, which has been constructed with every regard to the easy transmission of sound, and to its ability to afford to every one within its walls an unobstructed view of what may be passing on at the Lecture Table. Ample in its dimensions, it is also grand in its design, and in these respects stands unequalled by any apartment, similarly devoted, in the Provinces. The other rooms in the Hall have been completed in a plain but perfect manner, and the whole has been superintended by Mr. E. Fairweather, from whose design the Lecture Room has been constructed. We congratulate the Members of the Institution and its numerous friends throughout the Province on the accomplishment of an undertaking, which opposed a serious obstacle in the way of its advancement, viz. the erection and completion of a Building wholly devoted to the purposes of Instruction in its different forms. This obstacle is now removed, and ample accommodation is thereby afforded for the full developement of the intentions of those by whose exertions and liberal contributions the Institution was founded and has since been supported.

Saint John Athenæum.—We are happy to direct public attention to a notice in an advertising column, respecting this Institution, which has been got up in this city under the most distinguished Provincial patronage, and promises to do much for the advancement of the arts and sciences among us. We trust the expectations of its projectors and supporters will be abundantly realized, and that the benefits which such an Institution is capable of conferring on those who take advantage of its designs, will, through their praiseworthy exertions and labours, be of lasting importance to the Province at large.

Concert.—Miss St. Luke, the charming Vocalist, assisted by Master St. Luke, and Mr. St. Luke, will be again before the public on Wednesday next.—(see advertisement.)

Our columns to-day contain the Prospectus of a new Paper about to be issued in this City, by a joint-stock company, who have procured new materials from the United States for the purpose. The Gentleman selected for Editor, established and for some time conducted the "*Register*", a catholic paper recently commenced in Halifax, is a talented writer, and has the advantage of having been for some time connected with the London press.

Counterfeiters.—On Saturday evening last a woman who had passed a counterfeit English Shilling to a girl in the Market House, was apprehended by Mr. Knollin, Deputy Clerk of the Market, and taken before Alderman Porter. While being taken to Mr. Porter's office and during the examination, a man, who appeared from his interference to be concerned with her, was also detained; and although they gave different names at the time, it was strongly suspected they were man and wife, and officers James Stockford and M'Gaghey accordingly immediately inspected their residence in Portland, where they found coining implements and materials, and discovered that the man's name was *William Elliott Nichols*, and that the woman in question was really his wife. They have been fully committed for trial.

Head Quarters, Fredericton, Nov. 8.

Militia General Orders.—His Excellency the Lieutenant Governor has been pleased to make the undermentioned promotions, &c.

First Battalion York.

Lieutenant John Gregory to be Captain, vice Holbrooke, retired, dated 6th Nov. 1841; Ensign George Lee, Jr., to be Lieutenant, vice Gregory, 6th Nov.; Ensign David S. Kerr to be Lieutenant, vice Fisher, retired, 7th Nov.

Third Battalion King's County.

David Smith to be Captain of a new Company formed on Hammond River; James W. Upham to be Lieutenant, and Wm. H. Ganter to be Ensign of the same—all dated 6th Nov. 1841.

David Bohannen to be Ensign, dated 7th Nov.; David Drew to be Ensign, dated 8th do.

Captain James Fairweather and Lieutenant Thomas Dixon, are permitted to retire with their respective rank, from ill health.

By command. George Shore, A. G. M.

Halifax, Nov. 10.—Sailed—On Thursday last, Royal Mail Steamship Columbia, Capt. Judkins, for Liverpool, G. B.—Friday morning, Royal Mail Steamship Britannia, Capt. Hewitt, for Boston; Steamship Unicorn, Douglas, for Quebec.—On Sunday, Her Majesty's Ships Winchester, Vice Admiral Sir Charles Adam, Captain Carter; Cleopatra, Captain Wyville, and Racer, Com. Harvey, for Bermuda.

His Excellency Sir Charles Bagot, was to leave Portsmouth on the 20th ult. in the Styx, which vessel was to proceed direct to Quebec. The Unicorn, after landing the Mails at Quebec, is to receive on board Pilots immediately—await the arrival of the Styx at the mouth of the St. Lawrence, and put them on board of her.

Captain Boxer, C. B., of the Royal Navy, who has been appointed Captain of the Port and Harbour Master of Quebec, was sworn into office yesterday, and has relieved Mr. Lambly in the duties of that situation. The latter gentleman, who is an old and faithful servant of the public, retires from office with a competent allowance.—*Mer. Nov. 2.*

[*From the Quebec Gazette, Nov. 1.*]

The people of the State of Maine and of the United States, while large sums of money are paid by England to negotiators, boundary commissioners, surveyors, explorers, &c. have long been taking possession of the "disputed" territory. They first stepped over "the height of land" which separates the waters falling into the St. John from those of the rivers within the American territory, and pitched themselves at Houlton, opposite Woodstock, on the waters of the St. John; thence they proceeded, in 1839, thirty miles farther to the north, to the Aroostook, also falling into the Saint John, and there erected "Fort Fairfield"; they then came on to the mouth of the Fish River, another thirty or forty miles, and established themselves at "Fort Jarvis," on the St. John, a few miles above Madawaska, making roads, granting lands, establishing settlements through sixty or seventy miles of the territory "in dispute," *and no part of which they had ever occupied before the commencement of the negociations. &c.* about the boundary, under the treaty of 1783, and the treaty of Ghent, 1814.

If we are to believe the New Brunswick papers, the Maine people are now on the southern branch of the St. John, called the Allegash, about ninety miles south-east from Quebec, where they are lumbering, and have managed to cut a communication between the said branch of the Saint John and the Keagouagan Lake, which falls into the west branch of the Penobscot. We shall probably hear of them, bye and bye, on the Etchemin and Chaudiere.

It must be admitted that our neighbours are enterprising and industrious people, who "know a thing or two," particularly about what one of the late Chief Justices of Lower Canada called "the robust title of occupancy."

From Bermuda.—Advices from Bermuda to the 23d ult. have been received in New-York. A violent gale, called by the Islanders a *coup de vent*, passed over that Island on the 21st, and did some damage. Fourteen or fifteen houses in Hamilton and its neighbourhood have been partially unroofed—many trees thrown down—and the plants throughout the Island blackened and blasted, and very many of them destroyed, the latter consequence probably more from the effect of the salt spray driven into their pores, than from the blasting of the wind itself. Ravages of the gale are to be found in every parish of the Island.

The trial of John C. Colt, which was to have been commenced in New-York on Monday, the 8th instant, has been postponed to Monday, the 27th of December, on account of the absence of a material witness for the defence.

New-York, Nov. 6.—The Flour Market has been dull throughout the week until yesterday, when the demand was much better, and all the $6 Canal flour was taken. To day the receipts are somewhat larger, but the demand has increased, and there are now more buyers than sellers of Canal at $6, it being held at $6 6¼. Ohio flour we quote the same as Canal. Michigan is scarce, and worth $5 87½. Southern is dull at $6 a $6 25.

Passengers in the Steamship Britannia, from Liverpool.—His Excellency Sir H. Huntley, Governor of P. E. Island, Lady, two children, and nurse; Mr. and Mrs. Dunlevie, and two children; Miss Baker; Mrs. Lloyd, and child; Major Fox; Captain Harvey, R. N.; Captain Pawzey, 56th Regiment; Mr. Allan, and Mr. Little, Dragoon Guards; Lieut. C. Harnes; Capt Hayne; Messrs. John Hancock, J. W. Ritchie, G. W. Ritchie, Talbot Chester, John McKay, Wm. More, John Berry, R. B. Robinson, Henry A. Tapp, D. Ansley, T. C. Everitt, &c.—in all, including those for Boston, 86.

☞ The improvements in the Germain-Street Baptist Chapel are so far advanced that it will be open for Public Worship next Lord's Day, (To-morrow,) at the usual hours of 11 and 6 o'clock.
Nov. 13.

Price of Flour, &c. at the 'City Mills.'

SuperfineFlour, 35s. 0d. per brl. & 17s. 6d. per hundred.
Fine do. 32s. 6d. do. & 16s. 3d. do.
Middlings do. 15s. 0d. do. & 7s. 6d. do.
Horse Feed, 2s. per bushel. Bran, 1s. 3d. do.

IMPORTATIONS AT SAINT JOHN,

For the week ending on Friday.

(Furnished by Messrs. Garrison & Powell, Custom-House Brokers, &c. &c.)

58 chests Tea; 2 casks Wine; 115 boxes Raisins; 7 Stoves; 71 bags Coffee; 16 barrels Nuts; 4 boxes Tobacco; 5 kegs Lard; 1 keg Specie; 5 barrels Tallow; 58 barrels Green Fruit; 2 cases printed Books; 2 cases Looking-glasses; 16 packages Types & Printing Materials; 14 reams Printing Paper; 137 packages British Merchandize; &c. &c. &c.

MARRIED.

On Wednesday, 10th instant, by the Rev. I. W. D. Gray, Rector of Trinity Church, Mr. James Fanjoy, of the Parish of Waterborough, County of Queen's, to Miss Amy Ferris, of the same place.

On Thursday, 11th instant, by the Rev. I. W. D. Gray, Rector of Trinity Church, Doctor James Ruddock, of this Parish, to Miss Ellen Skinner, of the same place.

On Saturday, by the Rev. Dr. Gray, Mr. William Shaw, of the Parish of Wickham, to Miss Ann Shannon, of the same place.

On Monday evening, by the Rev. Mr. Harrison, Mr. George Ruddock, to Miss Jane Mahony, both of the Parish of Portland.

On Wednesday, by the Rev. Samuel Robinson, Mr. John Smith, of this City, to Miss Frances Ann Yeragle, of Granville, N. S.

On Thursday last, by the Rev. J. Dunphy, Mr. Peter M'Rorey to Miss Mary Doherty.—Mr. Bernard Coleman, to Miss Mary Ann M'Carthy, all of this City.

At Gagetown, on Monday last, by the Rev. A. Wood, Rector of Waterborough, R. K. Gilbert, Esquire, of Dorchester, Barrister, to Deborah, eldest daughter of Thomas Gilbert, Esquire, Member of Provincial Parliament for the County of Queen's.

At Liverpool, (England,) on the 8th Oct. Capt. Martin Fleming, of the Ship *Samuel*, of this port, to Elizabeth, daughter of Mr. Robert Gibson, of Great Orford-street.

DIED.

On Monday morning, after a lingering illness, in the 34th year of his age, Mr. Charles Hunter, leaving an affectionate wife and three small children to lament the loss of a kind husband and parent.

On Tuesday morning, John Robert, son of Mr. John Winters, aged five years and one month.

At New York, on the 1st instant, of consumption, in full assurance of eternal life, Captain Herbert E. Carlton, late Master of the Brig *Peru*, of this port, leaving a disconsolate widow to deplore his loss. His remains were brought to this City, and interred on Wednesday last, from his late residence in Queen-street.

At Edinburgh, on the 1st of Oct. William Henry Valentine, infant son of Mr. V. H. Nelson, lately from this City, aged eleven months and thirteen days.

At Fredericton, on Monday morning last, after a protracted illness, Mr. Hugh S. Block, in the 23th year of his age.

In St. Stephen, on the 29th Oct. Mr. John Babcock, aged 24 years, son of Mr. James Babcock, of Petticodiac.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED.

Saturday—Ship Abeona, Boddie, London, 50 days—Milby & Thomas, merchandise.
Brig Leo, Murphy, Wexford, 49—R. Rankin & Co. ballast.
Monday—Steamer North America, Mabee, Boston, 42 hours—J. Whitney, passengers, fruit, &c.

COASTWISE.

Saturday—Mary B., Copp, Salmon River, lumber.
Union, Jones, Petticodiac, deals and butter.
Retrieve, Francis, Shubenecadie, plaster.
Ruby, Irvin, Petticodiac, lumber.
Eleanor Jane, Pangburn, Black River, flour.
Temperance, Edgett, Petticodiac, lumber.
Maid of the Mist, (s.) Henneberry, St. Andrews, passengers and baggage.
Sunday—Eliza, Reed, Sackville, building stone.
Dove, Eaton, Cornwallis, potatoes, apples, &c.
Favourite, Helms, St. Andrews, flour, &c.
Experiment, Chieftain, Brier Island, fish.
Monday—Pilgrim, Couch, Apple River, deals.
Isabella, Robinson, Cumberland, potatoes.
Pandora, Dunn, Cornwallis, potatoes.
Tuesday—Loon, Pine, Digby, potatoes, &c.
Lady Douglas, Bissett, Mispeck, deals.
Lark, Stiles, Hopewell, deals and butter.
Pearl, Peters, Digby, potatoes.
Robert, Rice, Digby, staves and fire wood.
Norman, Alexander, Mispeck, potatoes.
Nova-Scotia, (s.) Leavitt, St. Andrews, passengers.
Wednesday—Lark, Amberman, Annapolis, cider and apples.
William M., M'Kenzie, Quaco, deals.
Thursday—Emily, Hall, Truro, potatoes, beef, &c.
Friday—Nova Scotia, (s.) Leavitt, Digby, passengers.
Maid of the Mist, (s.) Henneberry, Digby, passengers.

ENTERED FOR LOADING.

Nov. 8—Leo, Murphy, Wexford.
9—Clarence, Betts, London.
Norna, Young, Greenock.
10—Bolivar, Taylor, Bristol.
11—Glenlyon, Muirhead, Liverpool.
12—England, Johnston, Liverpool.

CLEARED.

Ship Ocean Queen, Dolby, London, timber, deals, &c.—John Wishart; Wakefield, Young, Hull, timber and deals—John Hammond; British Queen, Stephenson, Bristol, timber and deals—S. Wiggins & Son; Argyle, Power, Waterford, timber and deals—R. Rankin & Co.

Brig Marys, Newham, Cork, timber and deals—James Kirk; Charlotte Ann, Vroom, Philadelphia, plaster, fish, &c.—James Robertson.

Schr. Albion, Vance, Boston, potatoes, &c.—Master.

Brig Mary Chilton, Stafford, at New-York on the 1st inst. spoke on the 17th ult. lat. 52 53, long. 64 26, ship Sisters, of and from this port, for London, both pumps going, having sprung aleak when two days out.

Brig Prince Albert, for this port, was to sail from Barbados on the 4th ult.

Ship Mary Caroline, Brewer, of and for this port, was to sail from Liverpool on the 21st Oct.

Cleared at Quebec, 30th ult. ship Clyde, Pentreath, of this port, for Liverpool; Nov. 2d, Evergreen Henry, of do. for Greenock.

Miramichi, Nov. 9.—The brig Herald, of Sunderland, Dickson, master, bound to this port, with a general cargo, from Liverpool, ran ashore on the night of Friday last, about four miles inside of Point Escuminac, close to the shore. The wind was blowing a gale at the time from E. N. E. She had no pilot on board at the time. There is every prospect, we understand, that the vessel will be lost—but the cargo will be saved.

The barque Elizabeth, Brabble, master, from Liverpool, bound to Dalhousie, consigned to H. & J. Montgomery, was cast ashore on Miscow Island, about a fortnight since. The vessel is a total wreck, and her hull and materials have been sold.

[*From Lloyd's Lists and Shipping Gazettes.*]

Arrived—at Liverpool, Oct. 7th, ships Princess Royal, Burns, and Caledonia, Swinford, St. John; 10th, Magnificent, Whitty, Quebec; 11th, John Bentley, Dishrow, and St. Andrew, Leitch, Quebec; Aylesford, Evans; Canada, Phillips, and Ellerslie, Scoullar, St. John; 12th, Leander, Johnston, Tatmagouche; Janet, Lloyd, St. Andrews; Emma, Henderson, Dalhousie; 14th, Lady Falkland, Herbert, and Pet, Sims, St. John; Asia, Davies, and Eagle, Buchanan, Miramichi; 15th, Coverdale, Patterson, St. John; California, Wade, Miramichi; 16th, Hopewell, Hayes, St. John; 19th, steamer Caledonia, 11 days from Halifax.—In the Downs, 12th Oct. British American, Pritchard, St. John.—At Deal, 14th, Lamport, Armstrong, do.; 16th, Pensher, Purdy, do.—London, 18th, Garland, Wright, do.—Plymouth, 6th, Bolton, Brodie, Dorchester, N. B.—Hull, 4th, Escort, Sadler, St. Andrews.—Bristol, 7th, Joseph Anderson, Miramichi.—Scarboro, 11th, Luna, Hague, do. with loss of bulwarks and part of deck load.—Shields, 15th, Newham, Armstrong, Richibucto.—Clyde, 4th, Ida, Wilson, St. John; 11th, Eagle, Stephenson, and Levant, Smith, do.; 13th, Southesk, Wishart, do.; 14th, Favourite, Dick, Bay Chaleur; 15th, Oxford, Burns, and Mariner, Russell, Miramichi; Racer, Hannah, St. John.—Bowmore, (Islay,) 1st Oct. Jane Duffus, M'Donald, St. John.—Troon, 13th, Dundonald, M'Michael, Bay Chaleur.—Cork, 11th, Robert Marough, M'Farlane, Richibucto; 12th, Naiad, Morton, Windsor, N. S.; 13th, Heart of Oak, Richardson, St. Andrews; 15th, Westmorland, Robertson, St. John.—Waterford, 11th, James & Mary Sinnott, Connor, St. John.—Limerick, 5th, Ariel, Borough, Miramichi; 9th, Nerio, Ellis, do.—Sligo, 14th, Dromahair, Pine, St. John.—Youghal, 15th, Hannah Isabella, Morrison, Cumberland, N. S.—Westport, 12th, Robert Burns, Coulthard, St. John.—Dublin, 8d, Amazon, Fife, St. John; 10th, William, Carson, Lawrence, do.—Kingston, 10th, Royal William, St. Andrews; 14th, Naiad, Martin, St. John; Shannon, Collins, from Dorchester, for Dundalk.—Warren Point, 12th, Agnes & Ann, M'Farland, St. John.—Belfast, 10th, J. H. Newland, Smith, Richibucto.

Sailed—from Clyde, 8th October, ship Glasgow, Douglas, St. John.—Falmouth, 8th, Bona Dea, Valpey, do.—Hull, 17th, Charlotte, Andrews, do.

Remaining in the Downs, 16th, Orbit, Robinson, and Thetis, Vaughan, from London, for St. John.—At Cork, 17th, Sackville, for do.

Entered for loading at Liverpool, Oct. 12th, ship Themis, Brown, for New Orleans; 20th, Lady Milton, Sinnott, for St. John.

The Cossack, of Sunderland, from Bristol to Richibucto, was spoken in lat. 44, long. 35 40, with three feet water in her hold, and pumps choked.

The Favourite, at Greenock, from Bay Chaleur, reports having passed, on the 30th Sept. in lat. 45, long. 41, a large iceberg, and a great deal of small ice.

The Sibyl, Turner, at North Shields, Oct. 16th, from Sydney, (C. B.) was out upwards of sixty days. She had all her sails completely split and shattered to pieces; all manner of expedients had been resorted to to repair them, and it is extraordinary how she managed in so disabled a condition.

Wexford, Oct. 16.—Last night the barque Theresa, of and from St. John, for Liverpool, struck on some sunken rocks off the Saltees, and went on shore two and a half miles west of Carnsore Point. Having stranded at high water, she has suffered little damage; but her deck load (timber) has been cast over. She is in charge of the agent for Liverpool underwriters.—*Shipping Gazette.*

Wexford, Oct. 16.—The Theseus, Reynell, from St. John, for Cork, was driven ashore this morning on Tacumshane Strand, and is likely to become a wreck; crew saved.—*Lloyd's List.*

Cove, October 8.—The British Princess, from Miramichi, was towed in here to-day, from off Castlehaven, very leaky, having encountered a heavy gale from the N. W. on the 23d ult. in lat. 47, long. 27, in which she was totally dismasted, and lost deck load, &c.

Waterford, Oct. 11.—The Mariner, M'Donagh, which sailed from Galway on the 13th ult. for St. John, put into this harbour on the 16th inst. very leaky, having bore up from lat. 40, long. 29.

The Armanilla, Weir, of and from Pictou, put in here last night, dismasted, and with deck load thrown overboard, in a squall, 11th inst. in lat. 51, long. 18.

Dungarvan, October 16.—The Sophia, Bellord, from St. John, has arrived here, with loss of one man, and had to throw a great portion of her deck load overboard.

Notice to Mariners.—Six Light Houses were to have been commenced in October last, on the following Islands in Turks' Island Passage, for the convenience of the Royal Mail Steam Ships and other vessels navigating that dangerous strait:—

One on the Northeast Bluff of Grand Key, visible about 15 miles. One on a hill at the Hawk's Nest, on Sand Key, not visible to the South or East of Grand Key. Two at the riding place beach on Grand Key. One on the West end of Cotton Key, between Grand and Salt Key. One on the North bluff of Salt Key.

NOTICE.

PERSONS having Accounts against the *Chamber of Commerce*, will please hand them in to the Secretary.
Nov. 13. I. WOODWARD, Sec'y.

Instruction in Drawing.

MR. PALEY will give instructions in Drawing, in all its branches, upon highly advantageous terms.—Specimens may be seen at Mr. M'Dermott's, in Germain-street, where cards of terms may be obtained. Nov. 13.

N. Brunswick Almanack.

JUST PUBLISHED,
And for sale at the Courier Office—
CHUBB'S
NEW-BRUNSWICK
ALMANACK,
FAITHFULLY CORRECTED,
For the Year 1842.
13th November.

To Printers.

WANTED IMMEDIATELY,—Four expert Compositors, two Apprentices, and four Carriers.—Apply to Mr. F. McDermott, Germain-street. Nov. 13.

Mechanics' Institute.

LECTURE TICKETS for 1841-42 may be had at the store of Mr. J. G. Sharp, Treasurer, where Members are requested to call early, and take them out. By order,
Nov. 6. H. J. CHUBB, *R. Sec'y.*

SERMON.

JUST Published, and for sale at the several Book Stores in this City, and at the Stores of L. H. DeVeber, Esq., and Messrs. G. & E. Sears,—A SERMON, occasioned by the burning of the Episcopal Church in the Parish of Grand Manan; preached by the Reverend John Dunn, A. B., Rector and Missionary of the Society for the Propagation of the Gospel in Foreign Parts.

N.B.—The proceeds of the sale of the work will be wholly appropriated to the finishing of the new Church at Grand Manan. Oct. 23, 1841.

Board and Lodging.

A FEW steady Boarders can be accommodated at a private boarding house in a pleasant central part of the city. A gentleman and his wife can be accommodated with a parlour and bed room. ☞ Enquire at this Office. Oct. 23.