

COLONIAL.

New Brunswick.

DARINO ROBBERY.—The shop of Mr. W. H. Vanning, Watch Maker, King Street, was broken into during last night, by getting into the yard in the rear of the building, and then forcing open a small door, seldom used, in the alley connected with the house. This door was fastened with bolts, and a large and heavy work bench stood against it—the door yielded to the pressure from without, the bench was upset, and the burglars entered. They appear to have had a lighted candle, and went about their work very leisurely and methodically. We learn that as nearly as Mr. Vanning has as yet ascertained, about 25 watches, some of them very valuable, have been stolen, and also a selection of all the best and most costly gold rings and other jewelry, together with some silver spoons. Mr. V. has not yet obtained any information as to the robbers. We trust they will be discovered, and meet with their deserts.—St. John Observer, Oct. 29.

It is understood that the Executive Council were in session last week on the subject of the appointment of a successor to Chief Justice Chipman, who has resigned that high and important office; the result of their deliberations, however, has not yet transpired. Various reports on the subject are abroad, but as they cannot be depended upon, we deem speculation useless.—lb.

ACCIDENT AND MIRACULOUS ESCAPE.—On Monday evening last, as two men, named James Reece and Samuel McCracken, belonging to the detachment of Royal Artillery stationed in this Garrison, were returning from Partridge Island in a small boat, one of their oars broke, and a strong wind prevailing from the Northward, they were unable to manage her with the remaining oar, and she rapidly drifted out to sea. While in this situation, they passed close to a brig at anchor near the Island, named, we believe, the Ophelia Ann, but those on board refused to render them the least assistance, and in a short time they were far out in the Bay. Finding that they were beyond the reach of all assistance, and night coming on, they put the boat before the wind, and continued steering in that direction. The night was the coldest we have had this fall, and the force of the wind caused the waves to dash over their frail vessel, which in a few minutes would have engulfed them; still they kept on their course, and after being exposed to the elements for two nights and one day, with a morsel of any thing to eat or drink, their boat was thrown upon the rocks near the entrance of Digby Gut, and stove to pieces. They laboured by clambering over the rocks, and reached a habitation where they were treated in the most hospitable manner. They afterwards took passage on board a schooner, and arrived here on Thursday, entirely recovered from the effects of their perilous voyage.—New Brunswicker 2nd.

THE RAILWAY.—The Nova Scotia Government have appointed the Hon. Joseph Howe, Provincial Secretary, as a delegation to represent that Province in the United Kingdom, with a view to urge the British Government to give the required aid for the construction of the great Railway through that Province, and, failing in that, to endeavour, we presume, to get a loan through other parties. We believe that Mr. Howe will be an able advocate for the cause in which he is engaged, but we very much doubt whether he will be successful in his suit with the British Government. There is one thing to be considered in the matter, that if this Railway is built, and the steamers run only from Halifax to Halifax, the distance being so much shorter, it is more than probable that instead of the enormous amount now paid for the transmission of the mails, a much smaller sum will only be necessary, provided the contract be thrown open to public competition. We hope that Mr. Howe will also bring before the notice of the Hon. Government, the injustice of depriving these lower Colonies of the weekly mails, and upon them the property as well as the negligence at once directing the steamers to run to Nova Scotia as it has now been proved that no great amount of time has been effected by the Great Western steamer America, which sailed from Halifax for two o'clock yesterday morning, but did not arrive two hours previously from Boston.—Chronicle.

SEIZURES.—On Wednesday night and Thursday last the Officers of the Prov and Roy. Department at this port seized at Sand Point the inside of Manawagon Island, about 140 gallons of spirits, and a horse and cart.—lb.

At a meeting of the Directors of the Bank of New Brunswick, on Tuesday last, Thomas H. Millidge, Esq., was elected President of the Board, in the room of the late Thomas Leavitt, Esq., and F. A. Wiggins, Esq., was elected a director.

Mr. Wiggins, has also been elected President of the Marine Assurance Company, in the room of Mr. Leavitt.—lb.

NEW VESSEL.—Towed through the Falls, on Saturday last, by the Steamer Forest Queen, the beautiful ship Mahonga about 700 tons burthen. She is the property of Mr. John W. Craig, and built expressly for him, by Mr. Samuel Smith, at Oranochto. The material of which this fine vessel is constructed is Tamarac and native Oak, the growth and produce of that section of the Province. It always gives us pleasure when we are afforded an opportunity of speaking favourably of domestic industry and enterprise—in this instance we are doubly gratified—first in the en-

terprise of Mr. Craig in the undertaking to build so magnificent and expensive a vessel, and secondly in the skill displayed by Mr. Smith in its construction and finish. So far as we are judges of such matters, we have no hesitation in saying, that she will stand competition with any vessel built in any country on the face of the globe.—Chronicle.

GREAT FRESHET.—Within the last week the water in the River St. John opposite Fredericton has risen twelve feet. The damages done to hay on the island in the neighbourhood of that City is considerable, but by far the heaviest loss will fall on the owners of timber and sawed lumber, which was on its way to the market; shingles, clapboards, logs and square timber have gone adrift, and are scattered along the shores in almost every direction. We understand that the cause of this unusual rise of water was a continuance of rain and snow storms on the upper waters of the St. John. The first snow fell at Madawaska on the 21st instant to the depth of several inches. Last year the first snow fell in Fredericton on the same day.—Head Quarters

We learn from the Fredericton Reporter that two barns, filled with hay and grain, and owned by Mr. A. C. Pomeroy, of Mountroyal, were recently burned to the ground. The fire was caused by lightning.

ST. ANDREWS AND QUEBEC RAILROAD.—We are happy to announce, that on Monday last the laying of the superstructure to remove the iron rails of the Railroad, was commenced at the eastern end of this Town, and already considerable progress has been made with this part of the work. We observe, also, that Katy's Cove Bridge will be completed within the time specified, and that the line as far as Chamcook Lake will be ready for the rails in the course of next month, when we hope to see the "Steam horse" at work on the line.—St. John's Standard.

Canada.

The duties collected at the port of Quebec from Jan. 1st, 1850, to the 10th of October, amount to \$2,116,347, while the amount during the same period last year was \$2,147,000, showing an increase of \$30,653, or about one per cent during the year.

Upper Canada papers report that Vice-Chancellor James Hall has resigned his office, and will retire on a pension of \$1,000 per annum, to be paid for the present Master in Chancery, as a specimen of a salary to Mr. James Hall.

The British North American Electric Telegraph Company, it is reported, are to meet on Oct. 9th, at the residence of Mr. G. G. Sprague, Esq., at present Master in Chancery, in connection with the new law in connection with one of the wealthiest men in the upper Province.

At a public meeting recently in Bytown, the inhabitants agreed to contribute the amount of £50,000 towards purchasing steamships in the Bytown and Front at Rimouski. This, remarks the Montreal Examiner, "is the way to carry out works of public utility."

THE REMAINS OF PRESIDENT TAYLOR were removed from Washington on Friday morning in the six o'clock train to Baltimore, in charge of Col. Joseph P. Taylor and Col. Bliss. They proceeded with their charge to Baltimore at the clock by express train to York, and on to the steamboat to Louisville, Kentucky, the resting place of the brave old patriot.

MISCELLANEOUS.

By the kindness of a friend, we have been favoured with the perusal of a letter from Cuba concerning the late movements of the Spanish Government in that island, &c. It is dated Matanzas, Sept. 15th, 1850, and says that, on the evening of the 7th and 8th of the present month, fifteen persons, all Cubans, were arrested by the government and put in prison, charged with being spies and revolutionists; many, however, were their escape from the island. The writer of the letter then goes on to recapitulate the names of these arrested men, among whom we noticed that of Don Francisco de la O. Garcia, Don Saturno Hernandez, and others of the most influential and wealthy men on the island. Among those who escaped, was Col. Francisco Hernandez Moraga, an officer in the National army, and his brother Don Pedro.

It is said that these men who are arrested are some of the most wealthy and influential persons in Cuba, and though they have been taken up only on the mere suspicion of being spies, the whole country around including even the soldiers and officers of the army itself, are disaffected, and dark mutterings of discontent are frequently heard. By the intervention of some officer of the government, one or two of the gentlemen were released, and managed to leave the island. The principal officers of the grand army and even some of the government emissaries, it is said, disapprove of the course taken, and would perhaps, on the first opportunity, resist the government in so doing.

We should not at all wonder if something was on foot once more to start a new revolution for the establishment of republicanism to that island.—Boston Mail, Oct. 26.

PORT AU PRINCE.—By an arrival at Philadelphia from Port au Prince we learn that political matters there continued in a very unsettled state, which had the effect of halting the already contracted commerce of the island. It is said that the friendly mediation of the foreign representatives has been positively declined. On the 30th of September, over two thousand men marched

from Port au Prince for the South; and on the same day, over one thousand men embarked on board the Hayti en Fleet. The cannon and other warlike implements from the fort, were taken on no other than first hands, and the articles were sent at a very low rate.—lb.

St. Domingue.—We learn from Capt. Chas. of the brig Vandana, that the Dominican government was making great preparations to repel the intended invasion of the Haytiens. The fleet consisting of one ship, one bark, three brigs, and a large number of schooners, was fitted out at St. Domingo City; also, every male inhabitant was enrolled. The fortification was undergoing repairs.

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The cholera is making sad ravages in the country near the Gulf Coast. At Orizaba, in a population of 25,000, there had been 6000 cases and 1100 deaths. At Guadalupe there had been, up to Aug. 29th, 3174 cases and 1534 deaths.

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The insurrection, headed by the chief, Melendez, which has for so long a time distracted the Southern provinces, has at last been suppressed.

News from Havana to the 20th inst. has been received. They were expecting another expedition. The steamer Pizarro went out on a cruise on the 19th, and a frigate, with another steamer, were bound out as soon as the weather would permit. There was a great review of the troops about Havana—amounting to six thousand men—at 1 o'clock on the morning of the 20th.

The Washington National Intelligence, of Saturday, says that the British Government has withdrawn all its demands for port and other duties, from the harbour of San Juan de Negras, and the navigation of that made river and the Lake is unobstructed and is fully open to American enterprise.

NEW SCOTIA.—A Nova Scotian—A correspondent to the New York Herald, writes from St. Domingo, Sept. 29th—We had a very severe gale here on the 15th and 16th of this month. During the gale they were obliged to cut away the mast of the English brig Eliza Helen, anchored off a city, being heavily laden, the sea soon ran her fore and aft. Every inducement was offered to any person who would go out and take the crew, who were all sick with the fever except the steward, but the danger was so great that none dared venture. Captain William Healey, of the bark Alert of Barrington, Nova Scotia, (who had also recently lost his vessel, with that generosity of feeling and scorn of danger, which always characterises a true sailor, with those of his men, in the midst of the hurricane, boarded the brig in a small launch, and rescued all hands from a watery grave.

Major General Sir Patrick Ross, Governor of St. Helena, died on the 25th August last.

We are informed that contracts are being made with parties in this Province, to furnish the sleepers for the contemplated railroad across the Isthmus from Chagres to Panama.—St. John News.

HONOUR TO A NOVA SCOTIAN.—The honorary medal from Lloyds has been awarded to Capt. Cook, of Yarmouth, for his humanity and intrepidity in saving the lives of the passengers on board the ill-fated American Ship Caleb Gimmshue—an occurrence which must still be fresh in the memory of his countrymen.

THE AFFAIR OF THE CORMORANT WITH THE BRAZILIAN FORT.—We are enabled to state that the conduct of Commander Schomburgk, of the Cormorant, steam-sloop, on the coast of Brazil in capturing four slavers, and avenging the insult to the British flag, by demolishing the fort that fired at him, has not only been approved by the Admiral of the station and the Admiralty at home, but has been justified by the authorities at Rio.

Capt. Rogers, of Brig. Ruth Eliza, from St. Thomas, brings a report that the Brig. Eliza Helen, Clements, of this port, and the Barque Alert of Barrington, were driven ashore during a gale of wind at St. Domingo about 12th of August and wrecked.—Chronicle.

"TYPES" OF THE TIMES.—The late Mayor of Washington is a Printer; the Lieutenant Governor of Massachusetts was a Journeyman Printer; Mr. Burgess, member of Congress for Rhode Island, was a Journeyman Pressman; there are three Printers in the Senate of Pennsylvania, and six in the House, and at least twenty in the Legislature of Massachusetts.

A gentleman from Aroostook County informs the Bellist Signal that crops there have never been better than they are at the present season. Potatoes and grain of all kinds have turned out remarkably well. The quantity of wheat raised he estimates sufficient to supply the whole population for the next two years.

Some of the Southern States are organizing for the purpose of withdrawing their custom from the North,—it being the intention of the movers to decline business with the abolitionists.

During a severe squall on the 27th inst., two schooners were capsized off Cape Ann.—One from Boston bound to Gloucester, the other not known. The crews of both were saved.

The United States will receive by the steamers that leave San Francisco, from Sept. 1st Sept. 1850, to the 1st Jan'y, 1851, at least fifteen millions dollars in gold dust.

A white crow was caught at Kennebec, Me., a few days since. It is a rare specimen of the raven species.

The London Times has sent a commissioner to the United States to "take notes and report" on the state of affairs in the great Republic. His arrival in New York has created no little excitement and remark.

John McDonough, a millionaire, died of cholera at New Orleans, on the 12th ult. He was a native of Baltimore, and leaves, it is estimated, about a million of dollars. He gives \$16,000 and a house to his sister, Mrs. Cole, and \$25,000 annually to the American Bible Society. The bulk of his property, amounting to over \$1,000,000, is bequeathed to the corporations of New Orleans and Baltimore, for establishing schools and asylums for the poor. A large sum is also bequeathed to the American Colonization Society.

The President and Secretary of the Navy have granted to the United States Central Committee at Washington a first class national frigate or steamer, for the purpose of transporting specimens of American products, manufactures and inventions, to the World's Fair in London.

The British ship Asia, Capt. Watt, arrived at this port yesterday from Calcutta, with a cargo of muscad, &c. This is the first English vessel which has arrived at this port from India, under the amended navigation laws.—Boston paper.

Machia is now in communication with the rest of the world by telegraph, a station having been recently established there.

ANOTHER DISCOVERY.—Mr. Payne, who lately announced the discovery of a method of decomposing water by mechanical means, has just made known another discovery, which will be best explained in his own words:—

"I have, with the same views and feelings that I made the first announcement, have the pleasure of stating that I have succeeded in making certain oil repellent, or repulsive to water, when mixed in it. For instance—the waste surface of a vessel's bottom and sides, (of a particular form) from the stern-post to the broadest cross-section, has, by a peculiar electrical state, a repulsive action upon the fluid, which prevents it from coming into contact with the hull, and consequently the vessel does not require to be sheathed with lead or iron, &c. This electrical action is furnished and continued by magnets to excite it, and it is perpetual."—lb.

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DWARREN. MATHIE. No 16 Hall.

JOHN W. from his...

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