

of doubtful utility. This is a very short-sighted view of the influence of railroads upon the farming interests. By opening new markets for districts remote from the city, they double the value of the farms within a few years. Instead of a dull market, the farmers all along the line of road find it difficult to meet the pressing demands for milk, butter, cheese, calves, lambs, pigs, and almost every thing that the farm produces. Husbandry thrives under the stimulus of a hungry market. Almost every thing brings cash in hand, instead of the old store pay with a settlement once a year. Farm lands are in brisk demand, and go up in price forty, fifty, and a hundred per cent. We believe that railroads have added enough to the value of the farms of this country to pay for one-half the original expense of building them, enormous as it is. We were conversing with an intelligent farmer, a few days since, who lives upon the line of the Syracuse and Binghamton railroad. The stock was worthless, and he had lost six hundred dollars which he had put into it. But he said he considered it one of the best investments he ever made, for it had added ten thousand dollars to the value of his farm. Farmers, then, can afford to put up with the trifling inconvenience of railroads. It is safe for them to subscribe for a share of the stock according to their means, if they can thereby secure the building of a road and open a ready market for their produce. —*New York Times.*

**WEANING COLTS.**—As the time of weaning colts is at hand, some may be benefited by a word of caution. The first thing is to see that the colt is in good health, and wean him by degrees, so as not to produce any great uneasiness in either colt or dam. If the mare grows poor and is out of condition, if she gives the colt a little cow's milk twice a day, as the colt will soon grow poor if it sucks. If the mare is fat and full of milk, when the colt is turned away, milk her often but not clean. A little care at this time may prevent her from being poor in the spring. See the colt often. See that it does not scour, or become constipated. Give it a raw egg twice a week and its coat will continue smooth and soft. Keep in good growing condition without feeding dry grain, as it is apt to cause it to be wormy, and in bad condition in the spring. See if your colt has lice on it when you wean him, also at the commencement of winter, keep it clean of them or it will be poor. Colts that run out should be protected by a shed, or have a roomy stable; they should be well halter broken, but not tied in the stable, as they are more apt to become winders by being tied, and no feed before them. This is the time to break colts; let them know you are master; this is the time they will form attachments for you. Let him know when he performs right; his habits are now forming. Keep him pleasant as you will always have him in your presence. —*Ohio Farmer.*

#### SPECIAL NOTICE

#### CLUBS!

#### To our Friends everywhere!

To any lady or gentleman getting up a Club for the Sentinel, commencing 1st September next, we offer the following inducements:

Five copies, (one of them being for the getter up of the Club)..... \$10 00  
Ten copies, (one address)..... 15 00  
Fifteen copies, "..... 19 00

And further, to promote competition, we present to the person who sends us the largest amount, their CHOICE OF THE LEADING AMERICAN PERIODICALS OF THE DAY.

#### CARLETON SENTINEL.

Woodstock, Saturday, October 10, 1857.

#### EDITORIAL CORRESPONDENCE.

OPENING OF FORTY MILES OF THE ST. ANDREW'S RAILWAY.

St. Andrew's, Oct. 1, 1857.

We never had that oft-quoted scripture, "The desert shall rejoice, and blossom like the rose," brought so forcibly to our minds as to-day—why, our readers will understand before we conclude this article. We visited St. Andrew's, not because we were invited (we received no such courtesy at the hands of the managers), but because we felt it due to the warm interest our readers have in the progress of that great undertaking, that we should attend, in order to tell them what was done, and how.

As an early hour on Thursday morning, when we reached St. Andrew's, we found the town alive with pedestrians, all hurrying to the Station, where two splendid engines, gaily decked with banners and flowers, stood resplendent and panting, as if anxious to be away. To these were attached an excellent passenger-car, of domestic manufacture, and a number of freight-cars, temporarily arranged in a very comfortable manner to carry the excursionists.

Soon the gates were opened, the company, to the number of about 500, took their seats,—a shriek, a groan from the iron horse, and we were off, for the first time riding over a veritable railroad in New Brunswick!

Several stops were made, to take in water or passengers. At the junction with the Fredericton Road, Hon. Messrs. Tilley and Brown came on board. The Barber Dam Station, the present terminus,—being forty miles from St. Andrew's, and about midway between that place and Woodstock,—was reached in two hours.

Here the arrangements for the comfort and pleasure of the visitors were complete, and the scene presented was, taking into consideration all the facts, one of the most strange and interesting we have ever witnessed. We were in the heart of the forest, miles away from any permanent dwelling. Surrounding us were the grand old woods, in all the gorgeousness of their autumnal livery, echoing back the happy laughter and jocular speech of the pleasure-seeking crowd they enclosed; while nearer, in dress as varied and as beautiful, their faces wreathed with smiles of joy, the fair daughters of Charlotte completed the picture of happiness,—making the desert truly to rejoice and blossom.

Mr. Phasent, the caterer for the gastronomic wants of the occasion, had an enclosure made in a triangular form, with exceeding taste, of boughs, the variegated foliage of which, combined, had a very pleasing effect. In this enclosure were provided, in great abundance, odibles of choice quality for all who chose to pay a small sum and partake of them, a privilege, of course, eagerly embraced by hundreds.

In the Station-House, tables were arranged for the invited guests of the managers. Here a sumptuous lunch was spread, to which some 150 ladies and gentlemen did ample justice, practically attesting their appreciation of the generous care which had provided it. The following toasts were drunk with all the honors, some of them eliciting very happy speeches:

"Her Majesty the Queen." "The Lieutenant Governor."—Protectoral Secretary responded.

"Mrs. Mannes-Sutton, and the Fair Daughters of New Brunswick."—Dr. Arnold responded.

"Our Guests."—Hon. Mr. Brown responded.

"The memory of the Early Pioneers in the work, the partial completion of which we have not to celebrate."

Volunteer toasts were then given as follows:

"The Manager."—Mr. Thompson returned thanks.

"The Engineer and Contractors."—Messrs. Buck and Marsh returned thanks.

"The Press."—Mr. Smith, of the *Standard*, returned thanks.

"The President, Capt. J. J. Robinson."—Suitably replied by Mr. R.

At half-past three the word was given, "all

aboard," and in a little over two hours the party was landed safely at the place whence it had started, no accident having occurred to mar in the least the pleasure of the occasion.

The best running time made was 37 miles an hour. The road, judging from the testimony of well-qualified witnesses, and our experience in riding over American ones, is exceedingly well made, and, excepting that unevenness which is generally found on new roads, is smooth and pleasant to travel.

In thus riding over 40 consecutive miles of railroad in New Brunswick, we have realized what we two years since scarcely dared hope for; and we congratulate the people of the Province, and particularly those of Charlotte and Carleton, on the progress made in this, to them, most interesting work. For the operations to stop now are out of the question; and there exist many strong reasons, perfectly understood by the Company, why they should complete the line to Woodstock as soon as possible. A considerable distance of the road is graded beyond the 40 miles, and Mr. Marsh informs us that he intends to lay the rails on six miles more this fall.

We confess we were disappointed in the character of the land through which the road thus far goes. It appears to be of a most uninviting description,—that is, the greater portion of it; but it is now entering a more fertile district, and will open up, as it approaches to Woodstock, land still better.

Along the road the Company have large quantities of cordwood (mostly soft), ready for transportation to St. Andrew's.

Our readers may wish to know something about St. Andrew's. It is a cleanly, pleasant-looking town, well laid out, covering a very considerable area, but not at all compactly built. At one time, St. Andrew's was the centre of a very large and flourishing trade; but of late years it has been going behindhand, and there are none of those indications of improvement and progress to be found which in such a marked manner characterize Woodstock. But it must now, we should suppose, rapidly grow and improve, becoming, as it is, a grand outlet for the trade and produce of the wealthiest portions of the Province.

The population of St. Andrew's is about 2000. It has four churches, one grammar school, and seven common schools; likewise two printing-offices, that of the *Standard*, and the *Provincialist*. Its principal manufacturing establishments consist of a brewery, an iron foundry, and a steam mill; this latter, we understand, has been recently purchased by the Railroad Company. There are several very good houses of entertainment, we were told; of our friend Dr. Brown's we can speak confidently—visitors calling at his house will be sure to meet with as good treatment as they can desire.

The only regret we experienced, in connection with the railroad ceremonies, arose from the sparse attendance of strangers; and we cannot but think that it would have resulted in great benefit to St. Andrew's, as well as to the Company, had steps been taken by the managers to facilitate the attendance of people from other parts of the Province. As it was, strangers were not asked to attend; nor were there any convenient means of attending provided, had invitations been sent out.

Before closing, we must express our gratitude for the kind attention bestowed upon us by Mr. Buck and Mr. Marsh, whose courtesies greatly added to our enjoyment of the day. To Friend Smith, of the *Standard*, we are likewise under obligations.

There are many things in connection with which we should like to say, in addition to this hurried sketch of the proceedings of 1st October, but we defer to a future occasion, and close now with the hope that next year there will be another railway demonstration, with which Woodstock will be intimately connected.

#### SUPREME COURT.

#### CARLETON CIRCUIT.

The session of this Court was brought to a close on Tuesday evening last, having occupied seven days. Some cases yet remain to be tried, however, for which the Court will be reopened on the 26th inst., under another judge,—the York & Carleton Mining Company, in which His Hon. Judge Wilmet is in a measure interested, being one of the parties. So far, the following have been thus disposed of:

#### CRIMINAL.

Ezekiel Barnes. (Assault, causing grievous bodily harm.)—Not guilty, on the plea of insanity. For prosecution, Attorney Gen.; for defence, John C. Allen.

Daniel Atherton. (Burglary.)—Not guilty. For prosecution, Attorney Gen.; for defence, John C. Allen.

Samuel Armstrong. (Assault with intent to kill.)—The jury did not agree. For prosecution, Attorney Gen.; for defence, John C. Allen.

#### CIVIL.

Bradford vs. McGarrigle and Betts.—Verdict for Plaintiff. For Plaintiff, L. P. Fisher; for Defendants, Attorney Gen. and George Connell.

Debeck vs. Jones and Fields.—Verdict for Defendants. For Plaintiff, Attorney Gen. and George Connell; for Defendants, L. P. Fisher.

Miller vs. Caughy. (Assumpsit.)—Verdict for Plaintiff. For Plaintiff, Attorney Gen. and Geo. Connell; for Defendant, John C. Allen.

Peters vs. Dryers. (Trespass.)—Verdict for Plaintiff. For Plaintiff, John C. Allen; for Defendant, L. P. Fisher.

Connell vs. Holmes. (Ejectment.)—Verdict for Plaintiff. For Plaintiff, Attorney Gen. and Geo. Connell; for Defendant, John C. Allen and L. P. Fisher.

Bull vs. Leeman. (Trespass.)—The jury did not agree. For Plaintiff, Attorney Gen. and L. P. Fisher; for Defendant, John A. Street, John C. Allen, and A. K. S. Wetmore.

**THE SMASHERS AT THE GRAND FALLS.**—We were at the Grand Falls a short time since, and were pleased to find our predictions respecting the bridge being speedily fulfilled. After many years of delay, it has fallen to the lot of the Smasher Government to break ground in the undertaking. Mr. Tomlinson has now a party of some twenty men proceeding rapidly, quarrying stone for the masonry, and digging down and levelling the approach to the proposed bridge, a continuation of Broadway. On the eastern side of the river we noticed that a road was being made, intended to reach as far as the Tobique, to strike that stream some 16 or 20 miles from its mouth, crossing Salmon River by the way,—thus opening up some splendid land, as well in the general route, as on the two rivers named. The bridge is to cross the river a short distance below the falls.

Although, just now, times are said to be very dull at Grand Falls, we noticed a great deal of business-like activity in some of the stores. What with the abundant returns from the soil, and the prospect of the speedy completion of the bridge, the people are all heartily and hopeful in view of the near approach of a "good time coming."

*Godley's Lady's Book* for October has been received from the publishers—an excellent No. of this truly excellent periodical.

Mr. R. FOSTER, the well-known music-teacher, has been in town the past week. We understand he is about to be engaged to teach the brass bands in course of formation in this place and Upper Woodstock. £70, we learn, have been subscribed thus far towards the purchase of instruments, one gentleman having generously donated the sum of £20. Success to the undertaking!

The Editor being still absent, inaccuracies and omissions will, it is hoped, be excused in the present No.

**WOODSTOCK MARKETS.**—Oats, per bushel, 1s. 6d.; Buckwheat, 2s.; Potatoes, 1s. 6d.; Turnips, 1s. 3d.; Apples, 2s. 6d.; Beef, per lb., 4d.; Mutton, 3d. to 4d.; Butter, 10s.; Hay, per ton, £2 10s.

**DANGEROUS ENCOUNTER WITH A BEAR.**—We regret exceedingly to have learned that Mr. James Tweedy of Williamstown, and his son, were seriously injured in an encounter with a bear on the night of Tuesday last. It appears that on the night previous, the bear had killed a Sheep belonging to Mr. T., ate a portion of it and left the remainder in the field. Near this place, behind the fence, John, son of Mr. T., concealed himself with a loaded gun, waiting for the bear to come up and finish the Sheep, when he might have an opportunity of firing at him. The night was very dark, and quite unexpectedly the bear, a huge monster as the sequel will show, approached from the other side, reared himself up, and was looking down over the fence upon him, as soon as he espied, which he thrust his muzzle of the gun into his mouth and fired, the bear tumbled over, to all appearance dead, he had blown the brains of his upper jaw entirely away. He then returned to the house, reloaded his gun, and his father came out with him to assist in taking in what they considered a dead bear. But as they approached the fence they saw him making away as fast as he was able, and when about thirty yards from them, the young man fired again; but this however had no other effect than to enrage the bear which immediately turned about, foaming with rage rushed upon them in a moment, struck Mr. Tweedy to the ground, threw his huge carcass upon him, tore him most dreadfully and would have killed him only for his son who thrust at him with a sharp weapon. The bear then left Mr. T. and rushed upon his son, and with his claws, bit him with his teeth, but fortunately for him the front part of his upper jaw had been carried away with the shot, which prevented him doing that mischief with his teeth which he otherwise would, the under jaw only taking effect. Miss Tweedy hearing the noise from within, ran out, and seeing the dangerous position of father and brother picked up a large hardwood mallet, about 3 feet long and laid on the bear's head with it, till he released her father. He then rushed at her, tore her cloths to ribbons, knocked her down, but she managed to extricate herself, without receiving any serious injury, and coming to the assault, dealing most unmerciful blows on his head, beating him right and left, till he was glad to stagger off to a short distance from the scene of conflict and die. The excitement was so great that as soon as she reached the house she fainted.

Her father and brother are now receiving medical treatment from Dr. Benson. The former is terribly lacerated about the breast and otherwise badly injured—the latter has had his arm dislocated and is considerably hurt, but not dangerously. The bear is one of the largest ever seen in this quarter—he weighed about 5 cwt. Their escape from such a monster is considered almost miraculous.—*Colonial Times.*

**ARRIVAL OF TROOPS.**—H. M. steamer *Basileia* arrived in this harbour on Tuesday evening, in 36 hours from Halifax, with two Companies of the 62nd Regt. under command of Lieut. Col. Dasher, C. B.; which will be divided between this Garrison and Fredericton. They landed yesterday forenoon.—*New Brunswick.*

**SAD RAILWAY ACCIDENT.**—We learn from a correspondent that at 12 o'clock on Tuesday, the Railway engine ran over a young man at the named James H. H. aged 20 years, by which accident his legs were severed from his body and he died in two hours afterwards. He was standing on the step of the car at the time, and by some means was tripped upon the track directly in front of the driver's wheels.—*News.*

**UNION OF THE COLONIES.**—The Hamilton (C. W.) *Spectator* has the following remarks on this interesting and important subject:—"We are not prepared to say that the prediction of the *Toronto Colonist*, with regard to the subject of Federal Union, is likely soon to be verified, yet the presence of the Hon. Jas. A. Harding, Speaker of the New Brunswick Legislative Assembly, in Toronto, would seem to indicate that a measure of importance is on the tapis. The presence of so important a personage, at the present juncture, is ominous enough and we shall not be in the least surprised to learn that his visit is connected with the subject referred to. The Attorney General West, has recently returned from England, and it is just possible that Mr. H. may have a preconcerted affair with the government of New Brunswick carrying out with business matters pending between the Governments of Canada and New Brunswick, it certainly appears strange that he should have been selected for the duty, as he is not a member of the Government. Our ignorance of the mode in which the government of New Brunswick carry on negotiations with other governments, must be our excuse for cavilling at the supposition that Mr. Harding is acting in the capacity of an ambassador. Be that as it may, we are inclined to think that the *Colonist* is not very far wrong in its conjectures as to the question of Federal Union. Many things have transpired of late to give coloring to the supposition that a Federal Union is likely soon to form a prominent topic of discussion. It was very generally believed that Mr. Macdonald's visit to England had something to do with the question, but as yet nothing has leaked out to confirm it. The *Colonist* is evidently anxious to be informed on the subject as the rest of its contemporaries, for it has not ventured a word with reference to it.

#### COMMUNICATED.

For the Carleton Sentinel.

MR. EDITOR: I wish you to print the following just as it is written. I am sorry I have no education; but as I have not, for reasons which seemed insurmountable, I don't know that I should blush to own it. There was a document appeared in the *Journal* some time since, which I thought you yourself would have no need; as you have not, I would like to say a word. The document in question was a notice said to have been written by a "Supervisor." It was not, it would appear, written grammatically, and the independent editor of the *Journal* thought it a good opportunity to expose that Supervisor's ignorance, and raise a laugh at his expense; therefore he published it; and I think the *Head Quarters* and *Freemen* copied it; and the Independents and Tories all over the Province, no doubt, laughed at the ignorance of this Liberal Supervisor. But, Sir, which is most disgraceful, ignorance or puff-bled self conceit?—to be ignorant from the force of circumstances, or to stand rudely exposing and jeering at unobtrusive and modest ignorance? Ah, Sir! you and any right thinking man whose vanity is not overweening, will readily answer the question.

All we care to ask is, Can our Supervisor attend to the construction of our roads and bridges? that's what we want to know. But, Sir, the object of the *Journal* is the same old story: if not born of rich parents, if not blessed with shining parts—keep him

down!—crush out his ambition!—and keep in those who may have brains enough to spend, but not to earn, the means of living.

I am, yours, &c.,

Wicklow, Sept. 1857.

#### GENERAL INTELLIGENCE.

#### By Telegraph to the Carleton Sentinel.

#### ARRIVAL OF THE NIAGARA.

HALIFAX, Oct. 7th.

The Niagara arrived this morning. Nothing later from India. Government despatches are momentarily expected. The East India Company announce that they have taken measures to render prompt assistance to all sufferers in India. It is reported that Lord Elgin is soon to be appointed Governor-General of India. Lord Canning is to be nominated to another office. The offer of a commission in the army to any qualified party who would raise 100 recruits has been withdrawn. The subject of creating an army brigade from the middle class of Englishmen is daily attracting more attention.

A collision has taken place between the Police and Militia in Limerick.

The London Globe says the Privy Council fixed Sunday, 4th October, for national humiliation and prayer on account of the India troubles. The Sultan of Turkey contributed £2000 to India relief fund.

The inundation in south of France has been very disastrous, and the destruction of property immense. Several lives were lost.

The Emperor of France has contributed 10,000 francs to the India relief fund from his private purse.

No political importance is attached to the meeting of the Emperors of France and Russia.

Mexico has accepted the mediation of England and France in the quarrel with Spain.

A Berlin letter says the Czar has approved of the draft of a project for the partial abolition of serfdom in Russia.

Consols 90½; breadstuffs dull and lower; sugar, molasses and tea unchanged; timber unaltered.

**IRELAND.**—With the exception of the remote and always backward districts of the west and northwest, harvest operations are all but brought to a close, and as far as can be ascertained the yield promises to realize the expectations of the farmers. Wheat will be the largest and best crop of that grain which has been planted in Ireland during the past 15 years, and the same observation, or nearly so, applies to corn and potatoes. The potato crop, however, is not so good as of late years, but the loss will be hardly felt to any perceptible degree, as the crop exceeds in extent even that of 1856.

#### UNITED STATES.

**THE CENTRAL AMERICA DISASTER.**—The New York papers still continue to be filled with details of this distressing calamity. We copy, in brief, a few facts and interesting incidents.

The *Post* says, fourteen of the women had husbands on board the steamer, four of whom are known to have been saved. The steamer was crowded with infants, and with scarcely any clothing. Some of the infants were naked, merely wrapped around by a coarse blanket taken from a berth. Others were girt about the loins with linen, while others wore a full dress. The mothers seemed quite unwell. Some were taking milk, others giving to their babies. The dearest subject, perhaps, of the ship was heard to exclaim, "Poor others had power to check the outward swellings of grief. Some who had faced death bravely in the hour of their peril, could not speak of the catastrophe and the loss of a loved one without tears. It is said that the proprietors of the New York Hotel closed their doors against the carriage load of the rescued ladies of the Central America on Sunday, on the ground that 'the house was full.' It is also stated that the doors of the Metropolitan, Astor and St. Nicholas Hotels, were opened wide, and that the hackmen refused to receive pay from the women.

The pursers of the Empire City says that the Central America, which had been their consort from Aspinwall, with the California passengers, mails and treasures, had arrived at Havana the day previous, and left for New York at 9 o'clock on the morning of the 8th, followed by the Empire City, one hour later. Some little hanting had passed between the officers of the respective ships as to their speed, and the people on the Central America promised to report the E. C. on their arrival.

At the time the steamer was discovered to be sinking by the stern, a great rush was made for the lifeboats, but before many could get halfway across the deck, she went down, carrying all on board down with her. Saturday was the last day the steamer remained afloat, and it being evident every moment that all were soon to be buried beneath the waves, wealthy men divested themselves of their treasures, telling those to take it who would. It is said that some of the gold was carried off by the crew, and some of the passengers carried it to their death. Full purses, containing in some instances \$2000, were lying unattended on sofas. Carpet-bags were opened by men, and the shining metal was poured out on the floor with the prodigality of death's despair. One of the passengers, who has fortunately been rescued, opened his bag and dashed about the cabin \$20,000 in gold dust, and told him who wanted to gratify his greed for gold to take it. But it was passed by untouched as the vessel descended.

The New York *Evening Post*, of the 21st, gives the statement of Mr. Ashby, the late Chief-Engineer of the steamer. Mr. A. is a fine stout built man, about thirty years of age, of medium height, firmly knit frame, a clear, sparkling eye, voice and action quick, prompt and energetic, his demeanor like anything but that of a pilot. He declares emphatically that the reports in relation to his conduct are malicious fabrications, and has demanded a full investigation of the matter. Meanwhile he asks a suspension of publication. He gives quite a full report of the disaster, and the part he acted. After explaining the manner of keeping up, and the final extinguishing of the fires, by the water, by which the machinery ceased to work, he says:

"During the morning the engineer being informed by the doctor that something was giving way in his room, discovered that the starboard wheelhouse and guard had settled several inches, causing an extra leak through the shaft. This was promptly stopped with blocks, and the water raised. Reported progress to Captain Herndon. By his orders another gang was set to bailing in the lower cabin, and one in the forward steege, and pork barrels, milk cans, &c., rigged into hoisting buckets, by which 400 gallons of water per minute were thrown out of the ship. All hands worked all night at bailing, and in the water found a perceptible gain on the leak. Obtained wood consisting of bulk boards and other material from steege, and as soon as it was possible to start fires got steam in starboard boiler, and the machinery worked for some time. At the same time Capt. H. and officers were trying to get the ship laid over so much that Captain Herndon, with the engineer, had to crawl along the deck to reach the after pumps for inspection. Every thing that experience could suggest or the extremity of the condition could devise, was discussed by Capt. H. and the mates and engineer. The fires were extinguished by the increasing leak, and early on Saturday it was clear to the experience of all that there was no help for the ship. Nothing could be done but bail, and this was kept up all day with spirit and energy, the ladies acting with unasked firmness, encouraging the men, and asking if they could be made useful to be put to work."

In regard to Mr. Ashby's leaving the ship, after the first Marine had been spoken, the statement continues:

"The engineer was at this time with Capt. H., when he desired him to give his particular attention to the transfer of the ladies and children to the boats."

"Capt. H. inquired of Mr. Ashby if he was married. He replied that he was, with a knife. Capt. H. said he would endeavor to obtain pistols—one for himself and one for Mr. A. This was for precedence to ladies and children. Three boats were got afloat, one put in charge of a boatswain, and the other two each in charge of a quartermaster. Capt. H. ordered the engineer not to suffer

single male passenger to leave in the boats until all the ladies and children were transferred, and he believes this order was strictly carried out. The ladies and children were put into the boats, and at this time the brig had drifted good three miles to leeward. Each boat was furnished with three or four oarsmen, and pulled as rapidly as possible to the brig through a very heavy sea. No accident happened, and the three boats safely deposited their passengers on board the brig. The boats returned, and two of them were again filled with ladies and children. During the first trip of the boats, Capt. H., in conversation with the engineer, expressed his great regret that the brig was so distant, and feared that, unless she could be brought nearer, all the passengers could not possibly be got on board. Mr. Ashby then remarked that if he could be of any service in any way Capt. Herndon should command him. The captain then directed him to go with the next boat, visit the brig, and urge the master, by any inducement whatsoever, to get his vessel up nearer the ship, while also to secure the use of any boat he might have that could be made fit for use.

"On the return of the boatswain's boat, the last three ladies (steerage passengers) were put on board, and the engineer, with Mr. Ashby, Mr. McCarthy, chief engineer of the Golden Gate, and one or two others who sprang into the boat, pushed off for the brig. One of these persons jumped from the upper deck upon the engineer's shoulders; the latter grasped him by the throat and drew his knife, menacing him and others who might follow. They then pushed off, Capt. Herndon retaining his oars, and the engineer, with Mr. Ashby, and desiring him to go to all in his power to get the brig up to the ship, and to obtain more boat service. The engineer is confident these orders were directly heeded by others. The statement of others confirm the fact.

"Upon arriving on board the Marine, Mr. Ashby, at once applied to the master, Capt. Burt, urging him to make sail for the ship, and then for the first time learned that the brig had lost her mainyard, and could not carry any more canvas than she had upon her. He then asked for the use of the brig's boat, and was informed that it was in a condition unfit for use, and that it was not live five minutes. Whilst conversing with the master, the boatswain again left for the ship, and Mr. Ashby then called upon the seamen who had come from the ship to man one of the boats with him and return for passengers. This they positively refused to do, declaring that the ship would not be able to go with the engine, but one man go down to go with the engine, but it was impossible in such a sea to manage the boat. It turned out as the seamen had said, for the ship went down soon after the boatswain's boat reached her.

"Such is Mr. Ashby's statement, and it is certainly plausible and consistent, and he refers confidently to Captain Burt of the Marine to substantiate what he says of his efforts to induce the crew to man the boats and return with him. He was left powerless, and had no alternative but to remain on board the Marine."

The New York *Express* says that Mr. McCarthy, Engineer of the Golden Age, who was a passenger in the Central America, will make a statement to the Company of the sad affair. The *Express* says that McCarthy, who was a passenger in the Central America, worked side by side with Ashby, and saw his whole conversation from beginning to end, and from the tenor of his conversation it appears that Ashby did all that man could do to save the passengers of the ship. He states that Ashby lowered the first boat, and in doing so was caught by the ropes and drawn upon the guards and then into the sea. McCarthy was heard to exclaim, "Poor Ashby! but he succeeded in lowering a boat which was filled with ladies, and placed under his charge. And when the crew who manned the boats reached the Marine and refused to go back, he again drew his knife and ordered them to follow him on another trip. The captain of the brig interposed, saying a boat could not live in such a sea. Finding that he could not force his men to return he had nothing to do but remain on the vessel.

Theodore Payne, a merchant of San Francisco, gives an account of a conversation he had with Capt. Herndon just before the ship went down:

"I am indebted to Capt. Herndon for my life. As I was anxious to remain, and I only went off at his earnest request. I was in frequent consultation with him before I went, and he asked me what I thought of affairs. I said, 'Thank God, the women and children are all off, and we are strong.' He replied, 'yes, thank God, and added, 'you take the next boat.' This I did, but before I went he requested me to go into his office and get his gold watch and chain, and if saved to carry them to his wife. Said he, 'tell her,—but his voice was choked by deep emotion, but he said, 'I am saying that he wished me to see the President of the Company, Marshal O. Roberts, and communicate with him in relation to the disaster.

"After saying this much, he walked away a few steps and set down on a bench, with his head in his hands, apparently overcome. He remained in that position a few moments, and then arose, and went on deck, as the boat from the brig Marine returned."

Mr. Payne corroborates in several particulars, the statement made by Mr. Ashby. He says that three boats came from the ship to the brig containing a few of the ship's sailors, firemen and steerage passengers.

"As they came along side, every man but two jumped out of the boat upon the brig, and refused to return with the boat. The Chief-Engineer, Mr. Ashby, implored them to return, but they steadily refused. He then tried to raise another crew, but did not succeed, and the boats were dashed to the bottom. During the night, one broke loose and the other was dashed to pieces."

Mrs. Easton, who was saved on the brig, was married in San Francisco on the day before the steamer sailed, and was on her wedding tour, intending to leave New York for Europe. Her husband was saved on the bark Ellen. Capt. McGowan had the pleasure of communicating the welcome intelligence to her on Wednesday last, having just left the bark. Mr. Easton came on to New York, where he rejoined his wife yesterday morning.

The Company will at once cause a thorough investigation to be made into everything connected with the terrible disaster, receiving statement of every person saved from the wreck, if possible.

A strong impression begins to prevail that the vessel was lost through the carelessness of some of the passengers in leaving the port holes open, thro' the water rushed in. Some of the survivors crew state that they had as much as they could do to keep them closed, some of them being engaged all the time going round shutting port holes. The water in the ship was hot, but if it had been in through the bottom, it would have been cold. Mr. Roberts thinks the theory that the mast which was cut away knocked a hole in the ship's bottom is unreliable. She was too strongly built for that.

The citizens at Norfolk held a public meeting on last Monday evening, and were addressed by Capt. Burt with such written testimonials under the seal of the city as shall enable them to transmit to their children and their children's children a proper record of their humanity and heroism.

Resolved, That by the concurrent testimony of all the parties saved, we find that the commander of the ship, Lieut. Wm. L. Herndon, of the U. S. Navy, acted throughout the trying scenes with which he was surrounded, the part of a gallant officer, and displayed that steady coolness and manly bearing which adds lustre to his name; and that in his devotedness to duty even at the cost of his melancholy occasion, his name deserves to go

down to posterity with those of Israel, Wadsworth and Sumners.

Capt. Burt, in response to the resolution referring to him, replies a card, in which he alludes modestly to the value of his services, praises the passengers for their coolness and forbearance, and says that he did no more than his duty.—*State of Maine.*

**THE LOST AND RESCUED.**—The whole number of passengers on board the ill-fated Central America is now known to have been 592, of whom 166 were rescued, leaving 426 drowned or missing.—*Id.*

The merchants of New York held a meeting on Monday last, for the purpose of considering the loss of the Central America. A committee was appointed to use means for—1st, the relief of the immediate sufferers by the loss of the Central America; 2d, the relief of the families of the officers and crew; 3d, in regard to those instrumental in the rescue of the vessel. \$3700 have thus far been subscribed, including \$2000 by the Steamship Company.

New York, Oct. 2.—Money is very stringent and there has been a great decline in stocks.

Three heavy failures are announced—Grumell & Royston, Southern produce house; Pierre, Chlothe & Co., fur dealers, and connected with St. Louis, and Hutchinson, Tiffany & Co.