

Colonial News.

Novascotia.

Affairs about Home.—It affords us infinite pleasure to learn that our suggestions with reference to the fisheries, and the necessity of prosecuting these prolific sources of wealth with vigor, have been received with unqualified approbation by men of all parties. We intend to keep this interesting and important subject directly before the community and the Province.

Disastrous accounts continue to be received from the Eastern coast in consequence of the recent violent storm. Happily we have, as yet, not heard of many lives being lost.

The present open weather is proving vastly beneficial to the laboring classes, in the community; out door employments are still going forward, and laborers, &c., are pretty generally employed on the wharves and at other places. We have reason to be thankful to the Great Disposer of all events.

Much anxiety continues to be manifested on the subject of the delegation to England, relative to the Railroad. We can do nothing more than state that letters have been received from the Hon. Delegate, that he was well, that he had presented his credentials at the Colonial Office, and that Monday, the 18th instant, was the day appointed for the first 'big talk' with the Colonial Secretary. Major Carmichael Smith writes to a friend that he had dined with Mr Howe, and speaks encouragingly of his mission. This gentleman was many years since a fellow passenger on board the Tyrian packet hence for England, with C. R. Fairbanks, Sam Slick, and Mr Howe. His suggestion relative to petitioning, that Mr Howe heard at the bar of the Commons is a good one, but as Parliament will not meet until the middle of January we fear it cannot be acted upon. We shall think of it.

The Recent Gale.—The hull and material of brig Mayflower, of Windsor, previously reported wrecked, have been sold for £50; the Gipsy Queen, also sold at the same time and place; the Joseph being a new and strong vessel will be got off with little damage—the freight has been sold for the benefit of all concerned—no insurance on the vessel. The two first were partially insured. These three vessels were all on shore within a hundred yards of each other. The Spec, cast away at the same time lost one of her hands. The Rob Roy has been got off. The Shamrock of and from P. E. Island is to be sold for the benefit of all concerned. The George, with a full cargo of goods from Halifax to P. E. Island, has, together with her cargo, been condemned and sold—vessel partially insured. The Eastern Chronicle says there are rumors of many more disasters.

The P. E. Island Gazette of the 26th inst. says: The Gentleman, loading at Orwell for Halifax went ashore; bigt Gipsy dragged her anchors and went ashore near Canso Point—is expected to be got off; the brig Louisa (new) capsized and filled—has since been righted and pumped out; the bark Clausina is on shore near the block house; a schooner owned at Miramichi, bound to Britain, timber laden, cast away at Savage Harbor—a man and a boy drowned; a schooner belonging to Souris, drifted from her moorings, and has not since been heard of, she had no rudder; on Friday last, about twelve o'clock, during the gale on that day, the schr Union, James Morrison, master, from Quebec for Halifax, went on shore about a mile to the Eastward of St. Peter's Harbor, on the Sand Hills, and is a total wreck—one man perished from cold while landing. It will be seen by an advertisement, that she is to be sold with her cargo, consisting of 500 barrels of flour.—*Halifax Nova Scotian.*

The United States sloop of war Yorktown, Marston, is reported lost with seven British vessels, on the North part of St. Jago, Cape de Verd Islands, on the 25th September.—*Crew saved.*—*Halifax Colonist.*

West Indies.

Late from Bermuda.—The indefatigable 50, Captain Smart, K. H., arrived at Bermuda on the 15th instant, and the Alarm 26, Captain Ramsay, about same date, both having the yellow fever and Cholera on board. The former had, at Port Royal, two hundred and seven cases of that disease, many of which proved fatal. The latter was compelled to quit her station—Beibadoes—as senior officer, for the purpose of recruiting her officers and the ship's company. The yellow flag on board the indefatigable was hauled down by order of Dr. Hall, but was rehoisted in consequence of some new cases breaking out, which alarmed the authorities. She is to be 'cleared out.' The Weymouth frigate, a victualing ship, is to be hauled to the anchorage to receive on board the sick, and her officers are prohibited having any communication carried on with their yellow flag. Several of them were on board the flag ship after the signal of infection was struck, but the commander turned them out of the ship, lieutenants and all.

From Jamaica.—The most unsatisfactory accounts continue to be received from Jamaica. About two thousand persons have died of cholera, and business has been nearly suspended. Kingston, Spanish Town, Morant Bay, Saint Catharines and Saint Andrew have suffered, but accounts from other portions of the Island were favorable. The following is an extract of a letter received by a

gentleman in Halifax, from his friend in Jamaica:

'How dreadfully the Cholera is raging. Forty to fifty deaths occur every day at Kingston, and upwards of thirty per day at Port Royal. The Governor was obliged to order all the felons to be released from gaol on condition that they would bury the dead; only seven accepted the offer, and all of them fell victims to the disease. God grant we may be spared. I have had another attack of the English Cholera lately, and one of our servants had it two days before.'

Canada.

Hon. Mr Bourret arrived in town on Wednesday last, to conclude the arrangements for the accommodation of the Government in this city. He left again for Montreal on Saturday, having finished all the business required. Spencer-wood has been rented from Mr Atkinson, at the rate of four hundred and fifty pounds per annum, with a clause in the lease, giving the right to the Government of purchasing the property, should they deem it advisable. Great additions to the buildings will be necessary, in order to make them fit for the residence of the Governor; similar improvements would have been necessary, however, in any other house, which the Government could have procured in the city or neighborhood.

The St. George's Hotel has been rented for the public offices, at the rate of five hundred pounds per annum, the house being placed in thorough repair. The building will it is expected, accommodate all the officials, with the Chateau nearly adjoining it. We learn that Mr Russell, the enterprising lessee of the St. George, has again taken the Albion Hotel, and intends making additions to it, by building in the court yard a large public room with bedrooms on the upper stories.

The contract for the erection of the new wing of the House of Assembly, has been taken by Messrs Vienzi & Belleau, at £8,145, the material to be Cape Rouge stone. There were two tenders at a lower rate, but neither of the parties were prepared to fulfil the condition of the contract. In conjunction with Messrs. Vienzi and Belleau, Messrs. Paquet and Chateaufort will be the masons, and Mr Holehouse the painter of the work.—*Quebec Gazette.*

New Brunswick.

Another Fire at Fredericton.—Advices reached this city this morning, by Telegraph, mentioning that a fire broke out in Fredericton, about 8 o'clock, last evening, which consumed a barn in the rear of the residence of James Taylor, Esq., belonging to Mr Stewart, and an adjoining wood shed belonging to Mr Myhrall. The cause of the conflagration has not been ascertained.

We learn that two young men, sons of Mr Darby Gillen, living on the Nerepis road, were frozen to death one night last week, in the woods, a few miles from their residence, having lost their way while in search of a bear. We have no further particulars.—*St. John Observer.*

Our Province.—Bend of Pettitcodiac, Nov. 25.—A gentleman belonging to St. John thus writes us from the Bend:

Sir,—Much as has been said about the capabilities and resources of New Brunswick, few besides those who have travelled Northward, I venture to affirm, have the remotest idea of the tract of country lying between Hammond River Bridge and the Gulf Shore—and even they are but indifferently acquainted with the extent and richness of the territory that lies between the narrow strips of cultivated land that intersect it. It is only when some trader to the more remote and secluded of the new settlements, returns with tidings of the success of some little colony of adventurers among the back-woods, that the dwellers on the great rivers learn with surprise, that beyond the *ultimathude* of civilization lie untold acres of the richest soil, inviting the attention and the industry of thousands of emigrants. As to the land in the vicinity of the Gulf of Saint Lawrence, it is better known to your readers by reputation at least. Still, as the Queen of Sheba said to Solomon, 'the half has not yet been told.' Mr Morton during his recent tour of observation, expressed perfect astonishment at the surpassing excellence of the soil in that region, which was not a little heightened by the information that it extends more than three hundred miles and more, and is so thickly studded with dwellings as to present the appearance of a continuous village.

The more I see of the country the more I become impressed with the belief that nature has been bountiful to us, and that we have only to introduce an improved system of agriculture to render our soil as productive as we could desire.

Here and there may be met with evident signs of progress—attention to economy in the making and saving of manure, feeding stock, housing cattle, removing stones, draining, and so forth. There are also some pretty farm-houses, newly erected, on the road. But by far the greatest improvement on the whole route is discernible in the farm of Mr Alexander Wright, who (I hope he will pardon me for making use of his name) is deserving of all praise for the example he is setting to his neighbours, who appear to be benefiting by it too. He has thirty six acres of land in one square field about his house, which, with the exception of a small piece in one corner, not yet stumped, has been redeemed within the last five years from a swampy wilderness, and rendered so dry and mellow by means of

proper drainage, as to be fit for any kind of crop—a very picture in fact; when to this is added a pretty cottage, a fine range of out-houses and barns, of the most comfortable and convenient description, the neatest if not most substantial fences between St. John and the Bend, you may think I have not exaggerated. But the attention of the proprietor has not been confined to houses and fields alone, the ornamental as well as the useful having entered into his general arrangement. Besides planting trees with his inclosures, he designs to plough up and level the sides of the roadway for the like purpose. I have been often struck with the necessity of something of this kind to finish the picture of a pretty farm. I should not forget to mention that Mr W. has a workshop on his premises, neatly painted like all his outhouses, in which he keeps a blacksmith and other mechanics, constantly employed making axes, carts, wag-gons, ploughs and other farming implements thus contributing to the encouragement of the industrious mechanics, the convenience of the farmer, and the general welfare and advancement of the country.

A few words with reference to 'the Bend' and I have done. This village is rapidly rising in importance. The increase of its population during the last five years, according to statistics kindly furnished me by Stephen Binney, Esq., is 300 per cent. It contains at present ninety nine houses, with seven hundred and sixty inhabitants; of these, five are for public accommodation. There are five ships building here from eight hundred to one thousand tons burthen. The material used in their construction is principally hackmatack, quantities of which are also shipped hence to the United States, twenty five cargoes were transported there this year. But that which surprised me most (and the fact is important in estimating the amount of local traffic on the railway) is that the average number of passengers by steamer, weekly to and from St John is 103; of barrels of merchandize 507; while an equal number of persons are supposed to travel by the mail coaches or in private conveyances.—*St. John Morning News.*

United States News.

Mutiny and Murder.—On Sunday, the 26th ult. a ship entered the bay with colors half mast. It proved to be the Glen, of New Haven, Captain James Small. She had been loading at Arica, and with a cargo of Peruvian bark, valued at \$450,000, had started for the United States. On the morning of the 17th, at two o'clock, Captain Small was awakened by a noise on deck and the report of a musket. As he attempted to go out, he was told by the mutineers, who had already killed the second mate, and were three in number armed, to go back. They fired down the companion way; the ball passed by his head. He then stepped back, found his cutlass and went out upon deck, through the side light of the cabin, not knowing how many were engaged in the mutiny. He wounded two men with his cutlass; and the first mate, who had been below when the disturbance began, coming now to his assistance, he was enabled to secure them. Captain Small then sought to make this port, which he has succeeded in doing, after twelve days. The men are prisoners on board the Preble, and will be sent home by the United States Consul, Col. Potter, for trial. The ship will proceed upon her voyage very shortly. The mate was severely wounded in the head, and on one of his hands with some weapon seemingly a hatchet, but we understand he is doing well. The mutineers who were secured on deck are Edward E. Douglas, Thomas Benson, the cook, Thomas Williams, boy. They charge another, who was below at the time, with being a confederate with them. The remainder of the crew are thought to be innocent in regard to the transaction. We learn, that in consideration of the bravery and fidelity displayed by the captain on the occasion, the gentleman who had chartered the ship for the voyage to New York, have presented him with a handsome gold watch, as a token of their appreciation of his services. The name of the second mate who was murdered was Asa A. Haven.—*Valparaiso paper, October 5.*

Cholera at New Orleans.—Accounts from New Orleans to the 18th ult. state that the Cholera is on the increase there, and that one of the first business men of the place was attacked on the morning of the 18th, and died in three hours. The interments at the Charity Hospital show a large increase of cholera.

BY THE FREDERICTON MAIL.

St. Andrew's Day.—Saturday last being the anniversary of the Tutelar Saint of Scotland, the members of the Saint Andrew's Society in this city met to do honor to the day. It was thought advisable to dispense with the usual dinner on this occasion, for reasons which are obvious to every one who passes through our streets; but the members of the Society met at the York Hotel, and spent the evening together in a very agreeable manner. During the entertainment several telegraphic despatches passed between the Sister Society in St. John, and the President of the Fredericton Society, and at 9 o'clock precisely the St. Andrew's Societies of Fredericton, St. John, Halifax, Boston, and New York, joined in the toast: "The Sons of St. Andrew, though far apart, yet one in heart and purpose." In giving this toast, the President of the Fredericton society made some very feeling and appropriate remarks, and while the society was drinking it with all the honors, the announce-

The Avenir de Nice, of the 1st inst. quotes a letter from Turin, announcing that the Pope has excommunicated Piedmont.

At Upsal, in Sweden, on the 12th ult, 23 lunatic patients were burnt alive by a fire in the Royal Hospital.

A movement has been started at Rotterdam for the formation of a company to establish steam communication between that port and New York.

Letters from Rome, of the 26th ult., state that the Tiber had overflowed several parts of the city, having risen 24 feet above the ordinary level.

It is contemplated to erect, as a monument to the celebrated George Stephenson, a single stone several feet longer than Cleopatra's Needle.

A weaver in Bradford has been for some time employed in weaving a piece of cloth the whole of the New Testament. He has lately completed the four Gospels, and has made some advance in the Acts of the Apostles.

CANADIAN LAND AND RAILWAY ASSOCIATION.

Presentation of Addresses to Lord Stanley from the Magistrates of two Counties in British North America.—Yesterday a deputation, consisting of Sir John Heron Maxwell, Bart., Captain Moorsom, Stafford Bourdillon, Esq., C. Norris, Esq., A. Daull, C. E., and A. Campbell, Esq., Secretary to the Association, attended at Lord Stanley's residence, Saint James's-square, to present two addresses to his lordship.

Sir J. H. Maxwell, Bart., said he had the honor of presenting an address to his lordship signed by the Magistrates of Cumberland, Nova Scotia, and another from the magistrates of Westmorland, New Brunswick, expressing the subscribers' hearty and sincere thanks for the kind interest his lordship had evinced, and the time bestowed in promoting an undertaking so essential to the prosperity of the British North American Provinces, as the Halifax and Quebec Railway, and also expressing their peculiar satisfaction for the encouragement his lordship had bestowed on the Canadian Land and Railway Association whose objects are the construction of the Railway, thereby securing to these colonies a respectable class of settlers.

Lord Stanley, in reply, said that the subscribers had much over-rated his exertions in promoting the object on which they had addressed. He wished, however, the deputation to convey his (Lord Stanley's) thanks to the subscribers, and to assure them that he would continue to do all in his power to promote the formation of the Halifax and Quebec Railway as a great national undertaking, and in connection therewith an extensive and practical system of colonisation.

Mr Alexander Campbell, then laid before his lordship a copy of the document which had been prepared according to the request of Lord John Russell at the interview with his lordship on the 26th of April last, relative to the Railway, and the other objects of the Canadian Land and Railway Association.

Lord Stanley, after having read the documents, and suggested some improvements to be made, said his impression was, that as soon as the names which had been mentioned to his lordship were appended to the document as now amended, that her Majesty's government would give the guarantee of 4 per cent on a capital of £3,000,000 for the construction of the railway.

Captain Moorsom said he could assure his lordship, from an experience of several years residence, and extensive knowledge of these British North American colonies, that they were admirably suited for the reception of industrious British emigrants—many of whom he had seen in a few years raise their condition from poverty to comfort and independence. The working-class section of the association was, therefore most valuable—there were other parties, however, it would be well to unite in this great national work. In Canada, New Brunswick, and Nova Scotia there were parties quietly watching vents—each having their agencies in London, and from his intimate knowledge of some of these parties, he (Captain Moorsom) was sure they would at once unite in carrying out the work, when they were assured of the guarantee from the Imperial government; and he was glad to hear from his lordship, that on the production of such a list of gentlemen as had been named, the government guarantee would not be withheld. He (Captain Moorsom) would, therefore, do all in his power to promote the objects of the association.

Mr A. Doull having directed his lordship's attention to the plan of operations for the construction of the railway, as well as for the other objects of the association, his lordship requested that the plan might be left with him for further examination and consideration.

Mr S. Bourdillon stated that he had seen Mr Thomas Baring who had expressed himself favorable to the project, and would attend a meeting with his lordship and the other promoters, for arranging with the government.

Lord Stanley having consented to attend a meeting for that purpose on as early a day as could be made convenient for the parties, and

Sir John Horn Maxwell, on behalf of the deputation, having thanked his lordship for the kind reception they had received and the attention his lordship had bestowed on the various topics and documents brought under his notice, the deputation returned.—*London Daily News.*