her last farewell. I beseech you to let me pass ere the morning's battle takes place; let me spend this night in his company. I have travelled forty miles to see him." "Paris, from 1: all's well." It proved her last farewell.

EUROPEAN TOPICS.

From the N. Y. Commercial Advertiser, July 16.

VERY LATE FROM FRANCE.

The Liverpool packet-ship Sheridan, has arrived, and also a steamer ship—the Isaac Clason, Captain M'Kinstry, from Rochelle,—bringing Paris advices to the 12th, and Rochelle of the 14th ultimo.

It will be seen by the subjoined extracts, that the Infantry Bill was again under discussion in the Chamber of Peers, on the 12th of June: and the subject was to be resumed on the following day.—Captain M'Kinstry brings a verbal report, which reached him on the 15th, while lying off the harbor, that the bill was passed on the 12th of June, precisely in the form in which it had been reported.—But whether by this is meant, as first reported *to* the Deputies, or as reported *to* the Peers *from* the Deputies does not appear. The difference is essential, as it involves the amendment of Gen. Velcze requiring an explanation from the American Government.

The French Chamber of Peers have pronounced sentence against the nine persons who were found guilty of being parties to the letter in the *Tribune* and *Reformateur*. Bichat, Jauffrenou, and Michel were sentenced to pay 10,000 francs fine, and a month's imprisonment each; Trelat to *three years' imprisonment*, and a fine of 10,000 francs, the other to one month's imprisonment, and fines varying from 200 to 500 francs. The sentence of Puyraveau is not to take effect until after the close of the legislative session. The savage punishment of Trelat proves how bitterly the renegade Republicans among the peers were stung by his eloquent defence.

FRANCE.

CHAMBER OF PEERS.

Presidency of M. le Baron Pasquier.

SESSIONS OF 11TH JUNE.

The Chamber proceeds to the discussion of the law, tending to insure the execution of the treaty of 4th July, 1831.

The Duke de Noailles, the first orator on the list, thinks that every thing has been said on this question—he votes against the project of law, and reiterates the arguments already victoriously combatted in the Chamber of Deputies.

M. Guizot, Minister of Public Instruction:

Gentlemen—The Noble Duke who has just left the Tribune has alluded to what he calls the antecedents of the treaty. He thinks he discovers in the manner in which the negotiation has been conducted, cause of suspicion against the treaty, and yet from these same antecedents, I draw conclusions directly opposite; and first I must remind the Chamber that the treaty is not the work of the present Ministry, and notwithstanding, the present Ministers have not hesitated to adopt it. An offence, afforded to the French Government the right to defer the bringing the treaty, before the Chambers. Ministers did nothing of the kind, because the Government considered the accomplishment of the treaty a want of the country, as a thing necessary to her prosperity, it has supported the treaty as an act of justice, as required by the national interest.

From this is to be inferred that the Ministers entertain a profound conviction of the justness of the necessity of the treaty, and far from [illegible] surrounded the treaty with unfavorable antecedents, I believe that never a more profound conviction could be invoked. It is then under the influence of this favorable presumption, I proceed to examine the different objections presented by the noble Duke.

He has treated the matter first as a question of right, then as a question of political interest, and finally as a question of commercial interest. These are, I believe the three positions which have been assumed by the noble Duke.

The Americans at all times have protested against the violation of the rights of neutral powers. At all times they have opposed the application of the Berlin and Milan Decrees. I shall not enter into an examination of these decrees—it is the great question of the Continental blockade—it is a question on which the best men have been divided in opinion. I do not mean in America alone, but in France; and it was, I assert, a question of so doubtful a character, even in France, as to render it a proper subject for an arrangement (*une transaction.*)

Notwithstanding the difficulty of the question no arrangement (*transaction*) took place. The Americans abandoned their pretensions and explicitly acknowledged the validity of the decrees of Berlin and Milan, since they were to reduce their demands to vessels sequestrated in consequence of the irregular application of these same decrees, they have therefore adopted the principles laid down.

The question thus reduced, there was ground for liquidation. But we know the danger of such liquidations. It appears to me incorrect to say that the sum has been fixed on demands of the Americans, varying unceasingly and unceasingly augmenting. Here again the advantage remained with France.—The negotiator admitted categories. The French Government made an estimate, no liquidation took place, but an actual arrangement (*transaction*) which had for its basis, the French documents alone. I presume I may dispense with an examination of the categories, since the honorable member has not objected to them.

I proceed then to the second question, that of political interest. The political interest of France rendered this arrangement necessary, and I do not deny that it had its influence on the conclusion of the treaty. I admit that political interest did effect, to a certain extent, the determination of the government, but the position in which the government found itself must be taken into consideration, it had just seen broken, dissolved, the great tie of European policy, it saw forming around, groups favorable to a particular system of policy. Under these circumstances it was of importance to ally ourselves with people whose constitutions harmonized with the principles of our government.

It is for this we attach a great importance to the alliance with England. It is for this we ought to desire an alliance with America, an alliance desirable for France whatever may be the system of policy we follow.

The advantages which may result from it cannot I know be related to figures. I therefore shall not attempt it. Political interest induced the government then to take measures closely related to the American claims, we were interested in its doings, for the sake of parliament respect and support of the rights of neutrals. The event called upon an examination of the right of neutrals, and it was decided from this examination, that the treaty was necessary in a political point of view as well as advantageous in a commercial point of view.

The Minister then entered into an examination of the treaty for the cession of Louisiana, and observed that the noble Duke who had preceded him had fallen into an error in saying that the Silence of the treaty of cession of Louisiana enabled France to withstand, in all the states of the Union, the competition of English Commerce. He had not noticed that this treaty was applicable only to French goods imported in French vessels. The calculations, therefore, which the honorable member has presented, fall with the basis on which they are founded.

A question of constitutional political right has also been discussed. National honor has been spoken of. Gentlemen, the government of July has not now to give proof of devotion to national honor. Such proofs may be found in the attitude of its army, of its navy.

The government is the offspring of national spirit: its existence, its duration in Europe, these are the best pledges of its dignity. The government can never boast of a more glorious origin. It has now not to give proof of its character: it did this in its cradle. It is perfectly free.

Numerous voices. Good, very good.

This speech made a deep impression on the Chamber. The question appears settled, and the Duke de Broglie, in reply to the Comte Roy, demonstrated conclusively how honorable it was to France to discharge her debt, and how advantageous to her, at the same time, was the mode of liquidation.

Some other orators were heard, and the sitting closed at 6 o'clock.

The Chamber of Peers will meet to-morrow at 11 o'clock on legislative business.

Paris, June 10.—The budget of revenue for 1836 has been under discussion to-day. Important amendments have been proposed on the subject of reductions to be made in the duties on iron and lead, and an impost to be levied on home made sugar.—The Minister of Finance observed that such amendments were out of place in the budget of revenue, and that, if adopted, they would subject the Chamber of Peers to the most serious embarrassments.—The suggestions of M. Human, supported by M. Cunin Goidaine, and M. Jaubert, were sanctioned by the Chamber.

The budget of the Colonies is 5,800,000 francs.—This includes the pay and provisions of 4918 men of infantry, 662 artillery, and 200 gendarmes, who compose the garrisons of the Colonial establishments of France.

SPAIN.

Paris, June 12.—The question of intervention is arranged between the powers which are parties to the Quadruple Treaty, and the English journals received yesterday fully confirm what we have written on the subject. A new energy is to be given to the execution of the Treaty. The resources which will be placed at the disposal of General Valdez, will enable him probably to assume the offensive, while the active co-operation of the allies of Queen Isabel II. will give to her government a more energetic action against the factions which oppose her authority.

The Morning Chronicle is still more explicit.—"The policy of England is peace," says the Whig journal, "because peace is for the interest of England, and not because she fears war. Peace ought to be preserved, unless the honor of the country absolutely requires a contrary course. The present Cabinet is essentially pacific in all its measures. It will religiously observe the engagements it has made in the Quadruple treaty. France without doubt will fulfil her duties with the same [illegible] between the diplomatists representing Spain and Portugal, by virtue of which an auxiliary Portuguese legion is to march, at the expense of Spain, to the aid of Valdez. Fresh munitions and arms will be sent from England to the Peninsula, if required, and an order in Council will authorize his Majesty's subjects disposed to engage in the service, to enter the Portuguese legion, or serve under the immediate orders of Valdez."

London, June 8. (Evening.)—A correspondent of the Morning Herald says, under date of Sare, 2nd June, "I can announce it as a positive fact, that five days ago orders were received at Bayonne by telegraph, for Gen. Harispe, to hold himself in readiness to enter Spain at any moment; and the officers have consequently collected the horses and material necessary for the campaign. Yesterday the telegraph brought a counter order. The General was directed to suspend his operations. There have been placed to day between La Croix du Bugues and the bridge of Behebie, forming the line of the frontier, more than 30 pieces of cannon, and munitions, together with arms and baggage.

On the other hand a letter from St. Sebastian of May 28th, received here, says, "It appears that the commandant of a French ship of war, which has been for a long time at anchor in the Passage, has received orders to regard the Carlists as the open enemies of France, and to treat them accordingly."

PORTUGAL.

Paris, 12th June, *(second edition.)*—The Osprey is arrived at Falmouth with letters from Lisbon to 28th May. The *Diario de Governo* of that date contains the official nomination of the Marquis of Saldanha as Minister of War. It appears certain that the Duke of Palmella and the Duke of Terceira will form part of the new Ministry, but it is uncertain if M. Carvelho will continue. Notwithstanding these changes; it is thought that the policy of the former ministry will be pursued as well in regard to politics as finance.

Leghorn, May 25.—Don Miguel is awaking from his lethargy. He left Rome secretly on the 21st, and embarked at Civita Vecchia, on board the steamboat Sully, which arrived here day before yesterday, and left the same day for Genoa and Marseilles. It is said that Don Miguel was seen here habited as a servant, and that the next day he arrived at Genoa in the same dress. There is no doubt but he will go by land to Turin as a servant of some personage. It is probable he will take the route for Geneva, and proceed to Holland, where he will find a government disposed to aid him.

ENGLAND.

Instructing Members in their Seats.—For a considerable time past, the electors of St Andrews have been endeavoring to drive their representative, Mr. A. Johnson, out of his seat in the Commons, under the plea that he had given a pledge to a certain course, which he had not redeemed. They then instructed him to resign. But he refuses to obey. A petition to parliament, upon the subject, was consequently presented, on the 1st of June, by Mr. Elphinstone, in behalf of the electors, and a long discussion took place as to whether the member could be required to enter into explanations in the house, of the charge against him of having violated "pledges," and of [illegible] to resign his seat. Sir R. Peel [illegible] the explanations were unsatisfactory [illegible] Lord Brougham [illegible] sentiments, and hope that [illegible] proceed to further business. [illegible]

In the Commons, on the 5th of [illegible] Russell brought forward his [illegible] Parliament Bill, and made a long speech. Sir Robert Peel [illegible] speech of his lordship, but in order that the bill, declaring that [illegible] reform had fully arrived.

[illegible] found a general and [illegible] on [illegible] house service, appointment of [illegible] of duty, with the [illegible] rules.

Mr. Roebuck brought forward [illegible] with the proceedings [illegible] Leeds, and [illegible] that meeting [illegible] Leeds meeting.

On the 21 of June, Mr. Grote [illegible] his motion on the ballot, [illegible] be a question [illegible] course of which [illegible] voting could only be carried [illegible] an opinion which the last general election had strengthened. [illegible] the ballot also to the determination [illegible] Lord John Russell in their respective counties, [illegible] recently succeeded the latter [illegible] different places at which the [illegible] ation he would be [illegible] Mr. Osborne opposed the motion [illegible] previous question upon it. A [illegible] followed, in which Dr. Bowring, [illegible] Lewis and Stanley, Lord John [illegible] Mr. Peel took parts, the last [illegible] suggested that the amendment [illegible] withdrawn, and the question be a [illegible]. Eventually it was understood [illegible] was divided on the original motion, which was negatived by a majority of 173. [illegible] numbers were, for the motion, 141, against it 317.

Lord John Russell has refused to appoint a number of [illegible] gentlemen, recommended by the duke of Gordon, to be deputy lieutenants of the county of Aberdeen. The Tory papers are very indignant at this; but the Reformers hail it as a symptom of the adoption of a manly and patriotic policy by Lord Melbourne's government.

It appears by intelligence received this morning from Wolverhampton, that Sir Frederick Roe has resolved to make the investigation as private [illegible] admission to the public and to the reporters for the London newspapers. This mode of proceeding has excited great dissatisfaction. Mr. Roalfe, on behalf of the townspeople, has refused to produce any evidence before a secret tribunal. He and his friends have written to Lord John Russell, and the members for Woolverhampton, urging the necessity of a public inquiry.

Post Office Rates.—On Friday night, Mr. Labouchere, in a committee of the whole house, moved some resolutions reducing the rates of postage in certain cases. He intended to found a measure on these resolutions to facilitate the transmission of newspapers and letters to France and other foreign countries. Mr. Mark Philips alluded to the charging of postage rates on newspapers in which there were passages underscored. Mr. Labouchere doubted whether any charge ought to be made for newspapers on account of the underscoring; though he could conceive a system of ingenious marking, serving the purposes of correspondence, might be used to an unfair extent. The resolutions were then agreed to.

London, June 1.—Lord Palmerston arrived in London yesterday. In his speech to the Electors of Tiverton, we notice the following passage. "As it respects foreign affairs we came into power at a moment when it was believed impossible to preserve peace three months—yet we have preserved it, not only three months, but *four years.* [Applause.] When at the termination of the period we retired, we left the chances of the peace greater than at the moment we took office. [Applause.] We have established peace on solid and permanent bases. [Hear, hear.] [Applause.] We found Belgium in a state of anarchy and re[illegible] prosperity. [Applause.] We [illegible] groaning under the yoke of an Usurper, and its greatest men driven into exile or cast into prison: we left her in the possession of institutions which ensure her permanent tranquility.

Death of a French Regicide.—On Sunday, the 24th May, at Chatellerault, M. Louis Martineau, Deputy of La Vienne, during the Convention, in which he voted for the death of Louis XVI. He adopted this place of residence after his return from Switzerland, whither he had been exiled in 1816.—Having fallen dangerously ill, he solicited the aid of the Church, and gave into the hands of M. Millett, the archpriest and curate of St. Jacques of Chastellerault, the following declaration:—He died at the age of 84 years, having received the last sacraments of the Church, and was buried the following day.—This declaration is dated a month before his death: "I, Louis Martineau, the undersigned, confess before God, that the part which I took in the trial of the king, Louis XVI. was the effect of an excitement of which I have ever since repented, and for which I ask pardon of God and man; and I pray God to pardon me also for the bad example and cause for animadversion which I have occasioned, in not practising the religion in which I desire to end my days, which is the Catholic Apostolical, and Roman religion. Chastellerault, 5th April, 1835.

(Signed) MARTINEAU."

ITALY.—*Naples, May* 23.—For some days past, a great rumbling has been heard in the interior of Vesuvius and it has not yet ceased. The enormous mass of volcanic matter proceeding from the successive eruptions which took place from the 25th March to the 1st of April accumulated about the new crater. On the 21st this mass fell with a horrible crash into the abyss below. A dense smoke immediately arose in the form of a pillar, which seemed to mount up to the heavens.

TURKEY.

Constantinople, May 15.—Tartars nine days from Aleppo, report particulars as to the state of things in Syria which have created a great sensation especially from the Porte, Emir, Beeher, the Prince of the Druses, has taken advantage of the great embarassment occasioned to the Pacha by the ravages of the plague. The Druses fell upon the Egyptians while destitute of succour; the army of Ibrahim was completely defeated; and it is supposed that the Druses will avail themselves of this victory, to make a levy en masse in Syria.—The Egyptians cannot hope for reinforcements, for Ibrahim Pacha through fear of the plague, has retired to Upper Egypt.—[Courier & Enquirer.

Cairo, April 25.—The deaths by the plague were yesterday 760. Mehemet Ali is throwing obstacles in the way of our expedition to the Euphrates. Six weeks ago, Col. Campbell applied to the Pacha for a firman similar to that asked by lord Ponsonby from the Grand Seignor, but no answer was given to the Colonel's application. Meantime he received a copy of a firman granted by the Sultan, which is conceived in the broadest possible terms, and upon renewing his application and exhibiting that document, he is told that he (Mehemet Ali) cannot grant the demand without first advising with the Grand Seignor, whose servant he is, but that a Tartar would be sent off to Constantinople for this purpose; meantime, until the return of the messenger, which may be six weeks hence, the expedition must wait [illegible] in the bay of Sesuder [illegible] a single steamer at [illegible] being unable to [illegible] by this period [illegible] fully on the subject.

The London Times [illegible] to revive the Financial [illegible] completely killed. It [illegible] Committee is seriously [illegible] the enthusiasm of the [illegible] of year, it is found difficult [illegible]

The Dublin Mail announces [illegible] Lord Lieutenant, for [illegible] absence. [illegible]

The Duke of Leinster [illegible] Lord Lieutenant of [illegible] a meeting which [illegible] the removal of the [illegible] in the House of Lords, [illegible] and carried into effect [illegible] been informed that [illegible] slaves had last [illegible] this port—900 men [illegible] was apprehensive of the [illegible] the earliest opportunity [illegible] measures.

The Earl of Egremont [illegible] from his tenantry on [illegible] Petworth lawn in Petworth [illegible] out for the necessary [illegible] regulate the thousands [illegible] invited to partake of [illegible] dinner to his tenantry [illegible] is expected that a large [illegible] them last year, though [illegible] stone of beef, and 144 [illegible] provided.—[Brighton C[illegible]

Distress in Clare.—[illegible] regret to learn, from several particular communications, that distress to a deplorable extent exists in parts of the county of Clare, arising chiefly from the failure of the potato crop, and which is most excessive in the parishes of Kilrush, Kilballyowen, and Moyorta. The accounts we have received represent a picture of distress and misery from which the most terrible consequences may be apprehended. Will the landlords, who dread [illegible] character—[illegible] or charity [illegible] this juncture, and in relieving [illegible] ward, and, at [illegible] unfortunate people, and thus discharge [illegible] dues to the fulfilment of which they are [illegible] bound as landlords, as men, and as Christians?—[Dublin Register, May 30.

Exhibition of Irish Manufactures.—The annual exhibition of Irish manufactures was opened on Monday to the public at the Dublin Society House. We were much gratified to find that the attention of the public has at length been fully aroused to the importance of the exhibition, as affording encouragement to our declining and neglected manufactures, and as calculated to excite a spirit of laudable competition amongst the working classes. A long suite of apartments were tastefully decorated. They were filled with one of the most crowded and fashionable assemblages which we have ever seen congregated together. The greatest anxiety and interest appeared to pervade all classes for the success of the exhibition. Among the higher orders there appears to be latterly a disposition to improve, by support of such institutions, the condition of the poor. Putting all political considerations aside, although their real utility may be doubted by unreflecting persons, the present exhibition will, unquestionably, be productive of the most beneficial and useful results. It will be a sort of neutral ground upon which all parties can meet, having [illegible] connect with the improvement and happiness of the country.—[Ib.

From the Quebec Mercury.

SINKING OF THE MAJESTIC.—A SCENE AT THE [illegible] POTS.

The fine ship Majestic, commanded by Captain Henry Barrick, sailed from Whitby, in Yorkshire, for Quebec, on the 10th of May. She was a vessel of the first class, 506 tons register, having on board an excellent crew of 21 men and officers—very strongly and substantially built, and perfectly finished—a credit to the house which owned her, and the yard whence she was launched—worthy to take no second place among the commercial marine of the nation whose flag she bore. The voyage was prosperous until she arrived beyond Green Island Light, about half-past eleven o'clock on the night of the 19th June. She was in charge of a pilot, who had then the reputation of being equal in skill to any of his craft. In about two hours from that time, at half-past one, A. M. on the 20th, and the weather fair, the Majestic was on the reef between White Island and Hare Island! Whether the Pilot mistook White Island for the Brandy Pots, and the latter for the Pilgrims, it boots not now to enquire—it can make no difference. The gallant ship was destined to be his victim, who is perhaps even now in charge of another: and her fate is to be recorded with feelings of deep regret, and with recollections of interest and awe which will ever be impressed upon the mind of those who were spectators of the catastrophe.

The whole violence of the memorable storm of the 20th June, which commenced about an hour after she struck, was endured by the Majestic, aground as she was, upon that reef. What the crew suffered that dreadful night may be imagined—by unparalleled exertion they survived it, although nothing but the strength of the ship's timbers saved them from a watery grave. No boat could have lived in the current, with such a sea on as then dashed, and raged, and spent its fury against the wreck. Even in calm weather, there runs a kind of mill-race between the two reefs of Hare and White Island. At the time she struck all hands were on deck as seamen should be, ready for anything, and every chance which might be expected in the navigation of a river.

From the 20th June to the morning of Saturday last, the Majestic remained on the reef. In the meantime two surveys were held upon her; and Mr. Taylor, with fifty men under his directions, was employed in devising every means to save her eventually, should their exertions to float her prove successful. Hopes being entertained that this might be effected at high water, the steam boat British America, Captain Armstrong, was engaged to go down to the wreck for the purpose of towing her to a place of safety. The steamer left the harbour at half past three o'clock on Friday morning, and arrived in less than twelve hours at the Brandy Pots, sustaining her reputation as a good and safe boat every respect. The weather was fine, though cold for the season; and the interest of all on board was strongly excited by the trip, and by the speculations as to the result. Immediately on arrival at the anchorage near the wreck, Captain Barrick, Captain Armstrong, the Pilot Lachance, and two gentlemen, passengers for the trip, went on board the wreck, then aground with several feet of water in the hold. The deck of this magnificent vessel, whose mutinedy destiny was even then lamented, presented a steeply inclined plane, where all hands were actively employed under the direction of Mr. Taylor. A Pilot from the neighboring shore was also on board. After viewing every part of the ship, and admiring her gigantic strength and [illegible] without advancing [illegible] at last that they [illegible] Mr. Taylor, [illegible] Captain [illegible] pose at the latter [illegible] and last [illegible] the Government [illegible]

South Carolina, from [illegible] York on the 6th instant, [illegible] in the way of news [illegible] by previous arrivals, [illegible] was that an attempt [illegible] Colonel Cumming had [illegible] appears that the old [illegible] to, which, since [illegible] has cooled [illegible] to [illegible] late. [illegible] is that it is in contemplation against the [illegible] papers in a treasonable [illegible] Courier.

Lord Brougham put [illegible] and, with a view of [illegible] Admiralty had been [illegible] a fleet of [illegible] and be British cruizers [illegible] Tagus. He had [illegible] vessels [illegible] with [illegible] [illegible] all—[illegible] England [illegible] but should [illegible] [illegible] nothing [illegible]

[illegible] has nearly recovered [illegible] illness, and the boundless [illegible] is being marked [illegible] preparations to accommodate persons who will be [illegible] Lord-ship's annual [illegible] What Tuesday. It [illegible] party will assemble [illegible] that occasion 1000 [illegible] plum puddings were [illegible].

South Carolina, from [illegible] York on the 6th instant, [illegible] in the way of news [illegible] by previous arrivals, [illegible] was that an attempt [illegible] Colonel Cumming had [illegible] appears that the old [illegible] to, which, since [illegible] has cooled [illegible] to [illegible] late. [illegible] is that it is in contemplation against the [illegible] papers in a treasonable [illegible] Courier.

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admiral he proceeded, while the Captain held an animated conference with Mr. Taylor, we took a glass of wine to the success of the enterprise to be attempted next morning, and returned to the steamer. In the evening, the time was killed by an examination of the reef which was then above water, and by a stroll over Hare Island: our discoveries in which may perhaps form the subject of another communication.

A message from Mr. Taylor, on the week late at night, had informed us that he intended to postpone the attempt to get the ship off until the afternoon flood, about three P. M. on Saturday, the 11th instant. But his expectations were frustrated by an accident which no one could have anticipated at that period and under the circumstances. She had been aground since her first striking on the reef: and as if to disappoint all human efforts and calculations, we were startled about three o'clock in the morning of Saturday by the exciting shouts, "She is off! she is afloat!" On reaching the deck, the Majestic was indeed seen afloat, upright, and looking even to the experienced eye in as brave and gallant condition, save that her upper masts were struck, as when she left her English home! On floating off she had broken either her chain cable, or the link of the anchor which held her, together with the warps and other moorings: and was then brought up in deep water by the second bower anchor, which was immediately let go. Every exertion was instantly made by Mr. Taylor, by pumping and by all other means; but it was found by those on board that the water gained upon them, and that her loss was inevitable. To the anxious spectators in the Steamer things for sometime were a more favorable aspect; but it was soon apparent even to them that she must sink. The whole process of her settling in eleven fathoms water was so unusual, and presented features so singular and trifling, as to merit some pains in the description: although it is absolutely impossible to convey to the reader any idea, either of the awful solemnity of the spectacle itself, or of the deep interest and the steady and untiring gaze of those on board the Steamer.

It has been stated that the vessel, when first seen afloat in deep water, appeared as upright and as secure as could be wished. But this opinion lasted only a few moments—the eye, fixed anxiously upon the painted streak on her side, gradually perceived the depression of its [illegible] decidedly to settle—the painted streak touched the water's edge—the noble ship was going down, slowly but certainly, head foremost! As soon as the bows and forecastle touched the water, the contents of the hold, the ballast, and every thing moveable must have pitched forward—while the air filling some water casks, and inflating, as it were, the after cabins and poop, proportionally raised her above water from the main channels aft. At this stage of the catastrophe she presented the appearance of a *phantom ship*, so utterly unlike was it to any thing before seen or imagined. Fancy her held down by an anchor and tangled chain, which seemed to drag her perpendicularly to the bottom—every thing weighty shifted forward—all that was light and buoyant astern—imagine her bows, forecastle and mid-ships under water—the rest to the height of forty feet nearly upright in the air—think, in short, of a vessel standing on the point of its bowsprit, and you have some idea of the apperance of the Majestic at this stage of her descent! Long she remained in this position: indeed, in this unnatural position she gradually, and as it were reluctantly, disappeared, after struggling like a giant in his agony for about an hour. The salt water closed over her; but as if to permit us to note the spot for sometime longer, the mizen top now and then emerged from the deep—until even that was for ever lost to view, and we gave a sigh to the memory of the Majestic. She was [illegible] where she [illegible] been! Her beauteous symmetry—and prodigious strength—her gallant crew—her stately masts, with "all appliances and means to boot," suffered not to prolong her existence. Destined, vainly, to visit the waters of the Ganges, she lies a premature prey to those of the St. Lawrence. May her fate be a warning and a beacon—may she be the last of her race to know the perilous reef of White Island!

Nothing has been said about the crew, because there was no room for concern as to their safety. Interest there was, no doubt; but no fear for them. Five boats afforded them the means of escape—coolly and deliberately they dropped down the almost perpendicular deck into the boats—the gallant carpenter being the last man to quit the sinking wreck. It should be remembered, however, that but for the precaution of caulking the hatches down, she must have sunk at once—she would have gone down like a stone on getting into deep water; and lives might have been sacrificed. As it was, happily, there was pleanty of time and ample means of escape. Finally, throughout the whole, from the first of the disaster to the closing scene, there can be no doubt that every thing was done that zeal, energy, and skill, could accomplish.

Apart from the result, which was deeply regretted by all, the trip in the British America was one of great enjoyment. The day was beautiful on the return—the air bracing and salubrious—the scenery never appeared to greater advantage—the company pleasant—the fare abundant—delicious salmon, fresh from salt water, gratified us at table—champagne lent its exhilarating aid—while the generous vintages of Spain, Portugal and Madeira invigorated the system, and restored us recruited in body and mind to our usual avocations.

J. C. F.

Quebec, July 14.

Highway Robbery.—Between 11 and 12 o'clock last night, as Dr. Anglin, 66th Regt., was returning from Lieut. Ainsworth's in St. Lewis Suburbs, he was met about 15 yards from the steps leading to the road to Diamond Harbour, by three men, one of whom seized him by the throat and held him fast, whilst the others stripped him of his coat, waistcoat and hat; they also took from him a very valuable gold watch to which was appended a black ribbon with two gold seals, an amethyst and a cornelian with a crest of a lion, the same as one on the watch. After this the villains severely beat Dr. Anglin with sticks, and ordered him to go away immediately without making noise, otherwise they would take his life. On recovering himself, Dr. A. though still very weak, returned to Lieut. Ainsworth's, who immediately roused some of the neighbors and proceeded in search of the robbers, two of whom they shortly descried, but only succeeded in arresting one, who was recognized by Dr. A. to be the man that seized him by the throat. This man is John Dwyer, a notorious old offender, and he has since been fully committed for trial. During the scuffle Dr. A. lost his snuff-box which was found next morning, by two prostitutes who carried it to Mr. Connelly's Tavern, in St. Lewis suburbs, and offered it for sale, but Mr. C. suspecting it to have been stolen, had them conveyed to the police office.—[Quebec Gazette.

Rail Road to Maine.—We learn that Messrs. Smith and Greene are well pleased with their success at Quebec, so far. They have received from His Excellency, permission that Colonel Long of the United States Engineers should continue the examination of the route as far as Quebec, and that Gentleman is now on duty examining it, and is expected to arrive here before the close of the month. Such is the determination of the people of Maine to effect their contemplated object, that it is said they will themselves engage to carry the whole route as far as Quebec, if authority is given them by the Provincial Government. Indeed there seems now little doubt that the work will be begun in the ensuing year. A deputation from the citizens of Quebec, waited upon Messrs. Smith and Greene, at Mrs. Hogg's, expressing their best wishes to co-operate with them in opening this important communication.

The object is of such great importance that all possible exertion ought to be used to secure its commencement and completion.—[Ib.

On Saturday afternoon, a young man, about 20 years of age, belonging to the Band of the 66th Regiment, was unfortunately drowned while bathing in the river St. Charles, above Dorchester Bridge. It seems that having gone beyond his depth, he was forced into a whirlpool, and, being unable to swim, sank. An effort was made by his comrades to save him, but without effect.—[Quebec Gazette.

Comparative statement of arrivals, tonnage, and seethers, in the port of Quebec, to the 17th of July inclusive:—

	VESSELS.	TONS.	SETTLERS.
1834.	541	140,167	22,210
1835.	558	154,860	7,810

[Quebec Mercury.

On visiting the *New Market* this morning, we observed a huge black bear, which on enquiry, we found, had been shot yesterday by two Canadians within a short distance of Lorgueil. The fact of an animal of this species having been found so near this city, the distance where it was killed not being more than ten or twelve miles, cannot but be considered as remarkable. It is supposed that he came from the eastward, and that to have arrived at the place where he met his death, he must have crossed several rivers, and travelled through a well cultivated and populous part of the country.—[Montreal Gazette, July 14.

From the Portland Courier and Family Reader.

RAIL ROAD FROM PORTLAND TO QUEBEC.

The Committee appointed by the Citizens of Portland, to consider upon the expediency of the proposed Rail Road to Quebec, and if, in their opinion, the construction of said Road [illegible] promote that object, as they might deem proper—have given the subject such deliberation as the limited time allowed them would permit, and beg leave to submit the following

REPORT:

In a country which already has upwards of two hundred Rail Roads either completed or projected it cannot be necessary to enter into a detailed account of the advantages they possess over other means of communication. Passing by, therefore, their advantages, your Committee will briefly state their opinion as to the expediency of the proposed Rail Road from Quebec to the Atlantic.

It is well known that the river St. Lawrence is the great channel of the extensive trade of Upper and Lower Canada, together with a part of that of the United States bordering upon the Lakes. Running as it does in nearly a northeast course, it empties itself into the Atlantic in high latitude; hence during the winter months, and till late in the spring, its navigation is obstructed by ice. Such being the fact, it must be readily seen, that if an artificial outlet can be made for this trade, unobstructed by ice, it must be of immense advantage to the Canadas, and to the country through which it may be constructed, and in which it may terminate. Such an outlet to the St. Lawrence, your Committee believe may be made by constructing a Rail Road connecting it with the Atlantic. [illegible] waters of the St. Lawrence, has already been projected from the Atlantic. It has been contemplated to extend the Boston and Lowell Rail Road through the States of New Hampshire and Vermont to a point on Lake Champlain, opposite to or near Plattsburgh; thence across the State of New York to Ogdensburgh on the St. Lawrence river—the entire distance about 535 miles.

In constructing a Rail Road, it has been found desirable if practicable, to follow the courses of rivers—they running naturally in the vallies or most level parts of the country. By a reference to the map of Canada, it will be seen that the river Chaudier takes its rise near the boundary of our State (its head waters being known as Arnold river) and empties itself without any wide circuit into the river St. Lawrence, nearly opposite to Quebec. Near the head of Arnold river within our own State, the river Androscoggin takes its rise, its northwestern branch receiving the name of the Magalloway river. After uniting and flowing through the eastern part of New Hampshire, the Androscoggin turns abruptly, and enters our State, flowing through Oxford County in an easterly direction, its tributary streams on this course run in the direction of Quebec from Portland, again affording water courses for a road. From the head waters of the Androscoggin and the Magalloway, several routes have been examined by committees appointed by the towns in that vicinity, and pronounced more favorable than was anticipated. From the Androscoggin to Portland, your Committee believe that a favorable route will be found—the general topography of the country being such as to lead them to the conclusion that no insurmountable object lies between Portland and that river. The distance from Portland to the boundary line near the head of Arnold river in a direct line, is about 120 miles, and from the line to Quebec, 1[illegible] miles.

Having seen, then, that the general topography of the country as far as the knowledge of your Committee extends, renders the construction practicable, the Committee have directed their attention to the business or transportation which would probably flow through such a channel of communication, and whether the advantages in that respect would justify both the State and individuals in constructing such a work.

The great natural Staple of our State, it is well known, is lumber;—and should the road pass through the route above named, it will open to us a tract of valuable land, part of which is well timbered, and part well adapted for cultivation.—The rates charged for transportation on the Rail Roads already completed in this country are from 3 to 4 cents per gross ton per mile on merchandize, &c. and 2 cents per mile on passengers. (See Note 1.) These rates being far below the present cost of transportation in this section, it will naturally lead the owners of lumber to avail themselves of the Rail Road for bringing it to market. Besides the advantage arising from the opening of a country from which we do not now receive any lumber, the reduction in the rate of transportation will enable the lumbermen to go still further into the interior for their logs. These advantages in the opinion of your Committee, will increase our already diminished supplies, and continue them many years longer than could otherwise be expected.

By the official returns of the Custom House, there were exported from Portland in the year 1834 to foreign ports, 27,631,078 feet of boards. The Committee have no means of ascertaining the consumption in the city, and the coastwise export should be added to the above to give the exact quantity of boards transported into Portland in one year. These boards are hauled to market at an average expense of 8[illegible]