1s; J. Lockerbie 1s; Mrs F. McKnight 71d; until now that Mr Jackson intended to re-J. Brimner 1s; Mr W. Woods 11d; Mrs A. turn to St. John en route for Halifax. Gillis 1s; a Friend 2d; Mr R. Dickson 1s where it was supposed he would be prepar-3d; Mr D. McDermott 2s 6d; J. Johnston, ed to tender for the Nova Scotia section of schoolmaster 5s; Arch. Campbell 5s; Mrs the railway. How is this? Surely he D. Steel 5s; Mr Jas. Creighton 1s Sd; T. Crosby 1s 3d; Mrs Crosby 1s 3d; Campbell ls 3d: Mr James Hannah 1s 3d; Mrs G. Jardine 1s 3d; T. McLean 1s; Mr A. Jerdin 1s 3d; J. Coltart 1s 3d; Mrs Jno-Jardine 1s; Jas. Kerr 5s; Gray 1s 3d; Miss J. Coltart 1; McDonald 1s. 3; Mr James Per Miss Clarke.

Per Miss Clarke.

Mrs Harkins 5s; Allison 5s; A. A. Davidson 5s; Williston 5s; Miss Henderson 5s; Clarke 5; Mrs McPherson 5; Harding 5s; Mr Jesse Harding 5s; R. Davidson 5s; E. Whitney 5; a Friend 5s; Mr Mitchell 5s; C. B. Templeman 5s; Mrs W. Davidson 5s; a Friend 2s 6d; Mrs Watt 2s 6d; Mr Rundell 2s 6d; Miss Russell 2s 6d; Mr Rundell 2s 6d; Miss Russell 2s 6d; Mr Rundell 2s 6d; C. Sargeant 2s 6d; W. J. Miller 2s 6d; a Friend 2s 6d; Mr A Sargeant 2s 6d; C. Sargeant 2s 6d; W. J. Miller 2s 6d; a Friend 2s 6d; Mr S Miss Russell 2s 3d; Mr A Gliford 2s; Mr Mathéson 11d; Molkenzie 1s 3d; Mrs McKenzie 1s 3d; a Friend 1ld; a Friend 7½d; Miss Witherell 1s; a Friend 1s 3d; Mrs Falkner 1s 10d; a Friend 1s 3d; a Friend 1s 3d; Mrs McKenzie 1s 10d; a Friend 7½d; Mrs Massell 1s 3d; a Friend 1s 3d; Mrs Massell 1s 1d; Mrs Russell 1s 3d; McLeod 1s 3d.

Per Misses Porter and Chalmers.

Per Misses Porter and Chalmers.

Mrs G. Portes 5s; Miss Chalmers 5s: Mr Jas. Damphy Is 3d; A. R. Pond Is '10d; Mrs D. Johnstone 5s; Mr Niel Gordon 4s 9d; Mrs G. McNeile 5s; Mr A. Rankin 5s; G. Haddow 5; W. M. Salter 5s; Mr A. Rankin 5s; G. Haddow 5; W. M. Salter 5s; M. Pond Is 10d; R. Nesmith 5s; a Friend 5s; Mrs G. S. K. Anderson 2s 6t; Mr J. Russell 2s; Mrs G. Ko. Anderson 2s 6t; Mr J. Russell 2s; Mrs G. McLean 2; R. Miller 5s; Mr W. Johnstone 5; H. Edgar Is. 3d; Mrs G. Copeland 5s; a Friend 11d; Mrs S. Hamilton Is; Mrs Jossimen 2s 2d. Falkner Is 4t; A. Lamont Is 6d; M. Lamont 4s; Mr P. Loggie 4s 9t; Mrs W. Johnstone 5s; a Friend 11d; Mrs A. Taylor Is 3d; Miss Dickson 2; Mr Jas. Stewart 11d; F. Morrison Is 8d; Mrs Robinson Is 3d; J. Miller 2s; J. Urguhart Is 9d; Mr J. Deverix Is 2d; Mrs L. Urguhart Is 3d; Mr J. Neverix Is 3d; Mrs Aboutt I 3d; McKillop 2s 6d; P. McDonald Is 3d; Park Is 10d; Miss Underhill Is 10d; Mrs Ferguson Is 3d; Mr Acgus McKillop Is 3d; Mrs J. Rennie Is 3d; Mr P. Stymist Is; Mr J. Alexander, Jun. 5s; a Friend Is; a Friend 2 6d; Mrs McKonzie Is 3d; Mr D. Stothart 1s 3d; Mrs Pollock Is 10d; a Friend 3s Igd; Miss M. Stuart Is 3d; Mr D. Bass 4d.

Per Miss McCurdylfor Miss Thomson.

Mrs W. Letson Is 4d; W. MaBass L. 10d. Per Misses Porter and Chalmers. Per Miss McCurdyifor Miss Thomson.

Per Miss McCurdy for Miss Thomson.

Mrs W. Letson 1s 4d; W. McRae 1s 10d;
Snowball 5s; J. Henderson 2s 6d; a Friend 1s 3d;
Mrs Spratt 2s 6d; McLaughlin 2s 6d; Mr Haddow 2s 6d; Tweedie 2s 6d;
Mr Ritchie 1s 3d; Mrs Muirhead 5s; G. H. Russell 2s 6d; Hea 5s; Forbes 5s; Nisbef 5s; H. Cunard, Esq. £2; Mrs Cunard £2; Miss Cunard £2; Mrs Friend 9d; Mrs Firth 2s 6d; Mr R. Marshall 9s 4d; W. McLaughlin 5s; W. Wyse 5s; Mrs G. Johnston 5; Mr S. Fleming 1s; Mrs Love 11d; J. Fleming 7\frac{1}{2}d; Mr J. Phillips 2s; a Friend 1s 3d. Mr A. McKenzis 4s; Willard 1s 3d. H. Williston 3s \frac{1}{2}d; a Friend 7s 6d; Mr J. Thomson 2s 6d; Goo. Kerr, Esq. £2
Mrs Swayne 2s 6d; J. M. Johnson, sen. 2s 6d; J. M. Wolhaupter, Esq. 5s; Mrs Wolhaupter 5s; J. McRae 2s 6d; W. Hay 1s 3d; Miss Rae 2s 6d; Mrs Cormack 2s 6d; Howe 2s 7\frac{1}{2}d; J. Millar 5s; Duff 1s 3d; Mr J. Smith 2s 3\frac{1}{2}d; Miss A. Russell 1s 6d; Mrs B. Miller 1s 4\frac{1}{2}d; Miss Davidson 3s; S. Thomson, Esq. 5; Less defective coin 11\frac{1}{2}d.

Abstract of Account for year ending Oc-Abstract of Account for year ending Oc-

tober, 11835. Balance on hand at last annual meeting £40 0 Sales per Rev. Mr McCurdy 15 3 Donation A. Larkins Cascumpeque S. School Donations and Subscriptions.

Per Miss Gray and Steel, col Per Miss Bulman, col. Per Miss Brown, col. 1 13 11 Per Miss Sarah J. Clarke, col. 6 18 5 Per Miss McCurdy for Miss Thomson, col. Per Miss Macdougall, for Miss Cunard, col. Per Misses Chalmers and

Expended. Remitted to Parent Society Sterling Bill £40 2 6,

Porter, col.

Paid Dury on box Scriptures Postage, Carriage, &c. Paid for advertising meeting £19 12 3

64 4 10 £113 17 1

Editor's Department.

ARRIVAL OF THE MAIL. The southern mail due at five o'clock on Friday morning, did not reach Chat-ham until ten. Delay beyond the Bend.

HOW IS THIS.

does it mean? Are the staunch friends and admirers of Mr J. and his railway

has not gone to Egypt too, after Mr

MAIL ARRANGEMENTS.

WE directed the attention of our readers last Wednesday, to the great inconvenience which the merchants of this place, ourselves, and the community generally, have sustained, by the changes which have been so frequently and foolishly made in the arrival and departure of our mails. We shall now extend our remarks a little beyond their former range.

For some time prior to the alterations which took place in the spring of 1852, the New Brunswick mails (via Sackville) were despatched from Halifax on the afternoon of every Wednesday and Saturday, at 4 o'clock, and those for this quarter were received here every Friday and Monday, or in forty-eight hours after their departure for Halifax. Since that date, the mails which arrive here on Wednesday are closed at Halifax on Saturday evening; the mails that arrive on Friday are closed on Tuesday evening, and the mails which arrive on Sunday are closed on Thursday evening; or in other words, our Wednesday's mails are closed about they reached as in Forty Eight hours !-So much for improvement.

In preparing a programmé of mail arrangements, nothing should be held as of higher importance than the speedy transmission of the British mails to and from Halifax. Now let us see whether in making recent alterations, any regard has been paid to this most important part of been paid to this most important part of the arrangement—we mean so far as res-pects the Northern section of New Bruns-to the effect that intelligence had been repects the Northern section of New Bruns-

Our readers are aware that the British Steamers usually arrive at Halifax during Wednesday, or the preceding night, so that during the arrangement which existed prior to the spring of 1582, the Courier that left that city on Wednesday Friday following, or in little more than 48 hours-very frequently-after the arrival of the steamer at Halifax; but by the present and improved arrangement, the mails being closed at Halifax on Tuesday evening, we seldom receive our British correspondence till Sunday, or say in less than Four Days after the arri-

ing? Why close these mails on the evened by this change, but are ignorant of kind exhibited on the occasion. the parties who are benefitted. The interests of the Halifax and New Bruns-

for New Brunswick-less those for the this route. UNDER this head the Morning News has the following paragraph. What across the Bay of Fundy to St. John, leadow alluded to, the captain and crew

ges that have professedly eminated from our Postmaster General, we fully acquit that officer of all personal blame in the matter, and attribute the changes to the understand, than the Head of the Department himself.

DISASTER TO THE FAIRY QUEEN STEAMER.

THE Eastern Chronicle, published at Pictou on the 10th instant, furnishes a long account of the recent disastrous accident which occurred to the above-named

We think it unnecessary to give the statement of the Captain and Crew, but publish that of Mr Wilkins, which furnishes a minute account of the accident, as well as the report collected by the acquipments of Passenger vessels plying in our waters.

"On Saturday morning last, this community was thrown into a state of most painful and intense excitement, by the fact of the appearance in town, sometime before daylight, of a part of the crew of the Fairy Queen, who stated that that vessel had foundered the night before on Eighty hours, and the Friday and Sunher passage from Charlottetows, and that day mails about Sixty hours before their arrival in Chatham, whereas, formerly, it was feared had perished.—It has soon it was feared had perished.—It has soon known that one resident of Picton, Martin 1. Wilkins, Esq., was on boad, besides others well known here, which naturally increased the excitement. A peeting of the Magistrates was called about 9 oclock, when Capt. Belyes, Treaner the mate, J. D. Turner, Clerk, James Web-ster 2d Engineer, and McKinnon the pas-senger, made voluntary statements of the circumstances of the case. During the ceived there from Little Harbor, of a man while floating he had seen others of the passengers, among these Mr Wilkins, whom he could distinguish, from having his coat off preparing to swim, struggling Courier that left that city on Wednesday on pieces of the wreck. The most acat 4 o'clock in the afternoon, seldom fail-tive exertions were immediately used to ed to bring us the English mail on the afford assistance, by despatching vessels and boats outside, with orders to cruise rigomish, in the track where the wind and tide would carry anything floating from the rack. Hopes were then entertained by many that more of the passengers would turn up, but as night came on, and no tidings were heard from the vessels and boats, their hopes gradually vanished, and a feeling of deep gloom pervaded the mind of all. Between six and seven o'clock, however, the joyful intelligence was remained to Mr Turner the clerk, to hoist a signal light, but it was not attended to After the first boat was lowered four or five of the crew got into it and remained there, towing) astern, at least an hour and half before leaving the steamer. The boats could have been kept their without any difficulty until the steamer broke up. Had the boats remained by the vessel, in all human probability every along the shore from Boat Harbor to Meval of the Packet at Halifax.

Now, what we should like to know is this—why close the New Brunswick mails at Halifax on Saturday evening and mails at Halifax on Saturday evening and Mr. Ladierd and Mr. Ladi of these, Mr Lydiard and Mr Pineo, aring? Why close these mails on the evenings of Tuesday and Thursday, and yet detain the Courier (Mr Hyde, no doubt,) cold, and the others, did not arrive until Sunday of the steam of the boat on being hailed from the steamer he returned no fanswer to that effect. The boats were distinctly seen when they went adrift, and no effort appeared to be from from that city as to it, for our mails indeed, require no comment, and taking are not closed until 4 o'clock in the after- them in the most favorable light, there noon? We know and feel who are injur- can be no other impression than that

"The conduct of Mr Whitney, of St. John New Brunswick, the owner, he bewick merchant in this respect, are identi- ing beyond the reach of legal responsibilhis steamers, but this occurrence has certainly added the climax to his fame; he Trans.—New subscribers Fifteen Shillings or annum, in all cases in advance, or 20s. at the end of the year. We prefer the advance prices, and as it files as awing of 25 per cent., we hope soon to see all our subscribers awail themselves of it.

ARRIVA.—Are well as the men in the boars the son and daughters. And who carries of that curse you is those was not furnished with boats in which twenty persons could be put without risking their lives, and not a single of five, on Friday instead of Sunday, and our Halifax correspondence in two instead of three and four days after date.

ARRIVA.—Are subscribers Fifteen Shillings and the men in the boars them leaving us;—I can not curse you is those to repent sons and daughters. And who carries of that carries of the Gulf of St. Lawrence, and yet she was not furnished with boats in which the public were curse you is the men in the boars was deep in whose dark chambers of the subscribers which I feel assured he will, I will meet you of your guilt; but if God in his providence should preserve my life, which I feel assured he will, I will meet you of your guilt; but if of was daughters. And who carries of the Gulf of St. Lawrence, and you guilt; but if of your gui

Mr W. McKnight 74d; Thomas Mitchell Jackson - Mr Betts. We have understood Province; and while we censure the chan-substance of Mr Lydiard's evidence we sel, she was struck by a wave, gave a true

may give briefly as follows.

"The steamer left Charlottetown between 11 and 12 o,clock Friday. Shortly after getting clear of Point Prim, the boat shipped a sea which broke open the interference of Government officials, who have far more to say in such matters, we understand than the Head of the Depart. hours, at which time they were near Pictou Island, when the tiller rope broke and the boat immediately broached to, and shipped another sea. Some of the and shipped another sea. Some of the passengers immediately laid hold and assisted the mate and others to splice it. It was made fast by knotting it, but had to be untied again and fastened further aft in consequence of the knot having been placed too far forward to admit the proper working of the wheel. An at-tempt was made to get her before the wind with the jib, but she would not work, owing to her peculiar build. After the tiller rope was repaired the vessel was tarred and painted canvas, firmly again got under way on her course, but on, and with a hand railing or banister around to go very slowly; the passhe appeared to go very slowly; the passengers were not aware of the cause, Editor himself. It is a sad affair, and should have the effect of causing a more minute survey to be made by the Colominate survey to be made survey to be made by the Colominate survey to be made survey to be m nial Government, of the capabilities and ing it said that there was a want of fuel, some of them went to work carrying or fifteen miles from the scene of their down a quantity of wood that was lying disaster. on the forward part of the deck. They "The did succeed in getting up the steam a lit-tle more briskly, but only for a short time, when the engines ceased working altogether, the fires having been put out by the water. Previous to the engine stopping finally, the captain, who appeared to be on duty most of the time at the wheel, gave it in charge to the mate.— The vessel during this time, and before the passengers generally were aware of any real danger, continued gradually to settle and broached too frequently. When all became aware of the danger, I proposed to the mate to run the boat ashore on Pictou Island; the mate said it could not be done, on account of a reef that was near the shore. Various attempts were made to get the ship under way before the wind, but all failed. At length the passengers all began to work at baling, and endeavored by their example to arouse the crew to act with energy. A few of the crew worked well, but generally speaking, they could not be got to work, except only at short intervals, ceasing as soon as by the name of Peter Cameron, a passen-the passengers backs were turned. The ger, having drifted ashore at that place about 8 o'clock in the morning, and that the passengers backs were turned. The crew appeared to be in an undisciplined mand over them. The passengers expressed their firm belief that had the pressed their firm belief that had the crew worked as they should have done, and aided the efforts of the passengers Patrick Treanor, Mate; James D. Turbarana and aided the efforts of the passengers and aided the efforts of the passengers.

til daylight by bailing.
"A great deal of confusion prevailed during the whole time. It was proposed boats, and as many more persons as the boats might carry, and after getting into the boat on being hailed from the steam-

house and commenced ringing the bell in hopes that it might possibly be heard by some one who might be able and willing and people of St. John suffer as severely by these mal-arrangements as we do? we answer no—because no somer do the equal force and justice be applied to the Executive of P. E. Island, who contracted deck, conscious that no effort of their own with him to put this old rattle tran on could avail them, and endeavoured to with him to put this old rattle trap on could avail them, and endeavoured to await their fate with fortitude. The steamer at length settled down, with a North—are waipped of across the Bay of Fundy to St. John, leason across the Bay of Fundy to St. John across the Bay of Fundy to St schemes loosing heart, or becoming suspicious that all is not right? Will our contemporary inform us, for in the North we are all exceedingly anxious.

The New York Herald has among its list of passengers per Africa for Liverpool—Wm. Jackson, Esq., M. P., and Mrs

Bend.

While trammelled by the whims of a fickle Government party, we cannot see how it is possible for the Postmaster Gelocal mail arrangements, as will be satisfactory to the different see's of this scheme at length began to give meral to make such inter-provincial, or local mail arrangements, as will be satisfactory to the different see's of this scheme at length began to give more all exceedingly anxious.

The New York Herald has among its list of passengers per Africa for Liverpoof factory to the different see's of this scheme at length began to give more and a half or there quarters after the boats leaving the vest year of his age.

With orders to detain them in safe keeping until Monday, for further examination.

While trammelled by the whims of a fixthe Manse, in Chatham, on the I1th inst, by the Rev. John McCurdy, Mr John McDonald, to Miss Susanna McCourt met, there being a full attendance of the steamer at length began to give way, something breaking with the surge doverboard, but succeeded in catching hold of ropes that were thrown to them, and got on deck again. The upper works of the justices of Pictou, New Glasgow, and Albion Mines. The depositions of local mail arrangements, as will be satisfactory to the different see's of the steamer at length began to give way, something breaking with the surge doverboard, but succeeded in catching hold of ropes that were thrown to them, and got on deck again. The upper works of the steamer at length began to give way, something breaking with the surge of each wave, until about one o'clock, and it might be an hour and a half or there quarters after the boats leaving the vest of the passenger were washing to the decoverboard, but held of overboard, but he decoverboard, but he decoverboard, but held of

mendous lunch and appeared to part in the middle, precipitating all the passengers into the sea, except Mr Pineo and Mr Parker who were well aft on the upper deck, and succeeded in holding on that part of the vessel having become detached from the wreck and floating off. Mrs. Mershall was shortly after thrown by a wave, on this deck, now converted into a raft; and Mr Wilkins, Mr Lydiard, the two boys, and one of the deck hands also succeeded in getting upon it. None of the rest were seen atterwards except Mr Cameron, whose providential escape has been elsewhere referred to, and it is

supposed they all perished.
"The whole of the upper deck abaft the paddle boxes remained in one piece, and was large enough to have floated all the passengers left behind by the boats. It was composed of thin spruce planks, carefully fastened together, covered with ment of getting upon the raft, so firm did side of Merigomish Island, some twelve

"The above report we are obliged to give altogether from memory, as the Court House was so crowded during the investigation, that we found it impossible to

take notes of the evidence as given in detail.

"The examination of Messrs. Lydiard Wilkins and Pineo, occupied the whole day until after nine o'clock in the evening, when the court adjourned till ten o'clock on Tuesday to take the deposition of the other witnesses.

" The exact number of persons on board the steamer is not known. The crew numbered thirteen, but the number of passengers was not ascertained, as the clerk had not collected the fares, until which time no register of their names would be taken. It is thought, however, that ten lives are lost. Their names, as far as we can ascertain, were Doctor Me Kenzie of the army who was on his way to Bermuda, Misses Arabella and Alice Dewolfe, daughters of the late Elisha Dewolfe, Esq., of Wolfville, Mrs Kay, of the Bast River, Hugh O'Harra, cook, and T. Hammel of Charlottetown. There was another female whose name is not known, the steward of the boat, and two others. names also unknown.

the vessel could have been kept afloat until daylight by bailing.

"A great deal of confusion prevailed during the whole time. It was proposed by a stranger to Mr Turner the clerk, to by a stranger to Mr Turner the clerk, to be a signal light but it was potattend.

age passenger."
"Mr. Peter Cameron of the East River, a passenger got on the wheel house, and drifted ashore at or near Little Harbor.-The persons who escaped on the upper deck are, Henry G. Pineo, jr. of Pugwash, Martin I. Wilkins, Esq., of Pictou, Edward L. Lydiard, of Charlottetown, Mr. Parker of Musquodoboit, Mrs. Marshall, James Wadham a deck hand, and two boys belonging to the boat named Edward Inglish, and Edmund——.

" It would be improper at the present time to make any comment on the cap-tain or crew, or write one word that could add to the already intense excitement per-The boats were distinctly seen when they wading this community. But it is difficult went adrift, and no effort appeared to be to control our feelings when we think of detain the Courier (Mr Hyde, no doubt,) till the following mornings? or why destill the followin prior to the spring of 1852? Cannot the and the result may seriously affect the had their oars, but apparently used them themselves so basely deserted, and their themselves are taken mails travel as rapidly now as then—and officers of the steamer, we only for the purpose of keeping the boats own earthly hope of deliverance taken why cannot they be conveyed as speedily the Public mind. Their own statements, wind. had entrusted their lives. Who can thin "Mr Pineo, and Mr Lydiard used every without emotion of those fair women, in entreaty to induce those in the boat to the circumstances of some of whom there pull up alongside the steamer, and take was so much that might excite the sympathe ladies with them, at the same time thy or touch the heart of even a savage, assuring them that none but the ladies would be allowed to enter the boats unless dared dared and nerve a christain with the energy to dared death in any form for their rescue; they desired it, and that if any more or of those men so full of the life, and wick merchant in this respect, are identical—they both desire the latest news—
its specdiest transmission—then why not
secure at Halifax the time lost at the Bend.
Why not make the Novascotia mails to Why not make the Novascotia mails to notoriety in reference to the character of leave at 4 o'clock, p. m. as formerly—ar- his steamers, but this occurrence has cer- ladies in before them. On perceiving that agony for a brief space, and then to go the boats were leaving the steamer, Mr down, down to the treasure house of that Lydiard cried out to the men in the boats vast deep in whose dark chambers lie so

> Northumberland Agricultural Society will not take place until TUESDAY, the 18th October next.

MARRIAGES.

In Douglastown, at the residence of Mr steamer at length settled down, with a lames Johnston, on Thursday evening, list to leeward, until more than half of the main deck was under water. Two men were seen floating from the side of the wreck on pieces of plank. Dr. Mc- Lohnston, of Perturbation of Mr Thomas