

**QUEEN'S COUNTY.**—The returns from this County give a majority of the votes in favor of Messrs Earle and Gilbert.

**DESTRUCTION OF THE STEAMER GRIFTH.**—The American Journals contain an account of the destruction by fire of this Steamer on Lake Erie. The number of bodies picked up at the latest dates, was 140, and it is presumed a number more had perished. A passenger who had a very Providential escape thus details the particulars of this sad disaster:

CLEVELAND, O., June 17.  
About 7 o'clock on Sunday evening, I got on board the Griffith, at Erie. There were on board a great number of deck or steerage passengers, emigrants, said to be 256. In the cabin were about 40 or 45; of these perhaps about 12 were ladies. The crew, so the clerk told me, consisted about 30 persons. This morning the boat took fire about the chimneys or, as I was told at the time, 'she was on fire in the pipes.' I was asleep but was awake by the rushing of the hands overhead on the hurricane deck. I suppose they were endeavoring to extinguish the flames.

A gentleman who slept in the berth under me, jumped up and said there was something wrong. I told him no, that we must be near Cleveland, and the noise was owing to the men preparing to land. My friend ran out on the guard, and instantly returned telling me 'the boat was on fire.' I got out pretty rapidly, pulled on my pants, and took a small valise I had in my hand, with the expectation of getting into some of the boats; indeed at the time, we were as near land, I had but very little apprehension of danger. I don't suppose at this time we were over a mile from land, perhaps not so much. Of course there was much confusion—men who had wives and children were in an awful state. There was no one on board I knew, or indeed that I had ever seen before, consequently felt less embarrassed than I otherwise might. As I have said, I did not at first perceive the terrible danger which was so rapidly approaching. I saw the mate on the starboard guard throwing the lead, and directing the pilot how to hold her. The mate looked so perfectly cool, I thought we must be pretty safe. The engine was still working, and we appeared to be nearing the shore rapidly. I asked him what was to be done, he told me nothing. The engine then stopped, but as the boat had a good deal of way on, her she continued to approach the shore. This all occurred in, I should think from three to five minutes. The flames were now raging in all the midship part of the vessel. I saw now the thing was out; no boats were to be seen, having as I afterwards learned, been all burnt up. I looked about me for an instant, and tried to make up mind what was best to be done. I determined to get out on the stem or bow along side of the bowsprit. I did so, and held on by the irons and chains about that part. By this time a good many had imprudently, as I thought, jumped overboard.

The boat was still making considerable headway, and of course, all who went over and could not strike out vigorously, must have passed under the wheels. I held on, hoping she would strike in shoal water. I then thought she did not draw over six feet of water. I understood afterwards she drew about seven and a half. I watched the ripple as the water broke on the stem; I saw she was losing motion entirely, and all hopes of her striking before the flames swallowed her up was now gone. By this time there was any number of people overboard, and as for the scene on board, it would be idle in me for to attempt to convey any idea of it. The danger was so imminent, so overwhelming, that many, I think, were absolutely stupefied with horror.

It certainly appeared to me that the passengers were more quiet, or at least that there was not such a horrible uproar as might have been expected. It may be, however, I was too much occupied with thoughts for my own escape to judge well of what was going on so near me; I remember, however, I am describing, or rather attempting to describe, an event all of which transpired in a few, a very few minutes. In fact, from the time I got out of my bed till I took the water, I don't think that over seven or eight minutes had elapsed. Well, now, with the view of letting myself down into the water as easy as possible, got down to the lower deck, still keeping on the outside of the steamer, directly under the bowsprit. I remained there for some time, perhaps a minute or more, still vainly hoping she would strike.

The water around the bows was a mass of human beings, men, women and children, hopelessly struggling for life. The boat was moving, but barely moving, towards land; as I had no hope of being able to swim more than a few rods, I determined to let her carry me as far as possible. She soon, however, stopped, or at least, the motion was scarcely perceptible. On the forward part, or bows, of the lower deck, the mass of people was immense; all crowded close forward, some madly plunging over, others throwing over their wives and children, and rapidly following them almost to certain death. I still held on, and tried to form some estimate of the distance to land, and conjectured it might be about three or four hundred yards. I now felt that my chance of escape was extremely slight.

In the multitude wildly struggling in the water all around, I did not see how even an expert swimmer could escape, and then people were dashing overboard in every direc-

tion. I now saw that I could not retain my position much longer, the flames were rushing forward at a fearful rate; in a few seconds, perhaps, that terrified multitude, now densely crowded on deck and inside of the bows, would be driven over me, and probably carry me with them to the bottom. Something occurred on board, what it was I did not perceive, but at any rate for an instant the attention, or at least the looks of these people, were directed toward the after part of the boat; at the same time I observed the water immediately under me pretty clear; those who a few seconds before struggled there having mostly sunk; a few had swam off. I seized the favorable moment, and dropped over. I went under but found no bottom; I swam a little ways before rising, probably not more than six or seven yards; I then made a few strokes as rapidly as possible, so as to get clear of all others. I was apprehensive some one would lay hold of me, in which case I knew that with me all was over.

Most of those who jumped over before the boat stopped, unless expert swimmers, must have been either drowned, or killed by passing under the wheel. Many must have perished in this way. To every man who had either a wife or child with him, there was hardly any chance of escape. All such were irrevocably doomed. All they could do was to plunge over and drown together. I believe but one man so situated escaped. As the steerage passengers were mostly emigrants, and in families, it is easy to see how frightful the destruction must have been. Many perished, who perhaps might have escaped, by going into the water with all their clothes on; many were taken out with heavy boots and shoes on. Again, the situation of the fire, by confining all (at least those who got to the forward part of the boat) to a very little space around the bow, but left very little chance for any one to do anything.

The immense mass of steerage passengers, in this position, when I went over, must have perished pretty much altogether. They looked so utterly helpless, that for them there was evidently no hope whatever. Those who could swim, unless perfectly cool, had almost as little chance of escape as those who could not. The immense number of people in the water rendered it almost impossible for any one to get clear. That I succeeded in doing so was, I suppose, owing principally to accident, and somewhat, perhaps, to my going under at first. On the whole, after taking all the principal facts into consideration, I cannot see how it could be expected that many could have escaped.

As I have said, almost all who went over before the boat stopped, perished by passing under the wheel. After the boat stopped, the time was so short, not more than two or three minutes, that but few could get clear of the struggling and drowning mass.

**CANADA.**—Under this head will be found some important Legislative news.

**THE SEASON.**—We are glad to perceive by our exchange papers, that there has been a decided change for the better in the weather, and that the crops, generally, look promising. Our weather has been most delightful for the last fortnight, and the accounts we receive from various sections of the County, of the prospects of the farmer, are very favorable.

**FREDERICTON.**—The Head Quarters of Wednesday last contains the following paragraph:—

We noticed last week that a letter was in circulation congratulating the Attorney General on his return as a member of the Assembly for this county, and expressing a wish that Mr. Wilmot would meet his friends and the Electors of York, at some convenient place, to afford him an opportunity of explaining his views on matters deeply interesting to the people of this country. This letter, with the Attorney General's answer we publish below. It is numerously and most respectfully signed, and we have been authorized to state that the meeting sought for, will be held in the New Market House, in Phoenix Square, on Saturday next, at 2 o'clock p. m.

**STEAMBOAT DISASTER.**—In our European news will be found some particulars relative to the loss of the Steamer Orion, plying between Liverpool and Glasgow, by which accident a number of lives were lost. Among the passengers saved we recognise the names of Mr Samuel Napier and wife, of Liverpool. This gentleman is well known in these diggings, and his numerous friends will be glad to hear of his providential rescue, as well as of that of his respected partner. Of the presence of mind of this lady, the Liverpool mail contains the following paragraph:—

Mrs Napier, on finding the vessel sinking, seized the end of a small rope attached to the rigging, which she fastened firmly round one of her wrists, and finding a piece of loose timber floating on the surface of the water, she managed to lay hold of it, and by this means

kept herself from sinking for nearly an hour, when she was providentially picked up by a boat, and restored to her husband, who had previously been safely landed on the beach.

#### THE WORM THAT NEVER DIES.

The reflection that you have cheated the printer.

#### SONS OF TEMPERANCE.

Northumberland Division, No. 37.—List of Officers for the present quarter.—J. M. Johnson, Jun., W. P.; James Caie, W. A.; Davis P. Howe, R. S.; John Linkletter, A. R. S.; David Getchell, F. S.; Robert Brown, T.; John Campbell, C.; John Nicholson, Jun., A. C.; John Wilson, L. S.; James Danford, O. S.

#### NOTICE.

We are requested to intimate that the hours at which the Guests to the Sons of Temperance "Anniversary Pic Nic Party," are expected to be on board the Steamer on the morning of Thursday the 11th inst. are nine o'clock at Newcastle; half-past nine at Douglastown; and half-past ten at Chatham. July 9, 1850.

#### THIS DAY'S MAIL.

**THE RAILROAD.**—Another Despatch.—We are indebted to the Halifax Sun for the following copy of a Despatch from Earl Grey, on the subject of the Railway, to Sir John Harvey:—

DOWNING STREET, June 19, 1850.

Sir,—I have to acknowledge your Despatch No. 168, of the 2nd ult., enclosing a Resolution of the Legislative Council, that an Address be presented to yourself requesting you again to call the attention of Her Majesty's Government to the subject of the proposed Railway from Halifax to Quebec.

Her Majesty's Government have not failed to give their best attention to a subject in which so deep an interest is taken by the inhabitants of Nova Scotia. But I am bound to state, that they are not prepared to submit to Parliament any measure for raising the funds necessary for its construction, considering the great amount and pressure of the exigencies which continue to weigh on the Imperial Treasury.

I have, &c., &c.,

GREY.

**AFFAIRS WITH CUBA.**—IMPORTANT!—Authentic advices, of the latest dates from Cuba, are not of a satisfactory character. Gen. Campbell had not received an official copy of Mr Clayton's instructions of the 1st of June, but was in possession of a copy sent by telegraph to Mobile which was imperfect. Upon this unofficial copy, and others in the newspapers, he had made a request for the release of the Contoy prisoners, which had not been acceded to.

Unless an arrival should, within a few days bring news of a change of purpose on the part of the Captain General, after the receipt and presentation by General Campbell of his official instructions, the President will make a positive demand for their liberation. The Vixen is now being fitted out for the purpose and Commodore Morris, or Commodore Warrington will be sent out to assume the command of the squadron.

**The Steamer Viceroy.**—The Halifax Sun says: "We received the following despatch on Wednesday morning, dated Barrington on Monday evening. 'Viceroy remains quiet—no great sea—coals out. Have procured 600 barrels to put in the hold. Next tide will get her off if weather prove moderate. Great efforts are made by crew, and the steamer Columbia, to be all prepared. She bilged just under her engine, a flat rock through her.'"

**CANADA.**—An address to the Queen expressing satisfaction with England, and a desire to continue present relations was adopted, 49 to 11.

#### MARRIAGES.

On the 18th instant, at Eaglesham, JAMES ANDERSON, Esq., of Port Glasgow, to CLEMENTINA, eldest daughter of James Gilmour, Esq.—*Liverpool Mail*, June 22.

#### Ship News.

##### PORT OF MIRAMICHI.

ENTERED, July 2.—brigs Plenty, Ferguson, Portsmouth, 48 days, ballast; Marie Brennan, Freetown, New York, ballast, master.

8th—brig Sovereign, Stanners, Aquilas, ballast, 54 day, Duncan and Loch.

CLEARED, July 2.—bark Prompt, Patterson, Belfast, timber and deals, Gilmour, Rankin & Co.

3d—brig Rambler, Fillerkirk, Sunderland, timber and deals, Johnson & Mackie; American bark Yankee Blade, Bradstreet, Cork, deals, John Bagnal.

4th—schr Victoria, Landry, Newfoundland, lumber, W. J. Fraser.

5th—brig Rose, Newell, Newfoundland, boards and shingles, Gilmour, Rankin & Co.

##### PORT OF DALHOUSIE.

ENTERED, June 28.—brig Shaw, Hewitt, Newfoundland, ballast, W. S. Smith.

29th—brig Robert, Fletcher, Newfoundland, ballast, W. S. Smith; schr Father Mathew, Boudroit, New York, general cargo, supercargo; brig Hope, Sheridan, Newfoundland, ballast, A. Ritchie & Co.; ship Circassian, Robinson, New York, do. do.

CLEARED, July 3.—ships British Merchant, Anderson, Bristol, timber, A. Ritchie & Co.; Helen Thompson, Gray, Fleetwood, do. do.; bark Naparima, Nichol, Glassendock, do. do. 4th—brig Mary Brack, Hunter, Sunderland, timber, A. Ritchie & Co.

5th—brig Memnon, Duncan, Newcastle, timber, A. Ritchie & Co.; bark Edward Kennedy, Scott, Swansea, do. do.; brig Arethusa, Bird, Newcastle, do. do.; brig Carron, Convey, Stockton, do. do.

##### PORT OF BATHURST.

ENTERED, June 27.—brig Argus, Cottier, Whitehaven, ballast, Ferguson, Rankin & Co. 28th—schr Undaunted, Degrace, Newfoundland, Ferguson, Rankin & Co.

29th—brig Hartlepool, Consett, New York, Ferguson, Rankin & Co.

July 1.—schr Scotia, Bugol, Newfoundland, Ferguson, Rankin & Co.; H. R. S., Landry, do, goods, G. & A. Smith.

2nd—schr Pabo, Landry, New Carlisle, ballast, Ferguson, Rankin & Co.

#### Copartnership Notice.

The Subscribers having entered into Copartnership, the business hitherto carried on by Mr JOSEPH RUSSELL, at Beaubair's Island, will in future be conducted by them at the same place, under the style and firm of HARLEY & BURCHILL.

JOHN HARLEY.

GEORGE BURCHILL.

Beaubair's Island, Miramichi,

June 21, 1850.

#### Carding Machine.

The Subscriber, finding it impossible to get all the necessary Machinery for his intended establishment at French Fort Cove, in time for the present year's operations, begs leave to inform the public, that the Carding Business will be carried on by him as usual, at Upper Nelson, for the current season. He has got on a new set of Cards, and the Machine put in excellent order. He would beg further to intimate, that before sending Wool to the Machine, it should be cleaned and well picked, and if designed for a mixture, the different colors are required to be well pulled together by hand, so as to secure a good mixture. The quality and state of the Wool affect the work very materially. When the Wool is clean, well picked, and left at the Machine, or with any of the undermentioned Agents, it will be Oiled and Carded for Four Pence per pound. If properly greased with good, clean, sweet grease or oil, to the satisfaction of the subscriber, it will be Carded for Three Pence per pound. The following gentlemen will act as agents, to take in Wool, until the 15th September next, viz: Johnson & Mackie, John Dixon, at the Ferry, and M. M. Sargeant, Newcastle. The subscriber will have the Wool conveyed to and fro once every eight or ten days.

WILLIAM WILSON.

Upper Nelson, June 27, 1850.

#### Notice!

The subscriber hereby informs all persons having any unsettled business with Mr JOSEPH RUSSELL, Merchant and Shipbuilder, at Miramichi, that he has received a Power of Attorney, to settle all those dealings, and fully to wind up the affairs. And all persons indebted to the said Joseph Russell, will please call and make arrangements with the Subscriber at once, otherwise the Claims will be put in other hands for Collection.

GEORGE H. RUSSELL.

Chatham, 1st July, 1850.

#### List of Letters

Remaining in the Post Office, Chatham, June 15, 1850.

Ann Eliza & Jane brig	Linth James
Butler James Glenelg	Mudge Nicholas
Burchell Susan	shipwright
St. Paul's Church	Murray John
Barron Mary Chatham	Mann Joseph
Carroll Miles	McRae Wm care of
Bartibogue	John Lobban
Creighton David	McDonald John
Farmel	point aux car
Curran Thos bk river	McDonald Hugh care
Dixon John Napan	of J. McDonald, Esq.
Deo Michael	Noble Mrs Ann
Dunluty Pat or Peter	McCarthy Patrick
Ferguson John	care of C. McCarthy
schoolmaster	Quinn Edward
Holland Matthew	Richibucto Road
half way house	Quinn Philip
Jardine Joseph Napan	ship wright
Ivory Timothy	Quigley Richard or
Clark's Cove	Edward
King Joseph	Quinn Richard
Kelly William	bay du via
Linkletter John or	Redmond Thomas
John Wilson	Robertson Richard
Leahy James, care of	shipwright
John Dixon	Swain Chas bk river
Loggie Mrs A	Surry David mill cove
Rock heads	

Persons asking for any of the above letters will please say Advertiser.

JAMES CAIE, P. M.

#### SURVEYOR'S BONDS

For sale at the Gleaner's Office.