

tied up. At length the rogue threw the bundle at the pawnbroker, telling him he would not pawn the other in the meantime, 'until he would see.' He received the money and walked off, after which the pawnbroker proceeded to a re-examination of the habiliment, when—what did he discern?—a useless door mat!—*Perth Courier.*

European News.

From Willmer and Smith's European Times, October 18.

THE GREAT EXHIBITION.

The Great Exhibition was finally closed to the public on Saturday, the 11th inst, and like many of the unfulfilled expectations that have been entertained of it during its history, the numbers were by no means as large as was anticipated. The doors were open at nine o'clock. The force of the current of visitors on that day may be estimated from the following table of the arrivals in each hour: At ten o'clock, 4790 persons had entered; at eleven o'clock, 11,707 persons; at twelve, 19,207; at one, 27,311; at two, 34,841; at three, 42,870; and up to the final close, 53,061.

THE FINAL CLOSING ON WEDNESDAY.

On Wednesday, October 15th, the weather was wretched, it having rained heavily all the morning. The approaches to the building were consequently, as usual, a sheet of mud, causing much discomfiture to pedestrian visitors. The gates were opened at ten o'clock, and it is supposed that from 30,000 to 40,000 persons were present. A raised platform was erected on the site of the crystal fountain, with the Indian ivory throne, for Prince Albert, who entered at noon, followed by the Bishop of London, the Royal and Foreign Commissioners, and other gentlemen connected with the different departments.

The national anthem was performed by a band and the members of the Sacred Harmonic Society, which was followed by immense cheering. The central avenue presented a very animated appearance, being crowded with elegantly dressed ladies, and every available point for obtaining a view was also densely thronged. At the conclusion of the national anthem, Lord Canning, on behalf of the jurors, read a lengthened report of the proceedings, and presented a list of the names of those exhibitors entitled to rewards, together with the report of the jurors.

Prince Albert thanked the gentlemen of this and other nations who had acted as jurymen, dwelling upon the great difficulty of the task they had to perform, and paying a tribute to their great respectability and high characters. After recapitulating the various motives which had governed the commissioners in awarding the medals, his Royal Highness said that the important discoveries in many branches of science and manufactures required in council a medal to be given, and his Royal Highness explained the principles upon which this much coveted medal would be granted. His Royal Highness, after thanking the commissioners said that it was the intention of the commissioners to publish, not only the names of those to whom the jurors have awarded prizes, but also the valuable report which they had prepared on the state of science, art, and manufactures, in the several branches of the Exhibition. The royal commissioners fully appreciated the zeal and talent displayed by those jurors who had accepted the laborious duty of reporters to those jurors, and they doubted not their report will form a most interesting part of the Exhibition, and will afford important materials for ascertaining the progress of human industry at any future time, when another review of its productions like the present may be determined on. His Royal Highness one more thanked the jurors, foreign and local commissioners, members of the society of arts, and exhibitors, whose efforts had tended felicitously to the general harmony, which cannot end with the event which produced it; and his Royal Highness concluded by offering a prayer, that the Exhibition, by showing our dependence on each other, would be a happy means of promoting unity amongst nations, and goodwill amongst the various races of mankind.

The second verse of the national anthem was then sung by the choir, and followed by a prayer of thanksgiving, offered by the Bishop of London. The Hallelujah Chorus concluded the proceedings, as on the occasion of the opening.

The musical arrangements were inadequate to the vast extent of the building. The effect was not striking. Altogether the closing ceremony was far from imposing; but the silence of the spectators, while vainly attempting to catch the voice of the speakers, gave a quiet solemnity to the scene not inappropriate to the occasion.

Prince Albert left the Exhibition shortly before one o'clock, and the visitors gradually dispersed. During the afternoon boardings were being rapidly erected around the different compartments prior to the removal of the goods. At five o'clock, after the gongs and clocks had announced the time for the final close, several hundred persons assembled on the central platform, singing "God save the Queen!" and giving hearty cheers for the Queen, Prince Albert, Mr Paxton, and Mr Fox. About half-past five the building was cleared. Mr Paxton was the very last to retire, having lingered after all the gentlemen

connected with the management had left. The building already begins to assume a vacant aspect.

Colonial News.

Canada.

On last Monday we experienced one of the most violent gales of wind from the Westward accompanied with snow and sleet, that has ever been felt, in this part of the Bay Chaleur. Towards the evening it increased in strength and several vessels lying in Paspébiac, were driven ashore and totally destroyed.

A bark, the N. B. of Jersey, Captain John Huelin, we are sorry to say is a total loss, both vessel and cargo, notwithstanding the most strenuous exertions of the Captain and crew, who with much difficulty saved their lives, with the assistance of those on shore. Captain Huelin, sometime previous, in the evening feating the appearance in the weather, and the wind blowing directly on land—had taken the precaution to throw out two additional anchors—making four by which the vessel rode—top masts and top gallant masts lowered and struck, but all to no purpose, for about midnight, she broke away from her anchors, and drove right ashore, nearly opposite the stores of C. Robin & Co. The sea making a complete sweep of everything on deck—she soon after bilged, and filled with water. Everything was done that skilful seamanship could accomplish, but nothing could resist the combined efforts of the wind and sea. Captain Huelin, has been, we understand, upwards of twenty-nine years acting as master, and this is the first accident that ever happened to a vessel under his command.

The N. B. was surveyed on Tuesday, and part of the cargo landed, she has been condemned and will be sold on next Saturday as appears by referring to our advertisement column—she lies at present in about 9 feet of water.

The Anne Amy, a cutter, belonging to Le-Boutillier Brothers—also came on ashore, but being of a light draft of water was drove high up and did not receive much damage. A number of fishing boats and other smaller crafts were destroyed.

The "Neptune," a large schooner belonging to the Gaspé Company, loaded with Maple Timber, was also driven ashore a little below the place where the N. B. lies, and in a very few moments became a total wreck, and we regret to add that a fine young lad, one of the crew, named Michael Jones, son of a respectable inhabitant of Port Daniel lost his life, being washed overboard, the body has not yet been found.

Captain Acheson reports that the Neptune became a total wreck, a few minutes after striking the beach, and adds: that he and the survivors of the crew experienced great kindness and attention, from John Fauvel, Esq., who we are informed saved one of the crew himself.—*Gaspé Gazette, Oct. 30.*

The Canada Great Western Railroad.—The Quebec Gazette announces on the authority of private advices from London, of "the unquestionable correctness," that Mr Acheson, the agent of the Great Western line of railway, has succeeded in raising in the English market all the money required to complete the road, and that more might have been had, if it had been necessary.

Steamboat Convention.—On the 11th November, a meeting of steamboat owners will take place in Kingston to consider on the arrangements of next season. There are now afloat first class vessels sufficient to form a daily line from Montreal to Hamilton; another Daily Line from Belleville to Montreal; and a third Daily Line from Ogdensburg to Hamilton. To form the first line there are the Champion, Mayflower, Maple Leaf, Passport, Arabian, Highlander, New Era, and Magnet, one too many—all steamers well calculated to buffet with the severest weather of Lake Ontario. To form the second Line, there are the Ottawa, St. Lawrence, Elgin and Gildersleeve; and to form the third Line, there are the Princess Royal, City of Toronto, and perhaps the Chief Justice, with the Canada to spare.—*Kingston Whig.*

Novascotia.

Severe Storm.—A severe storm accompanied with heavy torrents of rain, passed over this City on Sunday, and continued with unabated rigour on Monday. A number of trees, fences, &c., were blown down, as was also one of the telegraph posts in the vicinity of the common, and the report is, and it is doubtless true, that a large amount of property has been destroyed during the ravages of the storm.

The tide rose several feet higher than usual and we learn that severe damage was done to some of the wharves.—*British North American, Oct. 31.*

Prizes at the Exhibition.—By the last arrival from England, we learn that the Commissioners of the Great Exhibition have awarded prizes to C. D. Archibald, Esq., for specimens of steel; and John Robinson, Esq., for the furs exhibited there. We have not heard of any others from Novascotia, to whom this honor has been extended, but as the amount of goods exhibited from this Province was very small, this distinction is a matter of pride, proving as it does the general excellence of what we did send.—*Halifax Recorder.*

New Brunswick.

Last Trip to Windsor.—The Steamer Fairy Queen will leave Windsor on Wednesday next, being her last trip thither the present season.

The Hon. Alexander Rankin left this city on Tuesday last, in the steamer Fairy Queen for Annapolis en route to Halifax to take passage in the Mail Steamer for Liverpool on Friday last.

Notice is given in the Canada papers that mails will be made up at Montreal to be forwarded by every Boston Mail Steamer for Halifax, N. S., and will be sent from Canada in charge of mail officers to Boston and Halifax.—*St. John Observer, Nov. 4.*

High Water.—We have no recollection of ever having seen the water in the St. John so high, at this season of the year, as it was on Sunday morning last, indeed it is very seldom it reaches a greater height at any time; nor did we ever know it to rise so rapidly, except when caused by an ice freshet. The first part of last week it snowed heavily for several hours, then it set in to rain, and continued pouring down in torrents until Friday evening. The damage sustained by persons living in the lower part of the country must be immense. Large quantities of hay in Sheffield, Canning, and almost all the low lands and islands below Fredericton, have doubtless been swept off, and perhaps cattle. We learn that large quantities of goods left on the wharves at Fredericton for shipment to this place were carried away; so sudden and unexpected was the rise that no time was left to remove them to a place of safety. With the exception of logs and timber being carried away, we have heard of no damage in this section of the country as yet. Great fears were entertained at one time for the safety of Mr Connell's boat now building on his wharf, but by timely exertions we believe she has escaped injury. She was completely surrounded by water, and when the freshet was at its greatest height, almost one half of her was entirely covered; but as she had been previously chained down and otherwise secured, she was kept in her place.

Steamboat Accidents.—The Boats running between Fredericton and this place were particularly unfortunate last week, the old Carleton alone having run through free from accident. The Phoenix struck a rock and put back in a leaky state. The new steamer Union, loaded for the Grand Falls, burst her cylinder head a few miles below here, and was towed back by the Reindeer. The Anna Augusta struck a rock in coming over Diblee's bar, and with difficulty reached here with her cargo, without sinking. The Reindeer was two days on her passage up, having broken a pump valve when about ten miles below; the damage was, however, repaired in a few hours, and on Saturday evening she took up a position where steamboat had never been before—made fast to a saw mill in the Maduxnikik river. With the exception of the Union, all these boats are again on the track in good running order.—*Woodstock Sentinel, October 4.*

West Indies.

From St. Domingo.—Advices from Gonaves, St. Domingo, to the 10th instant, state that an arrangement had been entered into between the American, French and English authorities, to force the Emperor Sologne to respect the truces towards the Dominicans. They had drawn up proposals for him to sign, and in the event of his refusing, the three powers would blockade his ports. The emperor was at Gonaves with about 8000 men, and was to have given an answer to the proposals at that place, but did not. He however promised to do so at Port au Prince, where he was going.

United States News.

American Fishermen.—The Gloucester Telegraph says that at the time of the recent great gale in the vicinity of Prince Edward Island, there were upwards of one hundred vessels, and more than a thousand men belonging to that port inside of Canso; the property in the Bay belonging to Gloucester at the time of the storm, would amount to at least \$630,000. The tidings of the disaster were received at all the American fishing ports with the most profound interest and the deepest sorrow.

SOUTH AMERICA.

The War in South America.—Brig Braham, at Salem, from Buenos Ayres Sept. 6, brings confirmation of the defeat of Oribe, who surrendered 6000 horses, and baggage and artillery to the allies, without firing a gun. The Argentine troops are said to have refused to serve longer under Oribe. The news of the success of the Brazilians and their allies had raised the prices of ounces at Buenos Ayres to \$400, and there were some fears that the Brazilian squadron would even blockade that port. The "British Packet," however, exhibits no alarm for Gov. Rosas. If Oribe is defeated, it says, he can keep up a guerilla fight till the Argentine Republic collects its means for an effective blow. The Packet also reports that General Netto, with 800 men, has proclaimed a Republic at Rio Grande del Sud, in Brazil, urges other Provinces to do likewise, and threatens that when the artillery of their liberators shall say to the three million slaves in Brazil, "You are free," the day of judgment will have arrived for the one million of whites, and the

slaves will be their judges. Rosas, in an appeal to the British Government, accuses Brazil of perfidy in commencing hostilities without the six months' notice as provided by treaty.

The Politician.

THE COLONIAL PRESS.

St John New Brunswicker, Nov. 4.
RAILROADS BY PRIVATE COMPANIES.

We have received from the Hon. F. O. J. Smith, of Portland, Me., a pamphlet of 50 pages, by himself, addressed as a letter to the stockholders and friends of the York and Cumberland Railway. Much of this pamphlet is purely personal and of a local character; but there are many things in its curious contents which strikingly develop the baneful effects of private companies as managers of railway enterprises in a small community. It possesses much interest also for the people of this Province, because it relates to the character and doings of men intimately connected with the European and North American Railway within the State of Maine—the very men by whose means and influence that road is proposed to be constructed on the other side of the American boundary.

In the opening of the pamphlet, Mr Smith states that the history of the Directory of the York and Cumberland Railway, during the past five months, 'is one of outrage upon individual rights, and of personal envy and malice, reckless of all consequences to the enterprises as a great public work, and to the investment of capital which its friends have made in it.' He then proceeds with some most extraordinary statements, admirably illustrating the working of Railway companies, and their Boards of Directors in the State of Maine.

It appears that a collision had taken place between Mr F. O. J. Smith, the President and a portion of the Directors, the opposition being led by Mr John A. Poor, a gentleman of Portland, whose name has been largely mixed up with the European and North American Railway. After describing what took place at a meeting of the York and Cumberland Railway Company at Portland, in June last, and the reading of a certain report, Mr Smith says:—

'No man who was present at that meeting in the City Hall, and heard this portion of the debate, will forget the pitiful condition in which Mr Poor exhibited himself in this matter. There was no one present who did not in fact pity the man, thus struggling before a great assembly against a truth made so obvious, but which he had denied; and struggling against humbling his own pride of opinion into a public acknowledgment, which seemed there to be forced upon him, of his abuse and misrepresentation of Mr Robinson—of his own false conclusions, and of his own consciousness of degradation. He writhed and perspired—his parched lips betrayed his inward fever; his alternately pallid and flushed countenance told what testimony his own heart was inwardly bearing against him; and, although he had been personally assailing, vilifying, and belying myself through more than four successive hours on that and on the previous day, I, so pitted him, beyond even my almost measureless contempt of the man, that to relieve, and strengthen, and sustain him, through an ordeal so mortifying to himself, as I knew he felt the then present moment to be, I could not but pour a glass of water that was before me, and tender it to him, of which he drank with the seeming avidity and joy that Dives would have done, could Lazarus have been permitted to have performed the like grateful office for him, while in a burning hell.'

After thus graphically describing a scene, which must have been unusually striking, Mr Smith proceeds to detail the leading characteristics of Mr Poor, and to place that gentleman in most unenviable position before the world. We shall not publish these severe strictures at present; but as we presume Mr Poor will reply to Mr Smith's pamphlet, we shall wait until then, as we may reasonably expect some further developments as to these private Railway Companies.

We observe that the Prospectus of the European and North American Railway Company, issued in Maine, is signed both by Mr Smith and Mr Poor, and this of itself will give additional zest to a perusal of Mr Smith's spicy pamphlet.

SCRAPS.

By the last assessment in Boston, it was computed that that city was worth \$167,000,000.

On the 18th August, a severe shock of an earthquake was felt at Truxillo, and throughout Honduras. No damage was done, tho' the houses were shaken in such a manner as to make the inhabitants abandon them in a hurry. The shock was felt simultaneously at Belize, two hundred miles distant.

The German papers betray an increasing jealousy between Austria and Prussia, and it can scarcely be expected that they will continue to work harmoniously together for any great length of time.

The British residents of New York are about to present every member of the Grinnell expedition, in search of Sir John Franklin, with a silver medal.

Dacotah is the name to be given to the new territory which has been bought by the United States from the Sioux Indians.