

against the sad reverse, now that her youngest darling was gone, had nothing to live for, and soon she too slept beside her child.

The widow, following her mother's precious example by her tender watchfulness and earnest prayer of his mother, has her restraining influence no longer to exert, and turned to temporal matters, her dearest object of interest and love. Her career was a brief one—before her last completed his twenty-ninth year he was

as dead to reason and reflection, as to the removal of his soul. Over the bloody corpus of his murdered son, he felt those bitter pangs which we only know who have a child's blood upon our soul. Tears of remorse, and then of despair, filled his eyes, and through he would have restored them to life, it was too late. Intemperance had finished its work. This ruined family were its first victims, and his brother perished and happy, and left it to me to grieve over him, the sole and only remnant of the closest bond to death, both in this world and the next, lay through the village bar-room.

MORTALITY ON BOARD THE SHIP LADY MONTAGUE.

For some days past the Marine Department of the Board of Trade have been prosecuting an inquiry relative to a fatal case of mortality, involving no less than 210 lives, which occurred on board the *Lady Montague*, recently returned to the port of London, after a voyage of nearly four years' duration.

The attention of the Board of Trade was drawn to the melancholy occurrence from the circumstance of an unusual amount of money being paid into the Merchant Seamen's Fund by "dead men's money," by the owners of the *Lady Montague*, in accordance with the Mercantile Marine Act, and upon the arrival of the ship at Liverpool, an amount of \$10,000 was disclosed, but the only information to be gleaned as to the character of the pestilence was, "that portion of the provisions were bad and for use." Inquiries were ordered to be instituted, and the following is the result:

Office of Committee of Privy Council for Trade.—
Sir:—I am directed by the Lords of the Committee of Privy Council for Trade, to call your attention to the enclosed summary of deaths on board your vessel, the *Lady Montague*, during her voyage from China to Callao in 1850, extracted from the log book, and will be pleased to inform you that my lord has transmitted the number of deaths, and were picked up—March 1st to 21st, 1850, 110; April 1st to 21st, 1850, 100; May 1st to 21st, 1850, 100. One hundred picked up and were drowned. Several described as being found dead in the morning, having died during the night.—April 1st to 1850, Died, two Chinese, two Lascars, and the second mate of the ship.—June 20th, Died, seven Chinese, and were picked up—March 1st to 21st, 1850, 100; April 1st to 21st, 1850, 100; May 1st to 21st, 1850, 100. The stowage of the ship was so bad that all the fish sent on board for the crew, and also with any information you may be able to give with regard to the cause and circumstances of this frightful series of calamities.

I am, Sir, your obedient servant,

T. H. PARKER,

John Vaux, Esq., Skipper, Seaman,
Steward, &c. of the ship, the *Lady Montague*, from Cunningham, in China, to Callao, 17th, 1850. Received the emigrants on board—16th to 28th. Number of Chinese died, seven. Remained two Chinese, joined overboard, and were picked up—March 1st to 21st, 1850, 100; April 1st to 21st, 1850, 100; May 1st to 21st, 1850, 100. The stowage of the ship was so bad that all the fish sent on board for the crew, and also with any information you may be able to give with regard to the cause and circumstances of this frightful series of calamities.

The communication brought a reply from the owner, in which he states that he is unable to furnish any information respecting the cause of the deaths on board the unfortunate ship. She sailed with 160 men, and left Southampton in May, 1849, laden with coal for Aiden, in the charge of Mr. Wells, and when the mate, Mr. John Pickering, took command, he took the command. After discharging his cargo at Aiden he proceeded to Bombay, thence to Canton, Amoy, Shanghai, and continued trading backwards and forwards between those ports until he eventually reached Calcutta, where he remained until the 17th February, 1850, having on board, including passengers and crew, no less than 600 souls. Whether she was properly victualled or not is a matter yet to be satisfactorily determined. Certain it is that she was not victualled at Calcutta, and arrived within a few days after her departure. The water and provisions which had been provided for the emigrants became putrid (as reported in the log). The communication that comes next is not in any way satisfactory, and tends to confirm the gloomy forebodings of the poor creatures were of the most frightful description. Many committed suicide by jumping overboard, and by the time the ship put into Hobart Town, no fewer than 133 had perished. At Hobart Town the Governor sent all the authorities into the ship to furnish the remains of those who had died, and the mate in dissolution of his orders, had chartered the ship for the conveyance of emigrants, in consequence of it had been superseded. It may be here necessary to notice some facts respecting the conduct of the crew on board the unfortunate ship. She sailed with 160 men, and left Southampton in May, 1849, laden with coal for Aiden, in the charge of Mr. Wells, and when the mate, Mr. John Pickering, took command, he took the command. After discharging his cargo at Aiden he proceeded to Bombay, thence to Canton, Amoy, Shanghai, and continued trading backwards and forwards between those ports until he eventually reached Calcutta, where he remained until the 17th February, 1850, having on board, including passengers and crew, no less than 600 souls. Whether she was properly victualled or not is a matter yet to be satisfactorily determined. Certain it is that she was not victualled at Calcutta, and arrived within a few days after her departure. The water and provisions which had been provided for the emigrants became putrid (as reported in the log).

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James R. SAYER.

The above is all the information that the Board of Trade have to offer respecting the mortality which has occurred on board the *Lady Montague*.

THE FIGHTING TROUBLES IN ENGLAND.—
MR. WESTBURY'S MANIFESTO.

(From the *Times*.)

In the present state of things, the British Government has no better alternative than to make a stand, and to do what it can to support the principles of the party for the Presidency. In other words, to

use the political language of the American journals, "to stand by the sword of the government of the State"—or, as Mr. Webster must be perfectly aware that no such pretensions have been raised by the British Government—but no such an occurrence has taken place, and that the British Government has not claimed or demanded compensation for services rendered to the United States, and with the United States, and with the rest of the world.

It will not be disputed that the protection

of this fisheries by armed force within the limits of

the port of Boston, along the coast of New England, is all that is necessary to prevent the capture of small vessels by which the police of these waters is carried on. Mr. Webster appears to be a statement for public information intended to be given to the American public, that he would have restored his heart's blood like water to have restored them to life, it was too late. Intemperance had finished its work. This ruined family were its first victims, and it is now hitherto peaceful and happy, and left it to me to grieve over him, the sole and only remnant of the closest bond to death, both in this world and the next, lay through the village bar-room!

THE FISHING TROUBLE IN ENGLAND.—
MR. WESTBURY'S MANIFESTO.

On the 2nd of August, 1850, the *Times* published

the following extract from the *Advertiser of New Bedford*:

"SIR:—We are sorry to learn that the

"FISHING TROUBLE IN ENGLAND."

A summary of the terms upon which the American fishing fleet is to be settled, will be found in another column.

"Until we are further advised in this matter, we retain from offering any detailed

replies, being impressed with the conviction

that the views of the Colonies will be fully ac-

commodated before the question is finally disposed of.

"SIR:—The *Advertiser of New Bedford* shall not

return to any town within such town as a legal

meeting place for the same."

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