

THE QUEBEC MERCURY EXTRA.

QUEBEC, 24th MAY, 1852.

The English Mail, by the AFRICA, reached Quebec yesterday. Some interesting intelligence from the Cape, &c., by this Channel, and from the West Indies, by an arrival at Halifax, induces us to issue a sheet this morning.

CAPE OF GOOD HOPE.

By the merchant-ship Maidstone, Captain Nash, from Calcutta, which left the Cape of Good Hope on the 17th of March, we have accounts from the seat of war.

Colonel Yarrowborough, of the 91st, has been slightly wounded; Ensign Hibbert, of the 91st, wounded; Captain Bramley, of the Cape Corps, wounded; and 26 soldiers of the 81st and 74th Regiments killed and wounded.

These casualties occurred among a patrol who had successfully attacked some Kaffir kraals in the Waterkloof, and who were themselves attacked on their return (as usual) by combined Kaffirs and Hottentots. This affair occurred between the 1st and 17th of March.

Sir Harry Smith left King William's Town on the 4th of March, with intention of attacking the enemy's fastnesses.

His forces were divided into three divisions, and consisted of the 73d, 60th Rifles, the 43d and 12th Lighters, Artillery levies, &c.

STILL LATER.

Advices are to the 1st of April, by screw steamer Harbinger, which called at Sierra Leone on the 16th of April.

The newly appointed Lieut. General, Lord Cathcart, arrived at the Cape on the 21st of March, with his secretary, Lieut. Col. Seymour, and aid-de-camp, Hon. B. Curzon.

On landing, an address was presented to him indicating, by the way, that the colonists have rather inflated notions of what the new constitution, of which he is the bearer, is to do for them.

Lord Cathcart intended to proceed immediately to the seat of war.

The screw steamer Megara, Government vessel, arrived at the Cape on the 24th of March. She had on board the 1st battalion of the rifle brigade consisting of 650 rank and file, officers, and children, and had been out 77 days, giving rise to many fears for her safety. All on board had been placed on a reduced scale of provisions for many days.

The intelligence from the seat of war is, on the whole satisfactory; Sir Harry Smith had left King William's Town, entered the Waterkloof, and seemed determined to follow the enemy to the Amatola mountains, where they assembled under Sandilli.

Subsequent to the affair at the Waterkloof, already reported, another action had taken place there, when an officer of the 43d regiment lost his life, and 10 men of the 91st were wounded.

The Caffres continue to avoid a general action, and frequently leave their wives and families to the mercy of their opponents. The cruelty of their conduct to their unfortunate English captives is of a most horrible character, and the details given by the Caffre women of the protracted tortures inflicted, are in the highest degree painful.

On the 5th of March, at the Waterkloof, the troops took 35 horses and 93 head of cattle, and were retiring, when the Hottentots killed two sergeants, and four privates of the 43d. The Caffres fought vigorously, but were subsequently repulsed with considerable loss.

The colonists, with one voice, deplore the removal of Sir Harry Smith.

Forty-nine bodies had been washed up from the wreck of the unfortunate Birkenhead, and buried. One of them was recognized as that of Dr. Lang, staff surgeon.

The Cape Town correspondent of the London Times writes from that place on the 1st of April:

In the Orange River Sovereignty everything was quiet by the last accounts. Mr. Owen was busy collecting the fines that had been imposed.

From Natal very encouraging news has reached here. A Mr. Morewood has succeeded in the cultivation of the cane, and has manufactured sugar of a very superior quality, and no doubt is entertained that so soon as the requisite skill and capital shall have been introduced into the colony, sugar, as well as coffee, will become an article of export. The crops of wheat, oats, and potatoes are abundant, and the emigrants who have settled down on their allotments appear happy and contented. Copper has, it is said, been discovered within 20 miles of Pieter Maritzburg, and a company is in the course of formation for working them.

Her Majesty's steamer Rhadamanthus starts this evening for the mouth of the Orange river, for the purpose of intercepting a quantity of gunpowder, said to have been shipped in Ireland on board French and American vessels, for the use of the Caffres.

The Cape Town Mail has the following: The operations of the column under Col. Michel are spoken of as highly successful. At no point, it appears, did the Caffres make any decided stand. With incredible labor the two guns attached to his column were dragged through the dense bush, and placed on the most commanding heights, but the space within range was speedily found to be deserted. Although it was known that the ravines and kloofs were swarming with Caffres, ready to cut off stragglers, the whole of the Waterkloof was traversed for days, the troops destroying the enemy's huts and crops, without a single casualty.

At the date of the last reports from the front, these operations were still being carried on. Great numbers of Caffres are constantly reported to have been killed, chiefly by the shells and other projectiles which their haunts are assailed; and many of their women and children have also been unfortunately destroyed by those means. Still, no indication is given of a wish on their part to submit, and the prospect of a satisfactory peace seems as remote as ever.

Nor is their mode of carrying on the war in any degree relieved of its inhuman character. To give or accept quarter is unknown in Caffre tactics. Our men, whether colonists or soldiers, who fall alive into their hands, are put to a death of torture, more or less protracted, according to their opportunity of wreaking their horrid vengeance undisturbed. It has been ascertained that Sergeant Laing, of the 91st, who was taken by them in the affair of the 4th, was roasted alive; and the bandmaster of the 74th, who also fell into their ruthless hands, was for three days subjected to every conceivable method of torture before death put an end to his sufferings.

Almost the only satisfactory feature in the aspect of frontier affairs is the almost entire

absence, during the month, of depredations within the border, the marauding bands who formerly infested the Eastern districts having been apparently, recalled to assist their chiefs.

IRELAND.

"John, Archbishop of Tuam," in a long letter, dated "St. Jarlath's," recommends Mr. Swift, the Catholic high-sheriff of London, to the electors of Sligo.

From one office in Cork, since the beginning of the present season, so many as eleven emigrant ships have been dispatched for America, with 1715 passengers.

Some failures in the timber trade, on a scale sufficiently large to create no little uneasiness in the mercantile circles of Dublin, have taken place within the last few days.

THE POLITICAL EXILES.—It is stated that the reported escape of Mr. Thomas Meagher "requires confirmation." Letters from Mr. Smith O'Brien were received on Monday by some members of his family, bearing a date subsequent to the rumoured leave-taking of Mr. Meagher, and they make no allusion whatever to the subject.

LORD DERBY AND THE O'CONNELLS.—The old feud between Mr. Chief Secretary ("Scorpion") Stanley and the O'Connell family bids fair to be revived secondhand. According to the Freeman's Journal Mr. Kinderly, law agent of Lord Derby, has started for the representation of Tralee, the seat occupied by Mr. Maurice O'Connell.

ARRIVAL OF AN INDIAN PRINCE.—The Rajah of Coorg, a principality of Hindostan, on the Western Ghats, arrived on Wednesday at Southampton by the Euzine. He came over to England to have his daughter educated, a singular and interesting event in the history of the native princes of India. The Rajah ate and drank with the passengers during the voyage. His daughter is an intelligent and interesting child. He was accompanied by Major Drummond as his guide. His servants were six in number. The Prince and a portion of his suite, as soon as they landed, were conducted to Radley's Hotel. A portion of the family consisted of two of his wives. They were kept rigidly secluded in a cabin during the voyage, to prevent the crew and passengers from looking at them. They were kept on board until it was dark, and then secretly conveyed to Radway's Hotel. The rajah's servants are rigid Hindus, and amongst their baggage was a large number of native cooking utensils and a quantity of eastern food. As soon as they arrived at the hotel, they made preparations for cooking their meal. They wanted to cook by the side of a stream of water, but this they could not be accommodated with. Previous to lighting their fires they carefully washed their hands and feet, and then commenced laying out their stores of provisions, which consisted of a number of small bags of rice, by the side of which was a lemon. After lighting their fires with wood and coal, they crouched down and kept them alive by blowing into them with their mouths, at the same time stirring vigorously their food, which was simmering in brass pans.

From United States Papers.

Correspondence of the New York Commercial Advertiser.

LONDON, May 7, 1852. The Chancellor of the Exchequer (Mr. Disraeli) continues to receive the applause of his followers for his recent assumption of the principles of free trade, too many of the liberals at the same time lavishing upon him the compliments that might be given to an honest convert. The great body of the people, however, are scandalized by the profligacy of the whole affair.

From Paris, the accounts all relate to the approaching display on the 10th. There seems now to be a general understanding that the contemplated acclamations for the empire are not to be raised on that occasion, or that at all events if raised they are not to be attended to. The unequivocal disapproval expressed by Russia is said at present to weigh against the expediency of the step. The impatience, however, of Louis Napoleon's Court to have an Emperor instead of a President for their master, appears to be almost irrepresible, and that certainty of the event is therefore considered to be undiminished. The fact of foreign opposition will be adroitly used to excite an agitation that will cause petitions to be poured into the Senate by thousands from all parts of the country, and that body will doubtless then demand that the President shall once more "save society," and sacrifice his personal humility on the altar of his country.

At the same time it must not create surprise if, in the face of the new universal expectation to the contrary, some active demonstration on the part of the military should actually take place on the 10th. There is no reason to suppose that such will be the case except that the agents of the Government have announced that it is not to be looked for, but this of itself is no mean probability in its favor.

A discussion of much interest is at present going on in England regarding the guano question. Attention has been called to two islands, the furthest of which is about 50 miles from the coast of Peru, where this manure exists in abundance, and several ships have been despatched to load there. But although Peru has not shown the smallest legal claim to them, and it is notorious that they are not included in her boundaries as defined by her declarations of independence, she has notified through her Minister in London, an intention to grasp them is permitted to do so, and thus to perpetuate her fatal monopoly of an article that would otherwise be sufficient to produce a revolution in agriculture. By way of giving force to his views, the Minister has even intimated that ships, whether American, British, or of any other nation, will be seized and confiscated if they neglect his prohibition. Application has in consequence been made to Lord Malmesbury, the present head of our Foreign Department, to know if he will protect our vessels from such an attack, but he replied evasively, and the matter remains in a very unsatisfactory position. He admitted that Peru had no known right to the islands, but added nothing more, except that Great Britain had no intention of claiming them. This, however, was not the question. The point to be ascertained was, whether Peru should be allowed to attack peaceful vessels loading at an island, the produce of which was open to the whole world, and to which Lord Malmesbury himself admitted she had never established the slightest claim. To extract some definite reply on this point is still the object of the parties interested, and his lordship will not be allowed to rest until he has spoken more plainly. With true official aptitude he wants to avoid trouble and responsibility, but the subject is one of vital interest to ship owners as well as farmers, and there is an intention to agitate it at public meetings in the provinces.

A statement by Lord Palmerston, in the House of Commons, a few nights since, has excited a lively feeling of surprise, although it is merely a piece with a circumstance which was said to have occurred in 1848. It was that Louis Philippe, during his visit to England after the settlement of the Tahiti question, which had threatened to involve the two countries in war, told a friend that his generals had assured him, if the apprehended rupture should take place, they would be in London within a week. This gives additional probability of the truth to the rumour which prevailed after the last revolution

that General Changarnier had offered Ledru Rollin to invade England, and reach the metropolis with an army of 12,000 men. It would seem that we are afflicted with neighbours requiring as much vigilance as if they were Mowaks or Seminoles.

INTERESTING FROM THE WEST INDIES.

SAVAGES OF THE YELLOW FEVER—DISTRESSING DROUGHT—FRIGHTFUL WORK OF INCENDIARIES, ETC.

BOSTON, May 18, 1852.

The steamer Osprey, from Bermuda, on the 6th instant, arrived at Halifax on the 12th, with later accounts from several of the West India Islands.

Seven vessels loaded with potatoes and tomatoes, had sailed from Bermuda for the United States.

The Kings' on Jamaica Journal says, there will be a great falling off in the sugar crop. On that side of the island, it will be without parallel.

At Demerara, the yellow fever continues to prevail with great severity, and two or three vessels from England had lost all their crews.

At St. Antigua, the drought continued, and great distress was beginning to be felt. The crops were suffering, and the cattle dying.

At St. Kitts the drought was also very severe.

In Martinique the censorship of the press had been re-established by the French government, and the only two newspapers on the island had in consequence stopped, and their places were supplied by advertising sheets.

At Guadeloupe the incendiary torch was still dealing mischief and destruction all over the island. The large towns were with difficulty saved from destruction.

At Cayenne preparations were making for the reception of the political persons from France. A ball in honor of Louis Napoleon had proved a failure.

From Nassau there is a story that the Hon. Mr. Cunard, of Halifax, is in London negotiating for a line of steamers between New York, Nassau, Jamaica, St. Florio, and Turks Island.

Her Majesty Steamfrigate Simoom, 18 guns, Captain Kingcome, with troops on board, only arrived in port yesterday forenoon at 10 o'clock. Immediately after casting anchor she fired a salute, which was returned by the Royal Artillery, from Durham Terrace, in the afternoon. The salute, we fancy, was in honor of the Governor General, who is vice Admiral ex officio, in British North America. The Simoom had a very rough passage and only used her engines, which are of 350 horse power, four days during the voyage. Off the banks of Newfoundland in a heavy gale two of her boats and the main yard were carried away and some of her sails split. She is a very long vessel, fully rigged as a frigate, and is said to be of 2000 tons burden.

The following is a list of the officers:—

Captain John Kingcome. Lieutenant—Peter M. K. Godfrey, Henry D. Selby, Henry M. Bingham. Master—George A. Waters. Surgeon—James A. Miller. Paymaster and Purser—Edw. A. Williamson. Mate—H. E. G. Earl, W. F. B. Edwards. Chief Engineer—John Boswell. 2nd Master—Frederick B. Youel. Clerk—Wm. L. Wright.

The detachments for the 54th and 66th Regiments disembarked this morning, and preceded by the bands of the regiments, marched up to barracks. The troops for upper parts of the Province will be transferred to the Quebec, en route for Montreal, this afternoon.

PORT OF QUEBEC.

ARRIVED.

May 22.
Schr Highland Maid, McBurnie, from Halifax, Fraser, Wyatt & Co. sugar, &c.
23rd.
Bark Calypso, Archer, 14th April, Dartmouth, A Gilmore & Co. ballast.
—Woodbine, Skeoch, 13th April, Newcastle, A Joseph & Co. coals, 3 passengers.
Schr Unity, Verrette, 13th May, Bay Chaleur, order, ballast, 65 passengers.
24th.
Brig Margaret Thomson, Buchanan, 9th April, Leith, J White, general cargo, 5 passengers.

The following vessels also arrived yesterday, but are not yet boarded:—

Ship Dædalus, Bulman, 15th April, Falmouth, with passengers.
Bark Berbec, Elliott, 14th April, Aberdeen, G B Symes & Co. ballast.
—Feronia, Hensell, 10th April, Gloucester, Ann Kenney.
Brig Elizabeth.
—Richard Watson, Hibbard, 12th April, Waterford.
—William, And a large ship to Messrs. A. Gilmour & Co.

CLEARED.

May 22.
Bark Chieftain, Fortune, Lancaster, Sharples & Co.

Passengers.

In the steamship Africa, at New York from Liverpool—Miss Abrahams, Mr and Mrs Rogers, Mr and Mrs Herman, Le Mesurier, Harr Steele, J Connah, G B Symes, Jas Edwards, Mr Ashurst, Mr Pemberton, Dept. Ass. Coma'y; Mr Ritchie, J Benson, Mr Roy Jr, Mr McAndrew, Mr McRae, Mr Harris, Messrs L Mark, John Green, Alex Scott, E C Palmer, Mr Stonebridge, A K Watson, Thos Hilliard, F D Richards, G S Thompson, Edw Hindley, E Snow, G M Bayley, A Abrahams.

Shipping Intelligence.

The Margaret Thomson and the Druid left this morning for Montreal in tow of the Rowland Hill. Mr. Fra. Vezina, the pilot who brought up H. M. Ship Simoom, reports having passed between 25 and 30 inward bound vessels from Point-des-Monts. The wind has been blowing fresh from the North East since yesterday evening, and ten square-rigged vessels arriving in port. The steamer Montmorenci, arrived from Montreal yesterday with two deeply laden barges in tow New York, May 18—Cleared—Ship Palmyra, Perkins, for Quebec. Advertised at New York, for Quebec, bark Pyramid, Henderson.

VESSELS SAILED FOR QUEBEC.

Aberdeen, April 29—Sir W. Wallace, Jeffrey. Bremen, May 2—John Walker, Johnson. Deal, May 2—Tegner, Falk; Hannah, Hughes 5th—Ann Stevens. Glasgow, May 4—Ann Rankin, Burns. Galway, April 30—Walker, Miller. Hamburg May 1—Lessing, Newman. 3d—Lillias, Robinson. Liverpool, April 28—Earl Harewood, Twentyman. May 1—Carlton, Innes. 5th—Huron. London, May 4—Haus Thorwald, Borisen. 6th—Amigos, Benson, for Montreal. Limerick, April 28—Messenger, Walker. Llanelly, May 4—Britannia, Williams. Portsmouth, May 6—Voluna, Mortley. Quecstown, May 3—Ellison, Walker. 4th—Mary.

Royas, April 27—Clarissa, Moulson. Shields, May 5—Equity. Sligo, May 4—Henderson. Sunderland, May 6—Exchange. Teignmouth, April 29—Spring Flower, Philip. Waterford May 1—Confiance, Phelan. Whitehaven, May 5—Valleyfield, Doogal.

ENTERED FOR LOADING.

Liverpool, May 2—Jane, Hunter, for Quebec. 3d—Fawcett, Scott, for Quebec and State of Maine; Wurrell, Arclie; Chieftain, Scott, for Quebec. 5th—Rankin, Lawson, for Quebec.



ROAD SURVEYOR'S OFFICE, CITY HALL, Quebec, 22d May, 1852.

SEALED TENDERS will be received at this Office, till WEDNESDAY, 2nd JUNE next, for furnishing to the Corporation the RAILING necessary for the different Walls round the City Hall—A Specimen should be furnished with the Tender. For particulars apply to this Office, every day between 10 and 2 o'clock.

JOS. HAMEL, Road Surveyor.

FOR THE RICH GOLD REGIONS OF AUSTRALIA.

FARE ONLY \$120, Including Provisions and Bedding.

PORT PHILLIP DIRECT.



THE SPLENDID FAST SAILING CLIPPER BRIG

RADIUS,

CAPT. JAMES WESTLEY JEANNETT. Will Sail from New York, on WEDNESDAY, 24th June.

THIS vessel has been newly fitted up with the express object of securing the comfort of all passengers, her accommodations are commodious and complete, and there will be provided an ample supply of first rate provisions. It is confidently expected the voyage will be made within 90 days.

For Passage apply only to H. SANDERS & Co. 25, Warren Street, New York. May 13th, 1852.

FOR PORT PHILLIP & SYDNEY, AUSTRALIA.



THE NEW A 1 CLIPPER SHIP REVENUE,

SETH CROWELL, JR., COMMANDER.

Intended to Sail on 10th June.

THIS beautiful Vessel, (of 1,000 tons burthen,) has a large proportion of her cargo engaged, and intended to sail as above. The accommodations for first and second class Passengers are handsomely arranged, and very airy. Persons about embarking for the new gold regions, cannot do better than by embracing the present opportunity. For freight or passage, apply to JOHN OGDEN, 116, WALL STREET; OR RODERICK W. CAMERON, 167, BROADWAY.

STEAM COMMUNICATION Between Liverpool and New York.

THE GREAT BRITAIN,



Screw Steamship, 3,500 Tons, CAPTAIN B. R. MATHEWS,

(Late Commander of the Great Western and City of Glasgow Steamships.)

WILL be despatched on SATURDAY, 1st MAY, from LIVERPOOL direct to NEW YORK; and on SATURDAY, 5th JUNE, from NEW YORK to LIVERPOOL.

RATES OF PASSAGE FROM LIVERPOOL TO NEW YORK.

After Saloon..... 20 Guineas. Fore Saloon..... 13 Guineas. " a few Midship Berths at... 15 Guineas.

RATES OF PASSAGE FROM NEW YORK TO LIVERPOOL.

After Saloon..... 90 Dollars. Fore Saloon..... 55 Dollars. " a few Midship Berths at... 60 Dollars.

Including Steward's Fee, the attendance of an experienced Surgeon, and all Provisions, except Wines and Liquors, which will be supplied at moderate prices.

No Storage Passengers taken.

FREIGHTS FROM LIVERPOOL TO NEW YORK.

Fine Goods, 60s. Sterling per Ton Measurement, Coarse Goods, Hardware and weight according to agreement, without Primage, if paid in Liverpool; or with 5 per cent. Primage, if paid in New York; at Four Dollars and Eighty Cents per Pound Sterling.

From New York to Liverpool, Freight will be taken at the current rates.

Apply in Liverpool, to Messrs. GIBBS, BRIGHT & CO., or in New York, to RICHARD IRVING, 98, Front Street.

PERRY'S ELASTIC BANDS.

FOR placing round PAPERS, &c., for sale at the MERCURY OFFICE, Buede Street Stairs.

These Bands will stretch three times their natural length without danger of breaking, and in all cases where a proper size is selected they will hold parcels firm and compact, and yet allow of considerable addition or reduction.

In addition to the above, there is a great variety of uses, too numerous to mention, for which these Bands may be applied with advantage, and new applications constantly suggest themselves.

They are made of two thicknesses; and may be had of various sizes.

—ALSO—Perry's Double Patent Elastic Penholders.

Quebec, 24th Oct. 1851.