now, and every issue of paper maney, according to the New York plan, will add fuel to the flame, and make the evil more intense and consum than it had been before. Under these circum stances, it would be an act of infidelity; offen ive to you and disgraceful to myself, were I to say that I thought it practicable to introduce a specie ourrency, while the States have an uncontrolled power by means of Banks, to issue paper inquey to any extent they pleased. On the contrary, I believe the idea is only calculated to amuse, to deceive, and finally to destroy the

the arrangement of the Secretary of the Treasury, nation. not one cent of profit arises to the government of the United States, from the increased operaatever with the state Banks.

"no contract shall be hereafter made by the Seder a law authorizing the same; or under an appropriation adequate to its fulfilment; and excepting also contracts for the subsistence and clothing of the army or navy, and contracts by the Quarter-master's Department, which may be made by the Secretaries of those Depart ments." If laws are intended to mean any thing etently null and void. What sort of condition then is this for the revenue of a great nation, for the money of a wise and intelligent people Let those who advecate the measure answer the point. The history of our own country I am unre, does not furnish an instance of such high handed and daring assuraptions of power, as we have witnessed in this whole proceeding of the Secretary of the Treasury. Instead of oneying the laws and taking care of the public money as he was bound to do, he violates the laws and en dangers the whole revenue.

The Committee of Ways and Means to whom the subject was referred in the House, reported sundry resolutious, but did not express any opinion as to the sufficiency of insufficiency of the reasons assigned by the Secretary If the reasons for the removal had been good in the estimation even of the committee, it is probable they would have so expressed themselves in a resolution going directly to that point. In the Senare, resolutions have been spassed, unequivocally design oving the proceedings of the Executive in relation to the removal, and declaring the reasons of the Secretary insufficient to justify the act. On the 17th instant the President sent a communication to the Senate, protesting against the proceedings of that body, and asserting his right to the custody and control of the public money and property of the United States. From tremises which he laid down and discuss ed, hereame to the following conclusion, to wit: of the public property or money without an assumption of Executive power and a subversion of the first principles of the Constitution." This claim of Executive power goes far beyond any thing ever before heard in this country; and it had a startling effect upon the minds of many persons, as necessarily and inevitably tending to change our republican form of government into a monarchy. Fearing that silence on the part of the House might be taken for a quiescence it. the validity of the claim, one of the members "that the custody and control of the money of

thich probably would not have been the case if they had felt prepared to sustain the principles avowed in the Executive protest.

On the 21st instant, the President sent another Communication to the Senate, explanate ry of the first, delivered on the 17th. In this

y or treasure, "unless he be an officer whose appointment, under the Constitution & laws, is devolved on the President alone or in conjunction with the Senzie, and fur whose conduct he is constitutionally responsible." Now the right of in-In the preceding remarks, I have not adverted terference or control on the part of the Presito the contract between the government and the dent, according to this second protest or paper, Bask of the United States .- A mation should ale is co-extensive with the power of appointment, ways guard its faith and honor with the atmost either by the Executive, alone, or in conjunction vigilance, and no contract, which it has entered with the Senate. But to what precise limit the into, should ever be violated But it seems to appointing power thus medified and explainme the contract with the Bank has been most ed, is intended to be carried, is still doubtful in flagrantly violated, to the great injury of the the opinions of many persons who have exampeople at large, and of the government as a ined the subject with care and attention. It is stockholder. The government being owner of to be hoped, however, the Executive will settle one fifth of the capital, was entitled to receive and confirm by practice, what is yet doubtful in one fifth of the profits, arising from the additional the theory put forth, and that nothing will discounts made by the Bank, in consequence of hereafter be done by that department, which can zens, engaged in trade and commerce, were also boundaries of constitutional authority, in interbenefitted by the increased fa thities and accom- fering with, or controling the persons entrusted, modations granted to them. But according to by law with the public property or treasure of the The Committee of Ways & Means have renor-

ted a bill authorizing the Sectry of the Treasury, tions of the State Banks. The whole of it to se lect such State Banks as he may think progoes into the pockets of private individuals. Now per, and to use them permanently as places for is this doing justice to the nation? Is it right, the future deposit of the money of the U. States. that when Congress have entered into contract. This bill I consider equivalent to an admission on and enacted by law, that the government and the part of the committee, and all those who may people shall derive a profit from the operations vote for it, that the whole proceeding of the Exof the Bank of the United States, the Secretary ecutive and the Secretary of the Treasury, in of the Treasury should be permitted to violate regard to the removal of the deposites, was unthe contract and place the public money in a sit- lawful. For if it was lawful to take the public uation from which neither the Government nor money out of the Bank of the United States, and people can derive any advantage whatever? If place it in the State Banks, it certainly is awful the deposites had remained in the Bank of the to keep it there. Why then should it be neces-United States, the public revenue would have sarily to pass another law? But there are other been augmented, and the burdens of the people objections to the measure-First ; while the pubthus far alleviated; but by removing the depo- the money was in the Bank of the United States, sites, the revenue has been diminished, and the the government and the people derived a profit burdens on the people thus far increased. Your from the increased operations of the Bank, in interest fellow-citizens, has been thus sacrificed; the manner before pointed out. But from the and at the same time, another law has been vio- State Banks, in which the public money is to be and throughout the world. lated which prohibited the Secretary of the deposited, it is not proposed that the government Treasury from entering into any contracts what shall derive any profit whatever. All the profit arising from the use of the public money will go The act of the 1st of May, 1820, declares that into the pockets of private individuals. Here then is a proposition to take the money out of a eretary of State, or of the Treasury, or of the situation, from which the government and peo- edly, the verity of these statements, from what Department of War, or of the Navy, except un- ple were deriving a profit, and to place it in an- their own eyes have seen and their ears other situation from which neither the govern ment nor the people are to derive any profit whatever. Can such policy be considered wise or just in itself, or advantageous to the nation? Certainly not .- Second : The public money will | could produce. not be safe in the State Banks .- In addition to the failures mentioned in the preceding part of fest that all contracts made by the Secretary with the State Banks are illegal, and conse-Columbns, in the State of Georgia, have also failed. From these facts, it seems to me, no one can possibly believe that the public money will be safe in the State Banks. If then it will question and satisfy you, if they can, on this not be safe, what does the plan of the committee amount to? I answer, that it amounts to a proposition to take the public money out of a place of perfect safety, and to deposit it in one at least of doubtful security, it not of absolute danger .-Can this, I again ask, be considered wise or just in itself, or advantageous to the nation? Would any prudent individual manage his own money in this way? I should think not, if he wished to save himself from bankrapter and ruin - What would be prudent for an individual in the management of his own affairs, would also be prudent for the government; and I cannot believe that many of those members, who advocate the keeping of the public money in the State Banks, would prefer to place their own money in that situation. There are various objections to the bill, but the two I have mentioned, it is presamed, will show the injustice and impolicy and

danger of the measure In the opinion of many persons the Secretary will be bound to restore the deposites unless both Houses of Congress should sustain the act of removing them because the law, which directed them to be made in the Bank of the Uni ted States, will be unrepealed, and consequently will still remain in full force. I do not myself see the necessity of passing more laws on the subject, for if the Secretary is permitted thus to violate the laws already in existence, he would hands of the Executive Department the custody be likely to manifest the same disregard of any which might hereafter be adopted. If one law cannot bind an officer, the enactment of one hundred would be insufficient for that purpose.

DR. CALDWELL'S ADDRESS. Delivered before the Orange county Internal Im provement Meeting at Hillsboro', May 27.

MR. CHAIRMAN:-Is there an individual a mong us, who would deny that an open commerce from Verginia introduced resolutions declaring, by a Rail-way between Raleigh and the sea, would be of immense advantage to North Carothe United States, not appropriated by law, are, lina? A quick and punctual passage afforded by the Constitution pieced under the order and at an appointed hour every day, with the fleetdirection of the Congress of the United States; ness of the wind, for goods and persons, must, that they really believe in the advantages of that no change of the Constitution of the United be incalculably efficacions both for the agricultur- such a work. And now let me ask, do not the States a necessary to authorize the Congress of al and commercial energies of this country. We men of property give every evidence that ought the United States to en rust the custody of the say with the fleetness of the wind; for many of to be expected of them that they are in earnest public money, not appropriated by law, whenever us can testify, that upon railways now existing, in what they say; and actually do every thing or howsoever obtained, to other agency than that but few winds are so forcible as are felt in a car, properly to be expected of them, while they of the executive department; and that the moving from 16 to 25 miles an hour. Some give their counsel to the people? This is their custody of the pulic money must not be ne-times the traveller is below the general surface languager We do not ask you to go as far as our cessarily, under the Constitution, entrusted to of the country; at others, he is on the same lev-selves in subscribing to the object. It is only that the Executive Department; that Congress can lel with the trees and other objects; and in both while we embark three-fifths of the requisite som take out of the hands of the Executive Depart cases, he finds it impossible to keep pace in count- you will, not out of taxes to be yet levied, but ment the custody of the public property or money ing these objects as he passes them. In a mo- out of funds already in your hands, appropriate without an assu aption of Executive power or a ment they are here, and in the next they are far two-fifths to an undertaking in which all are supversion of the first principles of the Constitu behind; while it would excite terror to see a fel deeply interested; and without which, important tion, by the repeal or enactment of such laws as low creature placed upon the track, at the dis- as it is to us, we can live and prosper far better may be necessary to that end." Objections being made to the introduction of these resolutions, be incapable of so slight a movement as will part of the community can make their way into the member from Virginia moved to suspend the place him out of danger. Such is the astonish rule to enable him to offer them. On this ques- ing speed of a Leomotive engine, and its train but the pour can not. The great object of a tion there were 103 year and 93 nays, but as it of cars with passengers and goods to the amount railway is to open a free and unexpensive pasrequired two chirds to suspend a rule of the house, of 80 or 100 tons. At another time the road is sage to the ocean for the poor as well as for the the motion did pot prevail If, however, the elevated above the surrounding country. So rich, and at the same time to present to all who vote is to be understood as indicative of the sentiments of the members, it would seem that a ma- traveller looks down on fields, and houses, and their property with the greatest advantages to jority of the Representatives of the people do not herds of cattle, as though he had realized the themselves and to the country. Since all concar with the Executive in the views he has powers of magic, or had mastered that law of these are concerned essentially in not equally. taken of the extent of his pewers. On the next day the member from Virgonia again moved to suspend the rules, and the question was decided in the negative. At the pression was decided in the negative. At the same time, a member from Tennassee made a similar motion to enable him to offer resolutions, approbatory of the course of the Executive in regard to the removal of the deposites; condemnatory of the Senate for their proceedings, and declaratory of the Senate for of Congress to select by law the place. their priceedings, and declaratory of the power of Congress to select by law the places of depositing the public money, and to provide for its safe keeping. This notion, was also decided in the negative, two-thirds not being in favor of the suspension. It is remarkable, that those who voted against the metion of the member from Virginia, also voted generally against the license to the member from Tennessee, thus clearly indicating their unwillingness to rote at all on the animal admiration at its wonders, and his wish-

al who would not urge it as a privilege to be permitted with others throughout the State, to contribute his dollar, if so much were necessary to construct a railway from Raleigh to the sea backward, can be maintained in nervotation right in any manner to supervise or interfere with the person entrusted by law with the public property or treasure. Tuniess he has a officer where an our funds, no contribution even of a single cen is necessary. North Carolina now owns a capi-tal of eight hundred thousand dollars. Of these, provision is made for appropriating three hundred thousand for shares of stock in a State Bank leaving still in the treasury five hundred that sand dollars. By explanations given in times past, we are assured that nothing more is asked agricultural people; and the productions of our by private citizens, than a subscription on the soil, our labour and capital, must be annupart of the State, of two-fifths of the stock ne cessary for the construction of railways like the one of which we seak. By actual experiments upon such level surfaces as extend from Beaufort nearly to Raleigh, five hundred thousand dollars would be sufficient for the expense. The experiments of which we speak, are almost in our very presence, in South Carolina and Virginia. Of these five hundred thousand dollars population. The total expense of transportation its being the depository of the public money.— tend in any degree to awaken apprehensions of a required for the cost of such a railway, three hundred thousand we may consider as already.

The people, in their individual character as citirequired for the cost of such a railway, three offered by capitalists, leaving the other two fifths namely, two kundred thousand, to be subscribed by the State, and still after this, a balance of three hundred thousand of dispusable funds remaining in the treasury of the State, for other purposes which she may afterwards think proper to consult. Here, then, is a channel of communication proffered between the capital of our State & the market of the world. In effect, it must convert our metropolis of Raleigh into a mart of trade, fittle if at all interior to a great maritime city. Transit is furnished by means of it, for productions and commodities to any extent, requisite for our interior country, both going and returning in a less space than 24 hours, and for every day of business in the year ... Our State ows nothing. It has funds already available to a value certainly not less than the sum already specified Where then is the necessity of denying to our popplation the prosperity involved in the great work whose efficiency is established by a thousand preofs through other States, and in Great Britain.

> Here I might detain you long enough to assert, in the distinct hearing of every one now present. that no fewer than at least a dozen of our neigh bors, are here ready to stand forth, and under the sole mnities of oath to affirm frankly and unitrail roads and locomotive engines. In the united attestation of such men, we should rest with a confidence as complete as our own sense

where the powers of steam have been applied to

locomotive engines for commercial transactions,

Why then should we hesitate upon the subject? What has been said respecting the resources of the - State, is well known to most of you who hear me. The public tunds amount to such a sum at least as eight hundred thousand dollars: and you need no one to inform you that a subscription of two hundred thousand dollars for the construction of such a work as that before us. is certain to profit the people, and build up the great interest of the State, to an extent far greater and more liberal than if vested in Bank capital, or any other species of stock within the compass of our present knowledge or power.

Let us then plant our foot upon this firm ground and never flinch from the purpose until it shall be accomplished upon these indubitable principles Let us march up to this great enterprise with united front, and with one voice let us had this day with hearty cheers while we advance to

the great and glorious work. We can do nothing without union. Before the force of union every obstacle fades away like the mists of the morning, when the sun breaks out in all its brightness. You all know the story of the father on his death bed conselling his sons by the fable of the sticks. Bind them together and their strength is irresistible. But take them separately, and I ow easily are they broken? Let us then meet one another with a spirit of coalition, to be actuated as though we were one man. Let us instruct our legislators, whoever they may be, that if by such means as are in the power of the State, without taxation upon the penple, a railway can be constructed, or conveyance by steam can be effected, between Raleigh and the sea, it is your will that the measure should

be adopted, by concurring with a plan in which two fitths of the funds shall be subscribed by the It will possibly be insisted, that it is not from any doubt respecting the advantages of steam in the opportunities of trade and travelling to a people, that our difficulty proceeds. The question after all remains, even if we admit all these advantages, whether the rich who possess great funds ought not to be the first to step forward, and make railways They, it is said, are able to do it. It is but reasonable that they should set the example, and they can advance the money. They tell the people that it they will lay out their funds upon these works, they will be sure to enjoy all these advantages, and yet they themselves hold back, and show by their conduct that they are not so certain of the profits. But let us reflect upon the other part of this subject. The people call upon the men of property to show the market with such opportunities as we have;

No tax then is necessary. We already possess the funds. Nor is any method of applying the sum requisite for the construction of the railway able to ensure to the State so liberal a return in interest and in commercial opportunities as this great work, on which the eyes of all are solicit onsly directed sanctioned as it is by the wisdom and experience of other States and nations. Let me ask your attention, Mr. Chairman, while I present some other representations upon the subject, which may carry conviction to our understandings. North Carolina, like every

other State, has its carrying trade. We are are of our ally conveyed at a greater or less expense into the market, that profits may be returned into our bosom. The whole yearly cost of this carrying trade we have not the means at present to esti mate. That it annually amounts to no inconsiderable sum must appear probable, when we con sider the rank we hold strong these States, as one of the oldest in the Union, and the fifth into the market and out of it. in a single yea must extend to many thousands of dollars. To reduce this to as small a sum as possible, must among our greatest interests as a people. Let us see if we cannot arrive at some satisfactory esti mate upon a subject of the highest import to our economy and national prosperity. The ques tion before us is. What is the annual cost of transportation as it is now carried on to and from the interior parts of the State? (To be continued.)

If a meridian line be drawn through the ci Raleigh, that is, a line directly North & South across the State of North Carolina, it will partitermined by the census of 1830. But the coun-

Rot	eson is net include	d among these,
	nties.	No. of Inhabita
	Anson	14,095
	Ashe	6,987
3	Burke	17,888
4	Buncombe	16,281
	Cabarrus	8,810
6	Caswell	15,185
7	Chatham	15,405
8	Davidson	13.389
9	Guilford	18,737
10	Haywood	8,578
	Iredell	14,918
20.1904	Lincoln	22,455
	Macon	5,333
	Mecklenburg	20,073
	Montgomery	10,919
	Moore	7,745
17	Urange	23,908
	Person	10,0.7
	Randolph	12,406
	Richmond	9,396
21	Rockingham	12,935
	Rowan	20,786
	Rutherford	17,557
24	Stokes	16,196
	Surry	14,504
	Wilkes	11,968
27	Yancey	

Total. If a railway be made from Raleigh to the sea through Newbern to Beaufort, ten counties on the Eastern side of Raleigh will be deeply inter ested in it, because it will either pass through them, or they will be closely contagious to it. These counties, with their inhabitants, are shown

Counties.	No. of Inhabitants.
1 Johnston	10,938
2 Wayne	10,331
3 Greene	6,413
4 Lenoir	7,723
5 Jones	5,608
6 Craven	13,734
7 Pitt	12,093
8 Hyde	6,184
9 Carteret	6,597
10 Onslow	7,815
Tota	1. 87.435

The meridian through Raleigh intersects two counties on the North side of the State, which we number among those to the West, as much interested in the railway

ested in the f	iliway.	- 4		
Counties.	No.	of Inhal	ritant	
1 Granvill	3		19.355	2
2 Wake			20,598	
	TC and	. 1	39,753	
	Total.		39,133	49

n the South side of the State, which we count

th	ose less intereste	d in the railway.
	nties	No of Inhabi
1	Cumberland	14.834
2	Bladen	7.811
3	Brunswick	6.516
	Total.	29.161

The next counties with their inhabitants, xhibited in the following list, are East of the meridian of Raleigh, except Robeson, which is whelly west of it-it being with them less con cerned in the railway between Raleigh and Beaufort.

Counties

1 Beaufort

Bertie

3 Camden

1 Chowan

5 Columbus

6 Currituck

7 Duplin

No. of Inhabicants.

12,262

6,733

6,697

4,111

7,655

11,291

- Capita	
8 Edgecombe	14,935
9 Erankin	10,665
10 Gates	7,866
11 Halifax	17.739
12 Hertford	8.537
13 Martin	8,539
14 Nash	8,490
15 Northampton	13,391
16 New Hanover	10,959
17 Pasquotank	8,641
18 Perquimons	7.419
19 Robeson	9,433
20 Sampson	11,634
21 Tyrrell	4,732
22 Washington	4,552
23 Warten	11,877
AN THE LOW SELECTION	
Total.	219.157
SUMMATION.	No. of Inhab.
27 counties West of the meridi-?	362,91
an of Raleigh	202,31
10 counties East, interested in	
the rail road from Raleigh	87,437
to Beaufort.	100
2 countles intersected, North	89,753
Part of the second	489,669
3 counties intersected, South	29.161
23 countles East of the meridian	100 美工工程
of Raleigh, with Robeson	
65 counties Total,	737,987
THE RESERVE OF THE PERSON NAMED IN COLUMN TWO	The second second second second

BLANK WARRANTS FOR SALE HERE

rom Neilson's Quebec Gazette of the 21st.) WRECKS ON ST. PAUL'S ISLAND.

We have seen several accounts of four wrecks on this island, which all took place in the first week of the month. Three of the vessels lost are the Jane of Workinton, Captain Crooks; the Moon of Sunderland, Captain Phillips, Isabella, of Workinton, Captain Morrison, from Drogheda; with 180 passengers. (7 drowned) and a back unknown.

The following is the substance of Captain Crook's statement: - 'The Jane sailed from Workington on the 10th April-had a fair run to near St. Paul's; when, on the 7th instant, in a very dark and sleety night, the vessel struck at about 12, with a tremendous crash on the rocks, although we had been steering wide of the island after a good observation. Though immediately under the high cliffs, we could not see the land vessel filled with water immediately, and the boats floated on the deck, we embarked in one from which, after buffetting a raging sea and snow storm, during four hours, we landed; and climbing up the rocks for three hours, at length reached the station house where Mr Petry most kindly received us. and supplied us with clothing and provisions, having saved nothing whatever.

We soon met Captain Phillips of the Moon, which had been wrecked about sixty feet from us-all hands had been saved, next found Captain Morrison, of the Isabella, from Drogheda with 130 passengers 7 of cess Finding the water to whom had been drowned. A fourth vessel supposed a bark, name not ascertained, was also wrecked; but as none of the crew were tion off to the West the twenty seven counties forthcoming, we suppose they were lost in the following list; with the inhabitants as de- The Jane was wrecked at the northeast end of the island-the Moon about thirty fathoms from the Jane—the supposed bark among the three, as we found many apprehensions of the people an things not belonging to any of the three ves-

> Extract of a letter from Captain Anderson of the Patriot from the Aberdeen to Quebec. Cape Rosier, (Gaspe,) May 9th .- I am sorry to inform you that I had the misfortune to run my vessel ashore on Wednesday night, her ballast and never returned to (7th) during a dense fog. on the reef lying off this cape, and two hours after she was full of water. We are getting the materials her presented itself, the captain, 25-04 out as fast as possible, but I can hardly say ordered the long boat and skill to be there is a posibility of saving the ship. The inhabitants say there is no hopes of it No advice is to be had here; every one taking crowded into the skiff while she was a advantage. - They stole the things last night the long boat, and by this means and that we landed yesterday "

Another Shipwreck Probable loss of two hundred and thirty nine souls.

From Quehec Exchange Register, Vay 22.

The James, Captain Laidler, sailed the 8th of April from Limeric, for Quebec, ballast, consigned to Mr. Thomas Curry, with 230 passengers, ex personced much weather with variable winds. until the 27th, when it commenced blowing a tremendous gale at N W About noor, the ves sel was struck by a heavy sea, which broke right over her took away every thing that was not lash ed, off the docks, and most of the lee bulwark and top gallant quarier b ards and threw the shi nearly on her beam ends, after which, perceiving her to be making considerable water, set the numps on; found them choked; hoisted them up put baskets, on the ends, and put them down a gain The suction of the pumps or rubbing a gainst the fluor timbers, injured the bottoms of baskets, and the tamps choaked again. This was repeated eight or ten times with similar ill success; then removed some of the passengers to assist the crew to bail; in doing which several of them or injured by the rolling of the casks, and they left off working, when the water of course increa ; tried the pumps once more by hoisting them a foot higher, but still they

time (5 P. M. it iere were eight or nine feet of wa ter in the hold. & the hip larching nearly on her hearn ends,-found it impossible to save her. Shortly after this vessel hove in sight to the I taneously went to pieces: that she had northward, stanting towards the James Eq. deavired to bear down to her, but found the tal noment of striking had been James would not answer her helm, having so much in Continued towards her, in the best way we could until 7 P. M. when Captain Laidler thought it best, as night was approach ing, & no possibility of saving the James, to take on some of the cliffs. The sains meridian intersects three counties jolly boat, & proceeded to the vessel bearing towards them, which proved to be the Margaret. Bidley, master, with two hund Captain Wake of Newcastle. Previous to leave leven passengers and crew, w itants ing the Ja aptain Laidler exhorted the passengers to assist the crew in getting the boats out, but their answer was the sea is so rough weare sure take in med, and may as well die on board as in the boats, when Captain L. told them that he intended to take the small boat, and that | mediately crew saved -On the their chance would certainly be much better in Fidelity, Clarke from Dublin large ones. Captain L. got on hoard the Margaret, that eight P. M Captaim Wake immediately hoisted a light, and stood towards the James, as near as the wind would admit, it still blowing very hard. The James crew (nine of which were on board,) including the first and second mate, never answering the light, although she was more than two miles distant, et. Welsh, from Newcastle, pl and visible to the Margaret's crew until halfpast eight. Captain Wake steered all night as near as possible in the direction of the sinking of two hundred and sixty-five vessel, but the light was not answered, and nothing was afterwards seen of either the James of

choaked, and further effort was useless. At this

From the Quebec Gazette.

of the banks of Newfoundland.

We have had a conversation with Mr. can fishing vessel. The ship hads Downes the Surgeon of the James, one of & they hadabandoned her. The those who saved from the vessel and who dars in thier boats. signed the statement subjoined. There is | Ship Marchioness of Queen no doubt on his mind that the vessel went Liverpool for Miramachi, wen down with all on board. The Margaret, Cape Tormentine, night of 16th which he was fortunate enough in gaining, be got off if the weather continued after receiving very serious bod:ly injury ate. while embarking in the boat, came to the Three vessels bound to spot were the James ought to have been, in passengers, (one of them an hour or two after he had left her, and Workington.) are reported she had then disappeared.-From the con- Paul's. dition in which she was left, there can be little doubt on his mind, that she must have Richmond went as were three foundered, with all on board, or, at least, that place, and was totally lost by far the greater number. Some chance of a portion being saved in the boats may exist; but as the Margaret had a light out, ashere at Barrington, and was they very probably would have been enabled to have boarded her No list of the children were drowned, passengers had been saved, the Captain's From the N. Y Journal of Comme having been left on board. Their names By the mails of yesterday and can now only be exactly ascertained by have received intelligence of reference to the Custom house books at thirteen square rigged vessels sees Lamerick Several of the families had been with the loss of probably not less well forder in I cland, and they had with hundred lives!! All the ressels me them between £2,000 to £3.000 in gold; be- were British and nearly all bound in ing in most part from Rathkeale and its with emigrants.

neighborhood, about furteen Limerick. When the James left p deaths by cholera were daily occur although several suspicious cases ap none had proved fatal on the passage

To the Editor of the Quebec G Sir-Allow methe liberty of intra your space with a more accurate a the circumstances connected of the James, which was rather imp given in yesterday's Mercury. We sailed from Limerick on the

with 251 passengers and crew of Fridayt he 12th, we put out to sea. ter a few days, from heavy gales experienced nothing but a serie haps having carried away on studding-sail boom; main sail, fo yard. On Sunday the 25th, at they set about pumping the were not thus, long engaged pumps were found to be chook passengers' potatoes, which from ten description of the bags in were kept, went adrift about the ling the pump wells, and preve possibility of working the pum were hoisted on deck, and a gre of potatoes brought away from to prevent a recurrence of this with holes made in them, were heels, which proved ineffection! baskers were substituted with alarming extent, and a gale from w springing up with a heavy sea straining very much, we had recor expedient of baling her out from hatch with buckets and a pros made fast to a tackle; but the w which were floating about there. senger, Henry Morgan, getting the fingers broken between two of the tempt was abandoned About four o'clock, P. M. sh

which carried away the bulwarks and soon after struck by a second sta with the force of which she liste position The water having reach tween the decks, and no change of ered, as a sail, standing to the south made its appearance The passes difficult to lower the latter, drawn from the after-chock, the stancheous; after which the seem inclined to take further trouble with At half-past six we lowered the allring which eleven of us were picked in Margaret, of Newcastle, Captain Wal whose kindness and humanity since very

indebted for our preservation. The persons saved are Captain Luis Robert S, Laidler, his brother; & Dog surgeon; Thomas Enwright carpenter, in Cook, seaman; Peter Lilly Walland Clarke, apprentices, with Mary I sting drew Young, James Shennan and Edin Cody, passengers.

> Your obedient servant, HENRY DO

Surgeon of the lames From the Halifux Gaz. of Our paper of to-day contains accounts of ship wrecks and the man life. We saw a person ves was at Louisburg when the Astronwas The survivors reached that pla informed him that that vessel streek of morning of the 7th instant, against high chills at Little Lorun Headsbort miles from Louisburg and alunc ding sails set at the time, and un to the rate of ten knots The only saved were the surgeon, carpen and seaman, who were thrown almostissed

SYDNER, May. 14 .- Barque Loran, near Louisburg, mot inst and only the surgeon and two saved! Same day brig Edward piece of ice near Port Nova. and went ashore on Scattari and w sengers and crew, 150 in home Same day, brig Columbus R Newcastle for Quebec, was lost East of Louisburg, crew save 27th ult. lat. 45 20. lon. 38 531 captain of the barque James 1 for Quebec, with ten others, board the James, when she spruss

her boats. The wreck occurred to the eastward sunk. The crew of Barque Charlot New Brunswick, from Liverpool phia, has been landed here from

Barque John Atkins, from On the night of the 15th

garet, from Belfast for St. John -crew saved. The mate's