

ARRIVAL STEAM SHIP CALEDONIA.

43 DAYS LATER FROM EUROPE. The Caledonia steamship arrived at her moorings in Boston harbor on Saturday, at half past 11 o'clock, A. M. She sailed from Liverpool on the 4th inst., and consequently she has had a passage of 15 days.

The Caledonia left Halifax at half past 11, P. M., on Thursday, and ran to Boston, 396 miles, in 36 hours, making the passage from Liverpool to Boston in 15 days.

The most startling and awful intelligence that the steamer has brought us, is that of the total loss of the American packet ship Governor Fenner, bound for New York, with 124 souls on board, all of whom perished with the exception of the captain and mate.

The McLeod affair and the boundary question had caused much talk in England, the former, at one time, being the all-engrossing topic.

Parliament has been occupied principally with subjects of little interest to the American reader. The trial of the Earl of Cardigan in the House of Lords is the principal topic of conversation. The trial occupied the whole of Tuesday, the 16th ult. The court returned an unanimous verdict of "not guilty," the Duke of Cleveland asserting "not guilty, legally, upon my honor." The evidence failed to prove the identity of Captain Tuckett, as described in the indictment.

A good deal of discussion took place in the Commons on the 1st inst. the most important point of which was a declaration by Lord Palmerston, that he saw nothing likely to arise which could lead to an interruption of the friendly and pacific relations between France and England.

The total net produce of the post office revenue in Great Britain, up to the year ending Jan. 5, 1841, is officially stated to be £247,664.

The Queen and Prince Albert both remain at Buckingham Palace. Both attended the Haymarket Theatre on the evening of the 27th ult.

The German Opera is announced to commence at Drury Lane, under Bunn's management, on the 5th of this month; and the Italian Opera on the 9th, by Laporte. Theatricals in England appear to be at a very low ebb.

Six hundred and forty-eight thousand passengers were conveyed, during the last six months, upon the Great Western Railway, without a single fatal accident to one of them.

The Thames Tunnel is now 1133 feet 8 inches in length, and the excavation of the shaft has been made to the depth of 23 feet, leaving only about 750 feet more to be completed.

Sir Wm. Colebrooke is to succeed Sir John Harvey, Governor of New Brunswick, who has been recalled.

The Globe (Ministerial paper) announces that her Majesty is again in an "interesting situation," at once exciting the hopes and sympathies of the nation.

The steamer Acadia performed her outward passage in thirteen days and a few hours.

The packet South America reached Liverpool in fifteen days and a half.

The French Colonial Minister has sent orders to the French West India Islands, in consequence of the infamous treatment of the female slave and the acquittal of her owner, that henceforth all private prisons are abolished, and that slaves can only be confined in the public prisons, and that at least one-half of the judges must be sent from France, with some other minor regulations.

The result of the discussion on the secret funds in the French Chambers, was 235 against 145.—The debate on the 27th ult. showed some pretty sharp shooting between Messrs. Thiers and Guizot.

It was rumored in Paris that the French Cabinet was disposed to offer its mediation to arrange the McLeod dispute with the United States.

The report that Charles Kean and Ellen Tree have been privately married, is contradicted by the Court Journal.

FULL PARTICULARS OF THE LOSS OF THE GOVERNOR FENNER.

One of the most dreadful disasters which has taken place for many years occurred on the 20th ult. by the loss of the American ship Gov. Fenner and 122 lives!

The Governor Fenner was a ten year old ship, built at New York, and recently repaired at Liverpool, and strengthened, at an expenditure of \$5000, with a number of iron knees. She was about 300 tons burden, and was considered in every respect one of the best and most seaworthy of the vessels of her class. She was the property of Messrs. Andrews & Co., of New York. The commander, Captain S. E. Andrews, was of the firm, and owned a quarter of the vessel.

The following is the account given by Mr. Carter, the mate of the Governor Fenner, of the collision:

"About five minutes past two o'clock, on Saturday morning, we saw the lights of a steamboat. It was my watch on deck, and I immediately called the captain. The steamboat came up about a point and a half on our weather-bow, we having at the time our larboard tacks on board. We thought she was coming on head to us. We had no light but that of the binnacle, on the quarter-deck; and, I believe, it is not considered necessary or prudent for sailing vessels, clear of the land, to carry a light. We waited as much as five or six minutes to find out what way the steamer was really coming, and the captain ordered the man at the wheel to put the helm hard a port, so as to give a clear berth.

If the steamboat had done the same, we should have gone clear of each other a long way—per-

haps a mile. The Captain, as soon as he ordered the wheel to be put up, went forward to look out. I then looked over the larboard side, about the main rigging, and saw the whole bulk of the steamer. I said to the man at the helm, "She is on board of us!" This was about a quarter past two o'clock. The vessels came in contact, notwithstanding our ship paying off. When the clash took place, I heard the Captain call out several times, "For God's sake, save yourselves, the ship is sinking!" The jibboom of the ship struck the funnel of the steamer, and her bowsprit afterwards rested on her. On the third surge she gave. I believe, down she went, bow foremost. The taffrail was the last thing we saw of her. She filled very quickly. She had on board a heavy cargo, including a quantity of iron and other heavy goods. The watch on the deck at the time consisted seven men, the captain and myself. All the others on board were asleep below.

The captain also sang out to the man at the helm to relieve the wheel. He was formerly mate of the Belvidere, and came on board to work his passage to America; and we intended to make him second mate of the ship next day. All the men, at first, went forward with me to the cabin, who was standing between the night heads, but they afterwards went aft, as the ship sunk, to be as safe as possible on the higher part of her hull. I stood some time, and attempted to go aft, with a view to save my wife and others, by lowering a boat. She, however, sunk so fast that I was obliged to give up the idea in despair. I left the captain and went to the starboard side.

I stood there a few seconds, till the water was, perhaps, two feet deep, as far as the mainmast, and was fast gathering still further aft, her head being then nearly under. I scarcely know what afterwards occurred. I got up, somehow, into the fore rigging, and thence on to the larboard fore-yard, which then crossed the steamer.—When the ship sunk so far that I was from six to eight feet of the steamer's deck. I let go, and dropped down among some sheep. I lay some time rather confused, and did not attempt to rise, as I thought I might become entangled with a rope which passed over my shoulders, and as I thought, was part of the bowsprit running rigging of the ship. I then got up.

The cry on board the steamer was that she was sinking; and, I believe, a passenger on board lowered the boat left on the davits, on the larboard side, but she unhooked from the tackles when she touched the water, and the painter not being fast, she drifted away from the vessel. All the lights they could muster in the steamer were lighted for some time. The engineers and others went below, and found that though she was leaky they could keep her free. She had her fore and aft sails and foretopsail set at the same time. I was on board about three quarters of an hour before I found that the captain of the ship was there. I had seen my wife, who was a little sea-sick, about twenty minutes before in her berth, and gave her a drink.

The captain, when I first saw him in the steamer, was without his hat, and on seeing him (informant) he said, "Good God, is this you! Is there any of the crew saved?" I said, "I do not know; I did not know what became of you after I missed you off the ship's bow." Her hull was under water before I got off. The foreyard, from which I dropped down, was broken on the steamer as she was going down; and also, I believe, the top-sail yard, as our foretopmast studding-sail boom, which was rigged out at the time, (the wind having been for some time fair in the evening,) was left on the steamer's deck. I afterwards looked, but could see nothing of the ship or her masts. The last time I observed the watch on deck, they were on the starboard side of the quarter deck. One man sang out, "For God Almighty's sake save me!" I did not hear the others. I had a quantity of my wife's and my own clothing and other articles on board, worth about £50. All were lost.

FROM THE CONTINENT.

The continental news is not of the slightest interest or importance.

FRANCE is beginning to disarm. Marshal Soult has announced to the Committee on the Budget of the Chamber of Deputies, that the expenditure of 1842 would be reduced by 23 millions of francs, and the effective force of the army by 60,000 men. The Paris journals complain of the financial embarrassments of France, caused by her military operations. A report that the ministry would connive at an alteration of the Fortification Bill in the Chamber of Peers, limiting the fortifications to detached forts, has been contradicted by the Minister. A committee appointed to report on the bill relative to the fortifications, had decided in favor of the principle of the measure, by a majority of six against one.

IN SPAIN the elections have been the chief topic of interest, which ended entirely in favor of the Liberal party.

The political clubs in Madrid had been closed without opposition.

IN PORTUGAL the military preparations have been laid aside, with the settlement of the Douro question which occasioned them. A measure is proposed to retain two bodies of National Militia, which were formed during the late expectation of war.

GERMANY still continues her warlike preparations, and without any apparent cause.

THE CIRCASSIANS are stated to have gained several important successes over their oppressors. One of the strongest forts of the Russians had fallen into their hands. The contest is said to have been sanguinary, after a desperate resistance the whole of the Russian garrison was put to the sword.

THE SOUTH AUSTRALIAN journals, received in London, to the 25th Sept., contain startling accounts of the outrages by the native wreckers of the country, and the summary vengeance taken upon them by the Government.

TURKEY, EGYPT AND SYRIA.

The dates from Constantinople are to the 8th ult. On the 4th, a conference was held at the Ministry of Foreign Affairs, between the Ambassadors of the four Allied Powers and Reschid Pasha, who had entirely recovered from his late illness. Nothing had transpired respecting the object.

The Sublime Porte announced on the 4th, in a proclamation, the conclusion of the Egyptian question.

The Sultan expressed to Masloun Bey his satisfaction at the manner in which he had conducted the negotiations with Mehmet Ali.

The whole Ottoman fleet had reached the Bay of Marmorice, and on the 5th a portion of it set sail for Constantinople. The rest was to have followed in a day or two.

It was expected that Commodore Napier would shortly repair to Smyrna with one or two ships of the line, and the remainder of the fleet would proceed, partly to Malta and partly to Syracuse.

Advices from Alexandria are to the 7th ult.—Ibrahim Pasha was expected at Alexandria, at 10 o'clock, to ascend the Nile on the 8th or 9th ult.

The plague still continues at Alexandria and Rosetta.

LONDON, Wednesday, March 3.

The European intelligence that the Caledonia carries out you will find of little interest or importance; in fact, there has been no political news of consequence during the last two or three weeks.

The excitement here was intense when the news respecting the arrest and imprisonment of McLeod was promulgated, and the funds slightly declined in consequence. That excitement is now over, and the funds have recovered—the public being under the impression that the next advices from the United States, both as regards the case of McLeod and the Boundary Question, will place these difficulties between the two Governments in a more favorable position.

MONEY MARKETS.

London Stock Exchange.—The news carried out by the Acadia of the forced return of McLeod to confinement, produced a temporary decline in the market, says the Spectator, but it almost immediately recovered.

Saturday, Feb. 27, Twelve o'clock.—Prices are heavier this morning, in consequence of the pressure for money. Consols for Money have been done at 88 3/8, which is 3/8 lower than the highest quotation of yesterday; while the price for the Account is 89. The premium for Exchange Bills has improved 1s. and is quoted at 6s. to 8s. India Bonds have been done at 13s. in the Foreign Market stock is in great demand; but the only business that occurred has been so low as 23 3/4; the market has, however, since improved, and there are now sellers at 23 7/8 for Money, and buyers at that price for the Account.

March 1.—Our last reports from Havre, which are of the 27th ult., state that Cotton, though rather less inquired after, nevertheless fully maintained its value. The sales for the last two days were restricted to 1,233 bales, and consisted of 679 bales Louisiana, at 67c. to 102c.; 47 Floridas, at 87c.; 25 Mobiles, at 87c.; 224 Georgias, at 100c.; and 50 bales Jamaic, at 160c.—London Chronicle, March 2.

London Corn Exchange March 2.—The wheat trade continues exceedingly flat for both English and foreign at Monday's prices. With a large supply of oats, there has been a good demand at the same rates. Other articles are unaltered.

London Tea Sales, March 2.—At the Tea sales to-day, about 6,200 packages passed auction, out of which about 3,700 were sold. A fair proportion sold at better prices than the sales of the 25th ultimo. Cosgous is 71d. to 7s. 7d.

LIVERPOOL COTTON MARKET, March 1.

The demand for Cotton throughout the week ending the 20th ult. was extensive, and prices advanced 1-8 per lb. on previous quotations. The sales of the week amounted to 47,750 bales, including 17,300 American on speculation, and 450 for export; 28,590 N. Orleans, to 31d.; 7,460 Mobile, &c. 51d to 71d.

March 2.—The demand for Cotton to-day has been limited, and the sales amount to 3000 bags at steady prices. The transactions have been chiefly to the trade of American descriptions. In speculation 300 have been taken. In export nothing is reported.

WATCH RETURNS. Eastern District, March 21. Jane Heath, Eliza Ann Griffin and Louisa Thomas, blacks, were locked up. 22—Two white females were brought in.

Middle District.—March 21. William Watson, charged with beating Christian Lyburn, was brought in by the Police. A colored man having a bag of sugar in his possession, was arrested, but proving that he became lawfully the owner thereof, he was released. 22—John A. Kenly was brought in intoxicated—released by Justice King. Mary Gauze was arrested for disturbing the peace of Falls Avenue. A negro was locked up, and in the morning reprimanded, for strolling the streets. Two loafers applied for lodgings.

Western District, March 21. Margaret Curtis and Mary Ann Corsey, col'd. were imprisoned for intoxication and riotous conduct. Jas. Griffin was found at 31 o'clock, lying in the market-house, drunk, and taken to the watch house.—2 individuals applied for lodgings. 22—No disturbance of the peace last night, and the only occupant of the lock up was John Goodal, who applied for lodgings.

APPOINTMENTS BY THE PRESIDENT.

Vincennes Decker, Register of the Land Office at Vincennes, Indiana, vice A. Badollet, resigned. William P. Briggs, Collector for the district of Vermont, vice A. W. Hyde, removed.

TURNER, WHEELWRIGHT & MUDGE, PAPER DEALERS, No. 3 SOUTH CHARLES STREET, HAVE FOR SALE—AMES' PAPERS: 25 cases No. 3 Ruled and Plain Cap 10 do do do do do do 25 do Fine do do do do 5 do Superfine do do do do 5 do Ruled Cap, long folio Ruled. SOUTHWORTH MANUFACTURING CO. PAPERS. 10 cases fine Ruled Post 5 do fine Plain do 4 do fine Ruled Cap 3 do super-fine Counting House Cap 2 do do do do 4 do super-fine Ruled Blue Post. HUDSON & BUTLER'S PAPERS. Fine, superfine, Extra do. first class Post, ruled and plain Fine and superfine Caps and Ledger Paper. Printing Papers, of every size and quality Blank, Playing, and Enamelled Cards Binders, Trunk, and Randox Boards Wrapping Papers, of every size and quality. Tissue and Log Paper. [A] mh17

WINTER ARRANGEMENT.

GREAT SOUTHERN UNITED STATES MAIL LINE, DAILY TO THE SOUTH. THE ONLY LINE connecting the GREAT WEST MAIL, and the only DAILY LINE.

TRAVELLERS FOR THE SOUTH, are informed that, by taking the Cars at Baltimore for Washington at 4 P. M., they proceed, via Washington, Frederickburg, Richmond, Petersburg, Weldon, and Wilmington, N. C. to CHARLESTON, S. C., reaching Charleston the latter morning after leaving Baltimore, and one day in advance of the Bay Line—the Companies on the route being bound by the Postmaster General to make the following quick Schedule:

Leave Philadelphia	8 A.M.	reach Baltimore	2 P.M.
Washington	3 P.M.	Washington	5 P.M.
Baltimore	4 P.M.	Fredk'sburg	12 M.
Washington	3 P.M.	Richmond	5 P.M.
Richmond	5 P.M.	Petersburg	7 P.M.
Petersburg	7 P.M.	Weldon	1 A.M.
Weldon	1 A.M.	Wilmington	1 P.M.
Wilmington	1 P.M.	Charleston	at 5 P.M.

As this Line carries the Great Mail, (which cannot be delayed,) and is almost entirely a Railroad Line, it will be performed at once, that the Traveller, making a somewhat extraordinary contingency, is sure of a connection throughout, whilst it is evident that Foes! BOVEN WATERS!! and Storms!!! must often occasion delay in a Route, more than two-thirds of which is by the Bay—the traveler being also subjected to sea-sickness, and incurring unnecessary risk, from Boats being urged to the top of their speed, to compete with the more DIRECT ISLAND ROUTE.

The above line will be found not only the most certain and expeditious, but the most attractive, as it passes through the Seat of Government, and in sight of Mount Vernon by daylight, and through Fredericksburg, Richmond, and Petersburg, the largest and most flourishing towns in Virginia. It is also cheaper to Richmond, and as cheap as the Bay route to Weldon; and travelers have no expense or trouble with their baggage.

This is much the nearest, quickest, and cheapest route to the interior of Virginia, North and South Carolina—at Petersburg, Va. commences the route by way of Raleigh, N. C.—145 miles of Rail Road from Petersburg to that city. Stage Lines branch off from Raleigh Rail Road to the old Piedmont Line, to Milton, Danville, &c., and to Knoxville, (Tenn.)

This is the only Daily Line to Richmond and Petersburg.

For the Raleigh and Gaston Rail Road through to Petersburg, Va. For further information and Through Tickets, apply at the office of STOCKTON, FALLS & CO. Adjoining the Philadelphia Rail Road Office, 412-47 PRATT STREET, Baltimore.

661 BALTIMORE-ST. HATS AGAINST THE WORLD. Not all the World has the Honor of wearing the Hats of our own make, which he is determined to sell low for cash. His prices are uncommonly low for the quality of the Hat: Splendid Russia Hats at \$2.00; fine Short Nap Silk Hats, made on Russia bodies, warranted water-proof, for only \$2.50; Fur Hats, from 1.50 to \$3.00; Calf Netro Hats \$4; Claret Beaver Hats 4.50; White Russia Hats, at from 2.50 to \$3.50. He would invite the public to call and examine his Hats, for he is confident there is no Hats in the city to compare to his at the above prices. All Hats purchased of me will be ironed over and put in shape free of charge. 64 3m POLYDORE E. RILEY.

LOOK HERE! LOOK HERE! BOOZ'S COMPOUND SYRUP OF HOREHOUND, AND ARTHURIC AFFECTIONS of the Breast and Lungs, will remove the severest cold in twenty-four hours—I have certificates in my possession substantiating the fact. In not one instance has it been known to fail. Any person using the Syrup according to directions, and finding no relief, the money will be returned. Price 27 cents per bottle. Call and prove its efficacy. JAMES BOOZ, No. 2 Fleet street, [A] 62-1m P. O. P. int. Baltimore.

WOOD ENGRAVING. C. T. HICKCLEY, having established himself in the above business at the CLIPPER OFFICE, No. 7 N. GAY STREET, respectfully offers his services to the public, for the execution of any orders with which he may be favored.

Which all commands performed with neatness and celerity. He invites those who wish to be assured of his ability, to call as above and examine specimens. 63-4f

THE MARYLAND ARCADE Against the WORLD for CHEAP HATS!

No. 661 Baltimore-st., opposite Tripolett's alley, And 4 doors W. of Boel's well known Auction Store. mh18-4f

CASH FOR NEGROES. The highest cash prices will at all times be given for Negroes of both sexes, that are slaves for life, and good titles. My office is in Pratt street, between Sharp and Howard streets, and opposite to our firm SPANISH MATTING, and that my agent can be seen at all times. All persons having Negroes to sell, would do well to see me before they dispose of them, as I am always buying and forwarding to the New Orleans market. I will also receive and keep Negroes at twenty-five cents each, per day, and forward them to any Southern port, at the request of the owner. My establishment is large, comfortable and airy, and all above ground; and I have a complete order, with a large yard for exercise; and is the strongest and most splendid building of the kind in the United States. And as the character of my house and yard is so completely established, for strength, comfort and cleanliness, and it being a place where I keep all my own, I will not be accountable, for the future, for any escapes of any kind from my establishment. mh3-4f HOPE H. SLATTERY.

LIME! LIME! LIME! THE subscribers respectfully inform their friends and the public, that they have on hand, and intend keeping a constant supply of superior Alum and Bottom LIME, (burned in a conical kiln, so highly recommended by our firm SPANISH MATTING, and that they are prepared to sell the same at the kiln at 33-1/3 cents for cash, for first quality. As our object is to furnish a first rate article at the lowest possible price, we respectfully solicit a share of public patronage.

We have also on hand, about 5,000 bushels Oyster Shell and Air Baked ALUM LIME, which we will sell on favorable terms, for farming purposes. HUGH DOWLING & SON, Corner of Britain and Madison-sts., Balt. Orders sent from any part of the United States for Lime, for building or agricultural purposes, immediately attended to. mh3-4f

THE GENUINE VEGETABLE PILLS. AN EFFECTUAL CURE FOR GONORRHOEA, GLEETS, STRICTURES, &c. &c. Of all the remedies yet discovered for the cure of these complaints, the Vegetable Pills have been the most effectual, so they have never been known to fail to effect a permanent cure. They are mild and pleasant to take, yet powerful in their action, and may be taken without the knowledge of the most intimate friend. These Pills are put up in square boxes, with full directions accompanying each box. For sale by SAM'L CAREY, corner of South & Baltimore-sts. JAMES O. McCORMICK, N. Gay-st., O. T. THOS. J. PITTS, Fell's Point. Washington City, by W. H. WOOD, cor. 13th street and the avenue. CHARLES STOTT, corner of 7th street and the Avenue. In Georgetown, by O. M. LINTHICUM.

SPANISH MATTING, AND CHEAP WOOLLEN CARPETING. AT 76 MARKET-ST., CORNER OF HOLLIDAY. WILLIAM JEFFERYS has just received, and is now supplying, for SPANISH MATTING, an additional supply of WOOLLEN CARPETING, at 75 cents per yard. He has now in Store, in addition to the above articles, Fine and Super Ingrain, Three Ply, and Brussels CARPETING; Cotton and Hemp 20-4 Tufted and Brussels RUGS; Venetian Carpeting; Dutch Rods; Table and Piano Covers; Door Mats and Window Blinds; Waxed and Colored Carpet Chains; Rag Carpets; Green and Fancy Figured BAIZES—together with a variety of articles, which will be sold low for cash. Also, Table and Floor OIL CLOTH, of various patterns. mh3-4f

WANTED IMMEDIATELY. Good White and colored Cooks—2 White women as daily maid for the country—2 Nurses for the country—2 Chambermaids—3 House keepers. All persons with excellent places. Also wanted to hire a colored boy. Apply at the Intelligence office, corner of Baltimore and Frederick sts. mh3-4f