

COLONIAL.

New Brunswick.

THE RAILWAY.—In accordance with a Resolution passed at the Public Meeting held in this City on the 15th August, the subscribers for Stock in the Railway met on Monday last at the Mayor's Office, and appointed a Committee of their number to solicit subscriptions in this City and County.

We learn that the Committee have entered upon their duties with energy, and have been met in a corresponding spirit by the citizens generally—every one, almost with exception, taking less or more. About £35,000 have been now subscribed, and it is expected that at least £100,000 may be relied on from the City.—*St. John Courier.*

ELECTRIC TELEGRAPH.—The branch of the Telegraph wires between this City and Fredericton is expected soon to be erected, preparations for that purpose having been made. The British North American Electric Telegraph Association have decided on carrying a line from Quebec to Fredericton, and then join the main line passing through this City, which is a much more feasible plan than carrying it round the north shore of this Province, and on to Halifax, at such an enormous expense. Mr. Torrey, their newly appointed agent, has been in this City the present week for the purpose of making arrangements, and we may expect, before winter, to see the whole line in working order. This gentleman appears to be a most indefatigable and efficient manager. The additional business thus created, will, we hope, in some measure, make up to our line for the loss which will be sustained by the withdrawal from Halifax of the Canada Steamers to and from New York, and the consequent diminished income from the transmission of the English and American news.—*ib.*

CITY POLICE.—The Stipendiary Magistrate has appointed Mr. George Beaulieu to the Captaincy of the Police force, in the room of Capt. P. Burns, whose continued ill health prevents him from holding the situation.—*ib.*

FATAL ACCIDENT.—On Wednesday last as the labourers engaged in loading the new ship *Roscoe*, lying at the end of Morris's wharf, were coming on shore for dinner, one of them, named Owen Broderick, fell from the ladder, and striking his head upon the fender, sank in the water. He is supposed to have been killed by the fall. He has left a wife and family, who are deserving of sympathy from the charitable.—*ib.*

TEMPERANCE CELEBRATION.—A Grand Demonstration was made at Fredericton yesterday, by the Sons of Temperance, who congregated in large bodies from the neighbouring country and from this City. That portion which left here, consisted of a number of about 1000 persons, leaving on Wednesday in the steamers *St. John* and the *Reindeer* the boats being crowded to excess; and many returned feeling much inconvenience therefrom. The Sons formed in procession and passed through the principal streets, headed by the fine Band of the 97th Regiment; and in the evening a Boiree was held at the new Temperance Hall. We learn that the whole affair was well conducted, and passed off with much satisfaction.—*Chron.*

HOUSE BREAKING.—On Saturday night last, an attempt was made by some robbers to enter the premises of Mr. George Carvill, Brunswick Terrace. The attempt was made at the rear of the house, and the servant man, hearing the noise, stepped out of the front door intending to catch the robbers on their retreat, when he was caught by several persons and so severely beaten as to be left insensible. The thieves then made off, and no clue has been found to their discovery.—*ib.*

ST. ANDREWS AND QUEBEC RAILWAY.—The *Standard* states that the road is now ready as far as Chamcook Lake for the laying of the rails; and we are happy to learn that the bridge at Katy's Cove will be finished in a short time, when the rails (which we understand have been shipped from England) will be laid from the lower end of the town to Chamcook; and we may expect that a new and substantial locomotive will be placed on the line this fall.

On Tuesday last, His Excellency the Lieut. Governor left here en route for Canada, and was followed on Wednesday by the Attorney General, who is to meet him in Toronto. This is a pleasing indication of the solicitude of the present Government to do all that circumstances will admit for the welfare of the Province; as we have no doubt that the conference which will take place with Lord Elgin and his Government, will have special reference to the most important points connecting the interests of Canada and New Brunswick.—*Fredericton Reporter* 13th.

Canada.

CHAMPLAIN RAILROAD.—We learn that the Champlain and St. Lawrence Railway have given out the contract for the extension of their line. The contractor is to be paid by 500 shares of £20 each, being £20,000, and the balance, £40,000,

he will receive in the shape of bonds payable in 1860. The Company pay for the lands, which it is estimated will cost £5000.—*Herald.*

STEAMBOAT QUEBEC.—On the trip down on Thursday evening, the steamboat *Quebec*, owing to the darkness of the night, missed her channel, and went aground with great violence, opposite the church at Pointe-aux-Trembles. The *Jacques Cartier*, brought up part of her passengers and freight on Friday morning. We understand the vessel and machinery have sustained considerable injury. An attempt was made by the *Lord Sydney* to tow her off, which proved fruitless. The *Quebec*, it appears, has grounded on a shoal, and has but two feet of water under her. The steamer *Crescent* left on Friday morning at ten o'clock, with the *Quebec's* passengers and freight.—*Gazette* 24th.

LOSS OF OFFICE ON ACCOUNT OF RELIGIOUS PRINCIPLE.—The impression having gone abroad that Mr. Allan, the late Postmaster, gave up his office owing to his having formed the resolution of going to California—the land of gold—he wishes us to state that this is not the fact. He resigned his office, because he could not conscientiously obey the instructions he had received, requiring him to keep the office open on Sabbath for the delivery of letters, as well as receiving them and making up the mail. The surest evidence of religious principle is, when a man makes such a sacrifice as Mr. Allan has done in his maintenance. We trust and hope the loss will be more than made up to him by the countenance and encouragement a christian public will extend to him in the line of business he proposes engaging in.—*Bathurst Courier.*

RECIPROCITY.—A few days since, application was made at the Mayor's Office, for a warrant to apprehend a Deserter from the Rifles who had stolen a musical instrument worth £10, and who was understood to be at Lockport in the State of New York. The warrant was granted, taken to Lockport, and endorsed by a Magistrate there, in return for a similar service previously rendered by the Mayor of Niagara, against a person charged with larceny from the United States. The Deserter was accordingly arrested, and the stolen property recovered. This novel kind of reciprocity in both cases was successful. Another person, who deserted at the time, returned of his own accord.—*Niagara Mail.*

THE JERUSALEM ESTATES.—We call the attention to an advertisement of a pamphlet recently published in Montreal, concerning the Jerusalem Estates. This property was confiscated by the British Government in 1774 and the order became extinct in 1810. The value of the property was from three to four millions of dollars, and there is at present in the hands of the Government upwards of \$200,000 in cash. It is stated that the purpose has this time been altered to auction. Why has it not been devoted to Education according to the instructions issued by the Government in 1814? Within these few years the Order has again re-appeared in Canada, and they lay claim to the whole property. Is it the intention of the Government to endow the Jerusalemites with those forfeited lands and funds? What administration will have the humanity to attempt this? The pamphlet is full of interesting historical details, and the subject of which it treats is of universal interest to the people of Canada.—*Examiner.*

GOLD IN LOWER CANADA.—The *Quebec Chronicle* has it that the Canadian gold mine is one of no ordinary value. The yield is stated to be continuous and affording a competency—employing from 20 to 30 men in its extraction, and net profits about £5 per day. This is from the auriferous gravel, but the editor has seen a piece of the precious metal weighing over a quarter of a pound—as pure as if it had been taken from the smelting pot!—and he adds, that as St. Jerome has been peopled California, and raised it to the condition of a state; it is yet difficult to tell what the Chaudiere may not do for Canada!—*ib.*

ACCIDENT AT THE GOLD MINE.—We regret to learn that a serious accident occurred at the Chaudiere Gold Mine on 24th inst. Mr. Kinn, an experienced miner, was engaged in a shaft which unfortunately was of iron, and was struck by a spark and ignited the charge, causing an immense explosion by which he was most severely injured, one of his legs being fractured, and his face dreadfully disfigured. His case was much lacerated, and a Canadian who was standing near had his thick and leg broken. A little child of six years old was quite close and was blown some distance but in no way injured.—*Quebec Chronicle.*

MISCELLANEOUS.

TURNPIKE SHIPWRECK.—The following case of Shipwreck is reported in the *New York Spectator* of the 15th.

At the time of the disaster, the schooner *Thos. Thompson*, in charge of Capt. Davis, and captained by two ladies, was on her passage from Mackinac, loaded with lumber. The vessel was driven out of her course by the violence of the storm, and on Friday afternoon, when about six miles north-east of this port, she became unmanageable and exposed, precipitating the Captain and crew into the angry flood. Fortunately a spar, which had been lying loose upon the deck, floated near them, and all three grasped it, supposing the vessel had sunk, though she afterwards floated ashore.

For the next twenty-four hours, the three shipwrecked men were driven about at the mercy of the wind and waves, they knew not whether, at the end of which time, (Saturday afternoon) the

two companions of Capt. Davis, exhausted by cold, hunger and fatigue, relinquished their hold upon the spar, nearly at the same time, and sunk to rise no more. Capt. D. supposes that at this time they were somewhere near the middle of the lake.

After the loss of his companions, Capt. Davis was driven about he knew not whether, the only incidents occurring to break the dreary monotony being the sight of two or three vessels. Only one of them came within hailing distance, and this he thinks was on Monday or Tuesday, he is not certain which. The vessel was near enough for him to read her name, and a man whom he supposed was the captain, seemed to see him in the distance, and a toward several of the crew joined him, and looked in the same direction.—Capt. Davis thinks they must have seen him, but the vessel held on her course, and the hope of rescue, which he had indulged a moment before gave place to black despair. He cannot tell where he was at that time.

From that time till he was picked up by the crew of the steamer *Morton*, between 9 and 10 A. M. on Friday, there was nothing to relieve the horrible monotony of his lone, homeless voyage, except that at one time he drifted within a mile of the eastern shore of the lake, but he was then too much exhausted, too weakened and numbed in body and paralysed in mind, to make the attempt to swim ashore.

The pangs of hunger became so pressing towards the last, that the poor sufferer attempted to reach a dead body that floated near him, with the dreadful thought of not dying by eating a portion of a fellow creature, but it eluded his grasp. After this he does not know when he gnawed one of his hands to relieve the pain of hunger, and afterwards he gnawed the other in the same manner.

It is impossible for the imagination to conceive of the horrible realities of such a voyage—during which, for seven days, the poor wayfarer upon the deep, without a morsel of food, benumbed with cold, and with the prospect of death every moment—where day brought an relief and hardly hope, and the long dreary night added to the horror of his situation. It was doubtless the mercy of the elements, that he did not perish, and the operation of a benevolent law, by which the body of a human sufferer is preserved for a time, and is capable of being revived. Capt. Davis has but an indistinct recollection of the trial through which he has passed. For most of the time he was in a state of unconsciousness, and at times he must have been in a state of intense physical suffering, but he does not remember any of the details of his experience.

On being picked up by the *Morton*, every attention was paid to his wants, which his many sufferings had rendered urgent. His wounds were washed and dressed, and he was taken on board at Mackinac, where he was attended by a doctor, and remained in hospital till his recovery. This morning he was quite cheerful, though much emaciated from his long voyage, and the prospect is that he will shortly recover.

THE RAILWAYS OF THE WORLD.—One of the most surprising circumstances attending the erection of railways is the amount of capital which within a brief period has been expended in their construction. According to the statistics of the *London Times*, there were in operation at the close of the year 1849, in the different parts of the globe, a total length of 16,747 miles of railway, on which a capital of £2,367,747,000 had been actually expended. Besides this, it is estimated that there were at the same epoch, in progress of construction, a further extent of 7,222 miles, the cost of which, when completed, would be £2,115,750,000. Thus, when these latter lines shall have been brought into operation, the population of Europe and the United States, for that is in these countries only that railways have made any progress, will have completed within the space of less than a quarter of a century, 23,969 miles of railway; that is, a greater length than would surround the globe at the cost of above £4,000,000,000.

Two examples of the enormous amount of capital expended in the construction of the railways of the world, are the Great Eastern Railway, and the London and North Western Railway. The former, which is now nearly completed, is 110 miles long, and cost £10,000,000. The latter, which is also nearly completed, is 110 miles long, and cost £10,000,000. The proportion of the entire amount of railway capital contributed by Britain is very considerable. It appears that of the entire amount of capital expended on the railways of the world, £51 in every £100, and of the capital to be expended on these in progress, £25 in every £100 are appropriated to British railways.

THE BUREAU OF MINES.—The *American papers* received during the week last, contain a particular relative to the loss of this unfortunate vessel. The name of the vessel was the *John Peters*, William Whitmore, John Rogers, and Peter K. M. They were picked up by the schooner *Carver*, which arrived at New York, near Boston, on Thursday the 12th inst.

The New York Herald gives the following report of Capt. Whitton, of Newburyport, master of the *Carver*:

On Monday, 24th inst., at 3 P. M., I sailed off Cape Sable, bearing N. E. 35 miles, heard a cry, and being unable to see the vessel, I went in sight, beat to windward about a mile, and found it proceeded from the survivors of the crew of the *John Peters*, of St. John, New Brunswick, a new vessel on her first voyage, bound to Liverpool, with a cargo of deals. The bark was capsized on the day previous at 6 P. M., during a severe gale. Capt. W. after great exertions

succeeded in rescuing four men from the raft constructed from deals, having been in the water, immersed to their waists twenty-one hours without food, and in a heavy sea and with little clothing upon them. They were all nearly exhausted when rescued. The raft was merely deals placed together without lashing and held only by the feet and limbs of the men. The Captain, mate, and four men of the crew, were probably lost, when the bark capsized, as the *Carver* passed her within half a mile, she being then keel up, and searched among the drift deck till dark. Four men, including the second mate, died on the raft, and were thrown overboard by their comrades previous to being taken in with by the *Carver*.

JENNY LAMB'S BROTHER.—It will be interesting to many of our readers to hear that John Lamb, mariner, of Stockholm, son of Hans Lamb, Schoolmaster, and brother of Jenny Lamb, the "Swedish Nightingale," was married in the register office in this town to Miss Mary Goe, of Folkestone. John had not seen his sister for many years, until he accidentally met with her the other day at Liverpool, on her professional visit to that place. Jenny presented him with a handful of pocket money, but John, like his three brothers, is able and willing to work for his bread, and at his sister were to offer him an annuity to exempt him from labor, he would not accept of it. He spoke in the most affectionate terms of his sister, stating that she had supported her father and mother since she was sixteen years of age.—*Englishman's Times.*

THE SELKIRK CARAVAN—RAINS.—The Mission Pioneer of the 21st Aug. says, that the caravan from the Selkirk settlement, 600 miles north of St. Paul's, arrived at the Sauk Rapids. The caravans are most of them driven by a single ox, but some use most horses. They were fifty days on the way, and had a wearisome journey on account of the floods.

Mr. Rose says that Selkirk and the region within twenty miles, has six thousand churches, two Catholic and one Unitarian. It has good schools too. The church bell which was carried up through St. Paul, one year ago, for Peoria, the upper U. S. settlement, got stuck in the mud on the way and it is doubtful whether it will ever get there to peal in the distant of time. Those roads and rivers, the sound of the church-going bell never heard.—*ib.*

FATAL ACCIDENT AT THE FALLS.—Yesterday afternoon a fatal accident occurred at the Falls. Mr. Nobbs, a man of about 40 years of age, was driving through the narrow leading down from Drummondville to the Falls, when the horse became unmanageable and backed off a precipitous about 10 feet in depth. Mr. Nobbs jumped from the carriage with the two children, and escaped without injury. Mrs. Nobbs, however, was precipitated down the bank, and so severely injured, that, we understand, she has since died.—*ib.*

The first newspaper says the *Essex Transcript* was printed in London in 1542. The first in Boston was in 1701—only on one side of half sheet of paper—published by John Campbell, who styled himself "Printer of the New England at Boston," and being, I believe, literally the only printer in all New England. May I be pardoned for copying one of his early advertisements? "To be sold by the printer of the paper, the most Noble woman in town, who has had the small pox and measles, as heavy as a horse, as black as a bird, and will wear like a bear's."

CANNIBALS IN THE NORTH WEST.—It is a fact, we hear, not generally known, that a tribe of band of Indians, residing in the country beyond the Missouri river, are addicted to the practice of eating their lower extremities. They are called the "Black Wood Indians," and are regarded with the utmost abhorrence by the surrounding tribes.—*ib.*

THE BARK.—A correspondent of the *Gardener's Chronicle* says, "The sailors should not be washed, but simply rubbed with a cloth, and cut into pieces of one or two inches square, without any soap. Washing the sailor's makes it filthy, and to remove the outside deprives it of the softness on which well grown ribs should possess."

The editor of the *Miraculous Gleaner* has been convicted of libelling John Whiston, Esq., in an advertisement inserted in his paper during the late elections, by an opposing candidate. Damages £1000—awarded £400. We sympathize with our contemporary—and on one the *Miraculous* folk will not allow him to suffer in the flesh.—*ib.*

PANAMA RAILROAD.—The chief Engineer of the Panama Railroad Company, Mr. J. C. Trautman, with nine assistants, sailed from this port on Friday, in the steamship *Cherokee*, for San Juan de Nicaragua, to join his associate, Mr. Totten, in the prosecution of the Panama Railroad enterprise. Large quantities of material to be used in the construction of this road have already been forwarded from the forests of Maine and from this city.

An iron steamer is also in process of construction for the same Company, at Messrs. Ayres' Chelsea Iron Foundry, to be finished and sent round in three or four months. She is 125 feet in length, 22 in breadth, 7 in depth, and will be provided with two powerful engines, as she is to be used in towing large and heavy stores, &c., to different points on the river. Twelve of these boats or scows, also of iron, are built at the above works, as well as several iron water-tanks.—*New York Journal of Commerce.*

Advertisements.

EDWARD BARNES, SADDLER, 10, BROADWAY, N.Y.

MATTHEW H. BROWN, SADDLER, 10, BROADWAY, N.Y.

TIMOTHY A. S. BROWN, SADDLER, 10, BROADWAY, N.Y.

PURE COFFEE, 10, BROADWAY, N.Y.

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W. A. BROWN, SADDLER, 10, BROADWAY, N.Y.

WILLIAM L. BROWN, SADDLER, 10, BROADWAY, N.Y.

JOHN W. BROWN, SADDLER, 10, BROADWAY, N.Y.

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