the whole of this night the pursuers were beating about the bushes for the Irish, and their officers were unable to recal them from the pursuit till next morning, by which time scarcely a man who had fled from them into the bog escaped death.—There was a very remarkable stroke given by Captain William Smith in this battle; with one blow of his sword he cut off the upper part of a man's skull, just under the hat. As much of the skull as was within the hat, with all the brains it contained, was struck away from the under part of it, and not so much as a fibre of the skin remained to keep them together. General M'Carty, whom James had a short time before created Lord Mount-Cashel, remained with five or six officers, in a wood near the place of action, from which he rode out suddenly, and fired a pistol on those who were guarding the artillery. A shot from one of them immediately killed his horse under him, and a nuggket was clubbed to knock out his brains, when he received quarter from Captain Cooper.—Being asked why he hazarded his life so rashly, when he might have gone off with his cavalry; he replied, that as he saw the kingdom was likely to be lost, with his own army, which, with the exception of that before Derry, then much broken, was the best in King James's service, he came upon the artillery guard with a design to lose his life and was sorry he had missed his aim, being unwilling to outlive that day.

This was probably the greatest victory which had ever been obtained over the Irish. They amounted to six thousand men, and were thus routed by one-third of that number. In the morning and afternoon of that day, two thousand of them were killed, five hundred, as already mentioned, were drowned in Lough Erne, and their General, with a great many other officers, and four hundred prisoners, were sent to Enniskillen. The Irish confessed that three thousand of their men were wanting, when those who remained arrived in Dublin, but they would not own that so many had been killed as had been reported; in shame for having been defeated by an army so inferior in number, they alleged that the chief loss was by desertion on their retreat. They lost seven pieces of artillery, fourteen barrels of gunpowder, a great quantity of cannon and musquet balls, all their drums, and every stand of colours which they possessed. The loss on the side of the Enniskilleners was only two officers, with about twenty private men, who were killed. The victors would now have marched to Dublin, as the Irish apprehended to their great terror and consternation, and in all probability have carried all before them, had they not discovered, by a letter found in General M'Carty's pocket, when he was taken, informing him that the Duke of Berwick, with an army from Derry, was to be at Enniskillen on a certain day, when Colonel Sarsfield, the writer of the letter, would invest it on the Connaught side with his army, then at Bundroose. The victorious army therefore returned with their prisoners and plunder to Enniskillen.

On the second of August, they went to meet Sarsfield on his way from Bundroose, but before they had got half way, an express arrived to them from Captain Folliot, informing them that the Irish army at Bundroose had retreated to Sligo, and that the arms and ammunition intended for them by General Kirk had been landed at Ballyshannon. Three troops of horse, and as many companies of foot, were sent to besiege it, and the rest returned to Enniskillen, resolved to go in quest of the Duke of Berwick's army, in Donegal; but on the fourth of the month they heard of the relief of Londonderry, and so contented themselves with sending Lieutenant Charleton with a troop of detached horse, to hang upon the retreating enemy's rear, and watch their movements. He returned to Enniskillen in three days afterwards, and reported that he had seen the rest of them pass by Castle Caulfield, within three miles of Dungannon, on their march to Charlemont. On the seventh, a solemn day of thanksgiving was observed in Enniskillen for the great victory which God had had given them over their enemies, and for the peace which they enjoyed by it, after the doubts and terrors of a bloody campaign; and after Divine Service, an Address from the Governor, Officers, Clergy, and other inhabitants of the town, was drawn up and sent to King William and Queen Mary. The bearer of it was the Rev. Andrew Hamilton, Rector of Kilskerry, in the Diocese of Clogher, who, like his admirable cotemporary George Walker, was the recorder of the actions of his fellow-soldiers, as well as their counsellor in the hour of doubt and suffering.

On the arrival of the Major-General, Governor Walker presented him with the keys of the city, and wishing to return to his sacred profession, as soon as the dangers which had called him from it had passed over, he offered a surrender of his military command. Kirk declined to accept of either, but allowed Walker to dispose of his regiment as he pleased, and was given by him to Captain White, as a token of respect for that gentleman's known merit. Walker then departed with the Address to King William, of which the unmerited compliment to the unfeeling Major-General formed the only objectionable part. Kirk then issued several proclamations; one of these required that all persons not in arms should repair to their respective habitations, a command reasonable enough had troops been allowed to protect the country from rapparees, and if they had been permitted to take their substance with them. A particular order, however, was necessary for the removal of their goods, by which means many who were compelled to remove from the city, were obliged to leave their beds and other necessary clothes behind them, so that they returned to their plundered habitations but ill provided for the approaching winter; and a considerable number of them, whose cattle had escaped from the hands of the enemy, were now robbed of their stock, great droves of which were brought to the city. Mackenzie accuses Colonel Mitchelburn, to whom Kirk gave the government of the city, of selling those cattle at a high rate to butchers and other purchasers; but this gallant officer, whose fair fame, like that of Walker, was assailed with great virulence at this time, was honourably acquitted of this and many other unfounded charges.

The men and officers were now drawn out to the field by regiments, and they went out the more cheerfully, because it had been reported that Kirk would have distributed two thousand pounds amongst them; in this, however, they were disappointed, and many of the officers were doomed to be discarded to make room for the General's favourites. The regiments of Mitchelburn and Crofton were united, and the latter officer reduced. The regiment of Hamil, of Lifford, was joined with Walker's, under the command of Captain White, to the severe injury of one of the most distinguished defenders of the city. Hamil went to London, to remonstrate against this unjust act, and to solicit compensation for his losses, and remuneration for his acknowledged services. The tradition, in Lifford, records his disappointment: his only reward, according to it, being a civil reception and the present of a gold laced hat. Fat crowned heads cannot always afford to be generous, and too many just claimants inevitably cause a bankruptcy of gratitude.

The regiment of Munro was incorporated with that of Lauder, and its commander reduced. An effort was made to add Murray's heroic cavalry to another regiment, but almost to a man they indignantly refused to submit to this arrangement, and went away to their different habitations with their carabines and pistols. Kirk seized their saddles, and to commemorate his villany, robbed Murray of his favourite horse, which had carried him victoriously through all his encounters with the enemy, and which he had preserved through every vicissitude of the siege. There is no record of this injured hero receiving any satisfaction for this gross injury much less a suitable reward for his distinguished services. The largest of the estates forfeited at this time would have been small enough to offer him; and if he had a competitor in the number and importance of his services, it was Major Arthur Noble of Lisnaskea, in the county of Fermanagh, who also went unrewarded in any other way than by an approving conscience and the enjoyment of liberty. Captain St. John was made colonel of the regiment which had belonged to Governor Baker, and to which Kirk wished to join Murray's. This being done, the General named new Captains to most of the companies, for the purpose of making provision for many dependants who had followed him from England; these officers had the nomination of their own subalterns, so that almost all the officers who had served during the siege, including many who had raised their companies, were, by this cruel proceeding, put out of the profession in which their services had highly distinguished them. Of those who were allowed to retain their companies, which they had raised and armed at their own expense, many were compelled to give up fifteen of their men, to fill up the regiments whose new officers had not the means of recruiting them, and they were obliged to make up the deficiency on penalty of a dismissal from the King's service. This was deeply resented in the garrison, and cast a shade over the general joy at their late happy deliverance from slavery. One of the Captains took the liberty of uttering a complaint, and instead of obtaining redress, was shreatened with a gallows, which Kirk had just ordered to be erected outside of the ravelin. Orders were also given to the centries at the gates that no person should be allowed to pass out of them with any arms, and some who were passing out when the order came, were disarmed in consequence of it. This unexpected treatment seemed very harsh to the defenders of Londonderry, who could not conceive on what grounds they could be deprived of those arms which they had so lately used in a vigorous and successful defence of the civil and religious liberties of their country. The weak and sickly soldiers had no allowance from the public stores, which were shut up by Kirk's order immediately after his arrival from the Inch, and his cruel policy in this respect obliged them to leave the city and beg their bread as well as their weakness would permit them to do so in an exhausted country, during one of the wettest seasons which had occurred for many years; the consequence of which was, that a great proportion of these deserving men perished by hunger and disease.

The new-modelled regiments which remained in the city were so straitened in their means of subsistence, that it was with difficulty they could maintain themselves. The following account of their means of subsistence may be deemed a curious statistical document; Colonels daily pay, five shillings; Lieutenant-Colonels, three shillings; Majors, two and sixpence; Captains, two shillings; Lieutenants, twelve pence; Ensigns, eight pence; sergeants, corporals, drummers, and private men, three pence. The Enniskilleners were put upon the same scanty allowance; their heavy horsemen were allowed but nine pence, and their dragoons only sixpence a day.

On the seventh of August, the garrison of Enniskillen, after a public thanksgiving for their great victory over General M'Carty, sent the Rev. Andrew Hamilton to Major-General Kirk, to congratulate him on his happy success on the relief of Londonderry. He was received very favourably by that officer, who sent him back on the ninth of the same month, with orders to Colonel Wolseley to send him five hundred horse and two hundred dragoons, with which, and the force which he had newly-modelled and incorporated with his own army, he marched in a few days afterwards to join Duke Schomberg in besieging Carrickfergus.

COMMUNICATIONS.

[FOR THE CHRONICLE.]

MR. EDITOR,—By one of our city prints only is a most strenuous effort being made to induce the people of this Province, through their representatives, to assent to an appropriation of £10,000 per annum for ten years, in order to the maintenance of a line of screw steamers, to ply between this port and Liverpool.

In common with many others, and I apprehend too, upon sound principle, I am directly hostile to any such misapplication of the public funds. For years to come, this vast sum of £10,000 would—after the amount of the Civil List and the *ordinary* appropriations are paid out of our revenue—form about *one sixth* of the balance left in the Provincial coffers! And this large sum is thus to be abstracted whilst our common schools and roads are to be shamefully neglected, in order to advance a precarious and a merely private enterprise. I emphatically say *precarious*, because, if the speculation were otherwise, plenty of men might be found on either side of the Atlantic, who would embark their own capital in the undertaking, and rely upon the certainty of success for their ultimate reward. That the enterprise is of a *private* character is plainly obvious; why then should the public money be expended so rashly in order to encourage a scheme, over which the public can have no control?

It would not be a difficult matter to point to several works in this Province, which have been commenced on a large scale, and which were well calculated, if they could be carried on prosperously, to be of eminent benefit to the country, and more particularly to the neighborhood in which they were located. But yet, those undertakings have been abandoned, because experience has taught their proprietors that they would not pay. But, I would ask the enterprising men who established them, if they ever seriously thought for one moment of craving Legislative assistance sufficient to compensate them for their *losses* for *ten years to come*, when it was expected their business would be permanently and profitably established? I can only say that I have not heard of such applications, and can *positively* assert that the Journals of the House of Assembly bear no record of their having been complied with.

If a line of screw steamers between St. John and Liverpool will pay at the end of ten years, as is anticipated, it will be quite time enough *then* to establish such a line. But the idea of giving, during these ten years, £100,000, or equivalent to £6,000 yearly forever, in aid of such a line, is too monstrous a proposition to be seriously entertained for an instant. Again, what security can we have—beyond a vague uncertainty—that after the *well paid for* ten years expire, the steamers will continue to run for a single trip?

One paper asserts as an argument in favour of the proposition, that if £10,000 is not spent in this way, it will be *mis*-spent in some other. Now, this style of reasoning would be all well enough if a man were squandering his own money, but our legislators are only trustees of other people's money, and trustees would not be considered *honest* under any circumstances, but quite the reverse, if they attempted to justify a misapplication of the money entrusted to them, by pointing to other instances of misapplications of the same funds. What would be branded as immoral or infamous in private life, is equally so if perpetrated by a number of public men.

Again, a large expenditure is to be incurred without any *certain* knowledge of the result. It cannot be certainly known when the period will arrive when these steamers can be profitably employed "on their own hook," or whether indeed they can be employed in this manner at all. If they can never be thus established, we shall then have paid a vast an oun?, by which we are made so much the poorer, and without the prospect of any benefit. But supposing a benefit in fact to result, upon the immediate establishment of the steamers, we shall still be paying out our money at random, because the amount of that benefit cannot be *definitely* ascertained, at all events, so far as the public is concerned.

It is all very well for Portland and Canada to aid a line of screw steamers, with handsome subsidies. The railways terminating in Portland and those *existing* in Canada, reap an immense advantage from the arrangement, and in the end, there is a gain to the people of Maine and Canada by the transaction. But, in this Province, where we have no railways, and can have none for some years to come, the *apparent* liberality of Portland and the sister Province, can establish no precedents, which are applicable to New Brunswick.

I trust for the *credit* of the Province, now as we are about to be responsible for so large an amount as will be payable to Mr. Jackson and his partners, that we shall hear no more of this £10,000 per annum scheme. Proprietors of screw steamers are not entitled to any more favourable consideration than are the owners of paddle steamers, and both classes should be placed on the same footing with all others engaged in a private and lawful enterprise, by extending to them nothing more nor less than the protection of the laws, and permitting them freely to enjoy such a measure of *ordinary* patronage as might be commensurate with their merits; £100,000 is too much for a young colony like that of New Brunswick to embark in any one undertaking, and thus to peril if not to throw away.

St. John, Oct. 1853. A SHIP-OWNER.

[FOR THE CHRONICLE]

THE MORNING NEWS AND THE MAGICAL CANDLE.

MR. EDITOR,—If a premium were offered for a written article of a given length, which should contain within itself the largest amount of gross ignorance, meaningless absurdity, and unmitigated twaddle, this premium would certainly be awarded to the editor of the *Morning News*, the distinguished author of the following paragraph, which appears in the *News* of to-day:

"The steamer *Commodore*, on coming into this harbour on Saturday evening, ran against the new wharf now building at Reed's Point, and carried away several of the logs, but received no damage herself. The Newbrunswicker argues from this that she is a most substantial boat, both as regards fastenings and durability of timber. Without disputing this to be a fact, we must say that it is a curious way of testing a steamer's strength. We are informed that a candle may be shot through an inch board without receiving any injury; and there is a law of science which explains the principle. A small bundle of feathers thrown against a man will knock him down as flat as if it had been lead. We are inclined to think that the Commodore or any other steamer, running against the wharf full speed, occupies the capacity of the candle—it is the moving power, and of course something must yield to the momentum. Now, had the wharf been in motion as well as the steamer, the result would have been materially different."

The sole reason of the *Commodore's* escape from injury resolves itself within the compass of a nutshell. This steamer has a long and sharp bow, terminating with a sharp stem, adjusted to an obtuse angle with the line of the keel. Owing to the shape of the bow, the extension of the lines of plank from each side of the stem, and to which they are united by means of a rabbet, form a very acute angle, having of course the stem for its apex. By adopting this form of bow, the same result is produced, as far as strength and capability to resist concussion are concerned, as if the bow were one continuous stem, and with this additional advantage, as the planks meet the object to be resisted in a line parallel with the plane of their fibre, whilst the fibre of a stem would be struck transversely.

I will endeavour to make the case more plain by a simple illustration. The editor of the *News* is said to be very thick or leaden headed; now, Sir, supposing he received a blow over the sconce from the side of a broomstick, injury would doubtless ensue—the broomstick would be broken into pieces. But, supposing he received a *poke* in the ribs with the same or another broomstick, there would be no harm done, as the broomstick gave the *poke* in a line with its fibre; not transversely, as in the other case, when serious consequences were the result.

The *Commodore* struck the logs of the wharf transversely to their fibre, and although they were sixteen inches thick, yet four of them were broken, whilst her planks, not a fifth part as thick as the wharf logs, coming in contact with the wharf in a line with their fibre, were uninjured. The broomstick and leaden head case exactly reversed—the poke in the ribs affair to a T. The stupid accident no more proves the strength of the *Commodore*, than heavily poking a man in the ribs without breaking the poker establishes the strength of the poker.

But, observes the learned *Sacan* of the *News*, that "had the wharf been in motion as well as the steamer, the result would have been materially different." Nothing of the kind; the aggregate speed of two objects in motion suddenly meeting each other, produces the same effects as if one of the objects thus coming into collision were at rest, and it was struck by the other, propelled by the united or aggregate speed of the two when both were in motion.

To illustrate;—let the *Newsman* strike his knowledge box with his open hand; and again, let him place the back of his hand against a wall, and *butt* it with his head; the pain to the hand—a good test—will be the same in both experiments.

The *very* learned discovery on the part of the *News* "that the steamer *occupies the capacity* of the candle," should be suitably rewarded; and I would therefore recommend, that a tallow candle, 4 to the lb., should be appended to the editor's nose, and there to remain until he witnessed the fact of a man being knocked down "by a small bunch of feathers, as flat as if it had been lead."

Nov. 2nd, 1853. A SCHOOL-BOY.

AWFUL TRAGEDY.—*A Ruffian Killed.*—William Rug was killed under the following circumstances. Isaac Miller and wife came on board the steamer St. Paul, at Keokuk. The watchman took unwarrantable liberties with her, on the trip down to St. Louis. She repeled him. Just before reaching St. Louis after retiring to bed, she was roused by the man standing in front of the place where she was lying; she spoke and he left. She was subsequently aroused during the night by feeling the hand of some one on her person, and ordered him away again. This time, however, she took the precaution to hang her husband's pantaloons over the hole or window, through which the annoyance came. She then asked her husband for his pistol, stating that if she was annoyed again she would frighten the intruder, and after getting the pistol again went to sleep. Just before daylight, she was waked up in the same manner, by a man who was standing on the guards of the boat, she saw a portion of his person distinctly, and with the intention, as she positively asserts, only of frightening him, thinking the shot would prevent any further annoyance, she fired through the window or hole. It proved a fatal shot. The ball entered the left breast of the man, he ran a few paces, met a deck-hand, and exclaimed. "I'm shot," fell and died almost instantly. One of the engineers ran back and several sleeping on the deck were aroused. When on proceeding to the spot where the unfortunate man lay, it proved to be William Rugg the watchman of the boat. Mr. and Mrs. Miller gave themselves up and were brought to the police office at St. Louis.—*Cleveland Forest City.*

GAVAZZI.—This remarkable man, the fearless priest-soldier of the Republic of Italy, while it lived, and a glorious crusader for it, now that it is overthrown, lectured in our city on Friday evening last. It was a treat, rich as rare, to look at his action, to listen to his statement, to enjoy his eloquence. We would have no man or woman of taste or feeling miss seeing and hearing him, if ever an opportunity shall offer.

The *physique* of Gavazzi is perfect. Rarely have we met with a man so well put together, and combining so much beauty of form, with such an idea of strength. The grace of summer is over him, and the ripe dignity of autumn. We see in his very form the magic of love and the might of endurance,—sunshine for friends and hail for foes—with an expression all through of forgetfulness of self and fearlessness. Without knowing him, the stranger would feel that he must hate "the slime that sticks to filthy deeds," and be an honest man.

The *action* of Gavazzi we have never seen surpassed. It is bold, but never exaggerated. Scorn, indignation, contempt, pity, loathing, loftiness, courage—these feelings and virtues seem to breathe in him as he discribes them.—As he speaks of the future of Italy, or the present of our Republic, what his country may be, and what ours should be, his action becomes, as it were, an aspiration, lifting him from earth. There is daring in it, all through—a dauntless temper,—which is yet guarded by sobriety, and governed by wisdom,—making it, whether merry or sad, stormy or peaceful, full of harmony and of power.

The eloquence, too, of Gavazzi—surpassed our expectations. It is natural, part and parcel of the man, an expression of his soul, glowing all over him, in speech, gesture expression, and warming all who hear it. We thought not of study; no idea of preparation occurred to us. Never yet did speaker seem so free from craft. The eloquence of Gavazzi, indeed, rises out of a soul set in holy purpose, and resolved to struggle for it with all its strength. Difficulty could only exalt it.—Opposition we feel, would only fire it to its highest intensity of heat, while amid stormiest conflict, and darkest hours, no passion could shake, and no disaster silence it.

But yet more; Gavazzi's spirit is large and tolerant and fitting a man of his mould. We feared his violence and asperity. We were led to suppose he would irritate and inflame. But not a thought, nor an expression, did he utter against individuals; these he left with full freedom to be, to do, and think as they might please. His assaults were directed "against the *Romish Priesthood* and the *Papish system*," and of these he spoke fully and boldly, with the conviction of a man who felt that despotism had flourished by their aid, and feared that freedom might wither through their influence.

Gavazzi will lecture in Cleveland again. We wish he could be persuaded to deliver "a course." We are satisfied good, and good only, would come of it.—*Cleveland Forest City.*

The Chronicle.

SAINT JOHN, N. B., NOV. 4, 1853.

Four Days Later from Europe.

IMPORTANT FROM THE EAST!

The steamship *Arctic* arrived at New York last Sunday afternoon, bringing 200 passengers, and dates from Liverpool to the 19th October.

Breadstuffs were active and had further advanced Flour sold freely; Baltimore and Philadelphia at 35s. 6d.; held for 36s.; Western Canal, 34s. 6 to 35s. Wheat was in extensive demand for consumption and speculation, and was 2d. dearer. Indian Corn quiet and unchanged.

Cotton had slightly advanced. Sales of the three days, 21,000 bales.

AT MANCHESTER, trade had slightly improved.

GLASGOW IRON MARKET, Oct. 18, P. M.—The market for Pig Iron has assumed a very firm appearance, and continues to advance. To day trade has been very steady; mixed numbers opened at 66s. 6d. and closed at 67s. per ton.

The greatest confidence was prevailing in commercial circles.

The strike at Lancashire had become serious. All the mills had been closed and 25,000 persons thrown out of employment.

THE EASTERN QUESTION.

The *Times* says that the Turkish manifesto is one of the strongest and most unanswerable state papers issued during the present century.

The Post says that Russia is already morally defeated, and that she will be so materially.

Hostilities on the Danube and on the shores of the Caspian Sea are commenced.

Gold is 28 per cent. dearer in Paris than in London, and 65 per cent. dearer in Hamburg than in London.

A despatch from Vienna of the 18th says, that Gortschakoff has replied to the Turkish summons, that he has not authority either to commence hostilities, make peace, or evacuate the Principalities, and refused to go either the one or the other. There the matter rests.

Russian subjects in Turkey are placed under Austrian protection, from the 1st Oct.

The Turks will allow neutral flags to sail on the Danube until the 25th, but no longer.

Austria and Prussia have recalled their subjects from the Turkish service.

The Turkish declaration is a temperate and highly spirited document, and it fully protects the rights of commerce.

When the Czar heard that Turkey had declared war, he fell into a passion, and swore he would wage a war of extermination!!

Omar Pacha had notified the Russian Commanders to quit the principalities before the 25th, else he would commence hostilities.

It was supposed that fighting would commence on the Black Sea.

General Paskiewitch, of Polish notoriety had taken chief command of the Russian army in the Principalities.

On the 5th Oct. the fleets were observed preparing to advance to Constantinople.

Prussia and Austria both give indications, though not formally, that they will keep neutral on the Turkish question.

A battle had been fought on the 27th ult., between Schamyl and the Russians, in which the Circassians retreated to the mountains, with heavy loss on both sides.

FRANCE.—Two hundred political arrests were made in Paris on the 16th; among them M. Goudchaux, Minister of Finance under the late Provisional government; but he was speedily released.

Intelligence from Paris, by telegraph, states that the Bourse was dull at the opening on the 18th, but became gradually more steady, and closed with a rise.

CONSTANTINOPLE, Oct. 15th.—The city is tranquil. A part of the Russian army will go into winter quarters at Bucharest.

ODESSA, Oct 14th—The Turkish declaration of war has been received. The corps of General Luders is still near, expecting marching orders.

MALTA, Oct. 12th.—The Earl of Carlisle arrived on board the "Fire Brand."

ITALY.—Agitation begins to manifest itself in Italy.

THE "FAIRY QUEEN."

From the first announcement of the fate of this miserable vessel, we have been unwilling to believe that Captain Belyea's name should be associated with those of his cowardly mate and men in the wilful abandonment of the passengers to their hard fate. The details of that catastrophe have been so often repeated that we have forborne giving them at length; but in justice to the captain, we publish below, part of a letter received from him, dated "Pictou Jail, Oct. 25." His 'statement' as to how he came to leave the steamer is corroborated by the evidence of one of the passengers, which was—to induce the unwilling mate and crew to bring up the boats and take off the passengers. But as soon as he was on board he was absolutely forced aft, and the rascally mate (according to his own statement) wilfully let go the rope, took complete charge of the insubordinate crew, and refused to make any effort to save the drowning passengers.

We also extract part of Dr. Evans' remarks at a public meeting held at Charlottetown, on this unfortunate subject, which shews the worthless state of the steamer, and the utter helplessness of the captain in his command of her. For this, however, he deserves censure. Knowing her wretched condition, he should have quit the thankless employment, and thereby, by inciting public inquiry, saved his own reputation, and probably the lives that have been so wantonly sacrificed.

The extract from his letter commences after reciting the efforts that were made to free the sinking vessel; the water was then as high as the top of the cabin stove. He says—

"It was then nine o'clock in the evening. I then got the boats prepared for the emergency; my crew all left their work from forward, went over the top deck, and got into the first boat that was lowered, and would not come out again; some of them were in the boat two hours before I got in. * * * The mate and engineers were the cause of the whole affair. Thank God, my conscience is clear; but I must bear my part of the blame; but I hope to clear up my character on the day of trial, if not before. * * * I had no intention of leaving the steamer; when I got into the boat, my intention was to bring the boat up alongside to take the ladies in first, and as many more as we could carry, which I believe would have been very few; but the mate and engineers would not let me, nor assist in any way. * * * I hear there is a very hard feeling against me in St. John; believe me, that things are greatly exaggerated; but I hope to see my old friends and acquaintances soon, and explain my situation to them. I have no fear to meet them, for my conscience is clear that I did all in my power to save the passengers—which I think would have been done if my orders had been obeyed."

Dr. EVANS states that having occasion to cross over from Pictou to Charlottetown, he went on board the Fairy Queen, which had been detained at the former port for upwards of forty-eight hours, for the purpose of having her boilers repaired and cleaned, that he took a look at the Engine, which did not seem to him in the best possible trim, that on Saturday morning as he stepped on the deck of the Steamer, he perceived the pump lying on the deck, and having examined in to its state of efficiency he remarked, to a friend that before that pump could be made available in case of exigency it ought to undergo a thorough repair. On going into the gentleman's cabin about two hours prior to the departure of the steamer he found himself up to his ankles, while deep in water, upon mentioning this circumstance to Turner the clerk, and asking if the boat, he at once replied, it is nothing; the men were pumping water into the boilers and by mistake left some valve or stop cock open, so that as fast as the men pumped the water in it went out and found its way here, but he had given orders to have it pumped out. The Rev. Dr. went on to say that though satisfied at the moment, he was afterwards convinced that the whole story was a fabrication, as the true cause of the water being on the cabin floor, was from some leak in the bottom of the boat, which from the circumstance of the pump being unshipped, they had no means of removing, and he was the more convinced that this was the cause, for he was afterwards learned that the Fairy Queen, had been on shore at Shediac, a few days previous, and had greatly strained herself. On the voyage from Pictou to Charlottetown, on Monday, Sept. 26th, he observed that there was a considerable lifting of the deck forward when the boat met the wave, he had the curiosity to take an observation, which he did by standing firm with his head erect and fixed against the bulk head of the state room, and bring a stationary object on the deck, to range with the window just abaft the forecastle deck; the result of his observation was, that there was a rise and fall of as much as eleven inches from the level of the centre of the ship. He also observed that where the ends of the deck planks abutted upon each other, about midship, at such times the small seam opened to such a degree that he could have put in and withdrawn his finger with impunity. It was blowing very hard dead ahead, and he was satisfied as were others also who were with him, that the boat had not made more headway than half a mile in four hours. The engine had stopped two or three times. Several of the passengers were anxious that the Captain should put back to Pictou. The Captain was afterwards walking, continued the Rev. Doctor, with me on the deck, when he observed, the passengers did not know what they are talking about, I dare not put back, if I were to attempt to turn the boat about she would go to pieces. (great sensation.) In relating another conversation, which he had with Capt. Bulyea, the Rev. gentleman said he did not think that he was guilty of any breach of confidence, for although he supposed that at the time the Captain mentioned the circumstances he did not perhaps expect that they would again be related, yet as what Capt. Bulyea, then told him had made a great impression on his Dr. Evan's mind, and served to account for some part of his the Captains subsequent conduct, and inclined him to think less harshly of the unfortunate man, and as the disclosure could do him no more injury, he would mention it. As Captain of this vessel, Sir, said he to me. I am nobody, there is a person on board whose authority is superior to mine and as the crew know it, all my exertions are therefore neutralized, and the consequences are that there is no subordination among the men—they not only, do not respect my authority, but set me at defiance. Some time since, something went wrong with the engine, I remonstrated with the engineer, and his answer to me was "you be damned, you and Whitney and the steamer may go to Hell." (great sensation.) I cannot, continued the Captain even command a fathom of new rope when needed; as to the crew, I have but two with me, who have been on board above twelve days, there is but one man I can trust with the helm. I have often been obliged to pick up men just as I was leaving the wharf, and then to take whom I could find. The truth is, the owner will not give sufficient wages, and I am therefore in want of a competent crew. * * * He also stated that the steamer stopped four times on the voyage, and on making enquiry as to the cause, he found that the vessel leaked so badly, that the water washed up against the side of the bars of the grate at each roll of the vessel and so damped the fires, that they could not raise sufficient steam to keep her going. * * * He did not hesitate to say that the boat was in his opinion totally unfit for the purpose she had been employed, and that she was deficient in her equipments, and that though the engineers were able he believed the crew were decidedly not. Added to which they were in a state of general insubordination.

The following remarks are from the Portland *Daily Advertiser*:

WHAT CAN PORTLAND EXPORT TO LIVERPOOL?—The want of articles to export to England has prevented our merchants from engaging in the Liverpool trade. There is abundance of freight that would come to Portland, if we had anything for ships to take back as a return cargo.

Our railway to Montreal will supply this deficiency. Produce of all sorts will come from Canada for export to Europe. The "Sarah Sands" carried out 5,700 barrels of flour on her last trip from Quebec, in addition to a large amount of other articles, such as ashes, peas, cheese, &c.

The freight of flour out, was from four to five shillings sterling per barrel. This is a high figure and gives a good profit.

On her next trip from Quebec, the Sarah Sands takes out a cargo of deals, at prices better than than these paid on flour.

Lumber will come under bond from Canada for England, and be shipped from Portland in the same way. All kinds of country produce will pay for shipping to England at present prices—wheat, peas, pork, beef, butter, and cheese. But apples are the surest crop that our farmers can raise for exportation to England. Manufactured lumber, such as doors, window sashes, wooden ware, &c., will pay exportation as well as staves and deals.

We throw out these hints to put the people of Maine on the inquiry. We desire to see a few of our fine packet ships, that now run between Europe and other ports of the United States, make Portland harbor their regular port of entry.

Train's line of Boston packets often have to take in deals at Saint John, for want of an export cargo from Boston. Could not Portland vessels do the same thing.

LATEST FROM BERMUDA AND THE WEST INDIES.—We have received per Arrival of the Brigt. *Spray*, Bermudian dates, to the 5th inst.

Major Arthur William Byles, 56th Regt., was sworn in, as acting Governor of the Bermuda Islands, on the 24th ult., and has also assumed the command of the Troops in those Islands.

Lieut. Col. T. C. Robe, R. A., died lately at Hamilton, of Yellow Fever. He had been out 8 months in Bermuda and would have succeeded Col. Phillipotts as acting Governor, if he had lived. He was much esteemed by his brother Officers and all who knew him, and beloved by his men.

The 23rd ult., was solemnly observed throughout the Bermudas, as a day of humiliation and prayer, on account of the prevalence of the Yellow Fever.

The Royal Barracks in St. George, are vacated. The invalids from the Military Hospital have been removed to Port Island and the Naval Hospital.

Bermuda papers speaks in terms of high praise of the efforts of Major Byles, acting Governor, for the safety of the garrison and inhabitants generally.

The epidemic has declined at St. George and hopes are entertained that it will soon entirely disappear.

Jamaica has suffered a loss of £100,000, by the absence of the revenue Bill—the Legislature not having passed one at its last Session. Political difficulties were, however, subsiding; all parties were looking hopefully, for the arrival of Sir Henry Barclay to assume the Government of the Island. Mining operations were progressing favourably and a fine prospect appeared that copper ore would be abundant. The Yellow fever has been very fatal at Kingston, especially to Europeans.

The Rev. Mr. Snell, Episcopalian, and the Rev. Mr. Williams, Wesleyan, have fallen victims to the Yellow Fever, at Demerara, where that scourge was raging.

At Barbados the weather was fine and the state of health good. The Sugar crop of the present year is large.

Yellow Fever has reappeared in Trinidad and rages awfully among the military.—[Halifax British N. American.

CASUALTIES.—On Monday afternoon, a girl nine years old, the daughter of Mr. Elston, a railroad contractor, was badly burned at the residence of her father, four miles from Grafton station. In the absence of her parents, who were in Cleveland on business, she obtained possession of a powder-horn; and while pouring the contents into the fire, the whole of the powder became ignited, lacerating her hand in a dreadful manner, and also burning her foot. Dr. Strong was immediately sent for, dressed her wounds, and then removed her to the house of a friend in the city, where she is thus far doing well.—*Cleveland paper.*

CITY IMPROVEMENTS.—The staging has been removed from the stores lately erected by Mr. John Gillis, at "Coffee House Corner;" they make a commanding and elegant appearance—certainly the handsomest in this city. These stores have been erected under the superintendence of Mr. William F. Smith, from designs by Mr. Steel; the carpenter work by Mr. Samuel Crawford; and they are constructed from foundation to attic in the most thorough and substantial manner, reflecting credit alike on the faithfulness of the workmen and the magnanimity of the owner. We trust the example of Mr. Gillis will be followed forthwith as far as Mr. Fine's noble edifice in King-street, thence to include Mr. Foster's valuable corner, which, when completed in uniformity with those erections, would make as handsome a row of buildings as exists on the Boundless of America.

We are also called to notice a building just inclosed, belonging to Mr. Thomas A. Peckham, situate in Prince William Street. It is 112 feet long, by 46 feet in width; in five stories including besides the attic, and is designed for a Public Hall and Assembly Rooms. It has been constructed under the superintendence of Mr. William Keyes, in the most solid and substantial method, the walls being 19 inches thick, with a centre wall of the same thickness to the floor of the long room, which will be finished for use this winter. We hope the owner will be well remunerated for his enterprise.

FREDERICTON.—An elegant Service of Plate has been presented by His Worship the Mayor and other citizens of Fredericton, to SPRAFORD BARKER, Esq., as an acknowledgment of his public spirit in erecting the Hotel known as the "Barker House," and for his exertions in forwarding other public improvements. The service cost one hundred guineas, and consists of a richly engraved Gothic Tea and Coffee Service, and a splendidly carved Salver, manufactured by Elkington & Co., Silversmiths, Birmingham. This handsome tribute of public esteem was accompanied by an address, to which Mr. Barker returned a suitable reply.

The steamer *Saint John*, when on her passage to Fredericton, on Saturday evening, sprung a leak shortly after leaving Indian Town, which continued to increase so much as to make it advisable to ground the vessel at Oak Point. She had a very heavy cargo on board, and a large number of passengers, which were subsequently conveyed to Fredericton by the *Forest Queen*.

The steamer *Commodore*, when coming up the harbour on Saturday night, and in endeavouring to avoid a schooner, ran stem on to the new wharf erecting at Reed's Point, by which four of the top logs were broken, and many others started from their places. The steamer sustained no injury.

The American ship *President*, which we noticed in our last as having been driven ashore at Red Head during the gale of 25th ult., has been towed into this harbour, where her cargo will be discharged.

THE NEW BRUNSWICK TEMPERANCE ALMANACK for 1854, has been handed to us. It is from the press of Messrs. J. & A. M'Millan; is very neatly printed, and besides the usual calendar, contains a variety of matter on temperance, agriculture, &c.

The following persons have been appointed Magistrates for Kings County:—

Matthew McLeod, Elias S. Freeze, Duncan M. Campbell, Isaac A. Dodge, Samuel Henderson, Weldon Fowler, John L. Wilmot, James Lake, Elijah A. Perkins, William Pywell, Walter B. Scovil, Charles C. Stewart, James Fairweather, and James W. Nowlan.—[R. Intelligencer.

☞ The Portsmouth *Inquirer* posts a fellow named Edward Forbes, who suddenly left that place without paying his board bill. Before he left, he had engaged to marry *two* young ladies, one of whom had prepared everything for the wedding.

The Court of Oyer and Terminer, at Saint Andrews, was opened in that town by his Honor Judge Wilmot, on Tuesday last. Fourteen causes were entered for trial.

WAR OFFICE, London, Sept. 20.—43rd Foot—Captain William DuVernet, from the 67th Foot, to be Captain, vice DeMorel, who exchanges.

The Charlotte town *Gazette* says—"By a letter which arrived last evening, we learn that the steamer *Commodore*, plying between the Bend of Petiecodiac and the City of St. John, N. B, is reported to have sunk in the Bay of Fundy. The Commodore was a sister steamer to the unfortunate Fairy Queen."

[No such thing, Mr. Gazette: the Commodore has on several occasions, and once only a few days since, proved to the public that she is incapable of serving them such a shabby trick.]

American papers give accounts of many serious disasters to shipping in the gale of last week.

☞ V. B. PALMER, the American Newspaper Agent, *is the sole authorized Agent* for this paper in the cities of Boston, New York, and Philadelphia and is duly empowered to take advertisements and subscriptions at the rate as required by us. His receipts will be regarded as payments. His Offices are—Boston, Scollay's Building; New York, Tribune Buildings; Philadelphia, N. W. corner Third and Chestnut streets.

MELTON CLOTH.—This fabric of Cloth is entirely new, taking the place of all Tweeds, Doeskins, and Cassimeres, and all other fabrics, for every-day Business Coats. A change was wanted and sought after by gents of taste. Fabric, Colour, &c., cannot fail to please, when once introduced or known.

JAMES GARRETT & CO.

Oct. 21. Corner of King & Cross-streets.

Wistar's Balsam of Wild Cherry.

We are not much in the habit of taking or puffing medicines, though we had rather write about them than swallow them, any day. But this Balsam of Wild Cherry is so near one of Nature's own pure preparations, and has effected such extraordinary cures under our immediate knowledge, that we are bound in justice and truth to chronicle its virtues, and publish them to the world. We have neither time nor room to report the particulars of a cure it has effected for one of the compositors in the office of the Mirror; and we can only refer those afflicted with Coughs and Lung Complaints, to directions and certificates.—*New York Mirror.*

Washington, North Carolina.

MR. FOWLE.