

really doubtful, as to whether he or Gilbert Ross was entitled to the first prize; why was Galloway not awarded the second prize; and if not the second, why was he not awarded the third prize.

Be all this as it may, one thing is as clear as the light of day. It is this—our second rate ploughman was a match for the Province. How easily then would three of our No. 1 Ploughmen have walked off with all the Prizes.

Galloway, although unquestionably one of the most graceful, and speediest Ploughmen in this Province, and one who is improving rapidly, would not allow himself to be classed higher than a second or third rate ploughman of Northumberland; yet against the rest of the Province, he is fully entitled to wear the Victor's Crown.

And although beaten so disgracefully, it should be known that there are dozens of first rate Judges of ploughing in this County, who would back George Scott—infirm though he now be—against any Ploughman in the Province; his not having been awarded even a third prize at the Exhibition to the contrary notwithstanding.

These remarks are made for the purpose of awarding common justice to those men, who at considerable sacrifice of time, comfort and convenience, attended the Ploughing Match as competitors in behalf of this County.

(To be continued.)

EUROPEAN NEWS.

DREADFUL HURRICANE.

UPWARDS OF ONE HUNDRED LIVES LOST AT SEA.—A fearful hurricane, almost equal in intensity to that of 1839, burst over this town and district, and, indeed, as we learn by the papers, visited the country generally, on the mornings of Saturday and Monday. The damage to the buildings of this town has been considerable, but most severe are the disasters to the shipping.

The Mersey was lashed into furious waves, which, white-crested and foaming, stretched as far as the eye could reach, while each successive gust carried towards the shore immense quantities of spray. Against the seawall, and over the pier-heads and landing stages, the water dashed with tremendous force, flooding all the neighbourhood of the docks and piers. The tide flowed a little after twelve o'clock, and although the height, as indicated by the almanack, should only have been 17 feet 10 inches, the water rose more than six feet higher, and filled the docks almost to the brim. The landing stage weathered the gale admirably, as far as the moorings and bridges were concerned. The huge floating mass rose considerably higher than the shore, and as the water overflowed the George's pier-head, access to the great stage was cut off, except to those who were venturesome enough to stand by, watch until the waves receded, and then run across before the advancing wave had arrived. The tongue which stands between the small boat slip and the landing stage was completely covered with water, and the hut, at one time used as a camera obscura, appeared to be unsettled in its foundation. Notwithstanding the difficulties with which they had to contend, hundreds of gentlemen and a few ladies found their way to the stage, where they obtained an excellent view of the river, and the vessels which were attempting to hold their position in the tide. The waves and spray dashed over the stage at intervals, and drove the spectators under the shelter at the east-side.

At Garston, during the height of the gale, the water was forced over the river wall, and the upper part of the coffer-dam, in such quantities as entirely to fill the dock to the level of the river outside. Before the dock filled a portion of the inner wall gave way, owing to the pressure of the water behind, and the fifty feet gates, which were in course of erection, were unstepped and washed into the dock. Mr Court, the engineer, estimates that from £3000 to £4000 will make all good again, and that the whole of the damage sustained may be repaired within six weeks.

At Birkinhead and the neighbourhood the hurricane was severely felt, the damage being, for the most part, similar to that produced in this town as regards the dwelling-houses and other buildings. A portion of the south end of the roof of the market was carried off, and some of the brick-work shattered. A number of walls in different places were thrown down. At Tranmere an enormous tree was lifted over a high wall, and thrown into the lane on the other side, entirely blockading up the way.

At Woodgate the water flowed up against the pay-gates and over the quay, and the passengers had to be landed for some time by means of planks. A portion of the masonry work at the upper end of the slip was thrown down by the violence

by which the steamers were forced against the quay.

PRESTON.—A new mill in the course of erection, called the Moor Brook Mill, belonging to Mr George Smith, was completely blown down, and is now a heap of ruins. The loss, it is supposed, will amount to between £5,000 or £6,000, as the greater portion of the materials will be useful in re-erecting the building. Considerable damage, but of a less serious nature, has been done to other property in all parts of the town.

MANCHESTER.—The hurricane has created much havoc in the town and its neighbourhood. In Hulme, one of the suburbs, seven newly built, but untenanted, cottages, were totally destroyed. A cotton mill erecting at Patricroft, for Mr Withington, a manufacturer, had the upper storey entirely blown away, the damage being estimated at £2000.

LONDON.—The buildings in the city, and the shipping in the docks and river, have felt the gale severely, which has been attended, too, in some instances, with fatal results.

We have accounts of similar disasters from nearly all the towns in the kingdom, Carlisle, Newcastle, Oxford, Wolverhampton, Southampton, and others, having been visited with peculiar severity.

THE LAKE DISTRICT.—In the lake district the gale has been felt not less severely. At Keswick, sheds and chimney tops have been demolished in all directions; and a large and well-known pear tree, in a field near the bridge of Keswick, which had been familiar to all the residents from their childhood, has been completely uprooted; and a large oak, near Gretna-hall, has been snapt asunder. Haystacks have been blown down, and summer sheds for cattle blown from one field to another. In all directions houses were more or less unroofed, or injured by having their windows blown in and their chimney tops demolished. The storm of Monday was also severely felt at Keswick, and completed what that of the previous Saturday morning had left unfinished—slates and chimney-pots were scattered about in all directions. On Monday afternoon the Gretna had overflowed its banks, and completely laid under water all the low grounds adjoining.

HULL.—On Monday Hull was visited by its share of the hurricane—one of the severest gales that has been experienced in the town for many years. It commenced on Sunday night, and continued without intermission until Monday night. The damage done is very large.

CUMBERLAND.—Of the damage inflicted by the storm in this locality about the earliest was the destruction of two vessels, the Jane, Capt. Burns, from Dublin, and the Cariboo, Capt. Downing, from Douglas, which were driven ashore between Whitehaven and Parton, and which have since become total wrecks. The crews were all saved.

On Monday the great height of the tide, combined with a tremendous gale from the west, or thereabouts, inflicted a serious amount of damage on the works of the Whitehaven Junction Railway, in immediate proximity to the town.

NORTH WALES.—In the neighbourhood of Ruthin and Denbigh the country is one mass of water, the high winds being accompanied by heavy and almost incessant rains. The beautiful vale of Clwyd is so completely inundated as to resemble a large lake; and in the vicinity of Holywell the depth of water is such that not only boats but large vessels might sail upon its surface. A most terrific gale has been experienced at Carnarvon. The force of the tide was such that the massive wall which forms the quay was forced down in five places, huge stones being scattered in all directions, and the spray dashing furiously up to the walls of the ancient castle. Many houses were partially unroofed, and windows in some instances were blown in.

The eastern coast experienced the hurricane in all its severity.

The vicinity of the Humber also had several casualties. The Yorkshire coast, at Flamborough Head, was exposed to the full fury of the wind. Such a storm had never been experienced there for a number of years.

Several ships are reported to be lost off the Welsh coast.

In Morecambe Bay a schooner was driven ashore with all on board dead except one man. The works of the breakwater sustained much damage, and the lighthouse was washed away. Higher up this range of coast many wrecks happened, and the south pier and lighthouse at Maryport are reported to have been broken up.

In the Swin, and almost at the mouth of the Thames, the hurricane was as severely felt as in any other part. For upwards of forty-eight hours a tremendous sea existed.

The occurrence of other disasters during the tempest, higher up the eastern coast, have been recorded; and between Yarmouth and Flamborough Head much mis-

chief appears to have been done to the coasters.

A large number of disabled vessels have brought up at Deal, Ramsgate, &c., Off the Cornish coast much havoc was occasioned.

Many losses took place during the storm on the north-west coast, besides occasioning destruction inland.

All the reports agree that the hurricane occasioned greater destruction to life and property than that which occurred in January, 1839.

In Dublin much damage has been caused both to buildings and ships, and along the Irish coast generally the storm has spread wreck and ruin.—*Liverpool Paper.*

PROPOSED TELEGRAPH BETWEEN GREAT BRITAIN AND THE UNITED STATES.—A project has been formed for constructing a submarine telegraph between Great Britain and the United States. It is proposed to commence at the most northwardly point of Scotland, run thence to the Orkney Islands, and thence by short water line to the Shetland and Færoe. Thence, a water line of 200 to 300 miles conduct the telegraph from Iceland; from the western coast of Iceland another submarine cable conveys it to Kinge Bay, on the eastern coast of Greenland; it then crosses Greenland to Julianas Hope, on the western coast of that continent in 60 deg. 42 min., and is conducted thence by a water line of about 50 miles, across Davis's Straits to Byron's Bay, on the coast of Labrador. From this point the line is to be extended to Quebec. The entire length of the line is approximately estimated at 2500 miles, and the submarine portions of it at from 1400 to 1600 miles. The peculiar advantage of the line being divided into submarine portions is, that, if a fracture should at any time occur, the defective part could be very readily discovered, and repaired promptly and at a comparative trifling expense. From the Shetland Islands it is proposed to carry a branch to Bergen, in Norway, connecting it there with a line to Christiania, Stockholm, Gottenburg, and Copenhagen; from Stockholm a line may easily cross the Gulf of Bothnia to St. Petersburg. The whole expense of this great international work is estimated below £500,000.

A FATAL LEGACY.—The following paragraph is published in a French paper, the Journal des Vosges:—A few days since a young girl, residing near Charnes (Vosges) on returning from Nancy, where she had been to receive 800 francs which had been bequeathed to her by a relative, was overtaken on the road by a young man and a girl, who fell into conversation with her. She had placed her money in a hand-basket and as the young man observed that she frequently transferred it, on account of its weight, from one hand to the other, he offered to carry it for her, which was accepted. The young man, at the same time, thrust into it some things of his own, and amongst the rest his papers. On reaching Clevehamp, they all entered a public-house to take some refreshment, and the young woman, receiving the basket from her male companion, placed it on the table by her side. The mistress of the house in serving them, struck against the basket, which gave out a metallic sound. She asked what the basket contained, and was informed 800 francs belonging to the young woman. The placid of the mistress of the house was without doubt formed instantaneously, for, making a sign to the girl to follow her out, she said to her when in the passage. "You are not aware with whom you have been walking; that young man is a very bad character. Do not think of departing with him." "What am I to do, then?" said the girl, "take your basket and go down to the cellar, where you will find my husband. You may remain there till the others have gone." The young woman acted as the woman recommended, and when the other travellers were about to depart they inquired for their companion. "She has gone on before you," said the woman; "you will overtake her." The young man urged the girl who was with him to make all the haste she could, as he wanted to recover his papers. After walking till late in the evening they overtook no one, but being met by two gendarmes, were called on by one of them to give an account of themselves. They mentioned what had happened but the whole story appeared to the gendarmes a very unlikely one. However, the gendarmes agreed to accompany the young man back to the public-house. When they arrived there the door was found closed, and no answer was given to them when they knocked. The gendarmes at last forced their way in, and found nothing of a suspicious character in the room above; but in the cellar was discovered the body of the young woman, cut up into pieces. The husband and the wife, who had penetrated the murder, were at once arrested.

According to the Paris Presse, negotiations are going on at Madrid for the formation of a treaty of trade between Spain and Austria.

FRIDAY'S MAIL.

LATER FROM THE PACIFIC.

The Isthmus steamer Illinois arrived at New York on Thursday last. She left Aspinwall on the 3d. of January, and Kingston on the 6th, and brings the California dates to the 16th December, and \$2,015,000 of gold dust.

The steamship Tennessee arrived at Panama on the 30th, from San Francisco, with \$2,200,000 in gold dust and 200 passengers.

Another severe storm had occurred at Acapulco on the 18th, doing considerable damage.

THE FRANKLIN EXPEDITION.—The friends of Capt. Collinson, of her Britannic Majesty's ship Enterprise, will be delighted to hear that he has been seen by some American whalers. This officer, it will be recollected, went in search for Sir John Franklin, and was supposed to have been lost for nearly two years.

On the 19th inst. two shocks of an earthquake were felt at Valparaiso.

At Lima an earthquake was felt on the 22d November.

LATER FROM CHINA.—By the steamer Illinois at New York, dates from China to Oct. 31, viz San Francisco, have been received.

The rebels in the provinces were still giving trouble. The capture by them of several towns is officially confirmed; but their success is wholly attributed to the incapacity and remissness of the local authorities. The conduct of the operations against the rebels had been committed to a new general, who had gained several advantages, and was preparing to make a clean sweep of the insurgents.

Pirates were committing outrages at Ningpong and other points. A battle had taken place between the piratical fleet and a Portuguese force sent to capture them. The pirates finally escaped by putting to sea in a storm.

Accounts from Java state that a large fleet of pirate vessels, under the leadership of a woman, several months previously established themselves at Baikonka, from whence they made incursions and captured a number of trading vessels. It is stated that the trade between Cochin China and Singapore has been almost annihilated by the numerous Chinese pirate vessels on that sea. The Free Press states that they come into Singapore and sell their plunder, and they do this boldly because they take care to destroy all who would testify against them.

NEW BRUNSWICK.

LINE OF PACKETS.—Our advertising columns contain a notice from our enterprising citizens Messrs. J. & R. Reed, stating that a Line of Packet Ships is to be put on the route between Liverpool and St. John, commencing on the 1st February. This line comprises some of the finest ships which visit this port, and they are commanded by excellent officers. Our far-famed builders, Messrs. W. & R. Wright, are also connected with this line, and we may safely assert that it offers superior advantages to our merchants and importers. All these vessels will sail at the stated periods, our business men may rely upon their punctuality, thus offering greater facilities than heretofore. Another advantage will be found in the low rate of insurance which will be afforded to all shipping by these superior vessels.

THE MACKEREL FISHERY.—The Newburyport Union says, that the depression of the mackerel business is felt by ship carpenters who have heretofore been engaged in building that class of vessels. On the Merrimack river, there are no vessels building this winter, which is unusual; and no person seems inclined to venture upon the business, as matters stand at present.—*New-brunswick.*

THE SUSPENSION BRIDGE.—We may now say is completed—that is, fit for travelling—of course there will be a little to do, very likely, all winter, in the way of finishing off, &c. But the Bridge is now ready for the Government Inspector. Mr Wilkinson was to have been here from Frederickton, several days ago, to examine the work. He has been very unwell, however, and we suppose the Government will appoint another Commissioner. Mr Reynolds is only waiting for the examination, in order to open the Bridge formally to the public. It appears that there is to be no great ceremony. The Bridge is looked upon by our civic dignitaries as a private affair, and not connected with the City, unless the Carleton end of it—hence the meekness. It is very possible that had a Bridge originated and been carried on by our leading merchants, as in the case of the Bridge which broke down in 1837, the Common Council would have been the first to have broken their necks in the way of running after and encouraging a "turn out." His Worship the Mayor, we understand, brought the matter before the