

the breadth being nearly uniform. The advantages claimed for it are, a largely increased propelling power, and a freedom from any "choke" of waters after leaving the fan, while its weight is very much less than that of propellers of like powers now in use. These, of course, are great desiderata, especially in long voyages. To test the capabilities of the "Boomerang" the Geneva, an iron steamer, has been fitted up by Messrs. James Taylor and Co., Britannia iron-works, Cathcart street, Birkenhead. The "Water Witch," another iron steamer, which has been lengthened some 45 feet, by the same firm, and supplied with engines of greater power, is also to be propelled on the same principle; but, in this instance, an important improvement is introduced. The shaft and fan extend beyond the rudder, so that, if any accident should happen either to the screw or machinery, the fan can be readily detached and hauled upon deck, in anything like moderate weather, and the vessel can proceed on her voyage under sail. As an evidence of the estimate of Sir Thomas Mitchell's patent, the government has, we understand, ordered the construction of an iron steamer upon that principle by Messrs. James Taylor and Co.

**AUSTRALIA.—Adelaide.**—The London Times' correspondent writes, dating Jan. 8th, "for clerks and deskmen there is really no room whatever; and, if such will, in spite of warning, still come out, they must either endure the hardships, and take the diggings, or spread themselves over the country as farm-servants and other labourers. There is nothing else for them, unless, indeed, menial labour in Melbourne itself, for which, certainly, at present, high wages are freely given. If a man leaving England, where he has been filling a respectable situation as clerk or book-keeper, has no objection to come out here and become a hewer of wood and a drawer of water, by all means let him come, and he is pretty sure to do well, for all kinds of mechanical and common labour are paid for highly; but let him thoroughly understand this, and not delude himself with the idea that his knowledge of accounts and good penmanship will set him any remuneration equivalent to the great expense of living here. There is a certain limited demand for this latter kind of employment, and good salaries are obtained for a small number in the banks and merchants' offices as well as in government situations, but they form so small a proportion of the great numbers who are out here, seeking in vain for similar occupations, that I would strongly advise no further emigration of that class. The bay is crowded with shipping, and contains at this time, as I was assured by a captain of one of them, some of the finest ships to be found in any harbour in the world. The number of emigrants and the quantity of merchandise weekly poured into this place from the vessels which arrive daily are truly wonderful. As yet there seems no excess of the one over the other. Goods fetched remunerating prices, and the vast multitude, in some way or other, find the way of living, but it is evident that the hinge upon which the stability of the whole turns is the continuance of the gold wealth. There is a great demand for labour here, and wages are very high. Mechanics are receiving from 16s. to 20s. per day, and unskilled labourers from 10s. to 15s. Domestic servants command 9s. per week readily, and even the rubbish and refuse that we get under the name of needlewomen, are eagerly sought after. It is, however, only to supply a temporary emergency, and great permanent mischief is being entailed upon this colony by directing upon it a stream from the sewers of your large towns and work-houses. Depend upon it, it is a popular error, and a serious one too, that the people who are inherently useless at home can be valuable here. Burra shares have experienced a slight decline. They have been up to £153; they stand now at £150. Gold dust sells readily at 72s. Flour is selling at £19 and £20 per ton. The rate of interest varies from 8 to 20 per cent., according to the security offered and amount required."

**MELBOURNE.**—The steamer Adelaide had taken 40,000 ounces from Adelaide. Her whole cargo was valued at £200,000.

The Times' correspondent at Melbourne says—"Much dissatisfaction and disappointment have been felt and expressed here at the irregularity of the steamers from England, some of them having been beaten by sailing vessels, and it appears that better arrangements must be made by the companies in England as to securing a full supply of coals at the different stations before any dependence can be placed on the passage being made within the time anticipated of 60 to 65 days. The same astonishing amount of immigration continues; the same commercial activity prevails. The high rates of provisions and house rents are nearly as then, with a decline among a few articles of the former, such as the important one of flour, which is now selling at about £23 a ton, with 1s. 6d. the quarter loaf,

instead of £40 the ton, and 2s. 6d. the quarter loaf, as recently charged. Another article of nearly the same daily use, namely, butter maintains the same price (3s. per lb.); and, as to vegetables and fruit, the prices are quite prohibitory, except to those whose large incomes make the price of living no object. My belief is, that the gold fields of Australia are of such an extent that they will yield the precious metal in at least the same proportion as hitherto for centuries to come. But still it cannot be too often impressed on the minds of all who meditate emigration to this country with a view, to the gold diggings, that it is neither more nor less than a perfect lottery. A party of four may work for six weeks and get nothing, and, after leaving in disappointment and disgust, the last hole dug up by them may be occupied by new comers, who in twenty-four hours may turn up several pounds weight of gold. The only way to insure a fair degree of success is to continue gold digging as a regular trade—to go to the diggings with means to hold on in case of disappointment, and to continue steadily at it in spite of failure, whether it be for three, six, nine, or even twelve months. The result will be, then that you will almost certainly be rewarded with as certain portion of the yellow metal, equivalent to what in England would undoubtedly be rightly considered a large sum, but which, recollecting the high prices the digger has to pay for his provisions, &c., is, after all, not so large a sum as at first sight appears. From conversations with many who have tried their fortunes in the gold regions of Mount Alexander, Bendigo, Forest Creek, &c., I cannot but come to the conclusion that, speaking generally, the present average wages of labour in Melbourne will prove equally remunerative, without the privations and severe work which the pursuit of the gold diggers involves.

**THE GOLD FIELDS.**—The Melbourne Argus of the 3rd January, estimates the grand total of the yield up to 30th December, 1852 3,998,321 ounces. The same journal continues.

We may say, in round numbers, 4,000,000 ounces, which, at 7s. per oz., £14,000,000 sterling, but its intrinsic value is certainly more, nearly £16,000,000 sterling. The whole has never, perhaps, exhibited so astonishing a result as these figures show. The number of diggers at the various gold fields may now be estimated at 100,000, and the average earnings may probably still be calculated at one ounce per man per week. There has been a slight falling off in the quantities sent down by escort during the last month, but this is partly to be referred to the departure of diggers to spend their Christmas at their respective homes. Three several gold-fields, viz., Mount Alexander, Ballarat, and the Ovens are now being advantageously worked. The astonishing richness of Mount Alexander is evidenced in the large amounts which it yields, notwithstanding the immense quantities that have already been drawn from it. The whole country thereabouts appears to be more or less auriferous.

**ISTHMUS OF DARIAN.**—The first general meeting of the directors of the Atlantic and Pacific Junction Company was held in London on Tuesday, Lord Wharncliffe in the chair. After Sir Charles Fox had given an outline of his whole proceedings in relation to this great undertaking, the communications with her Majesty's government, and with that of the United States, were laid before the meeting, and cordially approved. It was announced that the £24,000 caution money would be duly paid to the credit of the Republic of New Granada with the Bank of England; and it was unanimously agreed that the amount of £75,000, required for preliminary expenditure, was reasonable, and fully justified by the clear prospect of remunerative results on the ultimate capital. The board was also informed that a communication was to be sent in the course of a few days from the British ambassador in Paris, through the secretary of state for Foreign Affairs, to fix a day on which the Emperor of France would give an audience to Sir Charles Fox, deputation from the company, in whose arrangements, it is hoped, that France and Russia, as great maritime powers, will co-operate with the British and American Governments. The necessary resolutions for the future proceedings of the board of directors were then agreed to, and the meeting separated.

**EGYPT.**—The value of land property within the walls of Alexandria has increased to an enormous extent, and the rent of houses have, within the last year, been in many cases doubled. The sons of Ibrahim Pasha, who possess great wealth, are building very extensively, but the demand far exceeds the supply, and new houses are occupied even before they are completed. Abbas Pasha, the Viceroy, is going to remedy this state of things, which presses so heavily upon the residents, and is about to build a very considerable number of houses;

and form a new quarter altogether for the accommodation of the European population.

A levy of 3000 recruits by conscription is being carried on throughout the country, and creates much consternation among the natives.

The Nile is falling rapidly, and the locks at the extremity of the canal at Atfeh are to be closed altogether for the season. Fortunately the railroad between Alexandria and Cairo is being carried on with great vigour, and after the present year the communication between the two principal towns of Egypt will be carried on quite independently of the river.

**SHOCKING ACCIDENT ON THE VISTULA.**—The Berlin correspondent of the Morning Chronicle states that intelligence had reached Berlin of a melancholy catastrophe, occasioned by the sudden breaking up of the ice on the Vistula, at Thorn, on the 6th instant. At the moment when some 150 workmen were employed in removing the bridge, the ice was carried forward, overwhelming many of the floats, and carried away some fifty men, of whom about twenty instantly disappeared beneath the frozen masses.

The will of the late Mr. W. L. M. Leschallas, wholesale stationer, of Budge-row, has been proved, and his personal property alone has been valued for probate duty at £140,000. He had, in addition, some landed property. The unhappy man laboured under the delusion that he should come to want.

**A SCIENTIFIC GOLD DIGGER.**—Amongst the passengers on the Falcon, which arrived in the Mersey on Tuesday, is Mr John Calvert, a geologist, who has been eleven years in the Australian colonies. During that time he has made a geological survey of all the mineral districts in Adelaide, Van Dieman's Land, Sydney, and New Zealand and he has brought back with him a map of the western gold fields which alone is 30 feet long. He has also a large number of drawings, some of them valuable in a scientific point of view, and others pleasing and instructive, as giving a sketch of life and manners at the gold diggings. Mr Calvert has himself been engaged for eight years in tracing the auriferous veins and procuring gold. A short time ago he sent home a block of quartz weighing a ton and a half, and he has brought with him in the Falcon 730 nuggets of the precious metal. One of the pieces weighs 23 lbs of pure gold. The amount of gold brought home by Mr Calvert is about 330 pounds weight gross, between 70 and 80 pounds being dross or quartz, more or less mixed with gold. The largest quantity he ever obtained in one day was 76 pounds weight, which he broke off with his geological hammer in pieces varying from half an ounce to two pounds weight. He had been led to the spot by auriferous indications, increasing as he came nearer, for a distance of nearly forty miles. The quartz vein ran north and south, and was from about 9 to 15 feet in breadth half a mile from where he robbed it of its precious treasure. It stands out in large blocks of from 15 to 20 feet in height, looking in the distance like white houses. This place is distant from Sydney about 215 miles, and a long way from any at present worked gold field. During the later part of his residence in Australia, Mr Calvert had a camp, and three men as assistants, and properly equipped he pursued his scientific survey. Amongst his discoveries he found diamonds, rubies, and many valuable minerals, in which the Australian colonies abound.

The publicans, he says, are most extravagant in their demands, and care not for accommodating persons unless they have been at the diggings, and have large sums of money of which they can be plundered. Three or four hundred passengers have been known to land at the Queen's wharf at Melbourne, and, there being no place of accommodation for them, they have been compelled to remain on the wharf for the night, exposed to heavy rains; and under such circumstances some of the females have given birth to infants. Should the emigrant be able to bear up against the accumulating inconveniences and annoyances to which he is subjected, he has before him seventy miles of a toilsome journey, along almost impassible roads, before he reaches the gold field, where he finds society in a dreadful state, and flour from £20 to £40 a sack. Sailors, who can best undergo the necessary fatigue and exposure to inclement weather, are generally at first most successful; but, on returning to Melbourne laden with gold they soon become victims to the artifices of the abandoned women of the place. A marriage, real or imaginary, is got up; Jack and his companions forget themselves, are easily robbed, and they are then turned adrift, leaving the fancied wife and her accomplices to practise a similar fraud on the next comers from the gold fields. Mr. Calvert states that once entered upon the pursuit of gold, the excitement becomes intense. Towards every new discovery

there is a general rush, the prevailing idea being that the best yield can be obtained at newest field. He has known parties who were, with comparative ease, getting six ounces a day, remove in the excitement of a rush to a new place where they could obtain little or no gold. His advice to gold seekers, therefore, is steadily to follow up their researches where a tolerable yield rewards their exertions. Sydney is the place to which Mr Calvert advises person to emigrate. There order prevails; the necessities of life are comparatively cheap; and, being an old town there is proper accommodation for persons arriving at the colony, and for a much larger number than is likely to reach that place for some time to come.

It appears from an official report that the directors of the East India Company have spent £53,000 in house dinners during the last eighteen years.

**IMPROVEMENT IN STEAM.**—M. Belleville a civil engineer of Nancy, has invented a new steam generator. It consists in a simple worm, which does not occupy a tenth part of the room of other apparatus, it is in-explosible, although steam is generated instantaneously. This new invention is now at work at a manufactory of M. Gandellot, Labriche, near St Denis. It also has the advantage of saving fuel.

**LOSS OF LIFE IN THE KAFFIR WAR.**—A private soldier in the rifle corps, writing home from Kaffirland, on the 16th of December last, says—"Since the commencement of the war we have lost 1,400 white men, that is to say English, and the number of Kaffirs killed is 16,000, besides 70 chiefs but still there is a wonderful many of them living yet—too many for what good they are; but those that are living are very badly off. I know they would all like to give themselves up to the British, but they are afraid to do so, for fear of being shot as rebels or transported as felons."

**THE COAST OF AFRICA SLAVE TRADE.**—For the last twelve or fourteen months the Sherboro country, lying between the colony of Sierra Leone and Gallinas, has been in a disturbed state, owing to the presence of an active Spanish slave-merchant, who, by distributing large sums among the petty chiefs, has succeeded in fomenting quarrels which are got up for the purpose of slave-hunting. The English traders from Sierra Leone have been plundered. This state of things has just undergone some severe checks. An empty slaver hovering near the River Sherboro has been captured by her Majesty's ship Bloodhound, and on Christmas-day Commander C. G. Phillips, of her Majesty's ship Polphemus, having obtained a clue to the spot where a number of slaves were hid, and waiting an opportunity for embarkation, dashed through a frightful surf in his boat just as day broke, pushed through the Jungle, rescued a number of slaves, and burnt their barracoon, as well as the houses of the manstealers. It seems they took shelter forty miles up the river, which here, however, runs parallel to the coast. It was therefore necessary to assail them from another quarter. Accordingly, Commander Phillips crossed the bar of the Sherboro, and ascended the river with six armed boats from the Polphemus and Teazer, sent his first Lieut., Mr Strickland, with a peremptory demand for the surrender of the slaves, and the chief having refused, an attack was made at daylight on the 21st of January upon the stockade, the suddenness of which, covered as it was by the fire of a field-piece, was completely successful. The enemy flying in confusion out of their stronghold, the gates of which being promptly battered in, the whole of the town and its defences were speedily in flames, and in a few minutes burnt to the ground, but not till the slaves had been driven deeper into the woods, where pursuit was impossible to Europeans.

## FRIDAY'S MAIL.

### NEW BRUNSWICK.

**STEAMERS.**—The Woodstock Sentinel states that the Messrs. Glazer have purchased the "Tarratine" from the Penobscot, and are in treaty for the "Huntress," to ply on the river St. John.

**SHIPWRECKS ON THE ENGLISH COASTS.**—Within the last three months between 300 and 400 wrecks have occurred on the coasts of the United Kingdom, and nearly 250 persons have lost their lives.

The steamship Sir John Harvey, late of the Halifax and Boston line, has been newly rigged as a sailing vessel, sailed from Boston last week, for Australia, where she is intended to be refitted as a propeller in the local trade of the colony. —*St. John Observer.*

The Attorney General has introduced a bill to regulate Weights and Measures, which if it goes into operation, will effect an important change in the mode of selling and buying Grain, Roots, Coal, Salt