

often in this way enabled to pay his rent and taxes, to defray other domestic expenses, and often to accumulate handsome dowries for their daughters.

NARRATIVE OF THE PASSAGE OF THE GREAT WESTERN.

SATURDAY, September 12th, 1846.

The steamship Great Western, B. R. Mathews, Esq., Commander, left Liverpool at 4 o'clock, P. M., having on board one hundred and twenty six passengers, captain, five officers, five engineers and seventy-four crew, in all two hundred and eleven persons.

The weather, generally, was pleasant for the season of the year, and our progress good, averaging 200 miles a day.

Saturday, Sept. 19th, lat. 48 34, long. 37 42, at 4 P. M., light airs from the S. E., and foggy, with light drizzling rain. Got the yards aloft, and set the jibs and fore spencer. Breezes refreshing. At six set the single reefed main spencer and square sails, with two reefs in the topsail.

At 8 P. M., the wind increasing and variable to the westward, took in the square sails outer jib and main spencer. At 10 P. M., freshening gales and ugly weather; sea getting up and tossing high. At midnight, increasing gales and heavy squalls; took in the fore spencer, the outbaull having broken; in the mean time, the inner jib stay bull's eye hook broke and the sail became useless; hauled it down and set the fore stay sail.

The above is an extract from the Captain's log-book, and gives an account of the commencement of the awful storm which the Great Western surmounted on her passage from Liverpool to New York; one so terrific during its continuance, and marked by such a signal deliverance in the end, that it should be carefully related.

Sunday, 20th, at 40 minutes past 2 A. M., continues the log, 'split the fore stay sail; took in the remains of it and lay to under the bare poles.'

The sea rising frightfully, and breaking over and against the ship. At 4, the wind increased to a heavy storm, and the sea running most furiously at the ship. The wind veering to the N. W. at the same time, and the ship breaking off into the trough of the sea rendered our situation more critical. A great quantity of water got into the engine room, from the sea breaking over the ship, which was pumped out by the lee bilge pump.

Sunday morning most of the passengers assembled in the cabin and saloon. Their haggard faces told too surely of the sleepless and anxious night which had passed. Even those most ignorant of nautical affairs could not fail to discover that we were in the middle of great peril. Few could dress with their accustomed care owing to the violent pitching and constant rolling of the vessel. The stewards abandoned any attempt to prepare the breakfast table, and both then, and throughout the day, were obliged to content themselves with bringing such articles of food as were convenient, to those who felt any disposition to eat.

11 o'clock, A. M.—A heavy sea broke over the fore part of the starboard wheel-house or paddle box which started the ice house, and large iron life-boat, from their fastenings, and washed them to leeward, and with much difficulty they were temporarily secured.

To understand this, the reader must bear in mind that the Great Western is so to speak, three stories high forward and aft, and two in the waist, or in the middle of the ship: aft, there is the lower story or cabin, above it, the saloon, the roof or covering of which is the quarter deck, and may be for the purposes of description be considered as a third story. In the waist, or middle, the lower story is occupied by the engine room, the roof or covering of which is the main deck. On this main deck, in the centre, are placed the chimney, galleys, and ice house. The various offices appertaining to the stewards and police of ship, at the sides. This part is open above; and protected by the wheel-houses and sides of the ship, which rise to the height of 14 feet. The width of the paddle-box is about 12 feet. The ice house contained some seven or eight tons of ice, and was fastened by cleets and stanchions. Let the reader imagine the force of the sea, and the height of the waves, which, rising over the paddle-box, struck the ice house and the large iron-life boat above it, twisted them from their fastenings, breaking the ice house into two parts, ripping off the planks, crushing the starboard companion way, and only prevented from making a clear breach in the sides of the ship, by a sudden lurch to port. Meantime the wind howled most frightfully through the rigging.

At 11 o'clock and 15 minutes A. M., attempted to wear ship, to get her on the other tack (thinking she would be easier), as the wind still continued to veer to northward. Lowered the after gaffs down; manned the fore rigging, and loosened the weather yard arm of the foresail, to pay her off, but found it had no effect. Therefore let her come to again. In the mean time the square sails blew away from the yards.

11 30, A. M. The lee quarter boats were torn from the davits by a heavy lee lurch of the ship, bending the davits, tearing out the ringbolts from their stems and sterns.

Word was passed among the passengers that two of our boats were gone, and the others were likely to follow, the davits and boats beginning to give. But not a remark was made; each spoke to the other only through the eye. And the ominous silence which pervaded the whole company, told how sensibly all felt themselves in the very presence of the King of Terrors, uncertain of their doom.

It was wonderful to see how a few short hours changed the condition and feelings of all on board. The grades and distinctions incident to so large a company, varying in social position, citizens of almost all countries, and professing different creeds, yet, in the presence of so imminent danger, all distinctions seemed merged into one common emotion of awe, as we stood together in the court of the great leveller, Death. With the intense feeling which bound us together as one, came also another of an opposite and repelling character. Every heart was deeply occupied with its individual griefs and memories, as if not another shared the peril. Home, with its loved ones, and a thousand cherished hopes and joys, rose fresh to the view, and with a power like the storm, swept over the mind and left it like the ocean tempest tost and troubled.

'See,' said a gentleman to me, 'no one converses, no one reads—all are engaged, each with his own thoughts; and if my wife and children were here, I confess, my feelings would be of the most distressing character.'—'But,' said I, 'they suffer in your loss.' 'Very true; yet it is only a question of time, and, whether sooner or, God's will be done.'

At noon, storm and sea raging in all its fury, sea still breaking over the ship, a heavy sea struck the larboard paddle box and smashed it to atoms; sprung the spring beam, breaking the under half, shattered the parts of the ship attached thereto. A splinter struck the Captain on the head while standing on the poop, and the force of the blow together with the sea, carried him over the lee quarter, and he was only saved by the nettings.

After this sea had passed over, we found the water had gained on the pumps; the wind appeared to lull a little and the ship a little easier, but still blowing a storm. All the hatches, except those made use of for passing into the engine room, were battened down, and the skylights partially covered. The weather continued the same until midnight, at which time it lulled for half an hour.

The log conveys to the reader some idea of the state of the ship and effects of the storm on Sunday at noon. Its effects on those below can best be given in the words of a gentleman who remained the greater part of the time in the cabin:

'To convey an idea of the appearance of all around, is out of my power. In the words of Sheridan, "the tempest roamed in all the terror of its glory." The atmosphere was surcharged with a thick spray, rendering a look far out to seaward, impossible. The wind howled, roared and bellowed, like the constant mutterings of the thunder cloud. Huge waves of tremendous height and volume, rose in mad display around the ship, threatening every moment to break over us amidst ships and crush the vessel.—Sea after sea striking us with terrific noise, caused the gallant ship to stop for an instant, tremble and shake in every timber from her stem to her stern post, reeling and lurching, tossed to and fro, again would she gather fresh strength, and with her wheels half hid in the wild waters, again and again receive the thundering blows of an element that seemed armed for our destruction.'

The sails on the yards, strongly secured by ropes and gaskets, were blown from their furl and streamed out to leeward in ribbons. But all this was as nothing. About 1 P. M., whilst most of us were seated in agonising suspense in the lower cabin, holding fast to the tables and settees, a sea struck the vessel, and a tremendous crash was heard on deck; instantly the cabin was darkened, and torrents of water came pouring down on us through the skylights.

Scarcely had the waters reached the floor, when all in the cabins and state rooms sprang to their feet, and simultaneously, as if by concert, the ladies uttered a scream of agony, so painful, so fearful, and so despairing, the sound of it will never be forgotten; and heaven grant that such a wail of anguish may never again be heard by me. Several fainted—others clasped their hands in mute despair, whilst many called aloud upon their Creator.

The crash to which the writer alludes, was caused by the tearing up of the benches and other woodwork upon the quarter deck. These were hurled with violence against the skylights, by the same sea which broke the windows of the saloon, drenching the berths upon the larboard side, driving out their affrighted occupants, whilst it smashed by its weight the glass over the main cabin, and thus forced its way below.

This was a period of intense emotion. I was sitting in the upper saloon, striving to protect some ladies from injury. So violent were the shocks of the vessel, although firmly braced it was with great difficulty that we could prevent ourselves being hurled from our seats, and dashed with such violence against a part of the vessel, as to endanger life or limb. Many received severe contusions and bruises, notwithstanding all their efforts.

'Twas an anxious hour. My eye wandered over the different groups in the saloon. Resting one while on a father passing from one to another of his family, and cheering with a kind word an interesting group of daughters. Then on a young wife, folded in the arms of her husband without a syllable being uttered, but the action spoke volumes, and again upon a mother whose children had been left in America as she clasped her hands as if in secret prayer, whilst her husband and her father gathered around, and seemed bowed down to earth in one common-feeling of tender solicitude for these who might so soon become helpless orphans.

It was an awful hour. The most thoughtless amongst us cowered in their secret hearts before danger, which none but a fool or a

brute would have mocked, and all therefore accepted the invitation to meet in the cabin for prayer.

Rev. Mr. Marsh read the 107th psalm. Rev. Dr. Smucker prayed, Rev. Dr. Beecher made a few eloquent remarks. Rev. Dr. Balch repeated the words of Our Saviour, 'Let not your hearts be troubled, ye believe in God, believe also in me,'—commenting briefly upon their consoling import, and then invited all present to join with him in the Lord's prayer; after which he pronounced the Apostolic benediction.

[We shall conclude this interesting Narrative next week.]

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, OCT. 17, 1846.

PLOUGHING MATCH

OF THE NORTHUMBERLAND AGRICULTURAL SOCIETY.

THE few days which preceded the Ploughing Match, were cold and rainy, and during Wednesday it was confidently predicted by the *weatherwise*, that Thursday would prove a downright damper to such an occasion. Thursday, however, made its appearance, with a smiling countenance, and continued till its close a bright and beautiful day. The field judiciously selected for the Ploughing Match, is one near the rear of the large farm of Mr John Wyse, of Douglstown. Mr Wyse, is perhaps, the only farmer in the Province, who can boast that he has fully cleared from the front to the rear of his lot, being a distance of more than a mile and a half; nor is this all, the farm of Mr Wyse is neatly parked off, well fenced, and skillfully cropped and cultivated. Near its extreme end, at the base of a gentle eminence, which commands a delightful view of the Miramichi river, and the surrounding country, is the field of competition, which, owing to its central and beautiful situation, and its lay and level condition, could hardly have been surpassed for such a purpose.

Independently of the interesting spectacle of watching the movements, and marking the varied success of so great a number of Ploughs at work on the same field, and of witnessing them, gliding gracefully too and fro—like so many pleasure boats on some sunny lake—the visit of the spectator was amply compensated by an excursion through the many fields that comprise the farm of Mr Wyse, and it is to be regretted that a much greater number of males and females from the neighbouring towns of Newcastle and Chatham, did not avail themselves of the occasion to give countenance to the competitors, and share the delight and gratification experienced by all who were present.

Among the spectators who appeared to feel a deep interest in the success of the Ploughing Match, were Alexander Rankin, Esq. John A. Street, Esq. the High Sheriff, John Wright, Esq. (President of the Society,) George Kerr, Esq. (Treasurer,) the Rev. John McCurdy, Edward Williston, Esq. John Porter, Esq. Mr Joseph Russell, H. Cunard, Esq., &c.

The following is a list of the names and prizes of the successful Ploughmen:

1st prize, George Scott, Newcastle, Farmer	£2 5 0
2d do. W. Mahoney, do.	
Ploughman to A. Rankin,	2 0 0
3d do. Robert Johnstone, do.	
Farmer	1 15 0
4th do. Walter Bateman, do.	
J. Urquhart's horses	1 10 0
5th do. Archibald Campbell, Farmer, Napan,	1 5 0
6th do. John Rainnie, Newcastle, do.	1 0 0
	£9 15 0
JAMES CAIE, Secretary.	

NORTHUMBERLAND ELECTION.

OUR Election was brought, if not to a very satisfactory conclusion, at any rate to a peaceful one, on Monday last, and this is something to boast of, and to con-

gratulate our reader on, when we look back on these eventful periods in the history of this County, and bear in mind the scathing and withering blight which the peace of society and too frequently the domestic hearth sustained on these momentous and trying occasions. On that day, the Sheriff held a court for the purpose of declaring the successful Candidates, and as we anticipated, the four Gentlemen, namely, Messrs. Rankin, Street, Carman, and Cranney, who remained in the field, were returned. In several Parishes the gentlemen who retired, received numerous votes, but in Newcastle and Chatham, the friends of those parties abstained from going to the Poll; and to carry out the intention of the compromise, care was taken that a sufficient number of votes should be polled to secure the return of the four gentleman above named.

The successful Candidates then addressed the Freeholders, and if we are to judge from the promises made, Northumberland will not lack, *able, strenuous, and patriotic advocates* in the halls of Legislation. Mr. Kerr then explained his reason for retiring, which was purely to preserve peace, and not to embroil the county in a contest. He urged on the attention of the representatives, the great and permanent benefits which would result from a well organised system of Emigration. He also maintained that Agriculture and the Fisheries had not obtained a fair share of Legislative attention and encouragement—a declaration in which we most cordially agree, and we call upon our members to use their best exertions to bring these important subjects before the Legislature.

Mr. Hutchison also addressed the freeholders at some length, explaining why Mr. M'Laggan was withdrawn. He desisted on a variety of local matters—and strenuously urged on their attention the impolicy of returning Lawyers to represent them. In closing, he invited the company to repair to Mitchell's Hotel, where refreshments awaited them.

Before the Freeholders retired, it was moved by T. C. Allan, Esq. and seconded by William Loch, Esq. that the thanks of the Freeholders be given to the High Sheriff, John M. Johnson, Esq. for the energetic and impartial manner in which he had discharged the arduous business of the Election. This was carried by acclamation.

A Band of Music was in waiting in a car at the Court House door, and as the company emerged therefrom, they struck up the "National Anthem." During its performance the large concourse of persons assembled uncovered their heads. When the martial strain was brought to a close, three hearty, deafening cheers were given for "the Queen."

A number of persons then retired to Mitchell's, headed by the Band, who performed some lively airs, when toasts were drank, speeches delivered, and the inner man strengthened by partaking of bread, cheese and crackers, which were supplied in liberal abundance. There was plenty of ale, porter and ginger beer, but all kinds of spirituous liquors were judiciously excluded—a most admirable arrangement. Several hours were spent in this way, and the greatest harmony prevailed.

A salute was fired at Newcastle, so soon as the result was known. In the evening bonfires were lighted, and a few friends of the successful candidates in Chatham, illuminated their shops and dwellings. Thus ended the Northumberland Election, offering a striking contrast to the two preceding ones—and we trust it will prove a harbinger of better things at subsequent elections.

ELECTION RETURNS.

COUNTY OF GLOUCESTER.—In a Postscript in our last, we stated that William End and Joseph Read, Esqs. were returned without opposition, to represent this