

lover, returned to the waiter. But finding a smell of charcoal and the door fastened, she feared that he had attempted suicide. She caused the door to be broken open, and found him lying on the bed nearly dead. By a great effort he opened his eyes, and muttered a few words of pardon and then expired.—*Paris paper.*

## THURSDAY'S MAIL.

### NEW BRUNSWICK.

**Dreadful Steamboat Collision and Loss of Life.**—On Friday morning between one and two o'clock, a dreadful collision occurred near Harding's Point, on the river St. John, about ten miles from the city, between the steamer *Anna Augusta*, Captain Barker, then on her downward trip from Fredericton, and the steam tug *Transit*, going up river. Both boats were going at full speed at the time, and the collision was exceedingly violent. The *Transit*, which is of great strength and scow-built—having been intended for a ferry boat, struck the *Anna Augusta* on the starboard bow, abreast of the boiler, which in this boat is situated at that side and on deck, the engine being on the other side—and stove her in, crushing the bar room, water closet, and other adjoining rooms, with their contents to atoms; and forcing in the side of the boiler, which exploded, throwing the boiling water all around, and filling the boat with steam. Passengers describe the sensation while this was taking place, as what would be produced by the slow pressure of some immense force, rather than by the shock and crash that might be expected, and some assert that a grating sound was perceptible for some moments before the shock of the collision was felt. The boiler was driven from its place, and some think had not the shaft checked the *Transit* she would have cut the other boat clean through. The passengers in the cabin were thrown from their places, and the lights extinguished, and the scene that followed, it is said, baffles all description. No one knew what had occurred, or what to do, and when the cabin door was, with difficulty, found and opened, the rush of steam compelled those below to close it again, and some then escaped through the cabin windows and put off in one of the boats into which some of the hands, it is said, had crowded and pulled for the shore. The confusion, the hissing of the steam, the groans and cries of the wounded, all added to the confusion. The cabin passengers soon after got on deck. Fortunately it was soon ascertained that the boat was not likely to sink, and that no further, immediate danger was to be apprehended. Some of the passengers endeavored to take off the other boats, but this was prevented by those who had presence of mind enough to give a thought to the general safety.

When the steam and boiling water escaped from the boiler, nearly all who were at the forward part of the boat at the time were more or less injured. It is said that nine or ten in all were scalded—five of them seriously. Cochran, a fireman, was dreadfully scalded; and, it is thought, inhaled the steam. He died about noon yesterday. Casey, also a fireman, is fearfully scalded, and it is said, will scarcely recover. Another of the crew named Nyles is scalded on the head, back and legs, and is in a precarious state. Bryson, a passenger, had gone down a few minutes before to light his pipe, and he is also severely scalded, the jet of boiling water having struck him. Harkins, one of the crew, has both hands dreadfully scalded, and a boy named Campbell, steward's assistant, has both feet injured. A butcher named Murray is also much injured. He was near the boiler at the time, and a Mr Hamilton from Sheffield, who slept in the saloon on the upper deck, has one foot scalded. There were some rumors that a man named Wilnot was missing, as also the engineer. We have not heard of any others.

An ox got severely scalded, and his howlings and straggings were frightful. For some time he stopped up the fore-castle gangway, preventing the escape of the men down there, and finally worked his way down through the narrow opening. To prevent his doing mischief and to end his agony he was slaughtered below.

The *Transit* took the sufferers and some of the passengers on board, and returned to Indian Town. A number of medical gentlemen from the city proceeded over at once, and all possible attention was paid to those who needed it.

There were about thirty passengers on board the *Anna Augusta*, and only one female.

**The Suspension Bridge.**—We are glad to learn that our suggestion has been of use. All parties engaged in this undertaking are now actively at work. The towers on the west side are going up, and the cables are being put together on the ground, and there is every probability of the bridge, so long looked for, being completed during the warm season.

**Appointment of a Bishop.**—Letters were received from Halifax, yesterday, announcing that the Very Rev. Dr. Connolly, of that city, has been appointed successor to the late Dr. Dollard, as Bishop of this Province. It is further said that Halifax is to be elevated to the dignity of an Archbishopric, holding jurisdiction over the dioceses of New Brunswick, Newfoundland, Arichat, and P. E. Island; and that the present Bishop, Dr. Walsh, is to receive the pallium. This rumor is published in the *Halifax Sun*, which says of Dr. Connolly—

"In the Very Reverend Dr. Connolly the faithful of New Brunswick will find a Chief Pastor and Overseer, zealous of good works, 'adorning the pure doctrine,' and enforcing the discipline of the church by an exemplary consistency, brighter and more cogent by far than precept."

Mr Archibald, it would appear, has not yet abandoned his idea of promoting the construction of our great colonial Railways. In the *London Sun* of April 24 we find it stated that

"Mr Archibald had an interview with Sir John Packington, in the Colonial Office. Captain Lawley had also an interview with the Right Hon. Baronet."

In the same Journal it is also further stated that

"Despatches were sent from the Colonial Office yesterday to the Governors of the North American Provinces."

We have not yet heard of the contents of these despatches.—*St. John Freeman*, May 22.

**St. Andrews and Woodstock Railway.**—In the last *St. Andrews* standard is an official letter from Mr Julius Thompson, Manager of this Railway, announcing that the legal documents, duly signed, sealed and delivered, between the Contractors and the London Board of Directors, were received by the last mail.

We learn also from *St. Andrews*, that this contract is for the completion of that part of the Railway between Waweig and Woodstock—and that the Company are to finish the ten miles of road to Waweig, now graded, and place rails and cars thereon, before the contractors for the rest of the line commence their work.

The late President, John Wilson, Esq., has declined being any longer either President or Director of the Company; and at present we believe the Company is without a President. Nevertheless, we hope the work will go on spiritedly, as soon as possible.—*St. John New Brunswick.*

### NOVA SCOTIA.

**On Dit.**—That his Lordship, the Roman Catholic Bishop of this diocese has been elevated to the Arch-Episcopate. Of profound erudition, and administrative ability of the highest order, with untiring zeal in the propagation of the faith, we know of no ecclesiastic better calculated to occupy, with dignity and efficiency the Arch-Episcopal throne.

Sixteen Salmon saved from the wreck of a Tusket vessel, sold in Boston for one dollar per pound—averaging the weight of each fish at 8 lbs. the total would be one hundred and twenty eight dollars. But better than that, it is said that Halliday sent four salmon to Costen a week or two since which netted \$100.—*Halifax Sun*.

A large steamer passed the mouth of the harbor yesterday, supposed to be H. M. S. *Devastation*, ordered to the Gulf for the protection of the Fisheries.—*Pictou Chronicle*, May 21.

The Hon. Mr Hincks's Letter to the Right Honorable Secretary for the Colonies does not appear to give entire satisfaction in Canada. The organs of the Government pronounce it 'able.' Journals which profess to be neither for or against the Government, and yet are friends of the Halifax and Quebec Railway, affirm that it is meagre and unsatisfactory. Whatever be its merits or its demerits, it is clear that the Hon. gentleman has added no fresh laurels to honors heretofore won. The *Quebec Chronicle* offers these observations:

"For what purpose it has been published we cannot divine. I raise no hope of the speedy commencement of the Halifax and Quebec Railway, far less of the probability of a guarantee of the interest of the £7,000,000, the sum necessary for the construction of a grand trunk line of railway from Halifax to Hamilton. It was seemingly penned by Mr Hinks, while in low spirits and in the belief that his chances of success were few. It is altogether unworthy of the writer, and not to be compared to Mr Howe's letter to Earl Grey. It is wholly wanting in earnestness, and deficient in convincing argument. Sir John Packington appears to have objected to the line by the way of the Valley of the St. John because it is too close to the American frontier, and Mr Hinks, instead of combating the Colonial Secretary's objections, admits it, merely intimating, in extenuation, that Major Robinson's Line between Riviere du Loup and Quebec—distant less than thirty miles from the main frontier—would be nearly, if not quite, as much exposed to the enemy, as that passing by the Valley of St. John. Surely such an admission was unnecessary. In a military point of view, we should have contended, the route by the St. John Valley was preferable to Major Robinson's. The direction was that which the Imperial Government had selected for a military road, and certainly the settlement of the frontier with a loyal population is rather a protection than otherwise. Men will not abandon their homes on the first appearance of an enemy, and troops might easily be concentrated on the frontier ready to assist the settlers in repelling any hostile attack. But enough of the letter; its publication was unnecessary. It is of infinitely less moment what Mr Hinks said to Sir John Packington than what Sir John said to Mr Hinks. Had the Colonial Secretary's Reply been laid before us a better idea might have been obtained of Mr Hinks's chances of success."

Our Quebec cotemporary desponds, and on looking around for other sources of enterprise and advancement comes to this conclusion:

"Halifax must henceforth be left out of

the question as the winter seaport of Canada, and all our energies must be brought to bear upon the speedy completion of those lines of railroad contemplated or begun, which will unite together all the cities of Canada, so that with a line of transatlantic steamships between Liverpool and Quebec, the commercial prosperity of the Province may continue to advance."

The desideratum now sought will hardly satisfy the growing wants of the Great West. Quebec would doubtless be a pleasant summer terminus enough, for the 'Lines of Railroad' which would unite all the cities of Canada—but what of the eight months in every year when its outlet to the sea is firmly blocked up. Where, during that period will be the treasures of that noble country which borders the lakes and rivers of the boundless west? No, no. Halifax is the natural terminus for a railway uniting all the cities of 'Canada' and 'New Brunswick,' with the shortest route to Europe—and notwithstanding the inconsiderate coolness of Her Majesty's Government, the united voices of the colonies interested, may awaken sufficient interest to secure the desired aid.—*Halifax Sun*.

The Troopship *Resistance*, arrived on Tuesday afternoon, bringing detachments. It is understood that she will carry home the 42nd Royal Highlanders.

**Canada West Railroad.**—The continuation of the Rochester and Niagara Falls Railroad, having its eastern terminus at the Niagara Suspension bridge, and its western, opposite Detroit, and the connecting link between the New York and Michigan Central line of railroad is going ahead at a rate which ensures its completion by October, 1852.—*Halifax Sun*.

The passengers are still on board the *Tongataboo*, it having been found impossible to procure a house where they could be kept with safety. No case of small pox has occurred among them as yet, and it is therefore hoped that at the expiration of fourteen days from the time when they were last in contact with those laboring under the disease, they will be discharged. The three sick men at the Lazaretto are doing well. The trade of this port is very much injured from the want of some sufficient accommodation for the passengers and crews of vessels in circumstances similar to those of the *Tongataboo*.

The Duties on the cargo brought by this ship amount to £800. It is said to be the largest assorted cargo ever cleared from the custom house in Glasgow.

Our harbor has assumed a lively, busy aspect, the wharves here and at South Pictou being crowded with shipping. It presents a pleasing contrast to the spectacle shewn two weeks since, when we were completely blockaded with ice, preventing ingress and egress.—*Pictou Chronicle*.

Görgey, the alleged traitor to the cause of Hungary's independence, is about issuing from the *London Press*, a work entitled 'My Life and Acts in 1848 & 9.'

Major John Richardson, late of H. B. M. army, and an author of some celebrity, died at New York on the 12th inst.

### AFRICA.

A letter from Cape Coast Castle, dated March 1, states as follows:

The blockade of the Leeward Coast has been raised in five or six places, in consequence of some kind of treaty having been signed, but affairs are in a very unsettled state still.

The town of Whydah has been recently burnt, together with Hutton's factory. After the fire, there were discovered in the ruins of the town the charred remains of 150 slaves, who had been unable to escape, owing to their being chained together by the neck. It is supposed they were collected together ready for shipping. The town of Dahomey, where the King of that country resides, is also reported to have been burnt.

### SOUTH AMERICA.

**Rio Janeiro.**—A correspondent of the *Boston Journal*, writing from Rio Janeiro, April 12, says:—"The weather continues very hot and dry, and consequently the yellow fever is making fearful havoc, particularly on board the shipping. No vessel can remain in this bay while the present state of things exists, more than five days without getting the fever on board—consequently there are not, and in fact there have not been for weeks any of our naval ships in this port. They are mostly at Montevideo."

"Some of the American ships have suffered most severely, and I have known of several that could not muster hands sufficient to get out of the harbor. The American ship *Victor* sailed for New Orleans about a fortnight since, with only two men able to do duty. Many others have been here, as it were entirely deserted. The Swedish brig *Dolphin* had lost three consecutive captains within the last two months, and the berth is now vacant."

"We have from New York in a passage of 39 days, the ship *Racebound*, bound for San Francisco, with 275 of the most filthy rowdies that it ever was my fortune to behold. I hope they will get away before they contract this fever, for it would make terrible work among them. For the past two or three days we have had very fine showers, which we hope will occur with sufficient frequency to break up this pestilence entirely."

**Conspiracy in Mexico.**—A telegraphic despatch from New Orleans reports that a conspiracy against the Mexican Government has

been detected and several arrests made. The people of the city of Mexico were arming themselves for self defence.

**From Utah.**—We have news from Utah to March 20th, but nothing of special interest. A grand legislative Festival was celebrated at Deseret on the 4th of March, at which Gov. Young and all the dignitaries of the State, with their ladies, were present.

The Eastern mail due 29th February had not arrived March 11th.

**From Santa Fe.**—Letters from Santa Fe to the 25th of March, contain the usual account of murders and robberies by the Mexicans and Indians. A party who had charge of the mail, while near El Paso, were pursued by Indians, who were beaten off. An attack had been made on the town of San Antonio, and several persons were killed and cattle run off. Attacks had also been made on Socorro and Vulydera.

The steamer *Santa Nevada* arrived at New York on Tuesday morning, bringing 250 passengers, and \$400,000 in gold dust.

Several cases of lynching are published, and murders are numerous. A Mexican named Flores was hung by the citizens of San Andreas for murder. A man named Eldridge was walking the streets of Placeville, in company with his wife. She was grossly insulted by a passer by, who was immediately chastised by Mr Eldridge, who was unarmed. His opponent retaliated, and endeavored to stab him with a dirk. Mrs Eldridge rushed to her residence, seized a revolver, and put an end to the encounter.

Advices had been received from New Grenada. Don Jose Hilario Lopez, had issued a message to the Executive Government, and to the Legislative Camara, regarding the Flores Expedition against Ecuador. Those bodies have declared war against Chili, Peru, and all other Nations and People who are suspected of being friendly to the Flores Expedition, and enemies of Ecuador.

### WEST INDIES.

**Hayti.**—Coronation of the Emperor Suloque.—We are in a position to state that this great event which has been the subject of at least 50 telegraphic despatches, has at last taken place. The affair came off at Port au Prince, on 18th ult, in the most imposing manner. A correspondent of the *New York Express* says:

"The coronation of Napoleon was outshone in the cost and splendor of the Crown, its jewels glittering like stars in the firmament, and the number of nobles and marshals far outnumbered those who danced attendance at St. Cloud; and I am very doubtful if Louis Napoleon's coronation will exceed Suloque 1st. On the 25th, it is said that a new creation of Nobility will take place, to give the Empire appropriate eclat."

## SATURDAY'S MAIL.

### NEW BRUNSWICK.

We have to day the mournful task of recording the death of the Rev. Samuel Elder, A. M., late pastor of the Baptist Church in this place. This melancholy event was announced in this City on Monday last by telegraph from Philadelphia, to which place he had gone but a few weeks ago, with the hope that a change of scene and climate might invigorate his constitution which had been gradually failing for some time, and that after a season he would be enabled to return to his professional labors with renewed health and strength. But his expectations, and the wishes of his friends in this respect, have alike been doomed to disappointment. He has been called away "in the midst of his years," and from a field of labor for which he was eminently adapted by the possession of more than ordinary moral and intellectual qualifications.

"His sun has gone down while it is yet day."

**Another Steamer.**—A small steamer, propelled by a stern wheel, bearing the name of *J. D. Pierce*, arrived here this morning from St. John. She formerly ran on the Penobscot, and has been purchased by the Messrs Glasser, of this City, to ply on the river St. John between Fredericton and Woodstock, and is said to be a fast boat.

Casey, another of the firemen employed in the *Anna Augusta* at the time of her collision with the *Transit*, is dead.—*Head Quarters*.

### UNITED STATES.

The *Rural New Yorker* states that the Maine Liquor Law has passed the Legislature of Texas by six majority.

The Town of Gloucester has been a sufferer, this season, by Shipwreck. Fears are entertained that two more of her fishing vessels are lost. They have now been absent from 3 to 4 weeks, and they are about given up. Their names are schr. *Benj. Parsons* and schr. *Napoleon*. The former was a beautiful clipper schooner, new last year; the *Napoleon* was 10, or 12 years old.

The losses have been very severe at Gloucester, the following vessels have been lost with all their crews, since October: schrs. *Flirt*, *Princeton*, *Ocean Queen*, *Golden Fleece*, *E. A. Parkhurst*, *B. Parson*, and *Napoleon*. But these terrible losses, appalling as they are, do not intimidate people, for upwards of 45 vessels have been added to the fleet this year. The prospects for a favorable season this year for the fisheries are very promising.

Somebody, speaking of the hurrying propensities of the Yankees says:—"If a mortar could be constructed, which would throw an