

until some great mind appears upon the scene, all attempts of the kind will only end in sacrifice of life unnecessarily, and merited discomfiture.

EXPLOSION OF THE POWDER MAGAZINE.

THE inhabitants of the City were startled from their sleep at midnight, of Thursday, by a sudden explosion, which shook their houses, drove in window sashes, broke the glass, and created general alarm. Some few who saw the explosion, describe it as preceded by a sudden burst of light continuing for the space of twenty seconds, and then a report louder than the loudest thunder, and a violent eruption of debris discharged into the air. When the shock had subsided there might be seen high up against a leaden colored sky, a large black cloud of portentous shape, slowly sailing away and gradually diminishing towards the east. Whether it was an earthquake, or an extraordinary meteor, or that an explosion had taken place on board of one of the ships of war, or at the powder magazine, or that a comet had come into collision with the earth, none could tell in the confusion of the moment. The alarm quickly spread, and then as if by instinct attention was generally directed to the magazines at the north end of the city, and it was soon ascertained that the one containing the Merchants' powder had blown up. On reaching the scene of disaster a melancholy sight presented itself. A range of dwelling houses on the Campbell road, nearly in front of the magazine, and not more than 150 yards from it, were completely shattered, and the inmates buried under the ruins. The first care was to rescue them, and all were got out, some unhurt, and others injured; several of them severely. Those who needed help were at once conveyed with the utmost care to the hospital. The alarm bells soon called a crowd of citizens to the spot, but beyond the explosion there was no fire—and that providentially was confined to one building. Had it taken effect upon the other three the mischief might have been incalculable, as they were full of powder, and the smallest of them was packed with loaded shells. They escaped, with many marks of the force of the explosion, on the roofs and in the bursting of windows. All the houses in the vicinity were very much shaken, and some of them, besides those enumerated, entirely destroyed.

We visited the scene of disaster again in the morning—when the effect of the explosion could be more correctly estimated. Its chief force appears to have been spent in an east and west direction. Eastward the wharf and the building on it, and a large quantity of shingles and lumber, seem entirely destroyed. On this side is the harbour, where the force of the shock was dissipated. Westwardly the houses on the Campbell road were but as feathers to resist the force of the explosion. The large stones of which the magazine was built, were forced into the ground, which was ploughed all around into pits and gullies. The new barracks nearly in the line of its direction west, and about four hundred yards distant, show its force in a surprising manner. They offered a long range of resistance, and where that was not composed of brick or stone, it has given way entirely. There is scarcely a whole sash or pane of glass left. When the explosion burst through the east window, it as instantaneously broke through the west, so that on both sides of the building from basement to roof the wreck in this way is complete—on the west also, which is the opposite face of the building, a portion of the lead was turned up from the roof as though some one had been engaged in tipping it off. At this distance a large stone at least 3 cwt. struck the roof east, at some fifty feet high; went through and fell on the ground on the other side. Another stone of considerable size must have struck the granite pavement, off which it has chipped a piece that despoils it of its fair shape. Large stones of a cwt. may be seen over portions of the field, and some were hurled as far as the road leading past the Admiral's house.

Besides the houses on the Campbell road, we are sorry to learn that Mr. McAgly has suffered a considerable loss in buildings, and lumber material. The new dwelling house occupied by Mr. Kaye, and which was an ornament to that part of the city, has been considerably injured. Other houses in the vicinity must have sustained partial damage, but we have no particulars.

A miserable horse that was grazing close to the magazine, presented a disgusting spectacle, part of his head gone, disemboweled, and otherwise disfigured.—A remarkable circumstance connected with a shed, in which were six cows, may be noticed. The shed could not be found at all after the explosion, but the cows were discovered quietly grazing within a few yards of where it stood. None of the Magazine-guard were hurt, and felt nothing except the violent shock. They were not a hundred yards distant, but were fortunately protected by the other Magazines and by their southerly position, from its direct influence.

Conjecture is busy as to the origin of this disaster. It will probably never be discovered. There is no doubt however, of the great danger of having powder magazines in such close proximity to the city, and at only a few yards distance from a public thoroughfare, and

dwelling houses. Nor does it appear that the strictest care and caution is at all times exercised by those who have to approach them. We trust that the serious consideration of the government will be directed to removing them to a more isolated spot, and that the precautions adopted will prevent alike incendiary designs, and the possibility of accident in future. We regret to have to record that an old man severely injured by the falling of timbers of one of the houses is since dead. He was a stranger who had come to the city to sell a horse and had taken lodgings in one of the houses so suddenly destroyed. The rest we believe are likely to recover. The building blown up contained about 10,000 lbs. powder.

We make the following extract from a letter of the Revd. H. Pickard, to the Editor of the *Wesleyan*, in this City, and published in the last No. of that paper. Mr. Pickard along with the Rev. Mr. Churchill, went passenger in the Steamer *Niagara*, as Representatives of the Conference of Eastern British America, to the British Wesleyan Conference. Such brotherly notices of our excellent Bishop, who makes himself useful wherever he goes, will be appreciated by all who love their Church, and respect its authorities:—

"Our trip across the wide Atlantic was a very comfortable one. You may recollect that the Steamer *Niagara*, in which we embarked, left the wharf about 4 o'clock, A. M., Friday, the 19th ult.; and on Sabbath last we landed in time to attend Divine Service in the forenoon in the Brunswick Street Chapel, in this place. We had a very agreeable company of fellow passengers, among others the Rev. Dr. Sanson, just returned from his mission to Canada, Rev. Bishop Binney of Halifax, John B. Gough, of world wide temperance celebrity, who comes to Great Britain under an engagement, I believe, with some temperance organization in this country for a three years' course of lectures in England and Scotland; Professor Gray of New York, &c. &c. Bishop Binney gave us, on Sabbath morning, after reading prayers, a very excellent evangelical sermon."

THE MINING ASSOCIATION QUESTION.

THE papers state that the delegates from Nova Scotia, Messrs. Johnston and Archibald, have succeeded in effecting a settlement of the long pending dispute between this Province and the General Mining Association. They give no hint upon what terms this has been done, and we shall perhaps first know of them through some of the periodicals of the sister Provinces or Colonies. The Legislature has yet to scrutinize and pass upon the agreement. This *veni vidi vici* mode of settling a question that has for the last thirty years disturbed the public equanimity suggests the idea—that if it could be done so easily at last—why could not the expence of a delegation have been spared? And there is much in it reflective upon the conduct of previous Provincial statesmen, who will now lie open to the charge of keeping this "bone of contention" not for the purpose of serving the public by snarling over it, but just to further their own designs, and as a means to increase their popularity on this side the Atlantic, or their consideration at Home on the other, with the Government and parties interested in the dispute.

BOAT RACE.

THE Boat Race advertised and talked of for the last fortnight, between Mr. John Lithgow's *Wide Awake*, and Mr. Welsh's *St. John Boat Neptune*, took place on Wednesday morning. It was a beautiful clear day, wind about north west, a good breeze, and a short sharp wave, tipped with foam all over the harbour, rather rougher than at the time of the match for the championship, but well adapted to try the stamina of the men and the quality of the boats. The start took place from the Pyramus, at 11 a. m. by signal gun. Abreast of Connor's Wharf, where we stood, and which may be reckoned one-third distance down, the *Neptune* was nearly three quarters her length ahead, her crew pulling a longer stroke than the *Wide Awake's*. We understand the advantage was increased going down and around the Island. It is said that on returning the *Wide Awake* lost time by getting too close to some of the wharves. Be that as it may when again abreast of Connor's Wharf the *Neptune* was three lengths ahead. Past this point however, a change soon became manifest, the long oars and stroke were telling upon the *Neptune's* thews and sinews, and the *Wide Awake* gained upon her opponent and lessened the distance between them, until at the termination of the race the *Neptune* was just half a length in advance, winning by two seconds, and winning fairly and handsomely, time 31m. 45s. The race owing to previous excitement growing out of the former match, drew a large number of people to the various wharves, and created much interest. The *Neptune's* crew were escorted to their lodgings by a large concourse of people with much cheering. We noticed in New Brunswick paper a week since an

absurd story about the *Neptune's* crew being badly treated upon a former occasion—nothing more is necessary to refute this, than the way in which they were treated on their present triumph.

That the *Neptune* is the superior boat, is we think evident. The great difference in the resistance of the water could easily be seen. While the *Wide Awake* was borne down and the spray flew over her by the strength of the rowers, the *Neptune* mounted the waves dry and smoothly, showing the sky under her keel at every stroke—a great advantage in such a short lap. We have no doubt that an improvable hint may be taken from her construction—had the thwarts of the *Wide Awake* been an inch further aft, it would have been in her favor. We should like to see the powers and skill of the men tested by the Halifax crew pulling in the *Neptune* and vice versa, for something that would induce both parties to do their best.

The Rt. Revd. Dr. Cronyn, Bishop elect of the Diocese of London, Canada West, was a passenger in the *Circassian* steamer, from Portland, on Monday last. He is on his way from Canada to England, where we understand his consecration will take place—and sailed in the *Circassian* for Liverpool, on Tuesday morning.

The Provisional Bishop of New York had been occupied with extended Visitations of the parishes in Otsego, Delaware, Greene, Albany, Schoharie, Saratoga, and Essex counties, in his diocese, in the course of which, on Tuesday the 28th ultimo, he visited the parish of St. John's, Essex, Essex County, holding a special ordination in the chapel at Bouquet, when he admitted to Priest's Orders the Revd. J. Newton Fairbanks, (deacon) the minister of the Parish. Mr. Fairbanks is the son of S. P. Fairbanks, Esq., Barrister, of this city, and an alumnus of Windsor College.

OCEAN STEAM ENTERPRISE.

WE are glad to learn that the *Circassian* line of Steamers is likely to pay. It has had already a large passenger patronage, and as much freight as the boats could take. We understand that they are all that can be desired as safe and good sea boats, and in civility and attention on the part of their officers. The *Circassian* it is said was unable to take freight which awaited here, to amount of £700 on her last trip.

A deaf and dumb man, (Mr. Stephens, a practical printer,) is about to publish a newspaper at Windsor, to be called the *Avon Herald*. Such an enterprise depends for success more upon the quality of the article put forth, than upon any physical incapacity of the party who undertakes it; but we should hope that if it can keep its place amongst other periodicals, that the sympathy with human infirmity will have some weight in leading to its more general and hearty encouragement and support.

A Correspondent of the *Miramichi Gleaner*, under date of Shippegan, July 31, observes as follows with reference to the late disastrous gale in that quarter:—

"I have held conversation with most of the well informed and experienced of the survivors; they all agree that there was not wind sufficient to raise such an unaccountable sea as ran during the gale, and from all the accounts we have been able to collect, we are persuaded that the cause must be from some great convulsion of nature; they state that the sea ran to the height of fifty feet, and that the top of each sea formed a cone or sugar loaf shape; all the boats that upset were on the top of these seas, and in one instance a boat was hurled down like a ball from the top of some high hill, then turned over and turned up upright. At the entrance of Big Tracadie Gully, another was turned over stern foremost, and all on board perished. In running before it the boats felt a tremendous motion, as if they would be shaken to pieces, along with sudden jerks, so as to throw or pitch a stone off the deck. One boat had her cabin jerked out, another rode out the gale in ten or fifteen fathoms water. The crew describe the sea as similar to a pot of boiling barley soup over a sharp fire, bubbling up stones, sand, and gravel all around them, and the sea changing its hue and colors until it became terrific to look on. Some boats that took in seas at 35 or 40 fathoms of water, after bailing out found a large quantity of sand and gravel left. This must show that there was some singular and great commotion at the bottom; and boats falling down into the trough of the sea, in these soundings felt a sensation as if they were going to ground. One boat off Tabusintac was upset as described above, and next day was found drifting up Miramichi River, picked up and taken into Neguac, with one dead body on board. This shows that a dreadful current must have been running to the southward, as she was found, in about 24 hours after wards, nearly 30 miles in a straight line from where the accident happened, her route might double that distance or more."

The Honble. Member B. Almon and family, came out in the R. M. Steamship *Canada*, from England on Tuesday.