

husband, and, on interfering to prevent an obstruction of the way, she behaved with such violence towards him that he was compelled, with the assistance of another policeman, to conduct her to the Bow-street station. The charge against Mr. Caudle was for interfering on her behalf.

Mr. Caudle gave way, and his wife commenced, in spite of the interference of the magistrate, who repeatedly told her that the complainant was not yet finished.

Mrs. Caudle—But I insist on speaking before Mr. Caudle, your worship.

The constable said that Mrs. Caudle seemed tipsy.

Mrs. Caudle—Topsy! Gracious heavens, Sir, I am a most respectable woman, and Mr. Caudle has been a most respectable man. It is true he now holds a 'humble situation,' but there was a time when he would have spurned it.

Mr. Caudle—Never mind that now.

Mrs. Caudle—Now I beg you will not interrupt me, Sir. Please your worship, I have suffered much, very much of late, from our reduced position, and on Friday night I went into Brydges street, to see if Mr. Caudle wasn't coming home, when I heard a woman ask him for half a crown that he owed her. Yes, Sir, half a crown, and is that a respectable thing for a married man to be found out in doing?

Mr. Caudle again interfered.

Mrs. Caudle—ah you may well be ashamed of it. Well, your worship, of course I was excited, and I told the woman that she ought to be ashamed of herself; and as a respectable married woman who had been well brought up, being now at the present time under the doctor's hands, I told Mr. Caudle my mind, as I have a right to do, and always will, your worship. And what right has the police to interfere between man and wife.

Mr. Caudle—That's enough, my dear.

Mrs. Caudle—Enough, indeed; of course it is, as you always say before I have spoken a word. But I never insult any one, your worship, as Mr. Caudle knows, and therefore I cannot bear an insult. But, your worship, Mr. Caudle may speak first.

Mr. Caudle observed that, hearing a voice which he knew to be his wife's, he merely went out to see what was the matter.

Mr. Jardine—Are the defendants known?

Mrs. Caudle—I should think we were, Sir, and if you will allow me to speak, I—

Mr. Jardine—Do be quiet, woman.

Mrs. Caudle—Very well, Sir, I will be quiet as you won't let me speak, of course I won't. But this I will say—

Mr. Boustand, the clerk—Will you listen to the magistrate?

Here some respectfully dressed people deposed as to the peaceable disposition of Mr. Caudle and the respectability of Mrs. Caudle, who, it was stated, suffered from extreme irritability; and Mrs. Caudle requested her husband to show the Court a quantity of hair which she had pulled from her head that very day.

Mr. Jardine said that, however respectable Mrs. Caudle might be, she was evidently an incoherent talker and a most violent woman.

Mrs. Caudle—A violent woman!

Mr. Boustand—Don't interrupt the magistrate.

Mr. Jardine, after some further remarks, fined Mrs. Caudle 3£ for assaulting the police and creating a disturbance. His worship fined the husband 1£.

Mrs. Caudle was then, with some difficulty, removed from the dock, declaring that she would destroy herself in jail, and thus terminate her wretched existence. She wished Caudle good bye, for ever, and dared him to pay the fine, and thereby frustrate her intentions, at his peril.

We envy no man his perspicuity who can read this report and still persist in believing Mrs. Caudle's Curtain Lectures fictitious and unauthentic.

The saddest part of this sad story, however, is yet to come. The Times of the 24th has the following record—

Mr. Francis Caudle, whose loquacious better half was committed for a month on Tuesday, attended to beg a mitigation of the fine, in order that Mrs. Caudle might be released from her present confinement.

Mr. Jardine declined to entertain the application.

So the delightful creature remains in limbo. If her husband has a proper regard for the entertainment of the public, he will share her imprisonment, in order that her lectures may not be discontinued. We confidently expect him to pursue this course.

Communications.

"Si Je te perds, Je suis perdu."—If I lose thee, I'm lost.

Shine on, thou bright beacon

Unclouded and free,

From thy high place of safety

O'er life's troubled sea;

Its morning of promise,

Its smooth waves are gone,

And the billows rave wildly,

Then bright one, shine on

The wings of the tempest

May rush o'er thy ray;

But tranquil thou smilest

Undimmed by its way.

High, high, o'er the worlds

Where storms are unknown.

Thou dwellest all beauteous,
All glorious, alone

From the deep womb of darkness

The lightning flash leaps;

O'er the bark of my fortunes

Each mad billow sweeps.

From the port of her safety

By warring winds driven,

And no light o'er her course

But yon lone one of Heaven.

Yet fear not thou, frail one,

The hour may be near,

When our own sunny headlands

Far off shall appear;

When the voice of the storm

Shall be silent and past;

In some island of Heaven

We shall anchor at last.

But the bark of Eternity,

Where art thou now?

The tempest wave shrieks

O'er the plunge of thy prow.

On the world's dreary ocean

Thus shattered and tost;

Thou lone one shine on,

"If I loose thee I'm lost."

ANONYMOUS.

These lines were suggested by an impression on a seal, representing a boat at sea, and a man at the helm, looking up at a star with the motto, "Si Je perds, Je suis perdu."

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, SEPT. 20, 1845.

ARRIVAL AND DEPARTURE OF THE MAILS.

The mail for Fredericton, direct, closes on Monday morning at 7, 30 o'clock; and arrives on the morning of Friday, at 2 o'clock, A. M.

The Southern mails are closed at 5, 30 o'clock, on the mornings of Tuesdays and Saturdays, and arrive at 7 o'clock on the mornings of Mondays and Thursdays.

The mails for the Northward are despatched soon after the arrival of the mails from the southward on Mondays and Thursdays; and arrive here on the mornings of Friday, at 6 o'clock.

THE BRITISH MAIL.—We expected having the pleasure of furnishing our readers this week with accounts from Britain to the 4th inst.; but in this we have been disappointed, the Thursday Courier bringing only the Colonial Mails. Should the British Mail come to hand on Monday, and contain any thing of particular interest, we shall issue an extra early in the week; when the Editor, who has been for some time on a visit to Britain, is expected to resume his wonted place, and make up for the deficiencies which some may have discovered during his absence.

HALIFAX AND QUEBEC RAILWAY.—If we may judge of the success of this contemplated undertaking from the degree of interest it is exciting in this Province the prospect is good, for we can scarcely take up any of its periodicals which do not more or less treat on the subject and offer an opinion. This is as it should be, "for in the multitude of Counsellors there is safety."

THE WEATHER.—The present week has been unfavourable to Agricultural operations, though not altogether broken weather, yet it has been showery. Yesterday, however, was with us a rainy day, and we fear will be productive of much injury, as in several places in this neighbourhood, considerable quantity of grain remains to be housed.

NORTHUMBERLAND ASSIZES.—This Court has been busily occupied during the past week with several civil cases, which, we presume, has taxed the patience of his honor the Judge, and the Jurors. It is expected to be closed this day; and we hope that whoever will live to see its next sitting will find this County copying after Restigouche.

ERRATUM.—In transcribing the list of Subscribers and Benefactors to the Ladies Bible Society, last week, the name of Miss Mary Johnston, who was a subscriber to the amount of two shillings, was inadvertently omitted.

ADDRESS TO THE REV. HENRY F. RUSSELL

OF BATHURST.

To the Rev. H. F. Russell, A. B.,

Reverend and Dear Sir,—We, the

Church Wardens, Vestry, and Parishioners, of the Parish of New Bandon, having

heard of your approaching departure, desire most respectfully to offer you our

thanks for the services which you have done us since your arrival among us. We

deeply regret that anything should have occurred to induce you to tender your

resignation; nor can we urge any plea why this act on your part should have

taken place, as we have always placed the most implicit confidence in you. Be

pleased, therefore, to accept this testimony to your worth and character; and believe us to be truly and sincerely yours.

Signed by the Church Wardens, Vestry, and Parishioners.

August 20, 1845.

REPLY.

Gentlemen—Accept my grateful thanks for the kind Address which has been presented to me thro' the Church Wardens of this Parish, and be pleased to convey

them to those who have signed it. Wherever I may chance to sojourn, "the remembrance of you all" will not be erased from my memory, for the many acts of kindness and courtesy which I have so often received at your hands.

And in bidding you farewell, I commend you and yours to the care and Providence of Him, whom we all serve; and may He who is rich towards all, make you to abound in every good work, to His glory, is the sincere wish of, Gentlemen,

HENRY F. RUSSELL.

The Fredericton Mail.

The Courier with the Fredericton mail arrived at the Post Office, Chatham, this morning at 8 o'clock.

From the Woodstock Telegraph.

We regret to state that Mr. Reade, who accompanied His Excellency to the Falls, became so seriously indisposed on his return to Woodstock, as to be unable to proceed on his journey. He was obliged to remain at Mrs. Glover's, where he will be treated with the utmost kindness and attention. We understand when going to press, that he has so far recovered, as to proceed to-day on his journey.

Quebec Gazette, September 5.

A sad accident occurred in Mountain street last evening, about seven o'clock. As Miss Glackemeyer, niece of Edward Glackemeyer, Esquire, with his two sons, Samuel and Alfred, and Mrs. Garneau, wife of F. X. Garneau, City Clerk, were coming in from Mr. Glackemeyer's residence at Beauport, in a four wheeled carriage, the horse, from some accident, opposite the House of Assembly, started off at full gallop. When they arrived at the first turn of the street below the gate, the horse and carriage struck against the house of Mr. Bews, silver smith, throwing down the horse, breaking the carriage, and dashing the passengers against the wall. Miss Glackemeyer was taken up and carried into Mr. Bews', where she received the kindest assistance from the family; the youngest of the boys was carried by Mr. Sullivan, in his arms to his house, and the eldest, 14 years of age, was carried to Dr. Moffatt's. Mrs. Garneau escaped with little injury. All the others were attended by Drs. Moffatt and Fremont, and were afterwards removed to Mr. Cannon's, Advocate. They were all much hurt and insensible at first, but gradually recovered the use of their speech. To add to the distress of the family, Mr. Glackemeyer was absent at Montreal. Mr. Garneau is also absent. Mr. Edward Glackemeyer, the eldest of Mr. Glackemeyer's sons, was fortunately in town, and every assistance was rendered by the relations and friends of the family, and by the neighbours where the melancholy occurrence took place.

Mr. Glackemeyer arrived from Montreal this evening; his two sons and Miss Glackemeyer have passed a bad night; they have no limbs broken, but a severe concussion is not without danger.

The Weather and the Crops.—There was a heavy thunder storm yesterday afternoon, with the thermometer nearly at 70°. This morning at sunrise it was down to 50°. The weather for a few days past, prevented the grain crops reaped a few days before, from being housed, the heat endangering their sprouting. To-day the appearances are favourable. Thermometer at 3, P. M., 66°.

We have seen a letter of a recent date from a respectable and well informed gentleman on this side of the District of Montreal. His reports of the state of the crops are not so favourable as the newspaper accounts. There can however be no doubt of there being sufficient for the ordinary consumption throughout Lower Canada; and there is a great surplus to the West. The prices will depend on the result of the harvest in Europe, and particularly in the United Kingdom, concerning which apprehensions alone, have been sufficient to effect a small rise in the principal markets in North America.

St. John Courier, September 12.

Gas Works.—We are pleased to be able to announce that the erection of the Chimney of the Gas Company's establishment in this City,

was commenced on Wednesday last, and that no time will now be lost in completing the necessary works and providing the requisite apparatus for lighting the City with Gas.

The Burnt District.—The ground laid waste by the conflagration of the 28th July last, is being rapidly rebuilt upon. With the exception of one or two lots, the whole extent of the district, fronting on Prince William street and the east side of Water street is to be occupied by three and four story Brick Buildings, secured as far as possible against external fires, which are now in course of erection; and the Wharves and west side of Water street are already studded with small wooden buildings; sufficiently commodious for the business they are intended for, and a great security against the extension of future conflagrations. The Brick Buildings, we learn, are to be completed this autumn, and some will be ready to enter upon by the new year.

BARQUE CHAMPLAIN.—Mutiny.—The following particulars of the mutinous conduct of two crews on board this vessel, have been furnished us for publication:—

Barque Champlain, Penton, Master, sailed from Saint John about the 5th August last, for Dungeness, and after being at sea three days, and the advance notes of the seamen having been paid, the crew, nine in number, came aft and said they would do no more work until the ship's head was turned for St. John, on account of her leaky state, she then making from one and a half to two inches per hour. They remained below and left the captain and mate in charge for seven hours. The captain having no alternative, bore up and arrived at St. John on the 10th August. On arrival, warrants were procured, and the seamen were taken into custody, the ship surveyed, the top-sides caulked, pumps regularly sounded by the harbour master and port wardens, and a certificate given of the barque's complete seaworthiness. The seamen were tried before Alderman Porter, on a charge of refusing to proceed on the voyage. The trial resulted in an order from the Alderman for the seamen to return on board to their duty. They did return, in company with others from the shore, threatened the mate's life, and finally left the vessel.

Another crew, ten in number, was shipped; and on the 21st the vessel again sailed from Partridge Island; and when between Grand Manan and the Machias Seal Islands, on the 22nd, the crew came aft, saying they would go no further in the ship, ordered the helm to be put up, which was prevented by Captain Pelton remaining by the man at the wheel. The crew squared the main yard, but the mate prevented them from squaring the other yards. Eight of the crew then went below, and the Captain and Mate having gone forward to brace the main yard up, the man at the wheel then left, saying he should do like the rest. The Captain, Mate, and one man, who acted as cook and steward, were all that remained on deck to work the vessel. On Sunday morning, it was discovered that there was seven feet water in the hold, and after pumping for some time found the water to increase. The Captain then went forward to the fore-castle hatch to ask the seamen if they intended to let the ship sink, when he saw a small hatch off, leading to the fore peak, and one man handing to the carpenter two augers. The crew told him, that if the weather only cleared, they should confine him, and themselves take the ship to St. John, but if it remained thick, and the ship water logged, they should take the boats and give him a plank. At 2, 30 p. m. the weather having cleared a little, a brig called the Noble, of Lubec, saw the barque's ensign union down, and came within hail, and agreed to send his second mate on board to pilot the barque into Machias, it being the safest and nearest port. The crew then agreed to pump the ship out if they got something to eat, having had nothing for thirty-two hours. During the night they did not gain much on the water, and the pilot missed some of the men from the pumps, and on going forward, he heard a loud knocking, and saw the hatch off the fore peak, and one man came up, and three came over the bows, who pretended that they had been smoking.

They returned to the pumps, and the pilot communicated what he had seen and heard to the captain, who went over the bows in the morning, and then saw two plugs, perfectly new, four feet under water, projecting six or seven inches outside the ship's sheathing. This circumstance was made known to the mate and pilot, and they all resolved to say nothing about it at the time, lest the crew should refuse to work the ship while in among the islands.

A short time afterwards, on looking over the bows, it was found that one of the plugs had been cut off within an inch of the ship's side, and the lower one about two inches. The water in the hold was now rapidly decreasing, and at 3, p. m. on Monday, the barque was brought to anchor in Machias port, and afterwards made but an inch and a half water in twenty four hours—thus plainly proving that the holes had been bored in the bows by the crew and afterwards plugged. The authorities at Machias refused to take charge of the crew, but sent a guard on board the ship.

The Captain proceeded to Eastport to the British Consul, who instantly accompanied him back, when the crew were then lodged in him back, when the crew were then pronounced gaoled, examined the next day, and pronounced guilty of mutiny, revolt, and piracy. The ship's deck-load was discharged; she was then laid on a mud-bank, the plugs driven in, and produced at Court by the Surveyors, who found the ship perfectly sea worthy, and the water that she had made proceeded from the auger holes. The crew are now in Machias gaol, under the care of the British Consul, and will be sent to England to be further dealt with according to Law. Captain Penton arrived in this City on Sunday last, for a new crew to