

The Sailor Heroine!

BY J. N. W.

AN INCIDENT OF THE LATE LIFE, HAVING OCCURRED IN THE REAR OF ST. JOHN.

[Concluded.]

When the gale had commenced, the Captain's wife appeared on deck, and was told by the cook, who was an Irish lad, "that the main were still laving 'the ship wid the masts." She at once assumed the character of a commander, and instantly ordered that more chain should be paid out. "That be givin' could never be done," growled Mike Shugrove, "because it's all tied round the windmill and tangled in a snarl."

The Daily Tribune.

ST. JOHN, N. B., MARCH 19, 1872.

The Taxes Paid by our Civic Representatives.

Table listing names and tax amounts: Alderman R. S. Dickson, \$16 01; J. G. Forbes, 30 77; H. Duffell, 32 99; J. W. Fisher, 30 77; J. C. Ferguson, 11 57; J. C. Littlehale, 49 04; Jos. Coram, 14 14; W. J. McCordock, 15 02; Councillor Jas. L. Robinson, 15 44; G. B. Pugsley, 30 92; John Kerr, 11 09; B. Coxeter, 15 51; E. S. Flagler, 25 25; Geo. A. Wood, 11 09; U. Drake, 3 34; J. O'Brien, 5 14; Samuel Clarke, 5 44.

At last the slack chain was all paid out, and for a short time the craft lay very still, but it was not long to continue so, and the one anchor down proved insufficient to hold the ship. What was to be done? The best answer was strongly urged to the starboard cat-head and port Shugrove, who had never as yet been to sea, with the exception of his passage from the old country, knew not how to let it go. The lady in fact was ignorant in what way to act in this difficult position, but during all this time of dread suspense, her presence of mind had not deserted her. She had many more voyages over the rough Atlantic with her father, who was an old sea captain, and during her experience of a life on the ocean she had witnessed many great storms and moments of peril. Being familiar with the art of steering a ship, setting sails, or putting a vessel in shape, she had a good share of confidence in herself, and gave correct orders to the cook, who was sadly alarmed, and obeyed what was told him as best he could. "Never mind the other anchor," cried the skipper's wife, "leave the job and mainstay!" This was accomplished after a painfully long time. The head of the job was hoisted enough to give the vessel a cant toward the city. The rigging were hauled sharply up, for the wind had hauled more to the westward. The wheel was placed hard a port by the lady, as she gave instructions to run up the mainstay. This done, the cable was slipped, and away drove the ship, on before the impetuous blast. Mike then sprang vigorously on the job and stave all ballast, both of which he belayed very well, but his most arduous task was to sheet home the refractory sails, and it was only by his enormous strength that he accomplished the achievement. The brave little hands at the helm guided the brig directly for the mud flat to the eastward of the Breakwater. "Be the ghost of no great great mother," spoke the cook, in a loud voice, as he crawled carefully aft and addressed himself to the lady, "you are a broth of a girl, by me sowl you are; it is in my mind of the howl Irish mulla of Killyorey you are my fair and I envy the Captain; proud he should be to be after another day!" On rushed the vessel, and already the ice bound shore was not a furling distant. Mike was standing near the mainmast. Suddenly the ship made one tremendous lurch, which caused her to fall over on her beam ends and stop, sending Shugrove headlong into the cabin, where he soon collided with a door knob and received a sound rap.

Let Us Have Peace!

The News of yesterday remarks on the Legislative Councilship:—"The Editor's services rendered to the Government in times of pressing need deserve such a recognition as the Legislature to his election to the Council would be. Perhaps the Government is of the same opinion. Any man who has not too long ago been elected to the Council, who has the Press keeping up their everlasting wrangling? Is an Editor as good as any other man? Is he as well qualified as the next man for a seat in the Legislature? Is Mr. Willis, of the News, who you doubtless are an 'honorable' some day, when Mr. Willis was elected, all the city newspapers (except the Freeman, which doesn't claim to belong to the Press proper) moved by professional pride, had a good word to say for him; and now when the prospect opens before another member of the Press to obtain a seat in the same Legislature, the same big name should prevail. The Press does itself infinitely more justice by such a course than by the opposite.

Shall We have a Ticket?

The Freeman appears to be anxious for some sort of a test to be applied in the coming Civic Election—something bearing on the School question. It might be well for the Freeman to state exactly what it demands, present its platform, and indicate the candidates to whom it gives a preference. Matters of this description are always more satisfactorily discussed when the public understand clearly the motives as well as the nominal issues of agitation. If we comprehend the Freeman's meaning it desires to have civic candidates pledged not to consider Roman Catholic children as a portion of the city population in sanctioning assessments for school purposes, on the Freeman School list regarded as the sum total of the pupils to be educated, and the assessment to be levied accordingly. Referring to the amount required to meet this instruction of a portion only of the children of the city, the Freeman says:—"It is for the ratepayers to determine now whether they will permit any larger sum than this to be spent. Any more than this will be merely waste. They should question the candidates closely on this point; ask the present members what they intend to do when the school assessment is to be made; ask the new men what they will do if elected, and pledge them all to a right though not niggardly economy. We hope if any candidates are interrogated on the subject, they will report the fact to their fellow citizens at once, that we may learn who are the promoters of the

agitation. If we are to have a Ticket, citizens generally must take part in the game.

Mr. Thomas B. Smith, who died at Toronto, Mass., a few days ago, aged 80, was a gentleman of rare inventive talent. Among his recent inventions was the new method of manufacturing boots and shoes with wire, known as the cable sewing—an invention valued at \$100,000. About 1850 he was appointed by the King of Spain a Governor of one of the Spanish Colonies in the West Indies, a position he held until his resignation. He was a man of whom rare enterprise, good sense, and a fund of anecdote and travel gathered from all parts of the world and from interviews with crowned potentates, had endeared to many friends both at home and abroad.

In the Senate at Albany, on Tuesday, a bill was introduced, repealing the act allowing sectarian schools to participate in the school fund, and all schools using parts of that fund must be under the jurisdiction of the Superintendent of Common Schools. The Comptroller of New York City has reported to the Senate that \$2,454,716 has been donated to charitable and religious institutions from 1860 to 1871.

Recent Publications.

POEMS AND SONNETS BY WILLIAM MURDOCK: J. A. McMillan, St. John. Although Mr. Murdock's ability has long been well known to the members of the St. Andrews Society in this City, for whose delectation some of his pieces have been written, this beautiful volume will come as a surprise to most of our citizens. Most merit hiding for years in Patridge Island, or quietly domiciled in Golding street, while so many more pretentious rhymes have been thrusting their rapidly larger sun than is here set down to him, unless, indeed, he accounts to the Parish of Portland for the bulk of his taxes. Alderman Ferguson's share of taxation, too, seems very light for a successful Merchant, Wharf merchant, and a delegate to Ottawa in the interest of immense public improvements. But these facts before the ridiculous low estimate which the Assessors have formed of the resources of the Councilor Pugsley, who is a large owner of real estate and factories, with a handsome professional income to boot; and of Councillor Flagler, who owns those wooden palaces on King's Square, the "Councillor's" tax is only \$100. As a result of the publication of this statement we expect to hear of a procession of indignant Councilmen marching on the Assessors' Office and demanding that these matters be put right. It is said that some of our citizens are willing to submit to extra taxation for the gratification of being quoted in the newspapers among the "honorable" taxpayers; but what ever falling our Councilmen may have, it is quite clear their ambition does not lead in this direction.

Let Us Have Peace!

The News of yesterday remarks on the Legislative Councilship:—"The Editor's services rendered to the Government in times of pressing need deserve such a recognition as the Legislature to his election to the Council would be. Perhaps the Government is of the same opinion. Any man who has not too long ago been elected to the Council, who has the Press keeping up their everlasting wrangling? Is an Editor as good as any other man? Is he as well qualified as the next man for a seat in the Legislature? Is Mr. Willis, of the News, who you doubtless are an 'honorable' some day, when Mr. Willis was elected, all the city newspapers (except the Freeman, which doesn't claim to belong to the Press proper) moved by professional pride, had a good word to say for him; and now when the prospect opens before another member of the Press to obtain a seat in the same Legislature, the same big name should prevail. The Press does itself infinitely more justice by such a course than by the opposite.

Shall We have a Ticket?

The Freeman appears to be anxious for some sort of a test to be applied in the coming Civic Election—something bearing on the School question. It might be well for the Freeman to state exactly what it demands, present its platform, and indicate the candidates to whom it gives a preference. Matters of this description are always more satisfactorily discussed when the public understand clearly the motives as well as the nominal issues of agitation. If we comprehend the Freeman's meaning it desires to have civic candidates pledged not to consider Roman Catholic children as a portion of the city population in sanctioning assessments for school purposes, on the Freeman School list regarded as the sum total of the pupils to be educated, and the assessment to be levied accordingly. Referring to the amount required to meet this instruction of a portion only of the children of the city, the Freeman says:—"It is for the ratepayers to determine now whether they will permit any larger sum than this to be spent. Any more than this will be merely waste. They should question the candidates closely on this point; ask the present members what they intend to do when the school assessment is to be made; ask the new men what they will do if elected, and pledge them all to a right though not niggardly economy. We hope if any candidates are interrogated on the subject, they will report the fact to their fellow citizens at once, that we may learn who are the promoters of the

agitation. If we are to have a Ticket, citizens generally must take part in the game.

Mr. Thomas B. Smith, who died at Toronto, Mass., a few days ago, aged 80, was a gentleman of rare inventive talent. Among his recent inventions was the new method of manufacturing boots and shoes with wire, known as the cable sewing—an invention valued at \$100,000. About 1850 he was appointed by the King of Spain a Governor of one of the Spanish Colonies in the West Indies, a position he held until his resignation. He was a man of whom rare enterprise, good sense, and a fund of anecdote and travel gathered from all parts of the world and from interviews with crowned potentates, had endeared to many friends both at home and abroad.

In the Senate at Albany, on Tuesday, a bill was introduced, repealing the act allowing sectarian schools to participate in the school fund, and all schools using parts of that fund must be under the jurisdiction of the Superintendent of Common Schools. The Comptroller of New York City has reported to the Senate that \$2,454,716 has been donated to charitable and religious institutions from 1860 to 1871.

Recent Publications.

POEMS AND SONNETS BY WILLIAM MURDOCK: J. A. McMillan, St. John. Although Mr. Murdock's ability has long been well known to the members of the St. Andrews Society in this City, for whose delectation some of his pieces have been written, this beautiful volume will come as a surprise to most of our citizens. Most merit hiding for years in Patridge Island, or quietly domiciled in Golding street, while so many more pretentious rhymes have been thrusting their rapidly larger sun than is here set down to him, unless, indeed, he accounts to the Parish of Portland for the bulk of his taxes. Alderman Ferguson's share of taxation, too, seems very light for a successful Merchant, Wharf merchant, and a delegate to Ottawa in the interest of immense public improvements. But these facts before the ridiculous low estimate which the Assessors have formed of the resources of the Councilor Pugsley, who is a large owner of real estate and factories, with a handsome professional income to boot; and of Councillor Flagler, who owns those wooden palaces on King's Square, the "Councillor's" tax is only \$100. As a result of the publication of this statement we expect to hear of a procession of indignant Councilmen marching on the Assessors' Office and demanding that these matters be put right. It is said that some of our citizens are willing to submit to extra taxation for the gratification of being quoted in the newspapers among the "honorable" taxpayers; but what ever falling our Councilmen may have, it is quite clear their ambition does not lead in this direction.

of successful, at least, in a literary sense.

Mr. Stewart, before parting with his readers, reviews the leading contributions to the QUARTERLY and notes the gift of the productions of the hand of gifted writers who have aided in making the periodical a shining light in Dominion Literature. His parting words are in excellent taste, and can not but intensify the regret which all must feel losing so genial and instructive a literary acquaintance.

Frank Leslie's Gazette of Fashion, for March, is as valuable as ever to the ladies. The fashion plates, patterns, etc., are very full, and the light literature as entertaining and amusing as usual. It continues to be extensively patronized by the fair sex, who find in it much that is instructive as well as temporarily entertaining. For sale at Hall's Bookstore.

Mr. George W. Day has just issued in pamphlet form "The Mysterious Stranger; or Memoirs of the noted Henry Moore Smith." It is a neatly printed account of the Life, Career, Imprisonment, Escape, etc., of one of the most extraordinary characters of our Province has ever seen. It reads like the wildest romance, and yet is literally true. For sale at the Bookstore. Price 30 cents.

[For the Evening Tribune.]

Wreck of the "Sarah Sloan." GRAND MANAN, March 15th, 1872. On Tuesday evening, March 12th, about 9 o'clock, the Barque "Sarah Sloan" went ashore at North Head, Grand Manan, to the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

On the 12th inst., in a similar furious storm, the barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm. The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

hour—and the Minister of Marine at Ottawa, unless it is.

Mr. Stewart, before parting with his readers, reviews the leading contributions to the QUARTERLY and notes the gift of the productions of the hand of gifted writers who have aided in making the periodical a shining light in Dominion Literature. His parting words are in excellent taste, and can not but intensify the regret which all must feel losing so genial and instructive a literary acquaintance.

Frank Leslie's Gazette of Fashion, for March, is as valuable as ever to the ladies. The fashion plates, patterns, etc., are very full, and the light literature as entertaining and amusing as usual. It continues to be extensively patronized by the fair sex, who find in it much that is instructive as well as temporarily entertaining. For sale at Hall's Bookstore.

Mr. George W. Day has just issued in pamphlet form "The Mysterious Stranger; or Memoirs of the noted Henry Moore Smith." It is a neatly printed account of the Life, Career, Imprisonment, Escape, etc., of one of the most extraordinary characters of our Province has ever seen. It reads like the wildest romance, and yet is literally true. For sale at the Bookstore. Price 30 cents.

[For the Evening Tribune.]

Wreck of the "Sarah Sloan." GRAND MANAN, March 15th, 1872. On Tuesday evening, March 12th, about 9 o'clock, the Barque "Sarah Sloan" went ashore at North Head, Grand Manan, to the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

On the 12th inst., in a similar furious storm, the barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm. The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

hour—and the Minister of Marine at Ottawa, unless it is.

Mr. Stewart, before parting with his readers, reviews the leading contributions to the QUARTERLY and notes the gift of the productions of the hand of gifted writers who have aided in making the periodical a shining light in Dominion Literature. His parting words are in excellent taste, and can not but intensify the regret which all must feel losing so genial and instructive a literary acquaintance.

Frank Leslie's Gazette of Fashion, for March, is as valuable as ever to the ladies. The fashion plates, patterns, etc., are very full, and the light literature as entertaining and amusing as usual. It continues to be extensively patronized by the fair sex, who find in it much that is instructive as well as temporarily entertaining. For sale at Hall's Bookstore.

Mr. George W. Day has just issued in pamphlet form "The Mysterious Stranger; or Memoirs of the noted Henry Moore Smith." It is a neatly printed account of the Life, Career, Imprisonment, Escape, etc., of one of the most extraordinary characters of our Province has ever seen. It reads like the wildest romance, and yet is literally true. For sale at the Bookstore. Price 30 cents.

[For the Evening Tribune.]

Wreck of the "Sarah Sloan." GRAND MANAN, March 15th, 1872. On Tuesday evening, March 12th, about 9 o'clock, the Barque "Sarah Sloan" went ashore at North Head, Grand Manan, to the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

On the 12th inst., in a similar furious storm, the barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm. The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The barque "Sarah Sloan" was wrecked on the northward of Bel Brook, and not many rods distant from the spot where the ill-fated ship Lord Ashburton went ashore in January, 1857, in a similar furious storm.

The Railway Trains.

From Westons, Extension we have to report that the engine and plough that left Carleton yesterday morning, reached Fredericton Junction last evening at 7.30 o'clock, and worked until 3.30 this morning, when the men being both tired and hungry and the engine without fuel and water, they returned to the Junction. They have succeeded in clearing the road within half a mile of Green Point, where the drags are very heavy. They expected to reach the engine, stuck three miles this side of Cork, about one o'clock. Great effort is being made to get the Fredericton Branch clear; a large force of men are at work. They will probably succeed in running a train from Fredericton to the Junction to-day. Should they be successful in clearing the road this morning a through train will leave Carleton for Bangor some time this afternoon.

ON THE GOVERNMENT LINES.

Every exertion is being made to open up the Roads, and yesterday and to-day three hundred men are at work on the Shediac line alone, besides the employees of the Road. The engine and crew which left yesterday morning arrived at Hampton at 7 p. m. The engines and