

the Queen (evidently not wishing the delay and interruption of calling a servant) immediately lighted it herself, and continued the conversation, asking many questions about the African missions. My brother asked Mr. Crowther what sort of questions the Queen asked. He replied, "A devoted lady collector could not have asked closer questions on the spiritual wants of the people, and the working of the missions. Her Majesty also inquired about the appointment of a bishop, and the suitability of Mr. Vidal, recently nominated. In giving his very decided testimony to their need of an overseer, and the peculiar fitness of the bishop-designate, Mr. Crowther particularised his wonderful knowledge of languages; whereupon her Majesty turned to the Prince, and said, with a smile, 'Ah, Albert, you see there are other good linguists besides Germans!' I need hardly say Mr. Crowther was much encouraged by this interview. To my mind, it is a call for all her Christian subjects to pray with one accord for the Queen, that in her faith may be revealed to faith and grace added to grace."

THE EXODUS.—According to the Kerry paper, 1000 emigrants have already left the town of Tralee for America, and a large vessel is daily expected to arrive in that port to embark passengers for New York direct. Besides this continued stream to the new world there is an extensive current of emigrants of able-bodied working classes, particularly female servants, maintained per steamer to London. Over 100 of this class left Tralee last week for the English metropolis. The Waterford Chronicle gives similar details in reference to the "flight" from the quarter of the southern province. As the inevitable result of this continuous drain of the population the labour market is rapidly rising, and in consequence of the enormous advance in the prices of all the necessaries of life agriculturists and mechanics are demanding, and in many instances receiving, an increased rate of wages. The journeymen carpenters of Waterford have put forth a temperate appeal to their employers, asking the modest addition of 4d. per day to their present rate of wages, which is 3s. 4d. They also state that they cannot work longer than twelve hours, from six in the morning to the same hour in the evening, unless they are paid something extra for the overtime.

DESOLATION IN GALWAY.—A letter, written by a person who has been residing in Galway for the last six months, furnishes some striking incidents illustrative of the "social revolution" which have been effected there since the writer's previous visit to the same quarter in the year 1847, little more than five years back. At that period the population of a village about four miles from the town of Galway numbered just 4770 souls; of these, famine, pestilence and emigration have swept away more than four-fifths, the number spared not exceeding 700. In other localities the traces of desolation are still more marked. Along whole miles of country there is nothing to be seen but the gable ends of cabins, to remind the traveller that those wrecks had once afforded shelter to thousands of human beings. Many of the Roman Catholic chapels are almost literally without a congregation; and to such extremities have the clergy of that persuasion been reduced that, in some instances, parish priests have been removed by their bishops to districts where there is a sufficient number of people left to keep open the doors of the chapels, and where there is a reasonable chance of the clergyman being able to procure the commonest necessities of life. A priest recently in the enjoyment of a good parish, to which was attached an excellent house, has been compelled by altered times to let the latter to a stranger, and is now the occupant of a stable belonging to his former residence. This, it seems, is not an exceptional case. The western province could supply many similar ones. Under such circumstances it will fail to excite any wonder that some, at least, of the Roman Catholic clergy would now lend a favouring ear to the "endowment" project.

WEDNESDAY'S MAIL.

CANADA.

ACCIDENT IN THE RIVER.—AWFUL CATASTROPHE.—The weather was meltingly hot yesterday until late in the afternoon, the sky was overcast, and there was every appearance of a storm. At half-past three o'clock there was a rush of wind which whirled the dust high in the air, covered the surface of the St. Lawrence with a spray, and lashed the water into foam. The wind being westerly, the vessels off the Point Levi had great difficulty in keeping their anchors. Boats and timber which had broken away from the coves, were to be seen afloat, and the bark *Norder* foundered at her moorings at Thibbitt's Cove. The ship sank about 4 past four o'clock, and the accident was observed from the

Durham Terrace. The vessel when first noticed appeared as the sailors would say, by the head. The bow kept sinking very gradually, and finally got altogether under water. For a moment she seemed to hang and boats were seen to leave her. The stern now began to sink and in a second or two afterwards she went plumb down and was completely covered at three quarters tide the upper part of the lower mast being visible out of water. It is said that some of the hands are missing. The accident was caused by the lower ports having been left open.

The *Norder* is a Norwegian vessel, recently arrived, and commanded by captain Halversen.—Shortly after having sunk she rolled over on her side and no portion of her is now visible from town.

The river police were out during the storm endeavouring to save the drift boats and drift timber.

About the same time an awful catastrophe occurred at Gilmour's Cove. The steamer *St. Pierre*, one of the ferry boats, sometimes employed in towing, having put on board the steamer for Montreal from a vessel in the steam upwards of 290 passengers, proceeded to Gilmour's Cove to take a barge in tow, and while preparing to do so her boiler burst and out of ten persons who were on board eight perished. Capt. Barras who stood over the boiler was blown high into the air, Mr. Terrien, had his skull split open by a piece of the boiler, and his wife and two children who stood by him were killed, but their bodies were hardly at all disfigured.

The other sufferers were firemen and deck hands, whose names we have not ascertained. Of the two who were saved one is said to have been forward at the wheel, and the other close astern attending to the tow rope. Both were thrown into the water and were saved by clinging to the fragments of the wreck. The vessel went instantly down into deep water. Five bodies have been recovered.

Captain Barras was an energetic and intelligent man, and will be sincerely regretted. Terrien, the engineer, was last year assistant engineer on board of one of the Montreal boats, and is highly spoken of by his former employers as a steady, careful, and well-meaning man who knew his business. His wife had only come from her home yesterday morning to see her husband, and it is sad to know that before the sun had set husband, wife, and children were sent into eternity together.

It is rumoured that a boat with six persons on board were capsized during the gale, that all perished.

A tree which stood behind Dr. Douglas' former property, in Mountain street, was blown down by the wind. It fell right across the street, in its fall smashing to pieces the back of a light cart, the driver escaping as if by a miracle with the loss of his hat. We only wonder that the gable of Mr. Neilson's house did not fall. Had the wind struck it in full force, down it must have come and the mischief which might have been caused no one can tell. The wind which caused so much mischief was succeeded by rain which latter in the evening fell in torrents.

In relation to the *St. Pierre* accident, we learn that six bodies of the dead are lying in a shed belonging to Messrs. Gilmour, and that seven or 8 persons, have been killed. 8 persons only were on board of the boat of whom two escaped. One man on board of the barge which was being taken in tow, was killed by a fragment of timber which fell upon him. The engineer's body has not yet been recovered.—*Quebec Chronicle*, 31st instant.

NOVA SCOTIA.

IMPORTANT FROM SABLE ISLAND.—We have intelligence that a large Ship, "The Amazon," from Liverpool, bound to New York, with a cargo of Gas Coal is ashore at Sable Island—crew in a mutinous state.—The Governor of the Island has sent a despatch to the Chairman of the Board of Works, requesting that they be immediately removed from the Island.

The *Amazon* after having run ashore, was boarded by two American fishing craft and robbed of a great deal of valuable property, comprising ships' material, copper, &c. These craft having been followed by the Governor and the Island crew, were overtaken, and upon remonstrance, one of them returned to the Island and restored the goods so taken—the other refusing to do so, pursued her course. Steps have been taken by the Executive to despatch a vessel to the Island to remove the crew, and the public may rest assured that the whole affair will be promptly investigated.—*Halifax Sun*.

NEW BRUNSWICK.

It was reported that Mr. Morton was to conduct the survey of the Railway between this city and Bangor. This is not correct, as Mr. Morton is the consulting engineer for the Province, and could not be engaged in a work of which he is to be a judge.

When in London, he was requested by Mr. Jackson to organize a party of engineers for this work. He has done so, and Mr. Goodwin is engaged on the work as principal. One of his assistants is a Hungarian, who was captain in the Hungarian Engineers under Kossuth, and who is said to be a gentleman of great intelligence, and another is a Swis; so that the cosmopolitan character of the work is already manifesting itself. The route on either side of the boundry, depends so much on that chosen on the other, that the whole must in a great measure be conducted as one work, and by the same man.—*Freeman*.

This Province is blessed, the present season, with most favorable and genial weather. Ever since the close of winter, everything has conduced to favor the exertions and hopes of Agriculturists. From all quarters we learn, that the produce of the earth is in the highest degree flourishing; being much more forward than an ordinary season, and presenting in every respect the most encouraging appearance. Grass promises to yield an abundantly heavy produce; and crops of all kinds are proportionately thriving. Truly, we have much cause for gratitude to the Supreme Benefactor.—*St. John Weekly Observer*.

The Ministers of the Wesleyan Church closed their district meetings here last evening. We understand that the utmost harmony prevailed throughout the whole of their deliberations; and that they have taken five young men into the ministry, on trial. On Tuesday evening they held the Annual Missionary Meeting, and last night the Rev. Robert Temple was received into full connection as a Minister, through the solemn rites of Ordination.

The following are the stations for the ensuing year:—

Miramichi—Rev. John Snowball;
Richibucto—George Payson;
Bathurst—Rev. Robert Temple;
Dalhousie—One to be sent.

Fredericton Reporter.

FRIDAY'S MAIL.

NEW BRUNSWICK.

IMPORTANT TO THE PUBLIC.—As the Government seems determined to discharge the complaints of our merchants, and business people generally, in consequence of the great scarcity of copper coin, the Dry Goods Merchants of St. John have resolved, from this day forward, to receive Nova Scotia coppers, in payment for goods, &c. We also give notice that we are prepared to receive the same coin in payment for our paper. As the English shilling passes in Nova Scotia for fifteen pence, and the six-pence for seven-pence half penny, our neighbours over the Bay will be able to make about 8d on the pound by sending us their spare coppers. If some of our speculators will employ Agents in Nova Scotia to buy up the coppers, a good business may be done in the way of commissions. We shall drain our poor sister dry, if she don't hold on to her pocket.—*Morning News*.

MEXICO.

New Orleans, June 8, 1853.—The schooner *Bonita*, at this port, brings dates from the City of Mexico to the 24th May. Over forty Newspapers had been suppressed since the recent decree.

Santa Anna being offended at the officers smoking in the theatre, had issued a decree suppressing the nuisance.

The army had been re-organized, and divided into two classes—active and permanent. The National Guards to be incorporated into an active militia. The whole army to consist of 91,000 men, including the active force of 55,000, the permanent force being 26,000. The army to be recruited by volunteers, enlistment, or drawing lots.

WEST INDIES.

Mobile, June 1, 1853.—The steamship *Black Warrior* has arrived at this port bringing Havana dates of the 31st ultimo.

A letter dated Havana 30th May, says considerable excitement has been occasioned by the Captain General severely reprimanding the professors and masters of certain schools for teaching the scholars too liberal opinions. He at the same time expressed his determination to suppress such instruction. The parties blamed tried to get up an indignation meeting, but it was put down by the authorities.

UNITED STATES.

New York, June 10.—Major Gen. Riley died at Buffalo last night.

A defalcation of \$100,000 is reported in Washington. Secretary Corwin furnished Mr. Minor of Ohio, a transfer draft for that amount, Minor agreeing to deposit funds in New Orleans within a specified time, which he failed to do. Secretary Guthrie has ordered a suit against Minor.

Mr. Crampton, it is understood, received a despatch by the last steamer, relative to

the fisheries and reciprocity, urging the matter on the attention of our Government.

EUROPE.

By Telegraph to the St. John N. Room. The steamship *Pacific* from Liverpool, arrived at New York on Sunday last, with 123 passengers.

The steamer *Genova*, from Quebec, arrived at Liverpool in 14 days.

Breadstuffs advancing. Flour free at 3d. advance, and slow at 6d. Corn active. Some apprehension existed of the Turkish war shortening supplies.

Money was in demand, and Consols rather depressed by the Turkish news.

Foreign Securities were down, especially Russian.

Government refused in both Houses of Parliament to answer the question whether the Mediterranean fleet had been ordered to assist Turkey.

The English, French, Prussian, and Austrian ex-Ministers, made attempts at reconciliation, but the Russian Envoy and the Divan were equally inflexible. The former had left for Odessa.

The Russian army, 100,000 strong, was concentrating on the Turkish frontier.

The Ottoman fleet had been sent for. Part had been despatched to Egypt for troops. Couriers had been sent to every Province calling out the warlike resources of the empire.

The whereabouts of the French fleet is not known. The orders to the British fleet were kept a profound secret.

Switzerland has ordered a levy *en masse* to fight Austria if required.

An interesting discussion had taken place in the House of Lords, concerning the Cuban Slave Trade. The British fleet off Cuba is to be augmented.

The British prospects in Burmah were very bad. The troops had met with a repulse, and suffered severely in the skirmish. An express steamer had been sent to India for more troops.

Advices from China are to April 28. Nankin was invested by the rebels. On the 16th the Portuguese were hired to relieve the city by water, but their boats were captured by the rebels.

A private letter dated one day later, says that Nankin had fallen, and that the British Commander had refused to permit British merchants to convey stores up the river to either party.

A letter dated Constantinople, May 9th, says:

"The Russian ports of the Black Sea are at this moment crowded with the munitions of war, and the heights above Odessa are covered with the tents of a large army, on the banks of the Pruth we are assured the pontoons are already made and the vast army collected there wait but the signal to enter the principalities."

CAPE OF GOOD HOPE.

The whale ship *Julius Caesar* arrived at New London, and brings Cape Town advices to the 10th April.

The only news of consequence is the arrival of the steamer *Sarah Sands* at Table Bay, on the 1st April, with 222 passengers and 100,000 ounces in gold. She left Melbourne on the 4th February, and some apprehensions were felt for her safety.

The papers contain the official proclamations in regard to the establishment of peace with the Kaffirs; but it is thought the present relations will not be of long stability.

AUSTRALIA.

Something new in the history of Newspapers has occurred in Australia. The Melbourne *Argus* announces that its edition is as large as the means and appliances in the colony will supply, and until new steam presses arrive, no new subscriber are wanted! We shall next expect to hear that lawyers do not want clients, or doctors patients. What a happy man the editor of the *Argus* must be.

CANADA.

One of the most fearful conflagrations ever witnessed in this section of the Province, occurred on the Upper Ottawa on Monday, the 16th inst. At an early hour in the morning, fire was perceived in the woods proximate to the upper part of the Allumette's Island, situated about 120 miles west of Bytown; and as the wind blew a strong gale from the west, the destructive element spread with immense rapidity, devastating everything in its course, the inhabitants having to use their utmost exertions to save their lives—being obliged in many instances to take refuge in wells, cellars, and other places to secure their lives.

The exact extent of the loss is as yet unknown; but it is certain, that in the Allumette's Island (15 miles in length) 100 buildings have been destroyed, 2 churches, and some mills. The Townships of Chichester and Sheen, on the north side of the Ottawa, have suffered greatly; the Calumet Island has suffered to the extent of 60 buildings, including the mills of Louis Brisard, Esq., and 10 houses, the property of the same gentleman. The townships of Westmeath,