

that, in consequence of the great surge, it was impossible to enter. The vessel was put about to sea, and was scudding before the wind, when a violent sea struck her on the starboard quarter, carried away her bulwarks, and sweeping everything off the deck. She had scarcely recovered the shock, when another sea, more violent than the first, struck her, which unshipped the rudder and did other considerable damage. The crew having by this time lost all management of the vessel, she was left to the mercy of the waves, and in about twenty minutes after she drove on to the rocks under Baggy Point (an immense cliff), where she subsequently became a wreck and went to pieces. The coast guard soon arrived on the sands near the spot, and by discharging blue lights, attracted the attention of others, who quickly came to their assistance. The crew on the vessel striking, took to the rigging, and they could be seen by the people on the sands supplicating help; but unfortunately it was not in human power to save them, owing to the rocks being inaccessible. The whole of the poor fellows perished, except two seamen, who were washed ashore about ten o'clock in the morning, and were found almost dead from exposure and exhaustion. The vessel broke up at about six o'clock, and during the whole morning fragments of the wreck were washed ashore and the rocks were covered with the cargo. One body was washed ashore at day-break. There are eight lost. About the same hour on Friday morning the sloop *Wigeon*, of Berwick, laden with a valuable cargo, was totally lost near Whitby, and the crew drowned. She is valued at £1500, and is insured. About twelve the same day, at the time the hurricane appeared at its highest pitch, the *Susan*, of North Shields (a collier), on her voyage from London to Shields, was capsized off Walton near Harwich, and sunk. Four of the crew perished, the others saved themselves by the vessel's boat. The vessel will become a total wreck. In addition to the above the following has been received:—The *Mary*, (a collier,) Captain Scott, from Shields, sunk off Lowestoft on Thursday night, having been driven on the sands by the gale; her crew saved. A large vessel (name unknown) foundered off the same place on Friday morning, and all on board perished; and about the same time, off Southwold, the *Ant*, a sloop laden with wheat, from Maldon, was wrecked; and a collier belonging to Newcastle was lost about an hour after near the same spot; four of the crew were drowned.

Destruction of property on the river.—The terrific hurricane, that raged in the metropolis and its vicinity on Friday night and Saturday morning, has occasioned the destruction of property to a great amount, among the shipping and smaller craft on the river, and for many hours the navigation was almost totally suspended. Between London bridge and Blackwall reach a number of ships broke loose from their moorings. Portions of spars and rigging were blowing about in all directions. Both above and below bridge a great number of barges, coal lighters, and other craft were sunk by the hurricane. A barge called the *Shannon*, belonging to Mr George Briant, a lighter-man, at Wapping, was sunk off the Torrington arms, Limehouse. Mr Briant, who was navigating his barge at the time, had a very narrow escape from drowning, and only saved himself by being an expert swimmer. Near the same spot, a barge laden with wheat belonging to Mr Landill, the corn lighter-man, of Horslydown, sunk. The man in charge of her was immersed in the water, and not being able to swim, he was about to sink for the last time, when he was picked up by a fishing boat. A lime barge belonging to Mr Lee of Rochester, had her masts and sails completely blown away in Blackwall reach, and had a very narrow escape of being capsized. Mr Lucas, the coal merchant of Millbank, had three barges heavily laden with coals, swamped. A barge, the property of Mr Robert Barchard, of Lambeth, went down opposite the King's Arms public house, at Lambeth. She was laden with 35 tons of coals, and a man named Jones, who had charge of her, was nearly drowned. Indeed accidents of the above description occurred in all parts of the river. Although there were many narrow escapes no lives were lost.

Wreck of the *City of Bristol*, Steamer.—Upwards of thirty lives lost!—Bristol, November 30.—Intelligence of the loss of this fine Steamer reached this port this morning, and instantly spread over the city, producing a degree of melancholy which has not been felt since the loss of the *Killarney*, two or three years since. I have made every possible enquiry, but all the intelligence I can gather, or that has yet reached the office of the owners, the Bristol General Steam Navigation Company, is brought by the Tenby steamer, arrived this morning. Captain Jerrard picked up the only person, according to his representation, who has escaped the dreadful wreck, out of thirty six. The *City of Bristol* was commanded by Captain Stacey, and was on her passage from Cork to Bristol, and in the gale of Wednesday night she was wrecked off Worms Head, between Swansea and Tenby on the Welsh coast. The man who has so providentially escaped is an Irish pig drover, and he is the only person who can give any account of this melancholy disaster. In the course of a few hours the names of the unfortunate sufferers and other particulars will arrive here, and I shall lose no time in forwarding you information.

Wreck of another large Steam-boat.—Infor-

mation of a most painful character, and which has awakened fears to which I scarcely dare to allude, was brought here last evening by a gentleman of high mercantile respectability in this city, who arrived from the coast by last night's coach. He states that he was informed by Captain Lock, of Ilfracombe, that on Wednesday last, as he and others were standing on Lanthorn hill (the eminence at Ilfracombe from which watches are usually kept by those engaged in maritime pursuits,) he saw a steam packet of a very large description beating up channel under stress of weather.—In a short time a heavy spual came on—the same in which several vessels were damaged, and the brig *Grecian* lost; and upon looking out again as soon as it wore off he looked in every direction, but could see no trace of the steamer. Since that some fragments of wreck, apparently belonging to a large vessel, have been washed on shore, among which is a door of a state room berth of a superior description. It is of handsome polished mahogany, with gilt mouldings, and is labelled with a number 28. I have made every inquiry, and find that this does not answer the description of the doors on board the *City of Bristol*; they were of mahogany, but no gilt moulding, and none of the state room berths were labelled with so high a number as 28. The Swansea packet of last night brings similar information as having transpired in that town, and it is reported here that one of the tag boats belonging to this port has likewise seen large fragments of wreck.

From the London Watchman.

Melancholy Shipwreck and loss of nine lives.—On Tuesday morning last the brig *Triton*, of Cardigan, Captain Rees, arrived at that port from Quebec, with a cargo of timber for David Davis, Esq. on her voyage homewards, she was very fortunate, in the hands of Providence, in saving 25 British seamen from a watery grave, being the crew of the ship *Chirk Castle*, of Liverpool, nine of whom, were, however, notwithstanding every exertion to save them, unfortunately drowned. We have been favored with extracts from Captain Crowder's log book, relative to the distressing circumstances, which we lay before our readers:—Saturday, 3rd October, 1840.—At 4 p. m. weighed anchor from the river Mersey, the wind then light from the N.E., in tow of the steamer *Manchester*; had fine weather until clear of the lead. Nothing material occurred until the morning of Sunday, the 18th of October. At 2, a. m. then blowing very hard, wore ship to the S.W. found she had sprung a leak and fast gaining on the pumps. The ship then lying very low, we cut away the mizzen mast and yard; towards evening, found the water still gaining on the pumps, cut away the mizzen mast, the ship then nearly on her beam ends, all hands at the pumps. Early on the morning of the 19th, thought prudent to heave overboard the larboard chain cable and bower anchor, in hopes of easing the ship, but all to no avail. At 9, a. m. saw a brig steering to the eastward, hoisted a signal of distress, when the brig rounded to, under our lee, our ship then quite unmanageable; hoisted out long boat, and sent four hands on board to acquaint the captain of the brig the state we were in, shortly after, the boat was dropped from the brig alongside of the ship, when nine men more jumped into her, and in getting clear of the ship the boat swamped, four men were drowned, and the boat lost. The jolly boat was then got out, and three men went towards the brig, which had then hoisted her light, and came under our lee; lay by, and eased the boat alongside of the ship, when Captain Elder's son, and seven more got in, and reached the brig in safety; at that time seven souls were still on board the ship. At 7 a. m. again the brig dropped a boat alongside the ship, when six men more got into the boat, and in leaving the ship the boat swamped, and the chief mate, second mate, and three seamen were drowned, and boat lost; one seaman was saved by a rope from the ship, by which he got on board of her again. The Captain of the brig, not thinking it prudent to try any more that night, lay by until morning, trusting in God for better weather. At daylight, on the 20th, more moderate, the brig hoisted out one of her boats, the ships boats all lost, as was almost all the brig's spare lines and running rigging. Four men went in the boat from the brig, and took from the wreck Captain Crowder and another seaman, being the only two left on board the wreck. Again the boat returned to the wreck, to try for some provisions, but finding the ship sinking fast, returned without any, and at 8, 45, a. m. the ship went down.

Tuesday October 20, 1840.—Captain Crowder has made a public acknowledgment on behalf of himself and crew, to Captain Rees, of the *Triton*, and his manly crew, for their intrepid exertions in saving their lives, and for their great kindness to them when on board the *Triton*.

Plymouth, Nov. 22.—At 2 o'clock, p. m. on Sunday, the 22d inst. as the British and Irish Steam Company's packet, *Devenshire*, was off the east buoy of Margate Sand, a boat was observed at some distance filled with people; Captain Mills immediately ordered the vessel to be kept away for them, and by his able and seamanlike conduct, he succeeded in saving nine men from a watery grave. They proved to be the crew of the brig *Equivalent*, from Pictou, Miller, master, to Newcastle, and were completely worn out when taken on board the *Devenshire*, where they received every attention.

European News.

BY THE ACADIA.

Effects of Temperance.—We entered one day a cottage in a suburb of Cork; a woman was knitting stockings at the door. It was as neat and as comfortable as any in the most prosperous district of England. We tell her brief story in her own words, as nearly as we can recall them. 'My husband is a wheelwright, and earns his guinea a week; he was a good workman, and neither a bad man nor a bad husband, but the love for the drink was strong in him, and it wasn't often that he brought home more than five shillings out of his one pound one on a Saturday night; and it broke my heart to see the poor children too ragged to send to school, to say nothing of the starved look they had out of the little I could give them. Well, God be praised, he took the pledge; and the next Saturday he laid twenty one shillings upon the chair you sit upon. Oh! did'nt I give thanks upon my bended knees that night? Still, I was fearful it would'nt last, and I spent no more than the five shillings I was used to, saying to myself, maybe the money will be more wanted than it is now. Well, the next week he brought me the same, and the next, and the next, until eight weeks passed; and glory be to God, there was no change for bad in my husband; and all the while he never asked me why there was nothing better for him out of his hard earnings; so I felt there was no fear of him; and the ninth week when he came home to me, I had this table bought, and these six chairs, one for myself, four for the children, and one for himself. And I was dressed in a new gown, and the children all had new clothes and shoes and stockings, and upon his own chair I put a bran new suit, and upon his plate put the bill and resate for them all—just the eight sixteen shillings they cost that I saved out of his wages, knowing not what happen, and that always before went for drink. And he cried, good lady and good gentleman, he cried like a baby—but 'twas with thanks to God, and now where's the healthier man than my husband in the county Cork, or a happier wife than myself, or dacenter or better fed children than our own four. It is most unlikely that such a family will again sink into poverty and wretchedness. We might add largely to these cases, not only from what we have heard, but what we have seen.—Half's Ireland.

Fresh Calamities in France.—The town of Creuly the principal place in a very populous canton, within four leagues of Caen, in Normandy, has been almost entirely consumed by fire. It is not known to what cause the conflagration, which broke out on Tuesday, the 17th ult., is to be attributed. It was at ten o'clock at night that it was first perceived. The Hotel des Postes, the Gendarmerie, and every house, the roof of which was thatched, (being the greater part of the town,) present at this moment but one vast heap of smoking ruins, around which is huddled a miserable population without home or shelter. About twenty years since a similar calamity burst forth in the same locality. The Echo, a journal published in the arrondissement of St Jean d'Angey, informs us that almost all the southern departments of France, immediately after the inundation, have been visited by a new scourge in a terrific storm, which broke out on Saturday the 7th ult. It was a perfect hurricane, and most devastating in its effects. Its breadth varied from ten to forty metres, and every point where it passed the largest trees were uprooted and flung to the winds. Oaks and elms of immense size were broken and twisted asunder, while the debris were flung some distance. In some instances the fragments of oaks a century old were carried an almost inconceivable distance, and did great damage to some houses against which they were cast. At Moulins Vioux, some logs, weighing fifty kilogrammes, were carried away by the force of the wind, and flung to a prodigious distance; fifteen of them (says the local journal, but the statement is almost incredible) to the distance of half a quarter of a league. At Coup Gage, a house newly built was thrown to the ground, as were also several windmills. The village of Gatineu was almost entirely destroyed. The country which this hurricane visited being very woody, the quantity of trees broken and prostrated is perfectly enormous. The roads are in every part blocked up with them, so as to be quite impassable. Many proprietors have sustained a destruction of wood on their estates to the extent of at least 10,000. Very many houses have received serious injury in the villages of St.

Martin d'Entraignes Asuires, in the commune of Brion, We are happy to perceive that the local journal does not particularize any loss of life.

To Clear Water for Culinary Purpose.—Take a lump of alum the size of a large nut, or half a walnut, place it in a jug, and fill it with boiling water, and when dissolved stir it well. The contents if plunged in a cask of twelve or fifteen gallons of water, will, in a short time cause the muddy qualities to separate, and precipitate to the bottom, while the water will not have imbibed any injury from the alum.

Wealth of an Irish Bishop.—On announcing the disease of the late Dr. Alexander, we ventured to anticipate, looking to the length of time during which he had an opportunity of accumulating, as well as the reputation of the Irish Bishops for hoarding wealth, that his Lordship must have died enormously and disgracefully rich. But we own we were not prepared for the tremendous amount of his savings. The following is from a Tory paper:—'The late Bishop of Meath died immensely rich. The property he has left amounts to several hundred thousand pounds.'—Leinster Express.

Here is a picture of the Irish Established Church, about whose poverty and sufferings, and plundered revenues, we have heard so much during the past five years. Whilst the Catholic tithe payers had been endeavoring to shift some portion of the enormous burden of its taxation off their shoulders, one member of the Hierarchy of that Church, after having lived like a prince, feasting most sumptuously every day, dies 'worth several hundred thousand pounds.' What feeling appeals were made throughout England for the starving clergy of Ireland, who had, for the good of religion, refused to avail themselves of the money voted by Parliament, and what efforts were made to arouse the sympathy of Englishmen, in order to obtain subscriptions. But a single Bishop of Ireland could, in the mean time, have given from his superfluities, much more than the entire sum collected, and still remain a Cæsar in wealth. It would be curious to ascertain the amount contributed by Dr. Alexander to the relief of the starving poor, during the many famines that prevailed in Ireland, whilst this Christian Bishop had been fulfilling his mission, inculcating the blessings of poverty, and amassing 'several hundred thousand pounds.'—Dublin Evening Post.

Zante has been ravaged by an earthquake, which took place, with repeated shocks, between the 24th and 30th ult. The damage done to the towns and solitary buildings is estimated at several millions of francs.

A New Convention.—In a letter written by Mr O'Connell to Mr Hamer Stanfield, of Leeds, in answer to an address from the Leeds Reformers to the Irish Repealers, he proposes the following as the best mode for concentrating the efforts of English Reformers:—

'My plan, then, is, that the Reformers in each locality in England should elect delegates to sit in a Convention to be held in London some weeks before, and also, during the early part of the approaching session of Parliament, I propose that, in each district, a number of delegates shall be selected, proportionate to the body of Reformers in that district, and that especial care should be taken to have as many as possible of the cities and towns which now send members to Parliament represented in the Convention. Every exertion should be made to procure the attendance of intelligent and influential men as delegates from the different localities.

'The Irish people are prevented; by a Irish statute, from sending delegates to such a Convention; but I could easily get myself elected by the Irish residents at Liverpool, Manchester, or any of the other great towns, and many other Irish Lords of Parliament, would I know, adopt a similar course. You could reckon on the punctual attendance of many of us in the English Convention.

'To this body shall be referred the duty for agreeing upon a plan for Parliamentary Reform, sufficiently extensive to embrace all the Parliamentary Reformers of Great Britain. It should be carefully prepared to let in all the sound portion of the working classes, so that a very substantial portion of the operatives should enjoy the franchise, and as few as possible excluded. It should embrace the ballot, the non qualification by property by members, the shortening and the precise definition of the duration of each Parliament.

'When such a plan shall have been agreed on by a majority of the Convention, it should be, as much as possible, adhered to by all.