THE AMERICAN EXPEDITION TO JAPAN.

Commodore Perry's squadron, to which public attention has been directed for some two years past, has returned from Japan. The result has been satisfactory, although it has been unaccompanied by the warlike demonstration so much talked of in the American journals. The commodore presented his credentials to a proper officer in the neighbourhood of Jeddo, and intimated that he would return in the spring of the year for an answer to the request of the United States Government. The following particulars of the expedition are extracted from the *China Mail* of Aug. 11:—

The squadron, consisting of the steam frigates Susquehanna and Missipi, and the sloops-of-war Plymouth and Saratoga, sailed from the harbour of Napakiang, in Loochoo, on the 2nd of July. On the morning of the 8th they made Cape Idzu, near the southern entrance of the Bay of Yedo, and, sailing directly up the bay, anchored in the afternoon off the town of Uraga, more than a mile beyond the former anchorage of the Morrison and Columbus. The appearance of the steamers—the first ever seen in Japanese waters—with the other vessels in tow, moving with all sails furled, at the rate of nine or ten knots an hour, appeared to produce considerable sensation among the Japanese, and all the trading junks, with which the bay was crowded, carefully kept out of their way.

As the vessels were coming to anchor, two shells or rockets were fired into the air from a battery about a mile distant, but apparently as a signal, and not a token of hostility. Several Government boats immediately came off, and endeavoured to put on board the vessels the usual notification to foreigners, warning them to depart. They were not received, however, and the Deputy Governor of Uraga, who was the only person allowed to come on board, was notified that if the Japanese authorities endeavoured to surround the ships with the usual cordon of boats, it would lead to very serious consequences. A few boats, nevertheless, lingered around the Susquehanna, but the sight of some warlike preparations satisfied them that Commodore Perry was in earnest, and they quickly retired. During the stay of the squadron in the bay, it was never afterwards visited by any boats, except those containing the officials through whom the negotiations were carried on. The next morning Yezaimon, the Governor of Uraga, and a nobleman of the third rank, came off, and, after ascertaining the object of the visit, asked for time to despatch an express to Yedo, in order to communicate the information, and obtain instructions, how to act. During the three days which elapsed before the answer arrived, the Missipipi made a trip about ten miles further up the bay, finding everywhere deep soundings. Beyond the promontory of Uraga, a point which no foreign vessel had passed before, she discovered a large and beautiful bight, which was perfectly land-locked, and offered the most secure and commodious anchorage. She was followed at a distance by a number of Goverment boats, but none of them attempted to interfere with her, or with the cutters of the different vessels, which were sounding in advance of her. The presence of the squadron appeared to cause no interruption to the inland commerce, for the bay was at all times studded with large junks and hundreds of small craft passing to and fro.

On Tuesday, the 12th, an answer arrived from Yedo, stating that the Emperor had appointed an officer of the highest rank to proceed to Uraga, and receive the letter of the President of the United States; and satisfactory proofs having been given to Commodore Perry, that this appointment came directly from the Imperial Government, it was arranged that the interview should take place on the morning of the 14th. We understand that the Commodore was first informed, on his arrival, that Nangasaki was the proper point from which to negotiate with the Janpanese Government but he replied that a request to proceed thither would be an insult to his Government.

The Japanese selected the small town of Gori-hama, about three miles south of Uraga, for the interview. On the morning of the 14th, the Susquehanna and Mississippi took up a position off the town, and lay with their broadsides to the shore. The Governor and Deputy Governor of Uraga, with the Commandant of the Military Forces, came off to accompany the commodore to the landing place. Three houses had been erected by the Japanese, one of which was prepared for the interview, while the other two were apparently intended for the accomodation of the Princes who had come from Yedo to receive the letter. The officers and men detailed to accompany Commodore Perry amounted to about four hundred. while the force of the Japanese was variously estimated at from five to seven thousand. Their foremost files extended around the head of the bight, for the distance of nearly a mile, and with their numbers of scarlet pennons, and banners of various devices, presented a novel and beautiful show. The commodore was escorted with the American colours flying, and the band playing the national "Hail, Columbia," to the house of reception. Here he was received by the Prince of Idzu, first councillor of the Emperor, who was accompanied by the Prince of Iwami. The letter of the President, and Commodore Perry's letter of credence were formally delivered, and an official receipt given in return by the two princes. The interview then terminated, as the latter were not empowered to enter into any negociations. The commodore stated, however, that, in order to give the Japanese Government ample time for deliberation, he would depart in three or four days, and return in a few months to receive the reply. We may here mention that this was the only instance in which Commodore Perry met any of the Japanese officials in person. The Governor of Uraga was not received by him, as not being of equal rank, and all the previous and subsequent negociations with the Japanese were carried on through the officers of the Commodore's staff, and Commander Buchanan, of the Susquehanna.

The Governor and Deputy-Governor of Uraga, with the interpreters and attendants, after the interview, were treated to a trip in the Susquehanna, where they witnessed for the first time the performance of the steam-engine. After leaving them at Uraga, the squadron stood across the bay towards the eastern shore, and then proceeded to the point reached by the Mississippi, about ten miles above Uraga. On the following day, Commodore Perry, in the Mississippi, went about ten miles beyond this—making a total distance of twenty miles beyond the limit of previous exploration. From the deck of the frigate a crowd of shipping was seen, seven or eight miles to the northward; and from the numbers of junks continually going and coming, it was evident that this was the anchorage in front of the capital. The officers of the Susquehanna aad Mississippi speak with admiration of the beanty of the shores, and the rich cultivation and luxuriant vegetation which they everywhere witnessed. The natives with whom they came in contact were friendly in their demeanour, and the Governor of Uraga is spoken of as a model of refinemeut and good breeding.

The day before the departure of the squadron, the governor went on board the Susquehanna, taking with him a number of presents, consisting of articles of lacquered ware and other Japanese manufactures. A suitable collection of presents was prepared in return, and in spite of his declaration that it was contrary to Japanese law, he was obliged to accept them, in order to prevent the rejection of his own. He afterwards brought off a quantity of poultry for the vessel, and received in return a large box of choice American garden seeds, his acceptance of the presents on the previous visit having to his great joy been sanctioned by his superiors. Notwithstanding the repeated concessions which the Japanese made to the demands of Commodore Perry, they are said to have been very cordial and friendly in their intercourse, and to have taken their final leave with a show of real regret.

Tbe squadron sailed from the Bay oj Yedo, on the 17tb, and after encountering a severe gale during the 21st and 22nd, arrived in Loochoo on the 25th of July, and the two steam-frigates returned to Hong Kong on the evening of the 7th of August.

THE UNITED STATES AS A NAVAL POWER.

The congregation of American ships of war in the Mediterranean, simultaneously with the exploit of the United States' commander in the Bay of Smyrna, and the subsequent coil with Austria, has not escaped notice in the European journals, and is not without significance as to the future part which the President and the Senate may possiblp see fit to enact in relation to the affairs and events of the Old World. The *Kreutz Zeituny* of Berlin, a Conservative paper, has directed attention to their increase of the American force, and the perpetual coming and going of their ships to and from Alexandria, Tangier, La Spezzia, and other ports, till their commodore appears to have a regular "Mediterranean fleet" under his command. The *Kreutz Zeitung* remarks that "the democrats of the New World have evidently something in contemplation, as they are not the people to send all their ships there for nought: and the language of the Americans themselves confirms the conjecture. An officer of the United States navy said the other day, when the conversation turned on General Washington and the non-intervention doctrines, that he would talk differently were he now alive—he'd be no idle Whig, but an active Democrat." This dictum corresponds with that of the *New York Journal*, which recently declared that Captain Ingraham, had he but opened a bsoadside in the Austrian corvette, in the water of Smyrna, the other day, would have been the next President of the United Stater. We have been familiarized of late with this vague threat of intervention in European politics from more than one section of the American press; and in the valedictory address of M. Soule, the newly-appointed minister to the court of Spain, there was a still more tangible allusion to the duty of a model republic to render itfelf henceforward a tutelary intervene between democracy and despotism. The origin of this inclination has been ascribed to the increasing impatience of the citizens of the United States at seeing the continued influences of England, exercising, as she does, a recognised authority in adjusting the interests and misunderstandings of her European contemporaries. They grow weary of the never-ending allusions to "Aristides the just," and their fretfulness is nourished by contrasting their own power for intervention with the fadt of their practical exclusion. We are not altogether unprepared for the manifestation of this feeling, marking, as we have done, the unprecedented and almost incredible pace of American development. Our readers will, no doubt be startled at the fact that the mercantile navy of the U. S. is at present greater than that of the United Kingdom: and that the tonnage of the single city of New York is within a trifle of being equal to that of London, and Liverpool put together. According to the Americans, their mercantile marine was, at the close of the year, upwards of 4,000,000 tons whilst that of Great Britian was but 3,300,000 tons. Seven years ago the tonnage of New York was considerably less than that of London. At the end of 1852 it exceeded 1,000,000 tons, whilst that of London was 672,000, and that of Liverpool 634,000 tons— These are marvelous facts; and coupling with the unconcealed ambition of the Republic to assume a "mission" amongst the nations of the earth the knowledge of her prodigious energy and strength, it is neither premature nor presumptuous to infer that in the coming crisis of Europe the statesman and the fleets of the United States are not likely to rest contented with playing the part of mere observers.—*The Press.*

UNITED STATES.

A startling scene was produced on board the Steamer Connecticut recently, by a man supposed to have been "rum crazy." He knelt upon the deck and remained in that attitude, as if engaged in silent prayer, for an hour, when he sprang up, drew a knife and rushed upon the passengers, cutting right and left. He was at length knocked down by a blow from the Captain with a chair, and with much difficulty secured.

A New York Sunday paper says that of American brandy the best quality can be bought at wholesale for forty cents a gallon. "There is a large house up town that sells about twenty hogsheads a week, and the head of the firm, who, but a few years since, was a porter in a distillery, is now living in a splendid house on one of the avenues, and is in a fair way of becoming a milionaire, if he is not one already."

It is stated that a branch line of Cunard steamships is to be put on the route and kept running all the year round between Liverpool and Portland, Maine. This movement is designed to counteract the competition of the Canadian line, recently established to run from Liverpool to the St. Lawrence in summer and to Portland in Winter.

Frost visited New Orleans and vicinity on the 24th ult. and stopped the ravages of Yellow Fever.

CANADA.

A True Bill has been presented to the Supreme Court of Montreal, by the Grand Jury, against Augustus Howard and Murdoch Morrison, for wilful murder. The indictment charged the former with having shot James Walsh, on the 9th of June last at the Gavazzi riots, and the latter with having been accessory before the fact. Mr. Morrison, who is an Advocate, appeared and pleaded "Not Gmilty," announced his readiness for trial on any day that the Court should fix and demanded the enlargement of his bail in the mean time'—The Court put off the trial for three days, and aggreed to take bail if the Attorney General would give the Crown's consent. He declined to interfere and Mr. Morrison was committed to prison. Mr. Howard did not appear to answer to the charge against him. The next Canadian mail will probably bring reports of the interesting trial of these parties.

WEST INDIES.

By the arrival of the Royal Mail Steam packet Ospray, we have been put in possession of Bermudian dates from the 25th ult. to the 2nd inst.

A correspondent of the *Gazette* suggests the appointment of a Commission, by that government, to ascertain the origin of Yellow fever in Bermuda —whether imported or indiginous.

Jamaica dates to the 11th ult, were received. The good folks there, were full of gladness at the arrival of their new Governor. The *Brisk* from England, with Sir Henry Barkely on board, reached Kingston on the 4th ult.; and His Excellency was received by all parties in a very flattering manner. He was sworn into office on the 6th; and immediately afterwards issued a Proclamation summoning the Legislature to meet "to Business" on the 18th. His Excellency, shortly after his inauguration, issued orders that all fees usually paid by shipping to the Island Secretary, should be discontinued both at Kingston and the out ports. The Yellow Fever had disappeared and the health of the Island was very good.

At Barbadoes, thes ugar crop of 1853 reached 49,000 hogsheads. The Yams had been attacked by a blight; and other ground provisions were not abundant.—The weather was very warm at Barbadoes, but health was excellent.

UNION OF THE COLONIES.

At the present time, when the project for uniting the British Colonies in North America, is engaging the attention of both British and Colonial Statesmen the following remarks from the pen of the talented editor of the *Principal Patriot*, a smart little paper published at St. Stephen's, N. B., will be read with interest:—

This topic, a *Union of the Colonies*, was agitated in 1838. It that year, a deputation was sent from Halifax to Quebec, by Sir Colin Campbell, in order to hold conference with the Earl or Durham on Colonial affairs. New Brunswick and Prince Edward Island sent colleagues also, to act in conjunction with the Deputation; and these Deputies presented Lord Durham an address, dated 22nd Septr. 1838, expressing their gratification at the warm interest which the Governor-General took in the welfare of the Colonies which they represented, and the enlightened and comprehensive views of his Lordship." The noble Earl, in a destatch to Lord Glenelg, dated Sept. 1838, stated that the Deputies were "impressed with the necessity of a general union of the Provinces, as the most likely measure to preserve their Connexion with the British Crown." In 1849, an association of delegates calling itself the "British-American League," held meetings at Kingston, in Western Canada; this conventiou issued a long address to all the subjects of the British Crown in North America—directing the attention of their "fellow-countrymen" to three points, viz: "*a union of all the British-American Provinces*;" "retrenchment and economy in the public expenditure;" and, "a protection of home industry" This "address" also declared that by a "Federal union of the other North American Colonies with Canada, the foundation would be laid for "making the country a great nation, on a solid and enduring basis." Now, in 1853, the subject has assumed an important bearing; and ably-conducted Journals in Novascotia and New Brunswick feel it their prerogative and duty to advocate a "Union of the Colonies" as the *first great cause* towards "British Colonial nationality and undivided prosperity." True, the Canadian French, and Lower Canada may not view this amalgamation in the same light that others, more closely affiliated with saxon blood do—but they should recollect, that they are for the most part, native born Colonists, enjoying the blessings of British laws, and British protection; and that in whatever is calculated to enhance the prosperity of the country and Colonies at large—they will be equal participants.

ST. JOHN AND SHEDIAC RAILWAY

A correspondent of Shediac has been good enough to furnish us with particulars of the various works going on at that place, from which we condense the following statement.

A tram-road has been built from Scovil's wharf, in Shediac harbour, to the workshops of the contractors, a distance of about half a mile; this tram-road is for the more easy transport of materials. On the wharf there are now from 800 to 900 tons of iron rail, and about 60 tons of pile points, with a pile-driver, and a very large quantity of iron in bars, screws, bolts and spikes. In the store there is harness for 30 horses. but this is so large and clumsy that it is doubtful if it will be of any use. In the workshops there are the wheels and bodies for 30 carts, and 100 wheelbarrows, which are being fitted up; but this is slow work, owing to the scarceity of work-men. In short, the contractors have abundance of everything but workmen and labourers, and these they do not expect to get until next spring. Meantime, they will do all that can be done this winter, with the Frenchmen and others, whom they may engage at Shediac.

The construction of the first section of the railway from the terminus at Cape Brule to the Dorchester road, (between 3 and 4 miles,) has been let out to sub-contractors, several of whom have arrived from England, where they have for many years had employment in that capacity under Messrs. Peto, Betts and Brassey. On this section there are about 90 men employed in grubbing and trenching, and two stone culverts are being built, which employ 30 masons.

The bridge over the Scadouc river will be a large and somewhat expensive work; it falls within the first section from Cape Brule. On sounding the bed of Scadouc (which is broad but shallow,) with searching irons, it was found that where there was only 4 feet of water, there was below no less than 18 feet of soft sand and mud. The roadway of the Bridge will be 35 feet above the surface of the water, and consequently piles of pitch pine, 55 feet in length, will be required. There will be 16 abutments, 35 feet above water, besides what is beneath; the approach on the Point Brule side will be built solid for more than a quarter of a mile, 70 feet wide at the ground, and 18 feet at the top; 25 feet in perpendicular height at the water side, running off to nothing landward. On Dorchester side the approach will not be so heavy. The culverts and gullets (of which there is no small number) will be of stone, as also the face of the abutments. About ten teams are now drawing stone from the quarry on the Scadouc, to the several points where it will be required. Only eight quarry men are at work; but the stone is so easily raised that the teams are kept fully employed.

That portion of the St. John and Shediac railway between the Bend and Gulf, according to the contract, must be opened for traffic before the 1st day of July next; and although the contractors have not been able to procure on the spot the amount of labour they fully anticipated at the time of signing the contract, yet there is every reason to expect this portion of the work will be completed at the time agreed upon.—*New Brunswicker.*

THE RAILWAY IN NOVA SCOTIA.

Among the various rumours now afloat, respecting the Railway, there is one which has found its way into the New Baunswick papers, stating that the Hon. Samuel Cunard has tendered proposals to the British Government, for the construction of our portion of the trunk line. The following paragraph respecting the subject appears in the *New Brunswicker*:—

"We intimated lately that another party, not connected with Railway undertakings in America, had been in correspondence with Her Majesty's Government with reference to the construction of the Halifax and Quebec Railway. We believe we are correct in stating, that the party in question is the Hon. Samuel Cunard. Of the nature of the proposition made by Mr. Cunard, no announcement has yet been made; but if sanctioned by H. M. Government, it will no doubt be submitted to the Colonial Governments for consideration without) delay."

On what foundation the above statement is based, we know not; but high as Mr. Cunard's name stauds in England and America, and singularly successful as he has always been in the great enterprises in which he has even engaged, we cannot indulge in any sanguine hopes that, in this instance, his usual success will attend him.

What might have been the result had Mr. Cunard undertaken the business at the time Mr. Howe did, is not so doubtful, especially if he had been allowed to conduct his negotiations in his own practical and business like way. In such a case, we think he would have had a fair prospect of success. But the case stands very differently now. British capital is not, as it was then, lying idle for want of opportunities of profitable investment, and the demand for it is increasing. Neither are the requisite materials for constructing railraods so cheap as they were then, and still the tendency is upward.

In addition to these discouraging facts, the whole subject has been tangled and twisted into a complicated mass, by the various parties who have handled it. To hope, therefore, that, in the face of all these difficulties, Mr. Cunard, or any other party, can immediately construct the whole of our portion of the great trunk line, upon terms advantageous to the Province, is what we would believe if we could, but a chilling doubt will intrude upon our minds.

Here then, we are driven back upon our last, our only hope for Railway enterprises in Nova Ssotia, at least under the present state of affairs at home and in England—That is the plan which we have already laid before the public. A small beginning must be made—a few miles completed and the cars put on, and as means accumulate the work must proportionably progress, and thus it will slowly and surely advance to completion, paying, or nearly paying for itself, after the accomplishing of the first ten or fifteen miles.—*Brit. N. Americaa.*

HASZARD'S GAZETTE.

Saturday, November 19, 1853.

We have heard a great deal of the influence of the *Fourth Estate*, and we are disposed to admit that it not only has, but ought to have, a fair share of power, as the expression of public opinion. We must, however, be careful at the same time not to mistake the wailings arising from disappointed hopes and mortified ambition for legitimate argument or bona fide expostulations grounded on real grievances. We should take care, also, that those who lead, or attempt to lead public opinion, in matters of public moment, confine themselves within true constitutional limits, and at this particular time the more especially, when we see an anxiety to reverse all the principles of polity and law to subserve the interests of the few, and those few a disappointed minority. The organs of the administration have, at last, found out, or rather have the decency to admit that there is a decided majority in the new Provincial Parliament adverse to the rule of those who are at present entrusted with the reins of power. This is to them a grievance "intolerable and not to be submitted to," and accordingly the *Weekly Advertiser* puts forth an article the object of which "is to shew the positive necessity of a dissolution of the present Assembly, *as it does not represent the sentiments of the people.*" We have been in the habit lately of hearing and reading not a little abont interfering with and invading the prerogative of the Crown; but we did not, or at least we ought not to have expected such an attack upon *the privileges of the people*, which should surely be sacred in the eyes of the would-be-thought liberals, as that made by the paper above referred to. We had always thought, that when the Executive had issued the writ for the election of representatives for the people, it was—as the lawyers say—*functus officio*, that all its power was then at an end, and that it could interfere no further; that the subsequent proceedings—as to whether the returns were regular or the reverse—whether the seats had been procured by means of bribery and corruption, or were honestly and uprightly obtained, were among the most valued of the rights and privileges of the House of Representatives. It seems, however, that we have been in error, and not only we—for that would be a small matter—but that all preceding Houses of Parliament, whether imperial or Colonial, have fallen into the same mistake. Still we are not a little puzzled, we confess,—and the *Advertiser* does not in this respect vouchsafe to enlighten us—as to where or in whom the power of judging whether the persons who have been returned do or do not "represent the sentiments of the people" is vested. Before what tribunal are those who are accused of altering the constitution and of procuring themselves to be unconstitutionally elected to be cited? Who is to be their accuser? Where are the precedents of similar trials? Is the Executive to take the matter into its especial consideration, and having looked over the list of those returned by the different Sheriffs, to decide that, there being only nine of the right way of thinking returned out of twenty-four, and the majority being against the constitution—or *against the present administration, which is the same thing*,—that the people should have leave to amend their error, and in case they persist, be, as juries formerly were, sent back till they knew their duty, and chose only such persons as the Hon. George Coles and his associates approve of? Or is the matter to be left to the Fourth Estate? If so, we shall enter our protest—of which we give this timely notice—against the *Royal Gazette* being allowed to adjudicate in the matter, both as being prsonally interested and wholly under the influence of the Crown, as represented by the Administration. In ancient Rome, when such a crisis occurred they wisely suspended the Constitution altogether, and appointed a Dictator, to whom unlimited power was given to see that the State was not injured, "*ne quid detrimenti respublica capiat.*" Why not, in in such a terrible emergency as the *Advertiser* so feelingly bewails, have recourse to this measure, fortifed as it is by precedent and antiquity, and at once appoint Mr. Coles "Dictator?" Men say that he is so in reality, why not let him have the name? We have been told long since that he intends to take his seat in the House, though he is not returned by the Sheriff, and that he intends to order *his* Commissioner to swear him in as such. Now nothing can be more Dictatorial than that—and nothing can surpass it, except the House submitting to it. We merely throw this out as a hint to the *Advertiser*, upon which it and the *Royal Gazette* may, if they please, improve.

There are memoranda upon several subjects lying by us, of which we intend to treat at intervals, during the coming winter. Amongst others, the cultivation of vocal and instrumental music claims a notice, as being among thoso social and domestic amusements, which have so great a tendeucy to make home and its fireside attractive; and consequently, to foster and encourage virtue. We are under a promise to this effect to Mr. Ross, at whose Singing School we lately spent a most agreeable evening, listening to the performance of several pieces of Sacred Music, in our opinion, extremely well executed. The exercise of talent in the service of prayer and praise, needs no encomium from us, and we sincerely wish Mr. Ross every success. We assure him in the mean time, we shall not lose sight of our promise, to treat of the subject more at large.

The English Mail arrived on Wednesday night last, by the packet *Isabella*. We hear that the mail did not arrive in Pictou until Tuesday last; this will account, in some measure, for the length of time it took to reach this Island. We received papers from New Brunswick, via Shediac last night.

We hear that Her Majesty has given her assent to all the Bills passed last session except the One Ninth Bill and the Elective Franchise Bill; these, we presume, have been reserved for further consideration.

We are requested to state that Mr. Lawson will lecture at the Temperance Hall, on Wednesday, the 30th day of November instant, before the First or Prince Edward Division, of the Sons of Temperance, at which, the Public are respectfully invited to attend.

We have been compelled to postpone our account of the proceedings of the Charlottetown Gas Light Company, until our next issue.

Summary of Government Advertisements.

Secretary's Office, Nov. 12, 1853.

The following gentlemen have tendered their resignation as Justices of the Peace for Queen's County, and His Excellency the Lieut. Governor has been pleased to accept the same:—

Samuel Nelson, J. D. Haszard, T. B. Tremain, Esqrs.; Hon. Donald Macdonald; Charles Haszard, J. Lyall, Theophilus DesBrisay, Esqrs.; Lieut. Col. Gray, Hon. J. M. Holl; Robert Hutchinson; John Morris, Esqrs.

His Excellency the Lieutenant Governer has been pleased to order the name of John Trenaman, Esq., to be inserted in the Commission of the Peace for Queen's County.

Died

At Annapolis Royal, on Friday, the 28th October, John S. Watson, Esq., Apothecary, formerly of Morayshire, Forres, Scotland, aged 39 years. His remains were followed to the grave, on the following Sunday, by almost all the inhabitants of that town, by whom he was universally respected. He has left a wife and six small children to mourn the loss of a kind husband and tender parent.—[Hx. paper.

At Hamilton, Bermuda, on the 31st ult., of Fever, in the 67th year of his age, Edmund Ward, Esq., formerly of this city, and for many years proprietor and publisher of the *Halifax Free Press* and *Temperance Recorder* newspapers, successively. Deceased had reached Bermuda, from New York, but a few days prior to his last illness, on a visit to the family of his only surviving son, Mr. Robert Ward, who had also been attacked by the prevailing epidemic.