





**Mutual Insurance Company.**  
JOSEPH FAIRWEATHER, Esq., President.  
Directors—J. W. LAWRENCE, S. K. FOSTER, C. H. BARNARD, JOHN ANDERSON, S. JONES, J. W. BARNARD, Esq., Secretary—ISAAC WOODWARD, Esq.

**DR. KEATOR**  
HAS removed to this City and may be found at his Residence, corner of Union and Dogwood-streets. Special attention paid to GENE-RAL SURGERY and Diseases of the EYE and EAR.

**WILLIAM WEDDERBURN,**  
Attorney and Barrister at Law.  
General Conveyancer, &c.  
No. 13, NORTH BRIDGE, PRINCESS-STREET, SAULT STEPHEN, N. B.

**FIRE AND LIFE**  
**ROYAL INSURANCE COMPANY**  
LIVERPOOL AND LONDON.  
Agency for New Brunswick.  
Princess Street, Saint John.

Extract from the sworn Balance Sheet of the above Company for the year 1857, Dec. 31st, 1857, as certified by the office of the Provincial Secretary, pursuant to the Act of Assembly 19 Victoria, Chapter 43.

**ASSETS.**

Loans and Investments on 7 Sterling	2,412,404 16 2
Freehold & other realties	32,794 0 0
American Investments	15,000 0 0
Do. Lombard St., London	4,560 18 11
Cash held in Agency, &c.	5,729 14 0
Do. do. in Bank	2,213 19 6
Do. do. to meet	212 8 6
Dividends	32,690 18 4
New York Branch	290 10 0
Cash on hand	£538,378 12 9
<b>CAPITAL</b>	£2,000,000
Subscribed	1,856,000
Called up	278,415
Fire Premiums for the year 1857	£151,733 9 6
Fire Losses for 1856	88,905 10 9

All descriptions of property taken at fair rates, and losses paid promptly on reasonable proof of loss without reference to the head Establishment.  
JAMES L. KAYE,  
May 21, 1858. Agent for New Brunswick.

**The Liverpool and London**  
**FIRE AND LIFE**  
**INSURANCE COMPANY.**  
Annual Report of the above Company for 1857 shows that they have—  
Cash paid in on Shares, £1,648,423 0 0  
Reserved Funds, £141,616 11 11  
Fire Fund, £31,269 13 10  
Life Insurance Fund, £153,214 0 0  
Accumulated available Reserve, £1,088,629 9 9

**New Brunswick Office.**  
The above Company continue to insure from Fire, every description of Property, their Premiums are moderate, and all claims are promptly adjusted and paid by the Agents.  
The Company's Life Tables will be found to compare favorably with those of other Companies. One half of the Premium may remain chargeable upon the Policy, if desired.  
In addition to the above available Capital, there is no limit to the liability of the Shareholders, the security thereon is unquestionable.  
EDWARD ALLISON, Agent,  
May 21, 89 Prince William Street.

**Water Commissioners' Office,**  
St. John's, May 25, 1858.  
NOTICE is hereby given to Proprietors of Property, situated in the City of Saint John and Parish of Portland, in streets where Main and Ready for use, that SERVICE PIPES will be laid from the main in the side line of the street for the respective Houses, Buildings, or Establishments, by the Commissioners, at the public expense, upon application being made at this Office. All proprietors are liable for the cost of the same, to be respectively rated for Water, whether it be taken on the premises or not.

**Water Commissioners' Office,**  
St. John's, May 25, 1858.  
All persons having claims or accounts against the Commissioners, are requested to render the same forthwith for payment, and all bills and Rates due to the Commissioners must now be paid, or they will be recovered as the Law requires, without further notice.  
JOHN SEARS, Chairman.

**FURNITURE FACTORY.**  
THE Factory of the Subscribers being fitted up with every machine required to complete the manufacture of BEDSTEADS, TABLES, CHAIRS, BUREAUS, OR SERRANDES, Wash Stands, &c. They are prepared to furnish out of the wood and labour of the Country at the above prices, in Wholesale and Retail, on the most reasonable terms.  
J. & G. LAWRENCE.  
Jan 23, 1858. 61 King-street.

**Reversible Rubber Coils!**  
GOT up expressly for London Retail trade, in Silk and Alpaca. The same article that gave so much satisfaction to my customers in 1854—Patronised by His Excellency the Lieutenant Governor, Judges of the Supreme Court, &c. &c.  
THOS. R. JONES.

**HATS**—Received per Steam—32 Cases Scotch and felt HATS, various shapes and colors, which will be sold Wholesale or Retail, at very low prices. Also, per "Lampoon"—1 Case best London HATS. Gentlemen wishing to get a good Hat at a reasonable price, will please give me a call.  
A. MAGEE,  
June 23 81 King-street.

**WILLIAM H. LESTER,**  
**GROCER and Provision Dealer.**  
CONNER PRINCESS AND ORLEANS STREETS.  
Goods sent to all parts of the City free of charge.  
September 19, 1858.

**MR. W. P. DOLE,**  
Attorney and Barrister-at-Law.  
HAS REMOVED to the Office lately occupied by Charles Waters, Esquire, in Messrs Dwyer's building, PRINCE WILLIAM STREET, August 22, 1858.

**REMOVAL.**—The Office of the subscriber is removed to the building occupied by Messrs L. H. Dwyer & Sons, 31 Prince William Street.  
May 7. Barrister, Notary Public, Patent Agency.

**LIVESTOCK! LIVESTOCK!**  
THE Subscriber thankful for the past favours offered his Stock for Sale very low for Cash, consisting of all qualities of DRY FINE LAMBS from 8 to 12 weeks thick, FLAME TINTED, SCANTLING all sizes, Tough and planed Flooring, LATHS, &c.  
Jan 19 R. S. DICKSON.

**Donder's Wash.**—Comfortable Private Apartments and Board can be had for a Lady and Gentlemen, or three or four single gentlemen, at Mrs. Dwyer's Boarding House, 146 Charlotte street.  
Feb 10.

**DR. J. S. DREWS ALE.**—Just received, a small lot of St. Andrew's Steam brewed ALE, very superior. For sale by  
Nov. 11. JOHN McCOSKEY.

# The Chronicle.

St. John's, N. B., Oct. 1, 1858.

**FROM OUR LONDON CORRESPONDENT.**  
LONDON, Sept. 10.  
Some foreign news of the utmost importance, and as unexpected as important, has come to supply the death of news. We are at peace with China. Recent accounts from the Peltow River rendered it difficult to realize the fact that we were at war with the Celestials, so determined did they appear to be, to do business, to sell as provisions and what was so nearly as possible, and to leave the fighting to the Mandarins and Tartar soldiers, if it pleased them to fight. But this unbecoming behaviour need no longer excite our astonishment and laughter. The government of Peking has submitted, and with a good grace so far as we can judge from the terms, a bare outline of which is all that has been received.

The treaty is one in which all the four powers participate. It seems that all the ports are to be open for commerce, the Christian religion is to be tolerated, Consuls and Ambassadors are to be maintained as far as necessary, and large numbers are to be sent to England and France for the unnecessary trouble to which they have been put. Thus we shall probably see in our streets more cartons of Sycee Dollars. Perhaps an extraordinary as the news itself, is the source from which it comes. We receive it from St. Petersburg. Nobody supposed before that, that the Russians received such early intelligence, and yet they have sent us, in this important telegram to the French government, news from Tientsin 21 days later than that we had received.

The Queen's progress to the North, and reception by the loyal inhabitants of Leeds, furnish the chief topics of the week. The epiphany of the cloth metropolis may vie with Liverpool and Manchester in the warmth of its welcome and in the numbers who flocked from all parts to see her Majesty and the two Princesses, (Helena and Alice). Mr. Fairbairn enjoyed the singular honour of entertaining the royal party in his mansion, and the splendour of the rooms and the fittings for the occasion was the universal theme. In old times a royal visit used to be attended with little less than ruin; at all events with the long impoverishment of noble families. But in these days the cloth manufacture was in its infancy, and there were no merchant princes of the Fairbairn's calibre. The result of the royal visit will be to raise Leeds to a higher position than she before occupied among the great Northern entrepots of trade. Her magnificent new Town Hall, to open which was one of the chief objects of her Majesty's visit, is declared to be well, if it does not even surpass, Saint George's Hall, Liverpool, and yet it is said to have cost only £100,000, while the expenditure on the Liverpool building has been nearly a quarter of a million. Probably the most noticeable part of the arrangements on Tuesday was that connected with the great Sunday School demonstration on Woodhouse Moor, where 30,000 Sunday scholars were drawn up and sang "God save the Queen" as her Majesty passed. No one who has not heard the effect of these united voices of such a mass of children, can have any idea of its thrilling influence, which few persons can listen to unmoved.

Court news is decidedly in the ascendant just now, and we begin to see the first evidences that the young Princess are growing up and becoming independent. The Prince of Wales did not attend the trial of his royal parents, nor did Prince Alfred, and after the departure of the train from Kew the two young sons of royalty proceeded together to the White Lodge, Richmond Park, the residence of the Prince of Wales, who will entertain his brother for some days to come. Here then we have already a separate establishment for the heir to the throne, and further on we read that the Prince of Wales will on the 11th instant leave his residence "on a visit" to her Majesty in Heligoland. How great is the disappointment now when it is fully known that the Prince will not go. As for Prince Alfred, he also has been emancipated from maternal rule. Last week he passed a satisfactory examination in all sorts of dogmas as a naval cadet, and he is now fully entered in the service, having received, to begin with, a two months leave of absence; this holiday he will employ in staying with his brother as aforesaid, and in a week's visit to his sister, the Princess Frederic William at Potsdam. Then he will join the Euryalus, and meet with the midshipmen like ourselves at sea. This is looked upon as a brilliant prospect for the young Prince, who will have fewer of those "sorrows to come" that midshipmen above all other young persons are said to have in store for them. A voyage round the world is spoken of, to give the Prince an insight into his profession, and enable him literally to see the world. In Australia it is said he will stay for some little time, and the loyal colonials there will have their hearts' desire in gaining upon a real live Prince of the blood royal. Why can't we see his own father, the Prince of Wales, in our Colonies as Emperor of Australia, or King of Canada. The colonials would probably be glad to have them, and the Princess would enjoy a much better position than the artificial and unnatural one which they will occupy at home—restricted as to marriage and society, too high for familiar companionship, too low for royal honours—mere hangers-on of the army and navy.

Something has happened of high importance in the political world—at least the newspapers, in the absence of more exciting topics, are making it of high importance. The Earl of Derby is said to have been elected. This is looked upon as a brilliant prospect for the young Prince, who will have fewer of those "sorrows to come" that midshipmen above all other young persons are said to have in store for them. A voyage round the world is spoken of, to give the Prince an insight into his profession, and enable him literally to see the world. In Australia it is said he will stay for some little time, and the loyal colonials there will have their hearts' desire in gaining upon a real live Prince of the blood royal. Why can't we see his own father, the Prince of Wales, in our Colonies as Emperor of Australia, or King of Canada. The colonials would probably be glad to have them, and the Princess would enjoy a much better position than the artificial and unnatural one which they will occupy at home—restricted as to marriage and society, too high for familiar companionship, too low for royal honours—mere hangers-on of the army and navy.

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ing to grant, every thing that is required of them by the Government of the Colonies is something more than singular. Probably it justifies the remark made that the treaty just signed—the full particulars of which we are not yet in possession of, will be mere waste paper unless we ourselves see to its execution, and are always at hand to attend to its vigorous enforcement. Various accounts have come to hand about the amount of indemnity accorded to the allies; that granted to England exceeded about three times larger than the French indemnity, and is variously stated at £20,000,000 down to £3,000,000. The Federal aid is still spoken of. The Turkish government have demanded explanations, and the only explanation we can give seems to be that Captain Pullen had his orders before we knew that the Porte itself would take energetic measures to punish the offenders. But surely we might have presumed that such measures would be taken, and were at all events bound to wait until we learned that such would not be the case.

A deep impression is described as having been made upon the Mohammedans at Mecca by the bombardment. It took place at the time of the great Mohammedan festival, when hundreds of thousands of pilgrims were gathered together at the holy city from all parts of the East, and the result will probably be that all those who return to their respective homes filled with bitter hatred against all of Christian, and especially of English, race.

One of the most affecting documents is the will of the Duchess of Orleans, which has been given to the world after having been deposited in the Countess's hands. In this will, the Duchess, the Comtesse de Paris, is just of age of the second, the Duc de Chartres, the Duchess requests her Majesty to undertake the guardianship. The whole document breathes a very affectionate and christian spirit, which must move every reader. The Duchess enumerates her little treasures of art and bijouterie, which she divides equally between her sons, and alludes affectionately to her father, whose letters she bequeaths to the Count de Paris. I request my sons, and in their stead my daughters, to have my remains conveyed to France and there to deposit them in the mortuary chapel of Dreux, beside the tomb of my husband. "My last words," she says, "are for my beloved sons—a prayer and a blessing."

The Bishop of Oxford gave great pleasure to the great mass of the British public the other day by announcing that he had ordered a commission to enquire into the conduct of the Rev. Mr. West, concerning the Boyne Hill confessionals. People were delighted at finding that the Bishop had apparently receded from his hasty conclusion, and was willing to revise it so advised by Commissioners who would enquire into the whole of the facts. How great is the disappointment now when it is found that this enquiry will in all probability be one of our great modern shams, inasmuch as his lordship has now appointed to the inquiry five gentlemen, clerical and lay, of not rousing ultra-tractarian principles. This is a mockery.

**Mr. Charles Bright,** the chief engineer of the Atlantic Telegraph Company, has been knighted by the Lord Lieutenant in Ireland for his services; but meanwhile there has been a break in the electric continuation of the wire, and the price of shares has fallen to one half of what they stood at a week ago.

**General Williams** arrived in Fredericton, from this city, on Friday evening last. On Saturday the Mayor and Councilors of Fredericton presented him with an address. The "Herald" writes:—We believe General Williams intended remaining here until Monday morning, but was suddenly called away, having received a telegraphic despatch announcing the death of a sister in Sussex Vale.

**TO MR. W. P. DOLE,**  
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**God's Lair's Basin** for October is before us. It takes the lead of all its competitors, and besides having for years been the most popular of Ladies' Magazines, it is constantly improving in beauty and costliness. Five steel engravings accompany the present number.

There will be a Cattle Fair on Tuesday the 5th of October, on the grounds of Daniel Sheek, Esq., Sussex Vale, for the exhibition and disposal of every description of Stock.

**FIRE IN PORTLAND.**—Between 2 and 3 o'clock on Sunday morning, a fire broke out in the Parish of Portland which consumed about sixteen wooden buildings, large and small. It is reported that the fire was that of an incendiary, as the house in which it originated had been set on fire a few days before. The principal sufferers are Mr. Carr (two houses), Mr. Murphy, (two houses), Mary Jane Capson, (two houses), Mr. McKee, Mr. Hammond, Thomas Eggar, James Johnston, (two houses), Francis Mulcock, Robt. McFarlane, (two houses), J. Law, R. Taylor, Andrew Ruddock, and George Ruddock. Some of the houses were insured.—*Nov. Brunswick.*

There have been rumours afloat, although we believe confined to this county, that Mr. Connell was to have the Post office at Mecca. It is not at all unlikely that now when the Government is in difficulty, Mr. Connell may press his candidature between the Isle of Wight and Gibraltar. One thing is very certain—no appointment which the Government could make would more thoroughly disgust the House of Assembly than this Mr. Connell's; for no man on the Staff of the House is so generally and thoroughly disliked by his fellow legislators.—*Woodstock Journal.*

The Quebec Chronicle says—We are glad to learn from letters by the *Peris*, that there is no foundation whatever for the report put in circulation by the Times, that several Timber firms in Liverpool were in difficulties.

**TIP TO IRELAND.**—The 69th Regiment of New York State Militia, commanded by Colonel Ryan, are making arrangements for a trip to Ireland in one of the Galway steamers. Upwards of one hundred men are ready to go. Lord Napier has been applied to for permission. The British minister has written home before delivering any answer.

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**By Telegraph to the News Room.**  
**Appalling Disaster.**  
**DESTRUCTION OF THE STEAMSHIP**  
**"AUSTRIA" BY FIRE.**

**MORE THAN FIVE HUNDRED LIVES**  
**LOST.**  
To-day we publish an account of one of the most fearful calamities that has ever been read of—more dreadful even than the loss of the Pacific or the Central America, not only because the mode of destruction was more frightful, but because of the greater loss of life. The blood curdles as one reads the harrowing details of this terrible calamity.  
HALIFAX, Sept. 27.

The barque "Austria," from Liverpool, arrived in Halifax harbour on Sunday, Sept. 27, at 10 o'clock. She was bound for St. John's, N. B., with twelve of sixty-seven surviving passengers of the steamship "Austria," which was wrecked on the 18th of Sept. at sea Sept. 23rd, lat. 45° 10' long. 48° 20' taken from her cargo. On the 27th, the passengers of the Associated Press immediately boarded the "Austria" and obtained the following particulars:—  
Capt. Brew's statement.—I took passage at Southampton on the 18th in the steamship Austria, Capt. Heydmet, which left Hamburg on the 2nd. We sailed at 5 p. m., in a heavy gale, in consequence of anchoring I between Isle of Wight and Spithead. The gale blew from the west on the following morning. On weighing anchor an unfortunate accident occurred by which one of the crew lost his life. Owing to some mismanagement the anchor ran out, whirling the capstan round with terrific force, and hurling the men in all directions, two were severely injured, and one was thrown overboard. He was never recovered. From the time the ship was laid on her course we experienced strong westerly winds; on the 21st the weather was more favourable.

On the 23rd eleven knots had been attained, and all on board were in high hopes of reaching New York by the 26th. A little after 2 o'clock, p. m. I was on the quarter deck, and saw a dense volume of smoke burst from an after entrance steering gear. Some woman ran an exclaiming, "The ship is on fire, what will become of us!" The ship was instantly put at half speed, at which she continued until the magazine exploded, from which I infer the fire started. I went to the quarter deck to the waist of the ship when I saw flames breaking through the Eight amidships, and as the ship was heading to the westward I ran to the foremast to get to the top of the mast to get to the quarter deck. The moment we laid hands on the ropes so many crowded in, we could not get to the top of the mast for a few moments until the people got out, we returned and put it over the side of the ship. They all rushed in again, and it descended with violence into the water, and was instantly swamped. All the people were washed out except three, who held on. We let down a rope and pulled up one who proved to be the steward. Another, in the act of being handed up, was strangled by the rope. The fire came on too fiercely to attempt to get up a third.

All the first cabin passengers were on the poop, with the exception of a few gentlemen who must have smothered in the smoking room. Many second cabin passengers were also on the poop, but a number of them got shot into the sea by the fire. Some of them were pulled up through the ventilator, but a greater number could not be extricated. The last wounded man shot into the sea was already suffocated. It was now perceived that the ship had got head to wind again, so that the flames came over the quarter deck in consequence of the crowding through the middle of the deck. I believe the reason, but was informed that the helmsman had deserted his post, and the vessel left to herself headed to the westward. At this time the second cabin quarter deck was indescribably truly being rendered. Passengers rushing frantically to and fro, husbands seeking wives, wives seeking husbands, mothers lamenting their children, some wholly paralyzed by fear, others madly crying to be saved, and but few perfectly calm and collected. The not understanding our situation, and merely jumped into the sea. Relatives clasped in each others arms leaped over and met a watery grave. Two girls, supposing themselves to be on the poop, and keeping hold of each other. A Miss Mary and her wife leaped into the sea together, and the stewardess and assistant stewardess, the armidress and her attendant, the armidress with seven children, four of them girls, made a jump over, then blessed his eldest children and made them jump in, one after the other, following them with an infant in his own arms. About this time I was standing outside the bulwarks, holding on by the davits, leaning out to avoid the flames which were leaping toward me. I saw a swamped boat under me still attached by a rope to the ship, and as I was in her, I thought if I could get to her I would be enabled to save myself and some others. I stepped down by a rope, passing over a man who was clinging to it, but who refused to come with me; took out my pen knife to cut the tacks of the large blind broke; I then severed it with the small blade. The ship passed ahead, and as the screw approached I found the boat drew towards it; I tried to keep the boat off, but the screw caught and capsize her over me; dived away from the ship, and came to the surface near the boat, which was keel up; got on her, and by pressing on one side with the assistance of a wave, she righted, but was still swamped, the oars having been knocked out by the fire, the only thing I could find in her to paddle with was a wooden bucket, which I used as a sheathing for the sides. When I looked around, the ship was a quarter of a mile away from me; could see ladies and gentlemen jumping off the poop into the water in twos and threes; some ladies in flames. Several heeded to leap from the burning ship until the last moment, as the height was twenty-two feet, and only at length compelled to throw themselves off to avoid a more painful death. In half an hour not a soul was to be seen on the poop. I pulled after the ship and picked up a German who was swimming strongly; got him beside me on the bulwarks and paddled after the ship with the laths; saw a vessel under sail approaching; she reached the ship about twenty-two feet, and continued pulling towards them, and about half-past seven o'clock, after being five hours in the water, got within half of the sailing vessel, which put off a boat and took us on board. She proved to be the French barque Maurice, Capt. Eucet Ronald, of Nantes, bound from Newport to the Isle of Bonaire, with thirty passengers. She had up to that time rescued

forty passengers of the burning steamer, chiefly taken off the bow-sprit and a few picked up floating around.  
About eight o'clock, one of the metal boats came up with about twenty-three persons swimming, who had been floating for six hours. The second and third officers were severely burnt, and one male passenger burnt dreadfully—some other male passengers slightly. There were but six women saved, three of whom were burnt, one in a shocking manner. Capt. Renaud acted with the utmost kindness—gave clothes as far as he could furnish them to the suffering passengers—acted as nurse, doctor and surgeon to the burned passenger—dressed wounds of the females with delicacy and tenderness, that evinced a benevolent and amiable disposition. I did not see an officer of the ship during the fire, and am certain there was not one of them on the crew on the poop, except the man who was killed. I understood that when the captain heard of the fire, he rushed on deck without a cap, and when he saw the flames, exclaimed "we are all lost." He tried to get out a boat, which when let down, was swamped, and he, whether accidently or not I do not know, fell into the sea and was in this boat. He was killed by the davits, and she was carried under the screw and smashed. Several in her were drowned—three or four men who escaped on a fragment of wood, picked up by the Maurice as before stated. About 2 o'clock the same time one metallic life boat was let down from the port bow and swamped, and got clear of the ship. About 30 persons in all, including first and third officers, and several women. The men capsize her two or three times trying to clear her of water. Ten persons were thus drowned, including some women. They afterwards hailed her out with Life Preservers cut in two, and pulled to the "Maurice," having picked up two or three passengers before reaching the barque; altogether there were 67 souls taken into the "Maurice." During the night a Norwegian barque came up with the steamer; the next morning a boat was observed going round the burning ship, they may have picked up a few persons, but only a very few. The "Maurice" had no communication with the Norwegian. About 7 o'clock the Maurice sailed for Halifax. As I was anxious to get on British territory, Capt. Ketley kindly gave me a passage. He was also anxious to take all American citizens, but there was such a rush of foreign ignorants into the ship, that Captain Ketley, eleven, could be got off, even several of these were foreigners.

The fire is known to have arisen from culpable negligence of some of the crew. The captain is reported to have been expedient to fumigate the steering gear burning tar. The operation was to be performed by the boatswain, under the superintendance of the fourth officer, the boatswain heated the tar, and made a dip into hot to produce smoke, and it becoming too hot to hold he let it drop upon the deck to which it set fire—the tar upset, and the fire broke out, and in a few moments a terrible conflagration was made to extinguish the flames but without effect—there was nothing at hand to meet such an emergency.

The rescued passengers saved nothing but the clothes on their backs, even a greater part of these were torn off or otherwise lost. Six hundred souls is supposed to have been on board—many women and children were saved, a few British subjects saved. He is on his way to British Columbia. He will proceed to Boston in the steamer Eastern State, on Tuesday next for New York.

**Theodore G. Glanvill's** statement.  
About a quarter past 2 P. M. being in state room, heard a cry of "fire," and descending on deck saw the flames breaking through the middle of the deck. I believe the reason, but was informed that the helmsman had deserted his post, and the vessel left to herself headed to the westward. At this time the second cabin quarter deck was indescribably truly being rendered. Passengers rushing frantically to and fro, husbands seeking wives, wives seeking husbands, mothers lamenting their children, some wholly paralyzed by fear, others madly crying to be saved, and but few perfectly calm and collected. The not understanding our situation, and merely jumped into the sea. Relatives clasped in each others arms leaped over and met a watery grave. Two girls, supposing themselves to be on the poop, and keeping hold of each other. A Miss Mary and her wife leaped into the sea together, and the stewardess and assistant stewardess, the armidress and her attendant, the armidress with seven children, four of them girls, made a jump over, then blessed his eldest children and made them jump in, one after the other, following them with an infant in his own arms. About this time I was standing outside the bulwarks, holding on by the davits, leaning out to avoid the flames which were leaping toward me. I saw a swamped boat under me still attached by a rope to the ship, and as I was in her, I thought if I could get to her I would be enabled to save myself and some others. I stepped down by a rope, passing over a man who was clinging to it, but who refused to come with me; took out my pen knife to cut the tacks of the large blind broke; I then severed it with the small blade. The ship passed ahead, and as the screw approached I found the boat drew towards it; I tried to keep the boat off, but the screw caught and capsize her over me; dived away from the ship, and came to the surface near the boat, which was keel up; got on her, and by pressing on one side with the assistance of a wave, she righted, but was still swamped, the oars having been knocked out by the fire, the only thing I could find in her to paddle with was a wooden bucket, which I used as a sheathing for the sides. When I looked around, the ship was a quarter of a mile away from me; could see ladies and gentlemen jumping off the poop into the water in twos and threes; some ladies in flames. Several heeded to leap from the burning ship until the last moment, as the height was twenty-two feet, and only at length compelled to throw themselves off to avoid a more painful death. In half an hour not a soul was to be seen on the poop. I pulled after the ship and picked up a German who was swimming strongly; got him beside me on the bulwarks and paddled after the ship with the laths; saw a vessel under sail approaching; she reached the ship about twenty-two feet, and continued pulling towards them, and about half-past seven o'clock, after being five hours in the water, got within half of the sailing vessel, which put off a boat and took us on board. She proved to be the French barque Maurice, Capt. Eucet Ronald, of Nantes, bound from Newport to the Isle of Bonaire, with thirty passengers. She had up to that time rescued

forty passengers of the burning steamer, chiefly taken off the bow-sprit and a few picked up floating around.  
About eight o'clock, one of the metal boats came up with about twenty-three persons swimming, who had been floating for six hours. The second and third officers were severely burnt, and one male passenger burnt dreadfully—some other male passengers slightly. There were but six women saved, three of whom were burnt, one in a shocking manner. Capt. Renaud acted with the utmost kindness—gave clothes as far as he could furnish them to the suffering passengers—acted as nurse, doctor and surgeon to the burned passenger—dressed wounds of the females with delicacy and tenderness, that evinced a benevolent and amiable disposition. I did not see an officer of the ship during the fire, and am certain there was not one of them on the crew on the poop, except the man who was killed. I understood that when the captain heard of the fire, he rushed on deck without a cap, and when he saw the flames, exclaimed "we are all lost." He tried to get out a boat, which when let down, was swamped, and he, whether accidently or not I do not know, fell into the sea and was in this boat. He was killed by the davits, and she was carried under the screw and smashed. Several in her were drowned—three or four men who escaped on a fragment of wood, picked up by the Maurice as before stated. About 2 o'clock the same time one metallic life boat was let down from the port bow and swamped, and got clear of the ship. About 30 persons in all, including first and third officers, and several women. The men capsize her two or three times trying to clear her of water. Ten persons were thus drowned, including some women. They afterwards hailed her out with Life Preservers cut in two, and pulled to the "Maurice," having picked up two or three passengers before reaching the barque; altogether there were 67 souls taken into the "Maurice." During the night a Norwegian barque came up with the steamer; the next morning a boat was observed going round the burning ship, they may have picked up a few persons, but only a very few. The "Maurice" had no communication with the Norwegian. About 7 o'clock the Maurice sailed for Halifax. As I was anxious to get on British territory, Capt. Ketley kindly gave me a passage. He was also anxious to take all American citizens, but there was such a rush of foreign ignorants into the ship, that Captain Ketley, eleven, could be got off, even several of these were foreigners.

The fire is known to have arisen from culpable negligence of some of the crew. The captain is reported to have been expedient to fumigate the steering gear burning tar. The operation was to be performed by the boatswain, under the superintendance of the fourth officer, the boatswain heated the tar, and made a dip into hot to produce smoke, and it becoming too hot to hold he let it drop upon the deck to which it set fire—the tar upset, and the fire broke out, and in a few moments a terrible conflagration was made to extinguish the flames but without effect—there was nothing at hand to meet such an emergency.

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