

COLONIAL.

New Brunswick.

Our obituary this day contains a name which, from various circumstances, is so associated with all our recollections of St. John, that we can hardly realize to ourselves that the bearer of it no longer lives among us; and while recording, with deep regret, the death of the late Honorable WARD CHIPMAN, we cannot but offer a passing but imperfect tribute to the memory of a man so justly entitled to any mark of respect which it is in our power to pay.

The late Chief Justice was grandson to the Honourable William Hazen, one of the earliest settlers of this place, and the only son of the Honourable Ward Chipman, a Massachusetts Loyalist, the first Recorder of this City, being nominated such in the Charter, afterwards for many years a Judge of the Supreme Court and Member of His Majesty's Council, and at the time of his death administering the Provincial Government, which devolved on him upon the decease of Lieutenant-Governor Smyth. He himself held various important public offices, being successively Advocate General, and Clerk of the Courts—Recorder of the City, Solicitor General, and Puisne Judge of the Supreme Court. In 1834, he was appointed Chief Justice, which office he held until the close of the last year.

Born in this city, where his early education was also received, and in which, since the commencement of his professional career, he has constantly resided, except when absent on public duties, he has always taken a lively interest in its advancement and prosperity; and we may say with truth that no one has passed from us who possessed greater claims, by his many virtues and high qualifications, to the public esteem and veneration, and few, if any, have enjoyed in a higher degree, the confidence and regard of all classes.

It is almost needless for us to say how faithfully he discharged his various duties—as a zealous and able advocate, a learned, upright and patient Judge, a discreet and diligent legislator, holding not merely the position of a member, but presiding in each Branch, first as Speaker of the Assembly, and afterwards as President of the Legislative Council.

He was a truly pious and consistent member of the Church of England, to whose doctrine and discipline he was warmly attached, and ever a liberal benefactor to her support.

It is well known that, feeling the increasing pressure of bodily infirmity, he retired, at the close of the last year, from his high office. The estimation in which he was held by his Sovereign, and the marks of regard and respect shown to him by the members of the Bar in the Province, on his retirement, we have before recorded.

The late Chief Justice has left no children;—but his widow, his aged mother, and a large circle of relatives, are left to mourn the loss they have sustained in the death of one so justly endeared to them all.

At a meeting of the members of the Bar resident in this City, which took place yesterday at the Office of the Honourable Solicitor General, it was resolved, that, as a mark of respect for the talents and urbanity of the late Chief Justice, they would attend his funeral this day in their robes.—St. John N. B. Courier, 25th.

LAUNCHED from the building yard of Messrs W. & R. Wright on Thursday last, a splendid Ship of about 1000 tons register, called the J. A. No further comment is necessary than for us to say that she is one of the Messrs. Wright's best ships, so far as respects materials,—and the only real imitation of a clipper yet built at this port. She will be commanded by Captain R. Wright, and we trust she may yield the enterprising builders such returns as they justly merit, and such as their sales hitherto might lead us to anticipate.

Launched on Saturday the 22nd instant, from the Building Yard of William Potts & Son, a splendid new ship called the Senator, 908 tons register. This superior vessel is composed of American White Oak, Pitch Pine and Hackmatack, and is considered by competent judges for beauty of model and excellency of workmanship, not to have been surpassed if ever equalled in the Province.—Temperance Telegraph.

APPOINTMENTS TO THE N. B. LEGISLATIVE COUNCIL.—We have heard that the following gentlemen will shortly be elevated to the Legislative Council of this Province.—The Hon John Montgomery, member for Restigouche; W. H. Steves, Esq., member for Albert; T. Gilbert, Esq., member for Queens; with John H. Ryan, Esq., of the Mill Stream, King's County, and D. Wark, Esq., of Richibucto.

The elevation of the three gentlemen first named, will cause vacancies in the several counties which they now represent in the Assembly.—New Bruns.

Canada.

CANADA.—A despatch to the News Room states that the Hon. John Young, Chief Commissioner of Public Works, has been elected for the City of Montreal.—N. Brs.

Friday, was one of the most stormy nights ever experienced here. For ten years previously it had not been so thickly blown so strongly. It snowed so thickly too that it was quite impossible to see further ahead than a few yards. The damage to the shipping, as was anticipated, has been considerable. In exposed places, to use the words of the Mercury, along the river numerous small boats have been sunk or totally destroyed. In

the Cul de-Sac, a large sloop, laden with wheat was sunk, and a bateau laden with wood was broken up. Yesterday it snowed lightly at intervals. This morning the weather is mild and there are appearance of more snow.—Quebec Morn. Chronicle, Nov. 24th.

A body, supposed to be that of an American Fisherman, was discovered to be lying on the beach at New London, on Friday, the 14th inst., it was immediately taken charge of by James Campbell, Esq., and conveyed to a house, and as soon as a coffin could be prepared, he was interred in the nearest church-yard. But what his name was, or to what vessel he belonged, remains unknown. The flesh was entirely off his head and face, so that nothing remained but the bare skull, his hands were also off by the wrists. His dress consisted of a blue shirt, jacket, waistcoat and trousers of blue pilot cloth, a suit of oil clothes and a pair of American made boots. There were no papers found, but on his right arm were two marks resembling a heart and a half moon; he was about 6 feet high, and stout in proportion.—He has indeed found a grave among strangers, but it may be a consolation to those who mourn lost friends, that every act of kindness and sympathy which humanity could suggest, or the most affectionate friend desire, were performed for his mortal remains.—Com. to Hazard's Gazette.

New South Wales.

Accounts have been received from this Colony to the 18th August, and they are most flattering both as to the quantity and quality of the gold round about Bathurst. Sydney was deserted. The receipts per week into the town were said to reach £20,000 to £25,000—the Government armed escort brought about £10,000 per week.

The steamer Severn arrived on the 4th and brought mails from New Zealand and Sydney.—She brought two packages of gold valued at £1,200, and 15 packages of diamonds valued at £25,000. The Sydney news states that gold is most plentiful in Frederick's Valley, and that the gold diggers are making rich harvests. Lumps of gold from 12 lbs. to 14 lbs. have been found. The men in the Valley rounded about £250 worth of gold in two days. The gold is found in large quartz veins. An immense quantity of gold has arrived at Bathurst. A mail is to run daily between Sydney and Bathurst.

AMERICA.

United States.

A SCHOONER CAPSIZED AND THIRTY PERSONS LOST.—The scho. Newbold, Capt. Maine, was capsized a few days since on Lake Michigan with about thirty persons on board, all lost. She was on her passage from Chicago to Grand Traverse, with full supplies for a lumbering establishment at the latter place.

There has been a little more "stringency" in money matters the past week, owing in part, probably, to the failure of the houses of Harnden & Co. and Gardner & Bartlett. These caused a temporary panic, but they are not of a nature to create serious alarm, or reflect permanently on the money market. The stock market is rather dull and transactions limited. We think, however, that a better state of things will be felt when the cotton crop has more fully gone forward.—Boston Daily Mail.

STEAMER SUNK.—The new steamship El Dorado, 1900 tons, built for the Chesapeake route, and advertised to sail on the 26th, capsized in the gale yesterday, at New York, and her windows being open, filled and sunk. She must have been rather cranky for an Ocean steamer.—H.

NEW YORK, NOV. 21.—A Crash.—About noon to-day, a portion of the wall of Gregory & Harman's brewery fell upon the blacksmith shop of R. Hoe & Co., crushing it in, and instantly killing two men named McKay and Brown, and injuring Robert Sears and William Conquest.—It was feared others were buried in the ruins, but we have not heard of any being discovered.

FIRE.—The Ithaca Falls woollen cloth mills were destroyed by fire last evening. Most of the cloths were got out, some in a damaged state, but the machinery was all destroyed. The insurance amounted to \$21,500. The loss is estimated at \$30,000 over the insurance. It is presumed to have been the work of an incendiary.

FRIGHTFUL CASUALTY IN NEW-YORK.—One of the most painful casualties, involving a frightful loss of life, which has ever been our duty to record, took place on Thursday afternoon at the Ninth Ward School House, in Greenwich Avenue, when fifty little children, boys and girls were, without a moment's warning, hurried into eternity.

The School building is a large five story new stone edifice, built, as was supposed, in the most thorough going manner. The stairway is of that description known among builders as a U-stair-case, flagged with stone on the ground floor.—In the rear of the building there is another stairway; but the principal mode of access to the School-rooms is by the well-staircase.

Shortly after two o'clock on Thursday, all the pupils being in the building, the principal of the female department Miss Harrison, was suddenly seized with a fit of paralysis, and fell fainting from her chair. The pupils became alarmed, and two or three ran out to procure assistance for her.

Seeing the children running, some inconsiderate person in the street raised the cry of "fire," the Bell on Jefferson market station, which is within a block, was quickly struck, and in a moment a crowd gathered round the School House. The alarm of fire having been communicated to the pupils, rendered them almost frantic with excitement, and they all rushed out in a body, from the four floors, crowding down the street by means of the well stair-case. In the excitement of the moment, the children were some of them forced over the banisters, others leaped down, and were instantly killed by falling upon the pavement at the bottom of the well, and finally the rush became so great, that the banisters gave way, and the children were precipitated down, more than fifty steps, and piled one on the other at the bottom of the well. The confusion can be better imagined than described. The poor, unthinking infants all screaming with fright or with pain, followed so swiftly one on the other, that many who were not injured in the fall, were smothered by those who fell on them; and worse than all, the street doors opening inwards, were closed by the mass of children against them, so that it was impossible to open them from the outside, and there being no egress for those who arrived without injury at the bottom, they were crushed and smothered by those who fell upon them.

As soon as the nature of the excitement was known to them, the teachers displayed the most praiseworthy presence of mind. Miss Louisa McFarlane, one of the assistants in the primary department, placed herself in the doorway, and did all in her power to prevent the affrighted children from rushing out, and the other teachers did as much, otherwise the destruction of life must have been much greater. So impetuous was the rush, however, that five of the teachers, two, Miss Margaretta L. Smith, and Miss Cornelia L. Barnes from the female department, and three, Miss Ellen D. Traphagen, Miss Louisa McFarlane, and Miss Julia Blake, from the primary department, were forced over the banisters, and fell with the children into the well. They were, however, happily not seriously injured.

The time in which all this took place was much less than that we have occupied in describing it.—Meanwhile the excitement in the street was intense. The alarm of fire had collected a dense crowd, and though the police were early on the spot, in strong numbers, they had a great difficulty in obtaining a passage through the excited assemblage. Finding all their efforts at forcing the front door useless, the police entered the building by the back way, and broke open a door leading into the well, from the basement. The children were then taken out, alive and dead, and conveyed to the Station house near by, followed by a large number of mothers and sisters, each one anxious to ascertain if their own little relatives were uninjured. In the station house the wounded were placed in cots, and efficient medical aid immediately summoned. The dead were laid out to be recognized by their friends.—We are incompetent to describe the heart rending grief of the searchers, while looking among the mutilated bodies for their little ones. Accustomed as we are to frightful casualties in this city, we have never seen an occasion that called so loudly for the sympathies of the beholder. Many mothers were there, who but a few minutes before had equipped their only children for school, and now were suddenly called from home, to look among the mutilated bodies for all that remained of their offspring. Others there were, who after searching in vain for their lost ones, again and again turning over the ghastly remains, were almost prostrated with joy at discovering their children alive and well. We leave mothers and fathers to imagine the scene, as they only can; describe it we cannot.—New York Courier & Enquirer, Nov. 22.

MISCELLANEOUS.

THE INFLUENCE OF RAILROADS.—A Railroad Convention was held at New Haven, Conn., on the 13th inst., for the purpose of taking active measures to finish an air line from New York to Boston. A number of very excellent speeches were made, but the one made by Prof. Silliman, who has returned recently from Europe, presents something so new on the subject that it cannot fail to interest our readers.

He adverted to those portions of Europe where he had lately been, that possessed railroads, as being inhabited by a people of superior intelligence. For example, in those parts of Italy, particularly in the Pope's dominions, where railroads did not exist, there was squalid misery, rags, and the most importunate begging, while in Tuscany and Lombardy, and other parts of Northern Italy, the people showed a better spirit, a high degree of prosperity, and there railroads prevailed. In England and Scotland the progress of railroads was wonderful. The country was covered with them, and he had been on some of them on which the trains went at the rate of seventy-two miles per hour by the watch, while the average was fifty miles. They moved faster than the wind, or the winged dove; and it was impossible but that some accidents should take place. He hoped that this should be a model railroad, not only in point of construction but for the vigilance of its police. In Germany he saw all along the railroads, a man in charge of every mile, with a signal ready to give warning in case of danger. Though in these countries they were ready to sacrifice men in hecatombs, there was less loss of life and limb by railroads in Europe than here; and Europeans showed a commendable care which Americans lacked. He was not

so much in favor of going ahead as some people. It was better to look ahead first, and then go ahead. For want of precaution many went ahead and broke their heads.—N. Y. Scientific American.

FRENCH OFFICERS AMONG THE KAFFIRS.—It is stated that a French officer of distinction named Parel, is among the Kaffirs, as a leader of the forces against the English. He is said to have acquired a great ascendancy in the country by his bravery and intelligence.

REMARKABLE DELIVERANCES OFF PRINCE EDWARD ISLAND IN THE GALE.—Some of the fishermen returned from the scene of the late terrible disaster in the Gulf of St. Lawrence, relate hairbreadth escapes. The F. M. Dyer, Capt. Dill, of Wellfleet, in the height of the gale, was driving on to the breakers, when a chain cable fell overboard, and brought the vessel directly round, heading to the sea, thus enabling them, casting off the cable, to get out of danger. Vessels were saved from coming into contact with one another, and thus destroying both, only by great exertions and the wonderful providence of God. A young man by the name of Rich, of Truro, was washed overboard by a sea on the Saturday night of the gale, and, being struck by the main boom, was wholly disabled in one arm.

With heavy boots, many clothes, never having swam in his life, and the night very dark, there appeared little hopes of his recovery. A rope coming across his arm, he seized hold of it and pulled to get from under the water, which brought him up to the vessel, and they took him on board securing him by the collar. Another man, washed overboard by the same sea, was washed back into the vessel on the returning wave, and on his telling the crew that another hand was overboard they tackled the vessel, and thus the rope came in contact with Rich. Probably a hundred more equally remarkable providential occurrences could be narrated by those in peril.

ELECTRICITY.—It has for sometime been believed that we were on the verge of making some extraordinary discoveries as to the application of Electricity and Magnetism to the great purposes of life. The following extract from a letter, sent us by a friend in Dundas, will be read with the deepest interest as indicating a discovery which may probably affect the most important changes in the economy of light and heat. Mr. Bates, who has made this discovery, formerly resided in this city, and was the original projector of our Mechanic's Institute:—"Mr. Bates, of this place, has made a very important discovery. Some time ago, from the published description of Payne's alleged production of light by means of the decomposition of water, Mr. B. seized the conception that this simple subtle element might be produced by the more natural means of the decomposition of atmospheric air, as being in its nature more congenial with light, and as a medium of its transmission of much less density than water. Contemplating from this source a result similar to Payne's, he was encouraged to enter upon a series of experiments, and has now hit upon a simple and ingenious method of producing light of snowy brightness, from a peculiarly modified decomposition of common air—a method which combines clear smokeless brilliancy, with absolutely perfect safety, with extreme cheapness, (such as must put out of use gas, or carburetted hydrogen) with simplicity, and with facility of management and control in augmenting or reducing its intensity at pleasure. He intends shortly to exhibit it to the public, and to apply for protection by patent."—Examiner.

DOMESTIC.

A MAN KILLED.—There is a report in circulation, and we fear it is too true, that a poor man by the name of Currey, residing on the Backland at the East Bay, lately met with a violent death, by means of a wound inflicted in a quarrel which arose at a ploughing frolic. The unfortunate deceased refused, just previous to his decease, to disclose the name of the party who thrust the weapon, which caused his death, into his body. Such is the report; and it is further stated, that Mr. Coroner Robertson has proceeded to the east Bay, to investigate the facts connected with this lamentable transaction.

Just as we were preparing to go to press, we learned that a report had been received, stating that the Coroner's Jury had returned a verdict that the deceased died by the visitation of God.—Cape Breton News.

MELANCHOLY ACCIDENT.—A boat with four men in her, laden with boards and shingles, whilst going from Seatarie to Main-a-dieu, on Saturday morning last, was capsized and the men in her drowned. Such is the presumption, from the fact that the boat was picked bottom up, and the hats of the men were found in some fishing nets. There is no doubt but that the poor fellows have met with a watery grave. Their names are—Hart (leaving a wife and seven children); Haley (leaving a mother who depended upon him for support) and the two Whalens, all of Main-a-dieu.—H.

WRECK.—The ship Lord Clarendon, Hannah, Master, hence for Liverpool, G. B., is reported ashore at Low Point. It appears that during the gale of Saturday night last she broke her tiller and one of her rudder irons, and being thus disabled, the master was obliged to seek this port.—A pilot was taken on board Monday afternoon, inside of Flint Island; and about 8 o'clock, during a snow squall, the ship grounded, and became totally unmanageable. There is a party of men engaged getting out the timber with the hope of lightening the ship, and getting her off.—H.

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