

Police Office here on Wednesday last, to answer to a charge of aiding a soldier from the garrison to desert on Thursday 17th instant. It appeared from the evidence, that on the morning in question, as the boat was leaving the wharf on her usual trip to Boston, a soldier in plain clothes jumped on board, and was followed by two others, one a Sergeant, also in undress, who were on the watch for such occurrences. They were also followed by two other Sergeants and a private in uniform, but the three latter were put on shore again. The deserter was not found on board the boat, and the Sergeant and private in plain clothes were taken to Eastport and brought back again in the *Admiral* the next day. It appeared further by the evidence of the soldiers, that the Captain used opprobrious language to them when informed that he had a deserter on board, and that he would not stop to allow of a search to be made, or of the men's getting on shore that were not in uniform, although they affirmed he knew them to be soldiers. Captain Winchester on the other hand denied this, and said that had he known there was a deserter on board he would have stopped below the Island, and caused a search to be made, and then put on shore in his own boat. He had no interest in taking a deserter away. The case was postponed for a week to allow the Captain to prepare his defence.—*St. John Courier*.

We learn from the Canadian papers that Mr. Gregory, an eminent English Engineer of high character, has been for some months examining the Grand Trunk Railway for the purpose of ascertaining if the works have been constructed in conformity with contract. The *Montreal Weekly Pilot* of 12th inst., gives the report at length, and concludes from it that both the English and Canadian contractors, the latter especially, have honorably and liberally performed their engagements in constructing the road, and that the Chief Engineer, Mr. Ross, has done his duty with equal ability and integrity. The extent of line reported on is over 550 miles, and the report shows that to this extent Canada has the best and cheapest Railroad on the American Continent.—*Ibid.*

#### WRECK OF THE CENTRAL AMERICA.

The steamship *Central America*, on her way from Aspinwall to New York, foundered at sea off Cape Hatteras, on the 12th inst., with over 400 passengers, and nearly \$2,000,000. Only 100 lives saved. It is said that the ship was not in good condition. Great is the responsibility resting upon builders and inspectors of ships, to see that they are prepared not only for the calm but for the storm.

The following is the statement of a survivor:—

Mr. Wm Chase, of Washtenaw County, Michigan, was among the forty-nine passengers picked up by the barque *Ellen*. He had been in California since 1852. He remained on the ship until she went down, and having provided himself with two life preservers, and afterward securing a portion of a box to another life preserver, which he found in the water, he managed to float without much difficulty. He describes the effect of the sinking of the ship as like that produced by inserting a red hot bar of iron into a tub of water—a moment's hissing and seething, and she was enveloped in the angry flood. Mr. Chase thinks that nearly all the passengers were provided with life preservers, but many of them had lost all hope and became discouraged before the critical moment arrived, and when the ship sank they lacked the energy to make any effort to save themselves, while others were affrighted out of all presence of mind, and lacked the judgment to convert to their use means which might have been rendered available. The majority of the crew and a number of the passengers at the time of the sinking of the ship, were below, engaged in bailing, and so little warning was given that they had not time to escape to the deck before she was under water.

After it became apparent that the ship must, sooner or later, surrender to the angry elements, the scene among the passengers on deck and throughout the vessel was one of the most indescribable confusion and alarm. The prayers of the pious and penitent, the curses of the maddened, and the groans and shrieks of the affrighted, were all commingled together, added to which were many angry contests between man and man, in many instances amounting to outright fight, for the possession of articles on which to keep themselves afloat in the water. A great many of the passengers were miners, having considerable sums of gold about them, the product of years of toil; but the love of gold was forgotten in the anxiety and terror of the moment, and many a man unbuckled his gold-stuffed belt and flung his hard earned treasure upon the deck, some hoping thereby to lighten their weight and thus more easily keep themselves afloat, while others threw it away in despair, thinking there was no use for it in the watery grave they were going to.

Mr. Chase says that he might have picked up tens of thousands of dollars which had been thrown away and lay strewn about the decks; but he did not think there was sufficient prospect of his surviving to use it, to pay him for the trouble. Capt. Thos. W. Badger, of San Francisco had \$20,000 in gold, in a carpet bag, which, just before the sinking of the ship, he threw into the captain's state room. He, however, succeeded

in saving himself, being one of the number picked up by the barque *Ellen*. Mr. S. Caldwell, of New York had twenty pounds of gold dust in a belt about his waist. He kept himself afloat upon a door which he secured at the time the ship sunk, and was picked up by the *Ellen*.

P. K. ISLAND.

THE REV. CHARLES LLOYD.—This reverend gentleman and his respected family left our shores on Tuesday last. Mr. Lloyd has been among us for about 20 years, his unobtrusive character has brought him little before the public, but amongst the real friends of that Church of which he is a faithful minister, he has been always recognised as a zealous labourer in his Master's vineyard: time was when he "laboured more than they all." The inclemency of the climate, the winter's chill blast, the unbroken roads, the summer's heats, were alike powerless to arrest the steps of this conscientious clergyman. His personal exertions, provided divine service at distant points, at Georgetown, and at Rustico; whilst he has been at Charlottetown, the deathbed of his Parishioners has never wanted spiritual consolation, or the poor a friend.—*People's Journal, Char. Town, Sept. 26.*

#### Editorial Intelligence.

LATER FROM THE UNITED STATES.

Capt. Killam of the *Eastern State*, arrived yesterday, has obligingly favored us with Boston papers to the 30th ult.

A great financial crisis has come to pass in the United States. The Banks of Philadelphia have suspended specie payment, and heavy mercantile failures have taken place, and many more expected. An extra session of the Pennsylvania Legislature was convened by proclamation on the 29th to consider on the state of affairs. There is general consternation in the Stock and Money market of New York—the whole list of securities is down from 1 to 12 per cent. Heavy failures have occurred. The Banks are all in confusion, and the suspension of specie payments is expected. In Boston a similar alarm prevails. The Banks of Providence have suspended specie payment. The whole country is convulsed by these monetary and commercial derangements. Unprincipled speculation is urged as one of the chief causes of this state of things.

LOSS OF A BRIG WITH SEVEN LIVES.—The Ship *Eliza*, Capt. Johnson, from Liverpool, Sept. 19, arrived on Sunday,—reports that in lat. 38 8, long. 60, she fell in with the wreck of the brig *Nancy*, of Halifax, Capt. Grant, which left the latter port on the 24th inst., for Porto Rico, and was capsized during a heavy gale on the 15th. The *Eliza* took from the foremast head Mr. C. White, first officer, and Thomas White, boy, his brother, and brought them into port. Mr. White reports that there were nine persons on board the brig, and seven of them were not seen after the vessel capsized.—*N. York paper.*

NEW YORK MONEY MARKET, Sept. 28.—Panic follows panic in rapid succession, and the list appears to be more intense than all those previously realized. The stock market was completely prostrated to-day. It fairly caved in, and a lower depth reached than the most desperate bear ever dreamed of. At the first board Virginia 6's declined 11 per cent.; Missouri 6's, 5; Tennessee 6's, 4; New York Central Railroad 6's, 12; American Exchange Bank, 8; Canton Company, 4; Delaware and Hudson, 3; Pennsylvania Coal Company, 5; Pacific Mail Steamship Company, 4; New York Central Railroad, 6; Erie Railroad, 5; Reading Railroad, 7; Michigan Central Railroad, 5; Michigan Southern Railroad, old, 3; do. preferred, 7; Panama, 8; Cleveland, Columbus and Cincinnati, 4; Cleveland and Toledo, 4; Chicago, and Rock Island, 3; La Crosse and Milwaukee, 2. Nearly all the transactions were for cash, and nearly every stock on the list fell off from the opening. The great decline in New York Central Company's securities, both bonds and stock, must strike every one interested with surprise, although we have so often shown that this company must ultimately go with all the rest.

At the second board the market was better all round. There was not much business, but nearly every stock shows an improvement. Missouri 6's went up 2 per cent; New York Central 6's, 2. This has, on the whole, been a terrible day in Wall street. It is to be hoped that such will be few and far between. The decline in the market value of stock securities has exceeded that of any previous day this year, and there appears to be yet a still lower depth. There is no money, no credit, no confidence, and plenty of securities offering at prices that would almost tempt a dyed-in-the-wool bear; but there are no buyers, and every one is a seller. There are still some sanguine bears in the market, and on the higher priced stock securities there is still a wide margin left for a decline. The money market is in a perfect chaos. Money brings any value holders have a mind to put on it. Three, four, and five per cent a month are the rates daily demanded and paid. Every one is in hopes of going through, and no one engaged in business or speculation really knows anything about the future. There were to-day numerous reports of failures. Some of the best houses in the city were reported as having suspended. These reports obtained currency from the fact that some small failures occurred of names partially similar to those of several prominent concerns, and the panic was strengthened and wide spread before the explanation gained currency. The leading houses named stand fast, and will be the last to succumb to the storm. The bank statement was looked upon as being unfavorable, but we do not agree with this view of the reports. The contraction in discounts and deposits is an encouraging feature—one that is unavoidable under existing circumstances. The leading banks have issued the following circular:—

The undersigned having been called upon to give their opinion as regards the effect likely to be produced upon the banks of this city by the suspension of the institutions of the neighboring cities, reply that it is their decided opinion that the banks of the city of New York are in a safe and secure position, and that they can not only sustain themselves as specie paying banks, but from the natural flow of coin and produce to this point as a common centre, that they will soon be able to furnish further and more efficient aid to the mercantile community.

A. P. Halsey, Vice-President Bank of New York.  
J. J. Palmer, President Merchants' Bank.  
T. Tileston, President Phenix Bank.  
S. Knapp, President Mechanics' Bank.  
F. Deming, President Union Bank.  
C. O. Halsted, President Manhattan Company.  
J. T. Soutter, President Bank of the Republic.  
R. Withers, President Bank of the State of New York.  
J. E. Williams, President Metropolitan Bank.  
Thos. A. Booth, President American Exchange Bank.

Some of the *Antelope's* passengers, having got up a case, alleging the non-fulfilment of conditions relative to their provender, brought it into the Magistrate's Court, which gave judgment as follows:—"That there is no substantial ground for complaint, but something like a conspiracy to get back some of the passage-money."—It looks also a little like the following out of the Liverpool Conspiracy to damage the character of the line. We have no doubt that in many instances passengers have sufficient ground of complaint—but there be many others, in which the ship is more sinned against than sinning, and this appears to be one of them.

PROVINCIAL NORMAL SCHOOL.—The examination of pupil Teachers in the above Institution was held on Tuesday and Wednesday, 22nd and 23rd insts.

Diplomas were given by the Principal, Rev. Dr. Forrester, to twenty-six of the student. A Grammar School diploma was given to Mr. John R. Miller, of Cornwallis. Seven ladies and five gentlemen obtained first-class diplomas. Ten ladies and three gentlemen obtained second-class diplomas. A valedictory address, expressive of their gratitude and affection, was presented by the pupil Teachers to Dr. Forrester, to which he returned a highly appropriate and instructive reply.

The Model Schools are referred to as affording great facilities for practically exemplifying the work of teaching; the principles and theory of which are taught in the Normal Institution. Mr. S. Dicky conducted the musical exercises with much satisfaction.

The next term of the Normal School will commence on the second Wednesday in November.—*Christian Messenger.*

The Rev. Mr. Gunnison, Pastor of the Universalist Church in this city, accompanied by Miss Jenny Twitchell, the vocalist attached to Mr. Elliott's troupe, paid a visit to the National School on Tuesday last. The Rev. gentleman put the pupils through a rigid examination, which resulted in great credit to their teachers, Mr. J. R. Willis, Mrs. Maxwell, and themselves. As some reward for their efficiency, Miss Jenny, at the conclusion of the exercises, sang them, as she knows how to sing it, the now national song of "Anne Laurie," which was received with rounds of applause by the boys and girls. This, to some, may appear a trifling reminiscence, but it will not be forgotten when the fair vocalist takes her benefit in the good city of Halifax.—*Chron.*

DISASTER AT SEA.—We regret to learn that a telegraphic despatch to John Strachan, Esq., of this city, dated at New York, reports the brig "Nancy," John Grant, master, to have been capsized in the severe gale of 15th ult., and that all hands except the mate and a boy, were drowned. Capt. Grant was one of our oldest ship-masters. He was contemporaneous with Capt. Wm. Cocken, one of the Prescott and Lawson's boys. Capt. Grant, if we mistake not, served his time in Collins and Allison's employ, and during his nautical career, must have performed certainly not less than two hundred voyages to the West Indies, besides seeing the interior of a French prison. His loss is deeply lamented by a very large circle of friends in this city, and the intelligence of his death will be received with sorrow by thousands of persons in all parts of the West India Islands. Peace to his memory.—*Id.*

The New Brunswick and Canada Railway will be formally opened for general traffic on Thursday the 1st October. On that day an excursion will be made from the station of St. Andrews to the temporary terminus at Barber Dam—a distance of 40 miles without charge.—*Church Witness.*

ACCIDENT.—We regret to learn that two fishermen named Keefe and Parcell were drowned in Bedford Basin, on Wednesday last, by the capsizing of a whaler, in a sudden squall. The men belonged to Ferguson's Cove. The bodies have not yet been recovered.—*Chron.*

MILITARY.—Two companies of H. M. 62d regiment marched out of the South Barracks at 5 a. m. on Monday last, and embarked on board *Insisk*, 6, steam-sloop, for conveyance to St. John, N. B. They were escorted to the Dockyard by the fine Band of that corps. The ship proceeded out of harbor at 6 o'clock the same morning.—*Id.*

The Inland Navigation Company's beautiful steamer made her trial trip, and a most successful one, yesterday, through the locks from Marshall's clean to the Shubenacadie, and on, as we believe, to Windsor.—The gentleman to whom we are indebted for the information, (for the Company appear to make it an object to keep the press in general in profound ignorance of their movements,) left the steamer at Nelson's; but he gives a glowing account of the perfect construction of the works on the canal, and the beautiful scenery along the route.—*Col.*