

Colonial News.

New Brunswick.

Destructive Fire at St. Stephen.—A despatch to the News Room states that the Union Mills at St. Stephen were destroyed by fire on Sunday morning at 3 o'clock, together with the dam, &c., and 500,000 feet of lumber. The total damage is estimated at about \$30,000, on which about \$8000 was insured. The sufferers are Messrs. F. H. Todd & Co., W. E. McAllister, Joseph Granger, Abner Hill, Jun., and Charles Hatch. The fire is thought to be the work of an incendiary. —*Morning News.*

The Election.—The contest between the Hon. R. D. Wilmot and Mr. Allan McLean, for a seat in the House of Assembly, has resulted in the return of the former by a majority of 273 votes. We stated last week that a great question of principle was involved in this Election, but we are sorry to say that the principle was entirely lost of, and we have reason to believe that the majority of votes were given on quite other grounds.

Many doubtless voted under Government influence, others on party grounds, and some, especially in the country, voted to secure promised Road and School grants. Few voted on the real question at issue—whether Mr. Wilmot had done right or wrong in deserting the party to whom he was pledged, and taking place from their opponents;—and none, we will venture to say, voted, as insinuated by a contemporary, with any regard to Mr. Wilmot's opinions as to the Halifax and Quebec Railway.

One thing has been thoroughly established by this Election, that until the establishment of Municipal Corporations, whereby the Road and School service will be placed under the direct control of the people, together with a Registration of Voters and Vote by Ballot, elections do not depend on the free and independent choice of the people, but on party prejudice and individual interest.

More angry feeling has been excited by this Election than we have ever before witnessed. We trust that the hard things said and done on both sides, will be allowed to sink into oblivion, and that no attempt will be made to proscrib individuals for a free expression of opinion.

By the time we have occasion for another Election, we hope that Vote by Ballot will be in force, when every man will have liberty to give a free, unbiassed and independent vote, in accordance with his conscience.

Nova Scotia.

Loss of the Belle, the Clipper Boston Packet.—News of the wreck of the brig Belle, from Boston on Thursday last, 16th inst., at Prospect harbor, on Monday morning, reached the city about four o'clock on the same day.

The Belle put into Prospect harbor on Sunday, at 11 o'clock, by the advice of her pilot, in consequence of an approaching storm from the South East, which made it impossible for her to reach Halifax.

On Monday morning, the storm having lulled, and the wind rounded to the South West, an attempt was made to get out of the harbor—the passengers, thirty three in number, being desirous to reach their destination, and a capital breeze offering out of harbor.

The anchors being weighed after much labor—(there being a heavy swell in the harbor at the time)—the vessel made sail at about ten about ten o'clock, on Monday morning, under reefed topsails and jib—the breeze being fresh.

On proceeding down the harbor, the captain found he could not reach out, and in attempting to tack, missed stays, and drifted towards shore on a very precipitate part of Herring Island.

Immediately the anchors were thrown out on the starboard side, to prevent her, if possible going on the rocks, but the sea running very high, carried her on in spite of every effort. She went on shore at half past ten o'clock.

Some of the men were so near shore as to leap on the rocks with great risk. As it was evident she would soon go to pieces with such a heavy sea rolling, the first object was to save the passengers; and this was accomplished after great labor and fatigue. Many of the ladies had to be tied round the waist with a rope, and pulled off through the sea to the boats, 50 yards distant.

The people of Prospect deserve the greatest praise for their promptitude in putting off their whalers to the rescue—the sea being so high as to render their efforts dangerous.—They came as close as they could to the wreck (50 yards), and saved a large number of passengers.

It was impossible for any boat to reach the shore where the brig lay. Some landed on the opposite side of the Island, and gave some assistance in saving the luggage of the passengers, &c. One child was rolled up in a blanket, and being tied with a rope from one of the boats, was thrown overboard, and hauled into a boat, without more injury than a wetting and a fright.

The women shrieked frantically while in danger of their lives, and some of them had hardly got over the apprehension of drowning when we saw them at night. One old lady—the last on board—was so intent on her prayers, that she paid no attention to the calls of the crew to come off, and at last had to be taken, tied by force, and thrown into the water, to be pulled into the boats, and was thus rescued from a watery grave.

We visited the wreck on Tuesday morning, the water comparatively calm, and found her

deck level with the sea, which broke over her, and rocked her from side to side heavily. —*Halifax B. N. American.*

Canada.

Quebec, Oct. 13.—Lord Elgin may shortly be expected in Quebec, and great preparations are being made to receive him in a manner befitting his exalted position as Governor General of the British North American Provinces. This is as it should be. The only fear we have is that the reception of His Excellency will be overdone.—That he will be bespattered with the most fulsome adulation, for which not the slightest necessity exists. As the representative of our Sovereign he is entitled to the highest respect; as the patron of literary institutions and the friend of internal improvements, His Excellency commands our admiration. And his respect for constitutional rule should not be overlooked.

He is in truth, a Governor, *sui generis*.—One who has borne much, and who seems to respect the rights of the people, as much even as he recognizes his own. Whatever he has done, none can accuse him of the slightest disposition to tyranny; and it is no wonder that triumphal arches are being erected and congratulatory addresses being prepared to give him a proper and becoming reception on his coming to reside among us.

He undoubtedly should and will be well received. As of Scotland we say, with all thy faults I love the still, so may it be said of him who now represents one of the most benignant sovereigns that ever graced the British Throne. We go strongly for receiving Lord Elgin with all the honors.—*Chronicle.*

Dreadful Disaster.—We regret to learn that during last week a most disastrous gale swept over Lake Erie, in which a number of lives were lost. The brig Christina of Port Sarnia was thrown on her beam ends, and when boarded off Wellington, the corpse of Capt. Lang was found lashed to the mast. Her crew, nine in number, is supposed to have met a watery grave. The vessel was laden by the Hon. M. Cameron, and her cargo, it is supposed, will be saved. The Kentuckian is also reported to have been lost, and all hands to have perished. The Brigs Omar and Kingston, and the schrs. Everitt, Courtland, and Oswego went ashore at Cleaveland. It was expected they would be got off without much difficulty.—*Montreal Pilot.*

Curious Circumstance.—Captain John Smith of the Trinity steamer Dorris, told us yesterday, that on one of his late trips below, he discovered a body floating at a distance, to which he immediately despatched a boat's crew, and found it to be the corpse of a sailor, who had apparently been drowned in attempting to escape from his ship. The circumstances in which the body was found is somewhat singular. On dragging it into the boat it was found that the individual had adopted the following novel plan for the purpose of buoying himself up in his perilous attempt—a cork fender was fastened to his breast, to sustain him, and a piece of board was lashed transversely across his thighs, on which we suppose intended to rest himself while in the water. Thus accoutred he launched forth, and getting overbalanced was helplessly drowned. The body was taken ashore at the Quarantine Station, and interred, it being the opinion of the medical authorities there that the man had been but a few hours in the water. Captain Smith told us of another body he found this season, floating in an upright position, with a bag of coals tied to the feet, but in such a state of decomposition that he was obliged to inter it on a small island on the Saint Lawrence, without attempting to examine it.—*Quebec Gazette.*

Newfoundland.

We learn from our Saint John's exchanges that the committee appointed at the public meeting, for the promotion of direct steam communication between Newfoundland and the United Kingdom, were zealously engaged in the discharge of the duties assigned them.

From the Harbor Grace Herald we learn that the wires intended for the Electric Telegraph between that place and Saint John have arrived. The posts on which they are to be extended were nearly all erected. Mr. Millar, Mr. Gisborne's assistant was superintending the work.

A letter from Mr. Gisborne had been received at Saint John's, an extract from which, together with some remarks from the Public Ledger, we here subjoin:—

"You will doubtless be glad to hear of our safe arrival in this place. All hands are in good health and pretty good spirits, notwithstanding the fatigue of the journey. There is no impediment to our Telegraph so far, and I am growing sceptical as to the prevailing opinion of Newfoundland. It will be necessary to send a boat round into Fortune and the other Bays, between this and Cape Ray, with provisions, and I think you will approve of my arrangements for so doing. I have hired a 40 ft keel boat to call in and wait for us in Long Harbor (Fortune Bay), North Bay in Bay Despair, White Bear Bay, La Poile and Port aux Basques, and then bring us all back and land us in Placentia. This will effect a very considerable saving in the present outlay. To-morrow I start from Black River (four miles north of this Island) for Piper's Hole, which I expect to reach by nightfall. We have seen no game but one covey of partridge, every one of which I shot, since I wrote to you from Tickle Harbor."

There is one common interest felt in the success of Mr. Gisborne's undertaking, as an event which will naturally lead to still more important results in the different modes by which our intercourse, both with the old and the new world, will be very greatly facilitated. The present year bids fair to become quite an epoch in the future annals of Newfoundland, a year from which, it is trusted, we may date the advent of brighter days and a more elevated position among the British Provinces on this side of the Atlantic. Our business should be, as our duty is, to make our geographical position and our general circumstances as extensively known as we can—and these are of so favorable a character as to be highly appreciable whenever they are understood.—*Halifax Nova Scotian.*

Communications.

SONG FOR AUTUMN.

In autumn time I love to roam
O'er hill and dale, through leaf-clad grove,
By the mossy bank of some running stream,
To wander thus I dearly love;
But dearer far than this to me
Is the shade of the red, red maple tree.

In some sylvan grove I love to muse,
When Sol's last ray is lost to sight,
And the scene's lit up with silver ray
By the calm pale face of the Queen of night;
Watch'd o'er by her I love to rest
Beneath the red, red maple's crest.

Dearly do I love the spot
Where stands my humble, lowly home.
Wealth or fame I care not for;
A shepherd's only care's my own;
For riches have no such charms for me
As the shade of the red, red maple tree.

Contented I am all day long—
My fleecy flocks my only care.
Happy am I when I watch their sport,
And their joyous bleating greets my ear;
Yet I'm happier still when they rest with me
On the fallen leaves of the maple tree.

Chatham, October 24, 1851.

HURRA FOR ST. JOHN.

To the Editor of the Gleaner,

If I recollect rightly, Mr. Ritchie, the member for St. John, in one of his flowery speeches on the floor of the house, at the last sitting of the Legislature, in answer to Andrew Barberie, said that his (A. Barberie's) constituency never was reputed for much intelligence. Well, it is pleasing to see his own constituency proving themselves to be so intelligent and enlightened, by their recent choice of a man to support the interests of the Province. He likewise was most anxious, with others, to get up a meeting to pass a vote of censure and want of confidence in Messrs. Wilmot and Gray, and intimated if they did not resign he and his colleagues would. The meeting at last came off. Mr. Ritchie and his friends are no doubt satisfied. Will he or they with any good grace resign? The ignorant North is looking on and taking lessons. What does poor Georgy say, after all his trouble? He must be sick, and in need of physic. There can be no truth in the oracle.

I am, Sir, yours, &c.

THE BLACK NORTH.
October 23, 1851.

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY, OCTOBER 27, 1851.

COUNTY OF RESTIGOUCHE.—*Sons of Temperance.*—Dalhousie Division, No. 64. Officers for the current quarter:

Joseph Windsor, W. P.; James Wands, W. A.; Charles Lloyd, R. S.; William Priole, A. R. S.; Charles H. Lloyd, F. S.; David Sadler, T.; David Currie, C.; James Menzies, A. C.; Robert Menzies, I. S.; John Meahan, O. S. Andrew Wallace takes the P. W. P.'s chair.

THE SEASON.—The weather, for some time past, has been very fine, but on Saturday last Old Winter gave us a "taste of his quality." On that day a quantity of snow fell, but the very heavy rain which immediately followed, and still continues, (Monday forenoon,) soon stripped the ground of its winter covering.

ACCIDENT.—We regret to learn that Mr. MAURICE SCULLEY, Jun., was seriously injured at the launching of Messrs. Parker's new ship, on Saturday evening last, by a piece of wood falling on his head.

THE LATE GALE.—American papers give the most heart-rending accounts of the distress and misery caused by the gale of the 4th instant. The actual loss of life has not been ascertained, and perhaps never will.

The schooner C. and N. Rogers, which vessel put into Chatham some weeks ago for a supply of salt and barrels, arrived at Glou-

cester, Maine, on the 14th. This vessel rounded East Point on the night of the storm, and reached the Gut of Canso on Monday, having lost everything from deck, as well as her flying jib-boom and foresail. The captain reports the gale, as being the most tremendous he ever experienced, and attributes the safety of his vessel to the giving way of the foresail at the moment she was struck and knocked down by a heavy sea.

RAILWAY PAMPHLET.

By the mail on Monday last, we received a copy of a very neatly printed pamphlet, entitled, "The Halifax and Quebec Railway, considered with a view to its Cost, as well as the Prospective Business of the Road. By William Pryor." The author is a gentleman of high respectability, engaged in mercantile transactions in Halifax, and was recently (last year if we recollect aright) Mayor of that city. He has on this occasion, in the true spirit of a BRITISH MERCHANT, stepped beyond the usual course of his business, to lend his aid to forward that great undertaking which, if successfully carried out, will undoubtedly raise his country to a proud position among the nations. The little work in question contains a large amount of statistical information, which cannot fail to have a powerful influence in forwarding the interests of the Railway. In the language of the Editor of the Nova Scotian, we hope every person will give the pamphlet a careful perusal, "the sanguine that they may confirmed—the timid in order that they may be convinced—and the doubting that they may be converted."

The author concludes with the following striking remarks:—

"A responsibility of no ordinary magnitude rests upon its members. When the people ask for bread, will they give them a stone,—the blighting—withering stone of party feeling and political discord? Will local jealousy and selfish rivalry arise, and prompt the eye to say unto the hand, I have no need of thee, and the head to the feet, I have no need of you, as if the body could improve, limbless, or the tree flourish, branchless; or will they approach the question with that calm and dignified composure, which its importance demands, and which no party feeling or personal apathy should be permitted to ruffle?"

"Not only is the earnest attention of the Provinces, and the eyes of their statesmen directed hither, but the rulers of our parent land, united with her sons of noble minds, and christian hearts, await a favorable decision of our railway question, to aid with ready hand, that healthy stream of colonization, which is designed to prove a bond of closer union and of mutual wealth.

"If my endeavors to elucidate the question, simply tends to facilitate a deeper enquiry, or remove one doubt, on any perplexing point, the end I have in view is fully gained. With such feelings, the indulgence of the public, and their patient consideration of the subject, is asked."

LAUNCHED.—On Saturday evening last, from the building yard of Messrs. G. J. & J. Parker, in Chatham, a splendid ship of 793 tons, named the *Hope*. This vessel is a highly creditable specimen of naval architecture, her model being very superior, and her materials and workmanship of an excellent description. Mr. William Mason, Sen., was the master-builder, and she does him much credit. This is the second vessel built by the Messrs. Parker, but we trust they may yet construct many "more of the same sort."

The *Hope* is probably the last vessel which will be launched on the Gulf Shore this year, and most sincerely do we hope that during the coming winter our enterprising builders will effect such sales in the home market, as will enable them to pursue their business with additional vigor next season. "Ships, Colonies and Commerce."

UNITED STATES.—The pressure in the money market still continues, and several very extensive failures have occurred.

Mr. Owen, Consul at Havana, has been removed, for not using his influence to save the lives of the Americans who were taken prisoners by the Spanish authorities, while engaged in the Lopez expedition.

The trial of Margaret Garrity for the murder of Edward Drum, came on at Newark, New Jersey, on the 7th instant. The prisoner was acquitted, which gave universal satisfaction. The New York Tribune says:—

It will be recollected that on the 4th of August last, late at night, in the streets of Newark, New Jersey, a young woman stabbed a man who was walking with his wife on his arm towards his home, and killed him on the spot. The murderess then escaped and could not then be found, but in two days she voluntarily returned and surrendered herself to the authorities. This young woman was Margaret Garrity, an Irish girl of 19 years, of good pre-