

tion of the potatoes for the London Markets. The greatest pains are taken to obtain them early. 'The mode of sprouting them,' he says 'is similar to that adopted by the spirited cultivators at West Cambridge, near Boston, where the sets are started under a bed of fresh horse dung, on the sunny and protected side of a hill.'—*Colman's Letters to the Albany Cultivator.*

Colonial News.

New Brunswick.

Cheap Travelling.—It may not be generally known how cheap and expeditious the travelling has become this season between Annapolis and Halifax, and the intermediate places owing as we are informed, to the opposition that has been introduced there by the Messrs King, of this Province, who are well known here as the contractors for the Express English Mails, which service has been well executed in their hands. They are also the contractors for conveying the mail between Annapolis, Kentville, Windsor and Halifax, by which means they have been enabled to reduce to less than one half of the former rates the charge for passengers travelling between the places mentioned, which is now so low that it presents a strong inducement at this time of the year to parties from our side of the Bay going over and seeing that part of Nova Scotia, which has been called its garden. The charge from Annapolis to Halifax by King's line, is only 17s. 6d. From Windsor to Halifax it is only a dollar, and at this rate the travelling has fully doubled, there being frequently as many as forty going per day.—*St. John Courier.*

The withdrawal of the New York Mail Steamers from Halifax is, of course, caused by the successful competition of the Collins' line from New York to Liverpool, which renders it necessary that the English Boats should also run direct between the two ports. The alteration will be a great loss to Halifax while it will virtually deprive us of half our English Mail privileges; as henceforth the usual Mail for the Boston line, via Halifax, will be made up in St. John on alternate Tuesdays, as heretofore; while the Mail for the New York steamers will be despatched on the very next Wednesday evenings; rendering the latter of very little use to correspondents in this Province. We trust the Legislature of the lower Provinces will protest against this change in the route of the steamers.

Novascotia.

Murder on the High Seas.—One of those strange events that now and again startle communities, and fill the minds of all peaceable persons with terror, occurred in our vicinity on Saturday last. An account of the transaction is given in yesterday's papers, which on enquiry, we find to be incorrect. The following, gathered from an authentic source, embraces the main features of the melancholy occurrence:—

The Rival sailed at 4 p.m., on Saturday afternoon. At six o'clock, off the Sisters, the men went below to their supper, except the Lascar, who, as soon as he found the men below, commenced to batten the Hatch, when Capt. Crum, hearing the hammering, went forward, and found him on the Hatch. The Capt. ordered him off; when the man ran at the Capt. and made a thrust at him with a knife, which he parried, and the knife passed through his clothes on the left side, but did not injure him. The Capt. then ran aft, jumped into the Cabin, seized three Bayonets, and came on deck. On inquiring for the Mate, he was answered by the boy at the helm, that he was overboard. The Captain then went forward again, and found the Lascar in charge of the Fore Scuttle, armed with an axe and a knife, keeping the men below. Finding he had no chance to dislodge him, without endangering his own life, upon which the lives of the whole crew depended, he ordered the boy to light a lantern, and hoist it at the Main Peake, and also to light a tarkey which he had placed on the Taffrail aft, as a signal for a Pilot. Shortly after a schooner passed, and Captain Crum hailed her for assistance, but the Lascar hailing also, and imitating him, the schooner passed on. A little after 8 o'clock, a Pilot and one man coming on board, the Lascar went into the Fore Top. The Captain and the men then went forward to release the men from the Forecastle, and found the Mate lying on his side, forward of the windlass, dead. This was the first intimation the Capt. had of the fate of the Mate as at the time he went below, the Mate was standing on the starboard side of the Quarter Deck. The boy at the helm says that the Lascar, when he missed the Captain, ran at the Mate. The Lascar attempted to throw the Mate overboard; but being engaged in watching the hatch, so as to keep the men below, he was unable to do so.

The crew having been released from the fore-castle, the vessel put back and arrived in port on Sunday morning. The Lascar still remained in the rigging armed with a knife in each hand, threatening death to any person who should approach him. At last Jacob Miller, Esq., ascended the rigging armed with a loaded pistol.

The Lascar placed one knife in his bosom, and held the other in an attitude of defence; but as Mr. Miller neared him with a resolute aspect, and the pistol presented, seeing all escape or resistance hopeless—the ruffian threw the knife into the sea, and descended,

On deck, however, as soon as an attempt was made to pinion him, his avage nature regained the mastery, and it was with great difficulty he was secured.

He was lodged in prison and awaits his trial, we suppose, before the Court of Vice Admiralty.

His unfortunate victim is a young Scotchman named Sinclair.

Yesterday the Coroner's Jury returned a verdict of *Wilful Murder* against the Lascar.—*Halifax British Colonist, Sept. 23.*

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, SEPTEMBER 30, 1850.

IMPORTANT RUMOUR.—The Amaranth furnishes the following rumour. It may be true, for strange, very strange and startling things have taken place of late; but we cannot believe that such an affair will be allowed to transpire. That such an appointment is contemplated by the present Provincial government, we do not doubt; but we will not believe that the Home Government will ever sanction it.

Official Changes.—It is now currently rumoured, and very generally credited, that the Chief Justice will resign immediately after the Michaelmas Term. From information we have received, we cannot doubt the truth of the rumour, and that he will be succeeded by the Hon. L. A. Wilmot at the reduced salary of £700 a year. We believe there is little doubt that when the present administration was formed in 1848, on condition of the coalition was, that Mr. Wilmot should give the Hon. E. B. Chandler written obligation that he would not interfere with his (Mr. Chandler's) claim to the Chief Justiceship, should it become vacant, and that the obligation was given; Mr. Chandler, it is said, now waives his claim in consequence of the salary being reduced to £700 a year—it is not worth his acceptance."

THE RAILWAY.—The subject of the European and North American Railway, still occupies considerable attention. On this subject the St. John Observer has the following paragraphs:

"We learn that about £,000 have been put on the Book since Saturday, making about £40,000 subscribed in the City to this date.

"An enthusiastic meeting was held at Sussex Vale yesterday, at which Messrs. William Wright, J. H. Gray, and James Macfarlane, from this city, attended. A right of way was signed by all present, and it was the general opinion that the land required would be freely given along the whole line. A liberal subscription was made, but we have not learned the amount."

The Morning News has the following encouraging paragraph:—

"Several of the Executive Railroad Committee from these Provinces—viz: Mr. Dickie from Amherst, and Mr. Botsford from Fredericton, and others—are now in Portland preparing statistics and other information, preparatory to drawing up a Prospectus to be submitted to the capitalists in England and the United States. So far as the line through New Brunswick is concerned, no particular action is to be taken upon it as it has long since been shown that his will be a good paying line. The object of the meeting now is to deal with the great Eastern Railroad, as a whole from Halifax to Portland. The subscription books in St. John are coming on finely. The total amount already subscribed is over £35,000. In addition to which there are about twenty first-rate names down, without the amounts being opposite; but the supposition is that about £200 more may be calculated upon up to this time. The circulars that were addressed to the various mechanical professions in this city, have been replied to in most cases—and he replies are such that the Committee are encouraged to believe that the working men of St. John will do their duty nobly."

The Halifax Recorder furnishes another picture not so cheering:

"A short time since 'hope' told the flattering tale that we were soon to have grand Railway built hence to New Brunswick and onward to the United States, which would make Halifax a pretty considerable place. But alas! the prospects of the advance, nay of the stability of the city never wore a more gloomy guise than they do to day. First, it is decided that we are to have in future only half the number of steam packets that have resorted here, and unless rumours in error, the period is hastening when every steam packet between England and the States will pass the harbor without calling in. Secondly, unless the country will defray the costs of the military establishments, which it cannot do, Halifax will be deprived of her garrison. And thirdly, the country on each side is divided, on the railroad, so strongly that we believe it would be utterly useless to bestow any further thought upon the subject.

"The Western part of the country exclaim, 'perish the Railroad from Nova Scotia to Portland if it be not carried from the eastern terminus to Annapolis!' Picou, Antigonish

and Guysborough, on the other hand, with corresponding patriotism, unite in vociferously declaring they will support the proposed Railroad only on condition that the terminus shall be established at Whitehead.

"Such a conflict of opinion and interest, must prove fatal to any provincial undertaking. Hence it is better the people should abandon all hope of any Railroad, than wage a bootless, aimless war among themselves. Unity can achieve great purposes; division nothing but disgrace and mutual injury. We have heard that the Colonial Secretary has acquainted our Government that he will rather oppose than do any thing to promote the erection of a Railroad through these Provinces. There is also a rumour flying about to the effect that his Lordship warmly reprehends the circumstance of a member of the Provincial Administration having attended a recent Convention, in a foreign State.—'These are the times, that try men's souls!'

COUNTY GLOUCESTER.—An Inquest was held in the parish of New Bandon, before Robert Gordon, Esq. on the 22d September, on the Body of a Man found floating in the tideway. From the clothes on the body he was supposed to be a Fisherman. Verdict—found drowned.

UNITED STATES.—A Mr. Hamlin moved in the Senate on Friday week, that the Canada Reciprocity Bill be taken up, and that a time be fixed for its consideration. The motion was lost by a large majority.

CANADA.—The Quebec Gazette of the 20th instant, reports that Sir Edmund Head and Lady, accompanied by Colonel Hayne, had arrived in that city from Montreal.

TO CORRESPONDENTS.—Our readers will recollect that about a fortnight ago we acknowledged the receipt of a communication, bearing the signature of "Consistency." We informed him that we should have no objection to publish his letter, provided he furnished us with his name, and a guarantee that he would indemnify us for any expense we might incur in so doing. In answer to our notice we obtained from him the following reply:—

"Mr. Pierce,
Sir,—I am much surprised at your notice of my letter of the 9th inst, in your last paper. If it had been a charge instead of an answer to a former publication, I would not have wondered; but for you to insert a communication, maligning my character, without allowing me the right of reply, certainly does appear to me very strange.

You know who I am, and no doubt you also know "Hazzeltwig," and if you do not publish his letter I must also know from you his real name; and although I would be one of the last persons breathing, who would attempt to curtail the liberty of the press, still, if you will not allow the public to judge between him and me, I must call upon the same tribunal to judge between you and me. If after receiving this you should publish my communication in your next Gleaner, you may also, if you think proper, publish this along with it by way of explanation.

Yours, &c.,

CONSISTENCY.

Nelson, September 20, 1850."

In answer to the above, we reply.—We still adhere to our original resolution. *Hazzeltwig* has as much right to be made acquainted with *Consistency's* real name, as *Consistency* has with his. They are both anonymous. *C.* appears to forget that he commenced the controversy. We have no feeling in the matter. The issue of the late libel case compels us to be careful how we allow our columns to be made use of. The acts of public men may be canvassed through our paper, but we will not in future take the sole responsibility.

"A Voice from Pymouche" came to hand this morning. We will not promise to publish it. By next publishing day we shall make up our mind.

"The Stranger's" remarks on Charlottetown, shall meet with attention in our next number.

We thank our Agent in Shellic for his remittance on accounts due in that quarter, of £6.

MARRIAGE.

On Thursday, 26th September, by the Rev. William Henderson, A.M. Mr. JOHN CLEWSON, to Miss FRANCES JANE STRINGER, both of the Parish of Nelson.

Ship News.

PORT OF MIRAMICHI.

ENTERED, September 21, brig Amethyst, Owen, Teignmouth, 28 days, ballast, Gilmour, Rankin & Co.

25th, bark Miramichi, Muir, Hull, 48 days, ballast, Gilmour, Rankin & Co.

26th, brig Sylph, Tulloch, New York, 25

days, ballast, Gilmour, Rankin & Co.; bark Broom, Drysdale, Plymouth, 28 days, ballast, do.

27th, schr Vigilant, Talbot, Quebec, general cargo, Gilmour, Rankin & Co.; schr Magdalene, Barthe, do. do. do.

28th, schr Ellen, Dugal, Quebec, general cargo, Gilmour, Rankin & Co.

CLEARED, September 20, brig Pomona, Younger, Leith, timber and deals, Duncan & Loch.

21st, brig Vesta, Walsh, Liverpool, timber and deals, A. Fraser.

23rd, Prussian brig Elize, Speizelberg, Plymouth, timber and deals, Crane & Allison; schr Highlander, McLeod, Newfoundland, lumber, Gilmour, Rankin & Co.

24th, schr Villager, Watt, Halifax, fish and lumber.

26th, ship Lady Falkland, Smith, Port Glasgow, timber and deals, Gilmour, Rankin & Co.

28th, schrs Vigilante, Talbot, Caraquet; Magdalene, Barthe, Buctouche.

PORT OF DALHOUSIE.

ENTERED, Sept. 20, bark Civility, Bale, Bideford, ballast, W. Hamilton.

24th, brig Pilot, Clarke, Boston, ballast, W. Hamilton.

24th, schooner Caroline, Beaulieu, Quebec, general cargo, H. & J. Montgomery.

PORT OF BATHURST.

ENTERED, September 21, brig Arcturus, Harrington, New York, Ferguson, Rankin & Co.; schr Undaunted, Degrace, Newfoundland, do.

23rd, schr H. R. S., Bourdages, Newfoundland, ballast, G. & A. Smith.

24th, ships Agamemnon, Guthrie, London, ballast, Ferguson, Rankin & Co.; Princess Royal, Duguid, Bristol, do. do.; bark Surinam, Knox, New York, do. do.; schr Brothers, McRae, P. E. Island, J. Wolhaupter.

CLEARED, September 18, bark Catharine, Ball, Liverpool, deals, J. Wolhaupter.

19th, schr Vixen, Gushue, Newfoundland, lumber.

21st, brig Grace, Ulverstone, timber, Ferguson, Rankin & Co.; ship Abeona, Hull, deals, do.

26th, schr Arcturus, Newfoundland, lumber, Ferguson, Rankin & Co.; schr Undaunted, do. do. do.

On the 15th September, in lat. 46 7, long. 47 8, Captain Duguid, of the ship Princess Royal, took from the wreck of the ship Agnes, of Dublin, Smallman, master, timber laden, from Quebec, the captain, officers, surgeon, seamen, and one passenger, in number 22 men.

Captain Smallman reports as follows:—On Tuesday, 10th September, daylight came in with an awful gale, the sea breaking over the ship fore and aft; pumps would not suck. About 6 A.M., an enormous sea broke over the stern, carrying death and destruction fore and aft. It stove in the ship's stern, smashed the poop deck and beams into atoms; knocked away half the rudder, and did not leave a vestige of anything on the poop. It took the two men away from the wheel, and myself, who was standing close by them. One of the men, named William Corry, was killed; the other, George Piles, was washed to the fore hatch, badly bruised. I found myself at the main mast, much hurt. All the men at the pumps were seriously injured. John Thompson, left arm broken; Nicholas Peterson, skull fractured, and his life is still despaired of. All the rest were more or less cut and bruised. Immediately after the sea struck the ship, she broached to, and lay over nearly on her beam ends. The mate got the tiller lashed down, and the main-top-sail all right, to keep her head to the sea, but it blew to pieces. Seeing it was all over with the ship, we decided on letting the foremast go out of her, to get her head to the sea. The fore rigging was cut, and the mast fell over the side, taking the main-top-gallant-mast along with it. Shortly after the main-mast was blown away, which was followed by the mizen-mast. The wreck of the foremast got on the weather bow, and took the bowsprit out of the ship. The vessel now lay like a log, with the sea breaking over her fore and aft. We found it useless to attempt the pumps. She was filling; got one of the air ports out. At midnight she filled, the gale still blowing at a fearful rate. We passed an awful night of suffering. The whole crew continued in a wretched state, until the 15th, when they were taken on board the Princess Royal, and kindly treated by Captain Duguid and his crew.

THIS DAY'S MAIL.

NEW BRUNSWICK.—*Telegraph to Quebec.*—The balance of the stock necessary to complete the line of Telegraph from Halifax to Quebec by way of St. John and Fredericton having been subscribed in Halifax, the work will therefore be undertaken at once with vigour. The line between St. John and Fredericton has already been commenced, and will be completed in about a fortnight.

The Helena Man of War.—On Monday last H. M. Brig of War Helena, measuring 549 tons old measurement, and carrying sixteen guns, arrived in this harbor from Halifax, for the purpose of having her bottom examined, and undergoing any necessary repairs.—*St. John Courier.*

The Steamer Ohio arrived at New York on Sunday evening. She left Havana on the 13th, and brought 300 passengers, the California mails and half a million of gold dust.