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Miscellaneous.

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NICHOLAS MUDGE, Esq., Merchant.

I was a passenger in the *Merlin* from St. John's to Halifax, in September last. It was then generally stated on board that the ship's boilers were in a very defective state and she could not be pressed in consequence. After being in the States for some time, I returned to Halifax with a view of taking passage for St. John's on the 12th October, and my business arrangements were made accordingly. On my arrival in Halifax, I called at Messrs. Cunard's office and inquired respecting the steamer for St. John's. I was told there was no steam conveyance, the *Merlin* being unfit in consequence of her boilers being worn out, and the *Ospray* having a short time previously been chartered to bring wrecked goods from St. John's to Philadelphia. On the following morning, Friday 13th, I called again and inquired as to their intentions respecting a conveyance. The reply was, there was none, that a sailing vessel had been offered and that if I called again I should get an answer. I called next day (Saturday) and was then told the Brigantine *Orion* was engaged to take the mails, but this vessel did not leave Halifax until Monday the 16th, four days after the regular period for the transmission of the mails. Three gentlemen from the States who accompanied me to Halifax on their way to St. John's on business, returned home on finding that the usual conveyance by steam was not available, and I was compelled to remain seventeen days in Halifax, as the *Orion* was unfit for passengers; I waited for the next Boat. The mails from Boston arrived on Friday morning 27th October. The *Ospray* did not arrive from Philadelphia until Monday morning 30th and left for St. John's with the Mails at 3 o'clock that evening, nearly four days behind the time when they should have been sent.

NICHOLAS MUDGE.

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JAMES B. WOOD, Esq., Merchant.

I arrived in Halifax from Canada on Wednesday the 11th October. I went to take passage for St. John's at Cunard's office that evening. I was told nothing could be done and was asked to call in the morning. The *Merlin* was then lying at the wharf, declared to be unfit for service. I called as desired on Thursday morning, and was then told that no arrangement would be made until after the sailing of the *Alps* then at the wharf, embarking troops for England. On the following morning (Friday) I called again—saw Mr. Cunard who told me to call at one or two o'clock—that he had been offered a vessel, but had not seen her—I called accordingly, but found that nothing had been done, and in the course of the evening I learned that the *Orion* had been chartered. It was not until Saturday night (14th) that this vessel was ballasted and she remained in port until Monday morning; she then went to sea and returned in the course of the day and finally sailed on Tuesday. It was a matter of common notoriety both in St. John's and in Halifax during the whole of the past summer, that the *Merlin's* boilers were unsafe and should have been renewed some time ago. The breaking down of this vessel was therefore a matter which had long been foreseen.

JAMES B. WOOD.

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EUGENIUS HARVEY, Esq., Merchant.

I am doing a large business with Canada and the States and my business arrangements are based on the transmission of the mails by steamers at regular periods. The recent derange-