

out of the lower hatchway. He went instantly forward, and found such was really the case, the smoke and heat almost overpowering the men below. Suspecting that it emanated from some jute stowed away in that part of the hold, the pumps were got to work, and the most energetic steps were taken by all hands to prevent it getting ahead—but to the great alarm of all the smoke and heat increased so rapidly as to drive the men away from the hatchway, and ere ten minutes had transpired from the time of the actual discovery, a body of flames burst forth, and shot up through the quarter deck. Already the noise and confusion on deck had alarmed the troops and passengers, and some, seeing the fire thro' the bulkheads, screamed out, "Oh God, the ship's on fire," and in an instant the scene became appalling. With the aid of the officers, Captain Macgregor succeeded in inducing the soldiers to keep calm, and with all hands, passengers and all, made another attempt to save the ship. Tons and tons of water were discharged on the burning cargo, in the hope it would be accomplished, but without producing the slightest effect. The fire, in fact, gained ascendancy tremendously, and communicating to the fore rigging, the whole was quickly in a blaze. As far as the eye could stretch nothing could be seen but sky and water, which was lit up by the glare of the fire—the night being very dark. Captain Macgregor, perceiving that the destruction of his ship was inevitable, with judgment, determined, if possible, to run her ashore—the only apparent chance of saving the lives of those on board, and gave orders to his men to slip her cable, which was at once carried into execution. Although no land could be discerned, he was positive it could not be far distant. The current fortunately favored the plan, for, setting in strong in-shore, it drove the burning vessel in that direction, and in the course of an hour she grounded in such a position on the shore that those who could swim could gain the land with little difficulty. In the meanwhile, the fire had extended to the mainhold, and the whole of the fore part of the ship, with the mainmast, presented one sheet of flame, scorching its living freight, who had taken refuge on the poop. Many of the lady passengers exhibited an amount of coolness and devotion, in the highest degree praiseworthy; others were almost frantic with despair, and their screams rent the air. Soon after the wreck touched the shore, a steamer came down to the spot, the crew of which had heard the firing of the Buckinghamshire's signal guns, and was guided to the spot by the light of the conflagration. Her arrival at the critical moment was beyond measure fortunate, for had it not been the case, the boats of the burning ship could not have accommodated one-half the number on board, consequently great sacrifice of life must to a certainty have followed. Captain Macgregor, with his first mate and officers on board, acted throughout this tragic scene in a manner deserving of the highest commendation, and by their cool and determined zeal, restored something like order among the invalids, who, the moment they found the ship had struck, commenced to throw themselves overboard. Several did so, and were never seen after—they were swept away by the current, and were drowned; the number was not exactly known; it was presumed, however, there were five who thus perished. Directly on the steamer hailing them the boats were lowered, and the lady passengers and the soldiers' wives and families were consigned to them, and conveyed on board of the steamer in safety. The boats quickly returned and took the remainder of the passengers and soldiers, and lastly the crew. On each occasion there was a great rush to the boats, and many of the crew fell overboard, and were picked up nearly dead. All of them, we are happy to say, were saved, though several were greatly burned and otherwise injured by the mast falling. Captain Macgregor was the last to leave the wreck; it was then, with the exception of a small portion of the poop, on fire from end to end, burning tremendously, and continued the whole night, and two following nights and days, before she glided into deep water and sunk. Not a single article was saved. Many of the families were reduced by the calamity to an actual state of destitution.

It is as yet impossible to say how the ship caught fire. By many it is supposed she was wilfully set on fire by some of the Lascars, but no evidence had been adduced to confirm that report.

She was laden with a most valuable cargo, consisting of East India produce. The total loss is calculated to exceed £120,000.

**Colonial News.**

**New Brunswick:**

On Wednesday last the Supreme Court opened in Saint Andrews. The Hon. Judge Wilnot presided. In his charge to the Grand Jury, the hon. gentleman was most impressive. When we entered the Court he was addressing them on the condition of our Common Schools, of which he drew such a picture as never before, we will venture to say, presented itself to the mind of any individual in the auditory. In no country in the world, his Honor said, were there in proportion to its population and revenue, larger annual appropriations made for the cause of Education than in New Brunswick, and yet in no country in the world were the results so miserable.

The learned Judge is zealous in this great cause, and has devoted much of his time and

attention to its consideration. The contrasts which he presented in the course of his charge between the Schools in this and the neighbouring Provinces and the States, were indeed appalling. It is to be hoped the admonition will not be without beneficial results. His Honor also adverted to the Bill passed this session for the establishment of Municipal authorities in the Province, and expressed a strong hope that Charlotte County would be the first to apply for incorporation under its provisions. It was he said, optional with the Counties to avail themselves or not of its provisions, still he trusted this county would set an example to the others by an early application.

The following is an extract from the reply of the Grand Jury.

The Grand Jury sincerely thank your Honor for the sound advice with respect to Common Schools, and they have much pleasure in stating that the views enunciated by you in your charge, accord in every particular with their ideas of education. It is true that a direct tax for the support of common schools is the only proper mode by which the masses will be educated; and they heartily concur with your Honor in the belief, that were this system adopted, it would improve the condition of the rising generation, mentally and morally, as they would then be fitted to discharge the various duties of life.

The Municipal Act which has recently passed the Legislature, is a boon which the people will avail themselves of, as we have every reason to believe they will be anxious to adopt a system of self-government, and they trust that the inhabitants of this County will be among the first to apply to the Government for an act of incorporation.—*Charlotte Gazette.*

*Want of Rain.*—We are concerned to hear that in consequence of the up country streams being so very low, the lumbermen are unable to get their logs, &c. into the main rivers; and our merchants engaged in the business, say that unless we have a fall of rain, sufficient to swell the streams, business this summer will be very much retarded.

Since writing the above, a fine rain storm has set in, and likely to continue for some time.—*Morning News.*

**Novascotia.**

May Day was duly honored by a host of citizens of all ages, sexes, and conditions, by "going Maying," although, so to say, the morning was every thing but bimy, and not a few of the fairer portion were enveloped in their usual winter costume. The Clerk of the weather got up a regular snow storm in the afternoon, by way of variety; but this is nothing new in Novascotia, for we are informed the same thing occurred on May Day thirty years ago. But May Flowers are in great plenty just now; they "bloom amid the snow."—*Halifax Nova Scotia.*

**United States News.**

*The Cuban Expedition.—Arrest of Suspected Parties.*—Six persons, who are believed to have been engaged in getting up the expedition against Cuba were arrested on Saturday, namely—Captain Lewis of the steamboat Cleopatra; Louis Schlesinger a Hungarian, and one who had attained in his own country the rank of major; John L. O'Sullivan; William T. Rogers; Doctor Daniel H. Burnett; and Jose M. Sanchez Ymangs.

The steamer Cleopatra is now in the possession of a file of marines. Twenty four kegs of gunpowder were found secretly stowed away in the steamer, and four heavy bales of soldier's blankets, each containing probably one hundred blankets.

The Washington Telegraph states that the Cuban Expedition now on foot, is said to be headed by General Mirabeau H. Lamar, of Georgia, and a Senor Gonzales of Havana. It is said also that Gov. Towns of Georgia is identified with the enterprise, which has for its object the conferring of liberty upon the Cubans.—*N. Y. Mirror.*

*Late from Havana.*—By the Isabel, arrived at Charleston, we learn that much excitement continued to exist on account of the invasion, which was expected to have landed on the 19th inst. The Captain General had received a Despatch stating that an expedition had sailed from New Orleans. The troops were sleeping on their arms; horses were ready saddled for expresses, and one steamer keeps her steam up continually; but when the Isabel left nothing had occurred. One Spaniard had been condemned to death, having been detected in bribing a pilot to assist Lopez.

*Crevasses on the Mississippi.*—It is estimated that 200 families, numbering 1000 souls, are now houseless and desolate from the inundation in the New River county, in the parishes of Iberville and Ascension.

The New York Herald states that the members of the Holy Council at Rome, doubtful of the policy of creating Bishop Hughes a Cardinal, applied to the Bishops of the United States for their opinion on the subject, and that they have just sent over their objections, which will decide the question against Bishop Hughes in the sacred College.

*Germans in the West.*—Of the two hundred thousand souls in Wisconsin, more than one hundred thousand are said to be Germans.—This race of men are settling the country of the sources of the Mississippi very rapidly, and in that region, if any part of the Union, the German character and customs seem likely to impress themselves on the population.

**Editor's Department.**

**MIRAMICHI,**

CHATHAM, MONDAY, MAY 12, 1851.

**REDUCTION IN THE TIMBER DUTIES.**—After a number of years of great commercial oppression, owing principally to the extremely low price of our staple commodity in the British market, affairs were beginning to assume a more cheering aspect—the large stocks on hand had diminished, and our merchants were effecting sales at remunerating prices; but this pleasing prospect is now blasted, and we are doomed again to struggle on with slight hopes of better times. This change has been brought about by a further reduction in the duty on Foreign Timber in the Home market.

A mercantile firm in Liverpool writing to their correspondents in St. John on the subject remarks:

"One of the results which must necessarily follow from a reduction of the duties on Foreign Wood Goods, will be an increased production of spruce deals in Norway and Sweden, and in a year or two we anticipate seeing the East coast markets being almost exclusively supplied from those countries, with this article, and a consequent throwing upon this and other West coast markets of the bulk of our Colonial production. How far this will affect us this year, it is difficult to say, but we know that six weeks ago, sales of New Brunswick deals were readily made in Hull at 52s. 6d. for first quality, 42s. 6d. for seconds, and 32s. 6d. for thirds—now 50s., 40s. and 30s. would not be given. The trade therein is paralyzed, and six cargoes of spruce Norwegian deals have already come in and gone into bond, to await the reduction in duty, which is equal to 33s. per standard hundred. Prices of deals in the Baltic have of course gone up, and are this year 15s. to 20s. per standard higher than last. Freights are less brisk at 31s. Quebec to Liverpool, and £4 to £4 5s. St. John to Hull."

**NOVASCOTIA.**—The papers report that Sir John Harvey has obtained leave of absence to visit England, and will take his departure in the steamer which leaves Halifax on Friday.

The unfortunate Lascar found guilty some time ago of murder, has been sentenced to death by Chief Justice Haliburton. The time of execution is not stated.

**ELECTRIC TELEGRAPH COMPANY.**—At the adjourned Meeting of the Stockholders to the Miramichi and Richibucto Electric Telegraph Company, held on the 7th instant, the following appointments were made, viz.:  
*President.*—Richard Hutchison.  
*Directors for Richibucto.*—L. P. W. DesBrisay, David Warq, Wm. S. Caie.  
*Directors for Miramichi.*—John Mackie, Caleb McCulley, John M. Johnson.

The Meeting adjourned until Wednesday next, at three o'clock P. M., then to meet and agree upon Bye Laws, &c. &c.

**ST. JOHN.**—Thomas Harding, Esq., has been elected Mayor of the City.

**NEWFOUNDLAND.**—The Toronto Colonist contains a correspondence shewing the Imports and Exports of St. John Newfoundland for the years 1848, 1849 and 1850. The writer gives the following extract from a letter which he received from St. John, dated on the 3rd April:—

"I am much obliged for the highly interesting advices contained in your letter just received, of the prospects of your market for flour, &c., as it is probable that the intercourse between this and Canada will continue to increase, as the result of last year's commerce shows that we can draw our supplies, of flour in particular, through the St. Lawrence on equal if not better terms than direct from New York."

The Editor of the Colonist makes the following sensible remarks on this extract:

"This shows the great importance that ought to be attached to cultivating a direct trade with our Sister Provinces, and in order to foster the same, I think it incumbent upon our Legislature, at its next Session, to place a discriminating duty on all imports via the United States and the mighty Saint Lawrence so as to give a decided advantage to our Sister Provinces in sending their produce to our market and taking ours in return, and by well digested measures I have no doubt but such a desirable end could be obtained, which would at once place our farmers, millers and merchants in a position to get rid of their surplus in markets near at home, and placing them independent of the English market, or of suing any longer for Reciprocity with the neighboring States, whose whole aim has been to take all that is offered them and give nothing in exchange."

**CANADA.**—A site for a new Post Office in

Toronto has been purchased for the sum of £850.

A large and very enthusiastic meeting was held at Quebec on the 29th April, in the Council Chamber of the Provincial Buildings, to take into consideration the subject of the Halifax and Quebec Railway. His Worship the Mayor of the City, N. F. Belleau, Esq., presided, and W. H. A. Davies, Esq. acted as Secretary.

The Quebec Gazette, of the 30th, in speaking of the meeting, says:—

"The meeting was addressed by the movers and seconders of the subjoined resolutions, and the greatest unanimity of opinion prevailed as to the liberality of the offer made by the Imperial Government and the necessity of immediate action being taken. Our Halifax exchanges by this morning's mail express the hope that Canada will speak in a loud tone of unqualified approbation of the proposition, and we can say, as far as Quebec is concerned, judging from the feeling predominant at yesterday's meeting, they will not be disappointed. New Brunswick is the great obstacle in the way, but we trust that when, through the instrumentality of public meetings, the minds of her people shall have been fully enlightened as to the advantages derivable from this magnificent project, the hasty decision of their Legislature will be overturned, and that they will put their shoulders to the wheel for its accomplishment."

\* \* \* "If the construction of this road be so important as it is believed, something more than merely meeting to discuss its desirability must be done—although this is very well as a preliminary—we require action and unity of purpose on the part of the Provinces most deeply interested in the success of the scheme. The opposition of the Montrealers, mentioned in our correspondence, was anticipated. We believe with the writer, however, that the united efforts of the east and the west will defeat any obstacle they may interpose."

The following Resolutions were adopted at the meeting:—

"Proposed by the Honorable Edward Caron, seconded by A. Stuart, Esq.—

"Resolved, That the citizens of Quebec acknowledge with gratitude the liberal offer of the Imperial Government, contained in the despatch of the Right Honorable the Secretary for the Colonies, of the 14th March last, in regard to the contemplated Railroad from Halifax to Quebec, as affording the most satisfactory evidence that the Mother Country, while not unmindful of its own political and commercial welfare, is, at the same time, most anxious to promote the prosperity of its North American Colonies, by assisting in the development of their vast internal resources.

"Proposed by the Honorable William Walker, seconded by Joseph Cachoun, Esq., M. P. P.

"Resolved, That inasmuch as a Railroad between Halifax, Quebec and Montreal would open a direct communication from Canada to the ocean during all seasons of the year, extending the means of transport now afforded by our canals during the summer, and entirely superseding them in the winter, such an undertaking, being eminently one of a national character, ought, like our great canals, to be accomplished at the expense of the public treasuries of the Province.

"Proposed by the Hon. H. Black, seconded by the Hon. J. Chabot:

"Resolved, That no doubt can be entertained, according to the unbiased calculations and estimates of Major Robinson, the officer superintending the survey of the different routes for the proposed Railroad from Halifax to Quebec, that this Railroad, which would open to all points of Canada a direct and rapid communication with Europe, New Brunswick and Nova Scotia, and cause an extensive emigration to these Provinces, and become a second St. Lawrence during our long winter—would ultimately yield a revenue exceeding our present most sanguine expectations. That moreover there is no instance on this continent of a Railroad of any extent having failed to produce an income greatly beyond the interest of the cost of construction; That supposing the apprehension that this road might continue a few years without yielding a profit, to be well founded, such apprehensions can offer no reasonable grounds to the Legislature for refusing to undertake it, inasmuch as works of this character are not constructed exclusively with a view to the production of a revenue, but chiefly for the purpose of opening internal communications and developing the resources of a country; thus our canals and other great public works, which have cost the Provinces more than five million pounds, and barely yield a revenue of fifty thousand pounds, have, nevertheless, increased more than ten fold the value of the real estate and the general wealth of Upper Canada.

"Proposed by J. Dean, Esq., seconded by P. J. O. Chaveau, Esq., M. P. P.:

"Resolved, That the movers and seconders of the above Resolutions be, with the Mayor a committee to draft a Petition founded upon the said Resolutions, to be presented to the three branches of the Legislature, praying them to adopt without delay such measures as they may deem calculated to meet the views of the Imperial Government, and to place the Provincial Government in a condition to enter with all possible diligence upon this great undertaking, and that His Worship the Mayor be respectfully requested