

The Navy of Great Britain, at the present period, comprises finer, more powerful, and more capacious ships, than it ever did, at any previous epoch of her history. In proof, 12 effective ships of 120 guns, carrying, or capable of carrying, a hundred and ten 32-pounders, and measuring from 2,600 to 2,700 tons; one of 120 guns (the Trafalgar), of similar powers, ready for launching: four of 110 guns, three effective, capable of mounting the largest guns, of from 2,450 to 3,100 tons; six of 104, from 2,300 to 2,480 tons, 3 in perfect order; three of 92 guns, 2,600 tons, all new—two never yet commissioned, capable of carrying the heaviest guns, and equal to anything that ever swam; twelve of 84 guns, many of them quite new ships, and all of them in the very highest order—all fit for the heaviest guns, half of them commissioned, and the others preparing—tonnage from 2,200 to 2,300; ten or twelve of 80 guns, almost all effective, many of them new, of 2,000 to 2,400 tons, and heavy guns. Of 72-gun ships, we possess about forty, and many of them, although small ships, are remarkably handy ones, and quite able to keep their own. In the midst of all our croaking, let it never be forgotten, that with the Captain, a small 74, Nelson captured two Spanish first-rates. Then, as for razees and frigates, we have fourteen or fifteen, carrying fifty of the heaviest guns, and with a tonnage of from 1,700 to 2,000. It will be well, too, to recollect that our modern 36's measure 1,400 and 1,600 tons—that they carry a proportion of 68-pounders—and that our corvettes are of like large dimensions and power. We have not said a word of the gigantic 80's building—many far advanced—nor of the steamships, in which we infinitely surpass all rivals. Having thus briefly glanced at our national means of defence, let us look at their present disposition. The strength of the China Squadron is too well known to require comment; and although our ships on various foreign stations may call for after consideration, we pass them by now, to overhaul the Mediterranean fleet. Well, we find that to consist of one 104, four 84's, one 80, one 78, one 76, four 72's, two 36's, and a number of smaller vessels, with six powerful steamers; to reinforce which, have sailed, or are on the eve of sailing, two 120's, one 92, one 84, one 80, one 36, and four powerful steamers, forming, when combined, a fleet of 17 ships of the line, 13 of the number being heavy, capacious, efficient ships—one, indeed, carrying 68-pounders on her main-deck, quarter-deck, and fore-castle. All these are gratifying facts, but we must qualify them with the painful admission, that every ship is at least one hundred men short of what she should carry. The Howe, for instance, and never went a more beautiful man-of-war to sea, mounts 120 guns, and bears but 820 officers, seamen, marines, and boys on her books—not 7 hands to each gun, and the smallest calibre she carries are 32-pounders. All the other ships are equally short handed. Of the Mediterranean fleet, despite their paucity of men, we entertain the firmest confidence and highest hopes. They comprise superb ships, admirably equipped, powerfully armed, and bravely commanded; and should the honour or well-being of Britain require, they will show her foes that they can yet wield the thunder that ere now has kept a prostrate world in awe. So much for the Foreign, now for the Channel fleet. We trust that such a security against injury or insult is in an active state of preparation. Let us look into our ports, commencing westwards with Plymouth. What find we there? Impregnable, 104; Sir Graham Moore's flag-ship, in perfect sea-going trim; San Joseph, 110, admiral-superintendent's ship, quite adequate to her duties; Bombay, 84, beautiful new ship, bringing forward; Adelaide, 110, the same; St. George, 120, just launched, a magnificent and powerful vessel, said to be bringing forward, but would take several months to get ready; Belleisle, 72, quite ready, save her crew. At Portsmouth, that splendid ship the Queen, of 110 guns, and 3,100 tons, has just been commissioned; the fine ship St. Vincent, 120, is far advanced, in a thorough overhaul; the Vengeance and Indus, new 84's, are rapidly preparing; the Imaum, 78, is also undergoing inspection; the immortal Victory, 104, is quite adequate for the admiral superintendent's flag. Then, in the Medway, we have those beautiful new ships the Camperdown, 104, fitting for the flag of Admiral Digby; the London, 92, the Monarch and Formidable, 84's, and the Achilles, 76, preparing for commission; the Ocean, 80, with the flag of Sir J. Hill, Captain superintendent at Sheerness; and the Poitiers, 72, a like vessel at Chatham. This gives us then, exclusive of the four superintendents' ships, two 120's, two 110's, two 104's, one 92, five 84's, one 78, one 76, and one 72, being a total of fifteen ships of the line, all in the highest order and most perfect condition. These only require the necessary impulse to set them in motion—seamen, bold, such as may be found whenever they are induced to come forward, and that they would do so cheerfully there cannot be a question—but the labourer is worthy of his hire.—*London paper.*

The Tuam Herald, Sept. 26th, says that "Mr. D. Cormack, of Kilkenny, the extensive distiller, was reduced to bankruptcy by the spread of temperance. He had not long before expended £20,000 upon his concerns."

When Mr. Mathew preached at the Catholic Cathedral, Dublin, it was quite an astounding spectacle to behold Lord Morpeth, the Secretary for Ireland, with the Attorney General, and other Privy Councillors, holding the plates at the doors for a collection in aid of the Temperance cause.

Not long ago, a lady of fashion, in America, stepped into a shop and asked the keeper if he had any "matrimonial baskets," she being too polite to say *cradles*.

LATER FROM CANTON.—The arrival of the ship Globe, Capt. Christopher, brings news from Canton as late as the 4th of July, which is ten days later than that received by the arrival of the Ann, Mackeim.

Admiral Elliott had arrived at Macao, and the blockade of Canton, which had been announced to take place on the 28th of June, commenced to be rigorously enforced on the 2nd of July.—The following are the British ships of war which had arrived in China prior to the 4th of July: the Well-lesley, 74; Melville, 74; Druid, 44; Blonde, 42; Volage, 28; Alligator, 28; Conway, 28; Larne, 20; Hyacinth, 18; Algerine, 18; Pylades, 18; Cruiser, 16; Rattlesnake, 16. Steamers Atalanta, Enterprise, Queen, Madagascar, and 25 transports. They had all proceeded to the northward except the Druid, Volage, Hyacinth, Larne, Pylades, and steamer Madagascar, which at the date above mentioned, were in the mouth of the Canton river.

The Admiral with a portion of the fleet had proceeded northward, it was supposed, to make an attack on Peking.

3rd. July, 7 p. m.—Part of the blockading squadron moved up yesterday to the Bocca Tigris, consisting of the Volage, the Hyacinth and Madagascar steamer, and a salt junk has been already seized and sent to the Capstunoon.—The great advantage of the steamer has been already proved, as the junk would most probably have managed to escape, had not she been outmanoeuvred by the steamer.

The following are extracts from the Canton papers:—

From Canton we have lately not heard any news of much interest, except that considerable excitement prevails as to the movements of the English, and as to the measures the Chinese authorities may take. By some of the Chinese it was thought that in case of the English approaching Canton, the whole population of the suburbs would be made to retire within the city walls, and apprehending this, many of the wealthier people have removed into the country with bag and baggage. Apprehensions of insurrections among the people, now thrown out of employment by the cessation of the foreign trade, were also entertained, and it was thought they might possibly break out immediately, after all the foreigners have left Canton. The fury of the populace would in that case probably be first directed to the Hongs, and warehouses of the Hong merchants. Most of the foreigners, by our last advices from Canton, either had left or were about to leave, so that within the next week we suppose there will be none remaining. Numerous are the garrisons in the provincial city, but whether they be intended to act against an invading enemy or the refractory people, it is difficult to say.

No less than seventeen culprits were executed in Canton about a fortnight since for having provided the British at Cansing with provisions.

On the 26th of June, the British Superintendent of Trade issued at Macao the following notification in the Chinese language, recapitulating in brief terms the reasons for war which the British authorities had assigned:—

PUBLIC NOTIFICATION.—Twelve months since, the Emperor was graciously pleased to depute Lin, the Commissioner, to come to these provinces, and suppress the traffic in Opium.

He found it stagnant; he has made it flourish here and along the whole coasts of the Empire.

The Emperor commanded the commissioner to regulate and protect the lawful trade.

He has thrown it into a smuggled form, and heavy losses have been cast upon all persons pursuing it, both Native and English.

The Emperor in his wisdom and justice, commanded the commissioner to treat the foreigners with firmness, but with consideration, carefully separating the right from the wrong, so that there might be no reasonable cause for irritation and future trouble with the English Government.

The Commissioner disregarded the immediate offer of Elliott to fulfil the Imperial pleasure, which he was ready faithfully to do, in a manner consistent with the dignity of the Empire, with the preservation of the peace, and with obligations of justice to innocent and absent men, unconnected with the traffic in opium. But, on the contrary, he forthwith confined Elliott a close prisoner at Canton, and so detained him for several weeks, proceeded to constrain the whole foreign community, by the stoppage of their supplies of food and fresh water; and under these circumstances of lawless and most violent restraint, required Elliott to deliver up all the opium in the possession of his countrymen, under pain of death.

How has the Commissioner dared to degrade the majesty of China, and of England, by these insulting and violent proceedings towards an English functionary acknowledged by his Imperial Majesty, and who had always respected the laws of the Empire, and faithfully fulfilled his public obligations? And which would have been the most effectual means of accomplishing the Imperial pleasure? Those that Elliott had offered, and was ready to take, founded upon the separation of the innocent from the offending, and accompanied by precautions and securities that would have given permanent efficacy to such distinctions?—or those of senseless violence, casting upon the whole transaction the character of shameful spoliation.

The Emperor admonished the Commissioner to maintain the honor and dignity of the empire.

He has over and over again violated his pledges under the Seal of the Empire, and left the word of a high officer without weight, in the estimation of all men, native and foreign.

When a native of the land was unhappily killed at Hongkong, in the month of July last, in a riot, in which several tens of foreign seamen were engaged, Americans as well as English, Elliott closely investigated, according to the forms of his country, invited the honorable officers of the Empire to attend, and severely punished those persons who were convicted of participating in the disorder.

But because he could not succeed in discovering the perpetrator of the murder, and would not consent to deliver up an innocent man for execution, what are the proceedings of the commissioner?—He forcibly drives away from Macao, a place situated more than forty miles from the scene of the riot, the whole British community, aged and infirm persons, women almost in pangs of childbirth, young children.—He causes vessels engaged in lawful pursuits, or in carrying away some of these innocent fugitives, (Spanish as well as British), to be cowardly attacked by overwhelming forces in the night time, and burnt. Nine or ten innocent persons, some Spanish and some English, lose their lives, some are cruelly mutilated; some still detained in captivity upon the most false pretences, and under circumstances terribly disgraceful to the Empire. Poison is put into the springs of water. The English people were driven to conflict to procure supplies of food; worthy officers and soldiers of the Empire have fallen a sacrifice to the violence of the commissioner, and falsehood upon falsehood has been reported to the Emperor, and proclaimed to

the people, to cover these bloody and disgraceful proceedings.

When the Commissioner came to Canton, the Empire was at peace, and respected by the whole world.

His first act was one of the most unprovoked war against the English nation, by the imprisonment and wanton insult of the English officer, who had already offered to fulfil the Imperial pleasure.

He found three great Provinces tranquil and flourishing. In less than a year he has reduced them to the very verge of ruin and insurrection; and piracy and robbery stalk abroad unpunished.

It is well known to the foreigners and the people of the Provinces, that many of the provincial authorities, wise and honorable men, acquainted with the foreign character, have remonstrated against these foolish and dangerous proceedings. But he answered their counsels with contumely and menaces.

The Gracious Queen and the people of the English nation venerate the Emperor, and cherish the people of the Empire. But great injuries have been perpetrated, and the truth must now be made known to His Imperial Majesty, to the end that the evil doers may be punished, and that all things may be re-established on a sure and honorable basis.

Let the natives of the land pursue their ordinary occupations in peace and security, in the assurance that no violence will be offered to them or their property, whilst they are opposing none to the force of the Queen of England.

The officers of the English nation are strictly commanded to protect and cherish the people of the land.

(Signed) CHARLES ELLIOT.

Macao, June 26th, 1840.

True Copy,

EDWARD EMSLIE,
Secretary and Treasurer.

The Chinese, it appears, had previously put forth a proclamation fixing the rates of reward that would be given for different injuries that might be inflicted upon the English forces.

PROCLAMATION.

Rate of Rewards for destroying the English.

An offer of rewards, which will truly be awarded, to any who shall destroy the English:

1st. Whether civil or military officers, soldiers or people, whoever shall be able to take an English man-of-war carrying eighty great guns, delivering the same to the Mandarins, shall receive the reward of \$20,000. For a smaller vessel, carrying fewer guns, less will be given.—For every great gun less, the reward will be diminished \$100. Whatever the great vessel contains besides the great guns, weapons of war, and opium, which must be given up to the Mandarins, excepted, such as clocks, watches, clothes or money—all these in addition shall be awarded to the takers of the vessel! Again, to any who shall destroy a great man-of-war of said foreigners, not leaving even a single plank—substantial evidence being produced of the same—shall be given the reward of \$10,000. For a lesser one, less in proportion!

2d. Whoever takes an English merchant vessel, shall have as a reward whatsoever the vessel contains—excepting the vessel, great guns, implements of war, and opium, which must be given up to the Mandarins; such as goods and money. In addition to which, for a large vessel with three masts, the takers shall receive the reward of \$10,000; two and a half masts, 5,000; two masts, 3,000. For taking an English barge (sampan) or passage boat, \$300; a small one, \$100.

Whether large or small, for the destroying or sinking each English vessel—substantial evidence being produced of the same—the proportion of one third of the foregoing reward shall be awarded.

3rd. For taking alive, a foreign Mandarin or officer, on inquiry, should it be ascertained that he is the said man-of-war's chief officer, the reward shall be (\$5,000) five thousand dollars; for any other officer, more or less, according to his rank and office. The rule of lessening—for every degree lower, the reward shall be diminished \$500.

4th. For killing foreign mandarins or officers—substantial evidence being produced of the same—one third of the proportional reward for taking such alive shall be awarded!

5th. For seizing alive Englishmen or Parsees, whether soldiers or merchants, for each one a reward shall be given of \$100; for each one killed, evidence being produced of the same, \$20. As for taking the black devils, it ought to be decided whether they are soldiers or slaves, and the reward granted accordingly!

6th. For taking *Han rascals*—Chinese—who supply the barbarians or deal in opium, the same on trial being condemned, decapitated, and their heads exposed; for each of such \$100 reward; besides these, for those of less crime, a less reward will be given!

June 24th, 1840.

NEW YORK, Nov. 27.

Most Melancholy Suicide.—We learn that Edward Prime, Esq., one of the founders of the House of Prime, Ward, King & Co. was found dead in his room yesterday, having cut his throat with a razor. Mr. P. lived on the shore on the East River, opposite Hurlgate, and was in every way situated as happily as man could wish to be. No one knew anything in his habits, his estate, or in the condition of his mind, which was likely to induce such an act. He was in Wallstreet yesterday, and transacted business with his accustomed cheerfulness. He retired to his house about one o'clock, and taking a book, said he would lie down awhile before dinner. He was within a quarter of an hour found by Mrs. P. on the floor of his dressing room—in a pool of blood, and dead—the fatal razor near him in its case.

Mr. Prime retired from the Banking-house of Prime, Ward, & King a few years since with a large fortune. He has since resided at his fine mansion in the city and at his country seat at Hurlgate. Possessed with a splendid fortune, with a family numerous and among the first citizens, at the advanced age of about 74, and with all the comforts of life around him—loved by his family, and respected by the public—there can be no accounting for the act but by temporary aberration of mind.

FASHIONABLE MOVEMENT.—The once extraordinary Fanny Kemble (now the amiable Mrs. Butler, with a smart husband and two smart children,) arrived in town yesterday on her way to England, in the British Queen, to see her father, who is on his last legs. Her husband follows next spring. Previous to her departure, however, Mrs. B. has found time to write a ballet for Fanny Elssler, which is said to unite great genius and taste. During Mademoiselle Elssler's engagement in Philadelphia, Fanny Kemble frequently visited the theatre to see Fanny Elssler, and as one great *artiste* is capable of estimating another, the poetry of tragedy became a great admirer of the poetry of motion.—*N. Y. Herald.*

London, with a population of two millions, has fifteen theatres open. New York, with a population of three hundred and twelve thousand, has seven.

THE LARGEST STEAMER YET.—The Great Western steamship company are now building at Bristol, an iron steamer, for the New York trade, which it is said will be the largest ship ever built. She will register about 3000 tons but her actual tonnage will exceed 3600. An immense saving will be gained in consequence of the adoption of iron for her hull, whilst her draught of water will be comparatively

small, owing to the great buoyancy possessed by iron vessels. She will consequently be able to carry coals sufficient for the outward and homeward passages. She is to be propelled by Smith's screw propeller, instead of common paddle wheels. Her engines are to be of 1000 horse power, and it is confidently expected that the average voyage across the Atlantic will be reduced to ten days.

EXPLOSION.—The Mobile Register of Nov. 17th gives an account of the explosion of the steamboat Express, Capt. Maguire, on the Sunday preceding, about five miles below St. Stephen, by which 14 persons were killed and wounded.

A passenger gives the following account of the scene:—

"I was standing near the stern of the boat, leaning against the flag staff, and watching the crazy old craft, when suddenly I saw the steam issue from the head of the boilers, and in a second afterwards, the most tremendous report followed that I ever heard. For a moment nothing could be seen but the fragments of the boat flying in every direction. The scene that followed was truly awful. Some of the poor creatures were blown some distance into the river, and their piteous shrieks for help, as they contended with the current, was enough to overcome a heart of sterner stuff than mine."

THE PERSIAN.—This steamboat collapsed a fire on the Mississippi; twenty-five of the unfortunate sufferers have already died.

We lately stated the melancholy fact, that the steamboat Leroy burst her boiler near Chattanooga, Florida, killing the captain, engineer, and three men belonging to the boat. It is said that the accident occurred through the carelessness of the engineer, who was drunk at the time!

TEXAS.—The present population is estimated at near 200,000, including some 3 or 4000 Mexicans. There are a large number of English, Irish, and German settlers, and some French; but the United States is the parent of almost the whole population of Texas. Slaves are few in number, not sufficiently numerous to perform even a small fraction of the labour of the country, which is chiefly done by the farmers themselves. The land produces abundantly without much labour, and cattle graze the year round without care or cost. Much complaint is made of the prevalent practice of rum drinking and profane swearing, but it is said there is less stealing than in the United States.

Presbyterian and Methodist churches well supplied with preaching, have been formed in various points, and Sabbath and elementary schools exist in all the towns. Two literary institutions have been incorporated by Congress at Rutersville, and a College at De Kalb. Upwards of thirty towns have been founded and are progressing with promise.

The Navy of Texas consists of 1 sloop of war, 3 brigs, 4 schooners, and 1 steamship. The number of vessels arriving at the port of Galveston the last year, was little short of 1000. The quantity of cotton grown the last year is supposed to be about 100,000 bales.

Col. Moore's expedition against the Cumanches has been entirely successful. His troops attacked a large encampment about 300 miles north-west of Austin, and succeeded in killing 168 Indians, and capturing 32 prisoners and about 500 horses and mules.

CANADA.

(From the Canadian Colonist, November 23.)

Sir John Caldwell has been unjustly denounced as a defaulter and peculator, whereas in truth he was only an unfortunate merchant, who was permitted to embark the funds of the Province in his trade and who failed in his speculations. The true history of those transactions would form an interesting page in the annals of Provincial misgovernment. Upon the death of Colonel Henry Caldwell, the father of the present Baronet, the Provincial Chest in his custody as Receiver General was sealed by the Executive Council, and although it was known that he died in arrears to the Province, the Government granted the office to the present Sir John Caldwell. One of the conditions of this grant was that Sir John should assume his father's debt. In those days the Commisaries and Receivers General were always speculators, and it was well understood that they were at liberty to use the public money for their own purposes, provided it was forthcoming when wanted. Thus the abuses of the old French Colonial Administration under the Bigots, the Brassards and the Deschenaux, and their private trade, aptly characterized by the Canadians as "la friponne," was continued by the Craigie's and the Caldwell's. The forges of St. Maurice were worked at the public expense for the individual benefit of Mr. Craigie, and the Mills and Mill-streams of Lauzon in the same manner for that of Mr. Caldwell. Mr. Caldwell's salary was £400 per annum, the expenses of his office exceeded this sum by three or four hundred pounds; he was openly doing business as a merchant, under the firm of Caldwell and Davidson, and the Provincial books and his private books of account were kept in one and the same office. The speculations of Mr. Craigie and Mr. Caldwell were both publicly known to be disastrous. Providence would have them so. Mr. Craigie was displaced, he was a Treasury Officer, and the Provincial Government could no longer screen him. Not so Mr. Caldwell, he continued in office, in despite of all the representations of the Provincial Assembly. Governor after Governor protected him, and it was only when the Provincial Chest was empty that Mr. Caldwell was dismissed. The fault was that of the local Government, not of Sir John Caldwell; his terms with the Government were well known, and in the hope of making a profit which others would have made if he did not, he speculated upon the public fund and was ruined. So far, however, from feeling shame at such disgraceful maladministration, the Government has allowed the assets of Sir John Caldwell to remain for ten years undisposed of; nay more, an arrangement was made, by which the estate was left at the disposal of Sir John Caldwell, under an agreement by which he was to pay annually to the Government a less sum than the interest of his debt. Again the Crown obtained Judgment for one sum, by far the largest, without interest, while under the same circumstances it obtained interest upon a smaller sum under another Judgment. Such is a slight sketch of Government transactions in Lower Canada in former days, and we are sorry to say, that the present times are not much better.

QUEBEC, Nov. 28.—Mackenzie's Gazette, in a late number, speaks of an attempt at getting up a Canada expedition by some of the *soi-disant* Sympathizers in the neighbourhood of Detroit, and warns the Canadian exiles not to lend themselves to it. He has discovered that they are only made tools of by designing men whose only care is to secure for themselves, all that the military chest may contain. The same paper has also letters from some of the Botany Bay convicts, how received he does not explain. They complain of the severity with which