

sel; they will then have to make another advance for laying in provisions, &c., for the voyage; and thus on their arrival at their destination the whole will be their own to do the best they can with. The spirit of enterprise and advancement is fast being infused into the sons of Nova Scotia, the natural consequence of the increased and increasing intercourse with citizens of the neighbouring Republic. We are not of those who think it a great calamity to see our young men leaving the country. Mr. Killam's observation, viz., that the people of Nova Scotia went abroad to make money, not to spend it, is true to the letter. The only regret is that more of them had not gone out into the world, long, long ago, instead of remaining at home grumbling and growling at their hard lot. The sons of mayflower, go where they may, will find that the original sentence passed upon mankind still holds good over the length and breadth of this portion of God's creation—the gold regions of California Australia not excepted.—And we shall be much mistaken if, ere long, many of our wandering friends do not return to their homes satisfied that there are infinitely worse places than poor little Nova Scotia,—a country that only requires the practice of industry, skill, and enterprise, to make it the most wealthy (as it is even now the most healthy) localities under the wide canopy of heaven.—*Halifax Novascotian.*

THURSDAY'S MAIL.

UNITED STATES.

Steamboat Explosion and great loss of Life.—We have had by telegraph an account of the destruction of the steamer Redstone, the particulars of which are given in the account below, from the Cincinnati Gazette:

The Redstone had lately commenced running between this City and Madison as a passenger boat. She left Madison on Saturday, at 12 M., and the only landing she made before the explosion was at Carrollton. She passed on to Scott's landing, three miles above Carrollton, on the Kentucky side—to take a passenger—Rev. Perry A. Scott.—While the steamer was backing out from this landing, she had some difficulty in turning, as the wind was blowing hard shoreward, and when about a hundred feet from the landing the fearful explosion occurred at the second revolution of the engine—three boilers exploding at the same instant. All the upper works of the boat forward the ladies' cabin was blown to atoms—the hull swung round with the current and immediately sunk at the bow, in 20 feet of water, while the stern rested on the bottom near the shore. There were on board at the time about sixty five passengers, of whom it is thought 35 must have been killed.

There were but two lady passengers on board, both of whom and the cabin maid, were saved and but slightly injured. Among the killed are the Rev. Mr. Scott, a Baptist Minister—(who had been on a visit to his parents—who, with his sisters, having just parted with him, were standing on the shore and saw him blown to fragments)—Mr. Goble, editor Lawrenceburg Press, and Mr. Myers foreman in the same office. Mr. G's body was horribly mangled, and all the hair scalded from his head. The first and second engineers, and all the firemen were killed instantly.

Mr. Soper, the first clerk, was standing near the office, and says the first intimation of the danger he had was being lifted up full one hundred feet and falling into the river, when he swam ashore; a moment after he heard a cry of distress in the river a few feet distant; he swam out and rescued a drowning person. This was the Captain, (Pate,) who had one of his legs broken. The second clerk was accidentally left at Madison. The pilots were badly injured. Captain Wright brought Mr. Langley, one of them, to Aurora; he had both legs broken. The other could not be removed, and it is probable that he will not recover.

The awful force of the explosion can be conceived from the fact that a large piece of one of the boilers was blown half a mile, lacking five or six yards, from the wreck. Eleven bodies were blown into a cornfield at some distance from the water.

The people of Carrollton and the vicinity hurried to the scene, and twenty five dead and wounded bodies were immediately borne to a small farm house on top of the hill, which rises back from the river, and which was converted into a hospital. The inmates of this house gave up their rooms, bedding and everything to the possession of the suffering. The scene here beggars all description. The mangled and ghastly corpses by the side of the wounded and the dying, with inadequate medical aid and means for the care of the latter, the floor of the room covered deep with blood; this, and the view of the scattered wreck and the awe-stricken multitude on the shore below, made up a scene of horror.

The river for some distance below Carrollton was strewn with the fragments of the boat, machinery, furniture and clothing.

Sixteen steamboat disasters have occurred on the Western waters since the first of January last.

The New York Herald says of the spiritual knockers:

"We understand that some of the spirit-rappers, or knockers, who first made their appearance at Rochester, in this State, have taken up their residence somewhere in the neighbourhood of the fifth avenue in this city, and are coining money at the rate of a

hundred dollars a day, by receiving visitors and allowing them to communicate with the spirit world. One or more of the learned judges of this metropolis have, it seems, been giving lectures on the spirit science in Connecticut, and forming magic circles in some country towns in this State, for the purpose of conversing with all the spirits of the dead men made perfect, from Solomon and Socrates, down to Tom Paine and Fourier. How long will this business last? We live fast in this country. We use up a mania, or a humbug in six months. In former times, and in other countries, humbugs used to last half a century and some of them a whole century."

European and North American Railway.—Among the numerous petitions now before Congress for grants of land to aid in the construction of Railways, that of the friends of the proposed line through Maine and the Lower British Provinces, to shorten the time of transit between New York, Boston and Liverpool and London, is attracting much attention, and we really hope every effort will be made to carry the project successfully.—We know of no enterprise of greater immediate or prospective importance. Mr Washburn of Maine, has made an able speech upon the subject, grouping together the following facts with regard to the distance, time saved, &c.:

From New York to Waterville, in Maine, is	410
So far there is already a continuous line of Railway.	
From Waterville to Bangor is	50
Here a charter for a railroad has been obtained, which is shortly to be prosecuted by local enterprise and capital.	
From Bangor to New Brunswick line is about	100
This part the European and North American Railroad Company propose to construct.	
From the New Brunswick line to Whitehaven, the nearest available harbor to the extreme end of Nova Scotia is about	240
From Whitehaven to Galway in Ireland, is about	2000
From Galway across Ireland, to Dublin, is	126
Here a railway is in process of construction.	
From Dublin, across the Irish channel, to Holyhead is	63
This is crossed by steam packets in 34 hours.	
From Holyhead to Chester, and from Chester to London is	263
Here there are railways ready.	
Total distance from N. York to London	3252

What is asked for, therefore, is aid to construct the road from Bangor to the east line of Maine. This the Engineer's estimate shows will cost somewhat less than \$3,000,000.

When this continuous line is finished, and that it will be built there can be no doubt, the time of transit from London to New York or from Liverpool to Boston, will be shortened some two or three days. This is a project well worth the attention of an enlightened legislature, and we commend the project to their discretion. The North, the East, the West, and in fact the whole country, are alike interested in securing this very desirable saving of time in the passage between Europe and this country—a saving so necessary for the purpose of an active and successful commerce, and the general interests of friendly communication between the two continents. We know of no railway project that promises greater benefits than this, and if the public lands are to be given to foster and encourage such enterprises as have a national character, then this particular one will commend itself to the early action of Congress.—*American Railway Times.*

The United States Secretary of the Navy recommends that an expedition be sent to explore the recondite regions of the Northern Pacific. The daring advances of the American Whalers far beyond Behring's Straits has opened a vast field of profitable but perilous adventure.

It is stated that 154 vessels composed the fleet in those seas in 1849—and that the proceeds of the voyages in gross was 206,850 barrels of oil, and 2,481,600 lbs. of whalebone. The summer of 1850 was still more profitable. Of the transactions of 1851 we have only partial accounts and these are disastrous. Seven of the finest vessels of the fleet have been lost—others damaged. Hence the originating of the proposed exploration.

The New Bedford Mercury says that sales have been made this week of 1500 barrels of whale oil, at 70 cents a gallon, which is the highest rate ever obtained in that market.

Fire in Boston.—At 3 o'clock on Thursday morning last a fire broke out in the National Theatre, Boston. The flames had obtained great headway before being discovered, and in fifteen minutes after the alarm, the whole building was wrapped in flames. Several houses adjoining were also destroyed.

The American papers bring us intelligence of a heavy gale experienced along the coast, and a great freshet in the rivers, causing the destruction of a large amount of property, accompanied with loss of life.

The British barque Josephine, from Gloucester, England, for Boston, was wrecked at Truro, on Tuesday night last, and all on board perished except two.

The lower part of Allegany city was inundated by the flood, and some 1500 families turned out of their houses or driven into their upper stories. Pittsburgh suffered less,

but the damage to both places is stated at \$400,000.

A despatch says:—A number of men were seen floating down on parts of rafts, and doubtless many lives have been lost. A raft without sweeps struck against the Mechanic street bridge, and was shattered in pieces.—All on board perishes in sight of thousands who lined the shores, unable, however, to render any assistance.

SOUTH AMERICA.

A Monster Forgery.—The National Bank of Buenos Ayres recently paid out two millions of dollars on a forged order. It appears that late in the evening a man named Andries Villegas, of a respectable family, presented an order purporting to be from the Governor, for two millions of dollars. The forgery was so admirably perpetrated that none of the officers for a moment suspected it, and promptly paid him the money. Subsequently they sent word to the Governor that they had cashed his order, when to their amazement they were told it was a forgery. The police and other authorities were immediately called into requisition, and the whole city ransacked; and on the next day the forger was found at the Globe Hotel, with the bank notes (some of which he had exchanged for gold) in his possession. The evidence of his guilt was so overwhelming, that he made a prompt confession, and on the next morning he was taken to the court yard of the public prison, and summarily executed.

NOVA SCOTIA.

The Cobourg Reform and News Letter, noticing the proposition of Nova Scotia, to employ armed steamers to protect the Fisheries, says:

Is Canada sufficiently interested in these fisheries to warrant the Government to enter into the expense proposed? If the Provinces were united would we not be drawn into expenses of this kind against our will? Are the interests of Canada the same as those of the Lower Provinces? Would not the interests of the Canada farmer be sacrificed to the commercial and other interests of the Lower Provinces? These questions naturally arise, although, in fact, they have nothing to do with the question before us, but at the same time we feel bound to consider them, as the application for aid comes from the delegate of Nova Scotia, and is founded on selfish considerations. They admit that Nova Scotia is not able to afford the protection needed on account of the great extent of her coast and Cape Breton to be guarded, which is completely lined in the latter part of the season from Cape Gaspe to North Cape with American fishing vessels,—but if the British Colonies were united, say they, or was each colony equally interested in these fisheries, and would come forth to protect them, it would be of great consequence.—Really, we Canadians are a great people—we are always calling out for help, and do not know our own strength. It is only among the wise men of the East that we are known. When they want a Railroad they send a 'Peter the hermit' to preach to us and get it. When they want war vessels to protect their coast, they tell us it will only cost a trifle, and that our sympathy for the Lower Provinces ought to bring us to their aid.

Are we then to have a fleet to protect the coast, and to become ultimately embroiled in a war, for if we have armed vessels so will the Americans be armed also—indeed it appears from the evidence of persons well acquainted with the business that many of the vessels carry arms already.

* * * Instead, then, of expending money in keeping up war steamers or granting bounties, for purposes that we have no interest in, we go for reciprocity in trade, as proposed, by means of which our sister Provinces will have the market to the United States opened to them, which will be a sufficient return for the interference of the Americans with their fisheries. Bounties or protection of any kind are only a means of enriching one set of men at the expense of another. If bounties are granted to the fishermen of the East so will those of the great lakes require the same aid, and they have fully as good a claim to assistance, for the fisheries of the lakes will yet be found as valuable to the country, as the fisheries of the Gulf.

Editor's Department.

MIRAMICHI:

CHATHAM, MONDAY MAY 3, 1852

COUNTY OF WESTMORLAND.—The Sheriff of this County having obtained a Writ for the election of a member to represent that County, has appointed the 14th inst. for the nomination, and the 18th for the polling. There are at the latest dates five candidates in the field—Messrs. Philip Palmer, Stephen Binney, Robert B. Chapman, R. K. Gilbert and Albert J. Smith.

CANADA.—It appears by recent census returns that the city of Toronto, in 1826, contained 1,719 inhabitants. It now has a population of 30,763.

The Toronto Mirror says that the rumor which has been put in circulation that the Governor General has sent in his resignation, is a fabrication.

REPRESENTATION OF ST. JOHN.—A Correspondent in the St. John Morning Times, throws out a suggestion to the constituents of that County of the policy of returning the Hon. John A. Street as a member at the next election. The writer says:

"It is, and ever must be, sound policy to have members of Government to represent the interests of this City and County. The new interests likely to rise up among us, the position of this city for commercial enterprise, demand that we have the best men to represent this County and City, the position of which, connected with enlightened legislation, may be raised to class the second on this continent, therefore we will do well to look ahead—with the Honorables Partelow, Wilmot and Street for leaders. We are studying the interests of a whole community in throwing out these suggestions."

The doctrine may be very good, but should the members of the Government thus elected turn round as Mr Street has done, and sacrifice the best interests of the people of St. John for the purpose of retaining place, what then? Would not their positions in the Government in this case be felt rather as an evil than a benefit.

NEWFOUNDLAND.—A late number of the New York Journal of Commerce furnishes the following gratifying piece of news respecting the prospects of the Newfoundland Electric Telegraph Company:

"This Company is now organized in this City, with a capital of £100,000; and the engineer, F. N. Gisborne, late superintendent of the eastern lines of telegraph in the British Provinces, who surveyed the route last year, will leave in a few days for Europe, to make contracts for the submarine wire. This projected Line of Telegraph completed, New York will be brought within five days of London. It is yet undecided whether to run the line to Cape North, at the Northern extremity of Nova Scotia or to Prince Edward's Island. Should the former route be chosen but sixty miles of submarine wire will be required; if the latter, one hundred and thirty; and the adoption of this will reduce the distance three hundred miles, and the line will pass through a thickly populated country, from which considerable local support would be derived. The Company is guaranteed the exclusive right to telegraph across Newfoundland for 32 years, and is granted a bonus of thirty square miles of land and \$30,000. It is expected that the whole will be completed and in operation in six months from the present time."

SHIPWRECK.—Under our European head will be found the particulars of the wreck of the Steamer Birkenhead, in Simond's Bay, on her passage to the Cape of Good Hope. By this melancholy accident four hundred and fifty four lives were lost, being a portion of a detachment of troops sent out to reinforce those at the Cape. She had also on board a large quantity of rifles and warlike stores.

COUNTY OF CHARLOTTE.—It appears by the following telegraphic despatch copied from the New Brunswicker, that the inhabitants of the above named County have decided not to adopt Municipal Corporations. This has arisen from the absurd provision of the law, that two-thirds of the persons present at the meeting must be in favor of the measure before it can be carried. There cannot be but one opinion of the motives which influenced the framers of this Bill in inserting such a clause,—to throw every obstacle in the way of the general adoption of those Corporations in the Province. It is also singular, that this Bill should be modelled on the first and imperfect Law of Canada, instead of the present one, which works so admirably in that Colony. We hope the friends of those Institutions in this County will endeavor to guard against a similar result when the question comes before them.

"St. Andrews, 22d April, 1852.
A public meeting was held at the Court House to-day for the purpose of taking into consideration the propriety of adopting Municipal Institutions in this County. A large number attended from different parts of the County. When the vote was taken there appeared 169 in favor of the measure, and 116 against it. As the Act requires that two thirds must go for the adoption of Municipal Institutions, it was lost. The friends of the measure demanded a scrutiny, on the ground that parties voted who were not rate payers on property. This question could be decided by referring to the tax gatherer's books. The presiding officer declared the measure lost.—One party also protested against the election on the ground that freeholders, not being householders, were not allowed to vote. The question will therefore be tried again."

In speaking on this subject the New Brunswicker remarks:

"We are much indebted to our attentive correspondents at St. Andrews for their consideration in furnishing us with the result of the Meeting held at that place, for the purpose of taking into consideration the propriety of adopting Municipal institutions in Charlotte County. We are glad to see the people of this intelligent section of the Province up and doing in so important a matter, and