

most of it will be used as feed for stock. It is added that not half so many acres have been sown in wheat this fall as were sown last fall, and no farmer will duplicate in 1858 the corn planting of 1857. It is probable, however, that notwithstanding the threatenings of the Western Farmers not to sell or to raise grain at low prices, they will in a few years find that it is the best business in which they can engage, even at prices no higher than those which now prevail.

STEAMER GREAT EASTERN.

LAST week we briefly noticed that the attempt made to launch this colossal Steam Ship on the 2nd instant had failed. It appears they succeeded in removing her only a few feet, when her further progress was arrested, and notwithstanding every effort was made to force her into the river, she still remains as firm, if not firmer than ever, on the bank at Millwall. Another attempt is to be made on the 2nd December, and the engineers feel confident they will succeed. We give below, from the London Shipping Gazette of the 4th instant, a condensed report of the efforts made to launch this huge leviathan:

"Shortly before 1 o'clock, the word was passed to commence the launch. At the signals the lighters slowly but steadily commenced to haul taut their tackle from the river, which it was thought would of itself be sufficient to bring the vessel gently down. It appeared, however, to have no effect beyond once or twice producing in the vessel itself a sullen rumbling noise, like distant thunder, as the great strain told upon her hull. It remained thus for about 10 minutes. Expectation was wound up to the highest pitch when the peculiar hissing noise of the hydraulic rams at work to push her off was heard. We should have mentioned that each of the drums was constructed so as to be turned by ordinary windlasses, in order to wind up the slack chain between the drums and the cradles, otherwise if any slack was left when the hydraulic rams started the vessel, it would run it rapidly out, and Heaven only knows the consequences that might ensue. When the rams began to work the order was distinctly given to 'wind up'—meaning to coil in this slack between the drum and the cradle. This was accordingly done at the forward drum, but, unfortunately, at the stern of the vessel, the men did precisely the reverse, and uncoiled more slack chain. Among the number of engineers who were looking on, the danger of this was seen at a glance, but there was no official to check the men, who seemed ordinary 'navvies.' Suddenly there was a cry of 'She moves, she moves!' the fore part of the vessel slipped, and the stern rushed down rapidly. It seemed to slip some three or four feet in the space of a couple of seconds, in consequence of the slack chain from the after drum offering not the least check. In an instant the strain came upon the drum, which was dragged round, and of course, as that was connected with the windlass by multiplying wheels, the latter turned some 10 or 15 times for every foot the drum moved. The men at the windlass madly tried to hold it, but the heavy iron handle flew round like lightning, striking them and hurling five or six high into the air, as if they had been blown up by some powerful explosion.—A panic seemed to spread as this shocking accident took place, and the men stationed at the tackle and fall of the level next the windlass, rushed away. Fortunately for the lives of hundreds of the spectators, the men at the lever at the other side of the drum stood firm, and hauling on their tackle, drew their lever up and applied the break on the drum with such terrific force, that the ship instantly stopped, though she seemed to quiver under the sudden check as if she had received a heavy blow, and the massive pile of timber which restrained the drums strained audibly. The whole of this took place in the course of two or three seconds. The vessel dropped, the men were hurled from the windless, and with a heavy rumbling noise the tremendous structure was still on the ways again, almost before the spectator had time to imagine what had occurred. For a moment there was rather a panic, and a disposition to run from the spot, but it was only momentary. Four of the men who were injured were carried off to the Poplar Hospital at once, and a fifth, who seemed to have sustained some severe internal hurt, was afterwards obliged to be assisted from the yard.

"This melancholy occurrence seemed to exercise a most depressing effect, especially upon the workmen, though the tremendous strain to which the drum was exposed, and which, even with the friction of only one break, proved sufficient to check the vessel with a great and unexpected momentum on her, showed that the check tackle was all that could be desired.—An examination of the place where the accident occurred, showed that the toothed wheels of the windlass, (which seemed totally insufficient in multiplying power to enable the men to exercise any check upon the revolution of the drum) were broken, and appeared so out of gear that they were almost useless. Beyond this damage which was of not the least importance, the rest of the apparatus of the drum and framework was as firm as ever. The vessel, it was found had slipped down the ways about 3 feet at the forward drum, and 4 feet 3 inches at the one fixed aft. The stern had progressed, of course, about 6 feet towards the river.

"At a few minutes after 2 o'clock the men

were again at their posts, and the signal was given to recommence. This time every precaution was taken to prevent a loop of slack in the chain again occurring. All the lighters from the river got their hauling tackle in order and began to strain upon the vessel, but without making the least apparent impression. The tide was then within a few feet of its highest, and it became evident to all concerned that if the vessel was to be moved at all that day no time was to be lost. Again from out of the dense mass of timber of the cradles came the little hissing noise at regular intervals, which told that the enormous pressure of the hydraulic rams was found requisite to start her; still in spite of all, she never moved, or showed the slightest symptom of being at all affected by the terrific pressure which was applied to her. After the pressure with the rams had been continued some time a rather loud crash was heard among the timbers of the foremost cradle, and some men ran from it.—What it really was did not transpire, but it was nothing of importance. The stationary engine which, as we have mentioned, was put to haul upon the chains to the bows at last gave way, and the chain itself snapped in two, though not until some of the teeth of the wheels of the engine, as we were informed, had also broken before the strain. At the same time a pin in the piston rod of the foremost hydraulic ram also gave way, and these two accidents were irreparable. The signal was made to cease hauling, and in a minute or so afterwards the officials of the company announced that the launch was over 'for the day.'—The yard was then cleared of strangers, and as few were aware of what had really caused the failure of the attempt, the most extravagant rumours soon got afloat. Among these the favourite was that the launching-ways had sunk under the enormous weight, and that the stern of the ship had settled down several inches below the stern. For this report there is really no foundation at present. But all further attempts towards launching have been definitely postponed till the 2nd of December, it is not impossible that the fears as to her settling down in the 'ways' may be realised before that time arrives. With a weight of some 12,000 tons resting upon new made earth the safety of the vessel may become at any time a question of considerable doubt. On inquiry at the Poplar Hospital we have ascertained that the four men who were most injured at the windlass had been received into that institution, and that every possible care and attention had been bestowed upon their cases by the resident surgeon, Mr M. Brownfield. The men's names are John Donovan, Henry Stacey, John Browne and Anthony Mahar. The case of Donovan, who, besides severe internal injuries, has sustained a fearful compound comminuted fracture of the leg, is considered hopeless. Stacey, who has also received a comminuted fracture of his leg, is in a precarious condition. The other two men, Maher and Brown, are severely contused and injured internally, but both are likely to do well. The fifth man was conveyed to his home at his own request."

BRITISH WOOD TRADE.

LIVERPOOL.

THE short period which elapsed between the arrival of the British mail and the publication of our paper last Saturday, did not admit of our giving more than a summary of the news; to-day we publish below extracts from our Timber Circulars, which are to the 6th instant. The news respecting the Stock on hand, is somewhat cheering:

"Since our Annual Circular, dated 1st February, 299 vessels, 218,156 tons register, wood laden, have arrived from British North America, viz., 111 from Quebec, 102 from St. John, N. B., and 86 from other ports; at the same date last year, 270 vessels, 208,991 tons had arrived.

"In our last we mentioned incidentally the pecuniary difficulties, which, travelling over the vast Atlantic, had reached our shores and threatened materially to interfere with the otherwise smooth current of commercial operations. Since then the storm has burst upon us with excessive fury. The suspension of cash payments by so large a number of the United States Banks, and the consequent difficulty, if not impossibility of obtaining remittances from America, have operated very injuriously upon many parties here; and to render matters still more perplexing and disastrous, the panic which seized upon the public mind unfortunately directed towards one of the most extensive and liberal of our banking institutions. A run, among others, was made on the Borough Bank on the 27th ult., and receiving countenance in some quarters, where such conduct might have been least looked for, the directors were forced to yield to the current and suspend payment. This unfortunate affair has had a seriously detrimental effect on the general business of Liverpool. No one doubted, or now doubts the perfect ability of the shareholders in that establishment to pay in full every demand; but the temporary locking up of the funds of many parties who were depositors, has been attended with great inconvenience; and, added to extensive embarrassments among one or two large manufacturing establishments in Scotland, the crisis has proved unhappily fatal to several parties, whose position otherwise would have proved unassailable. This has created distrust and suspicion, where confidence might have been safely placed, and has led to a great diminution in the general amount of business transacted.

"For a day or two past the feeling has been more hopeful, and business is expected to resume its wonted course. This opinion is in a great degree strengthened by the knowledge, that both in this country and all over the world, the amount of realized wealth is great, almost beyond comparison with any other period. So heavy a blow as has fallen on the commercial community of the United States, could not miss causing inconvenience and pecuniary difficulty in this country; but it was to a considerable extent foreseen, and less or more provided against, so that its extreme severity was in some degree averted, and men having had a little time to look into their own affairs have been in a great measure pleased to find that matters have not been so bad as at first sight they appeared to be. Some have unquestionably and unhappily been prostrated by the storm, but a calm investigation of the subject has shown that in the main, the state of business is healthy and may be expected soon to rally from the effects of the present shock, notwithstanding the rise yesterday in the rate of discount to nine per cent. by the Bank of England.

"The trade in wood has participated in the general depression which has visited other branches of commerce, and sales have of late been few, and those few have been effected with difficulty; as is always the case in a pecuniary crisis, money-buyers holding back, in the hope of profiting by the exigencies of a necessitous market."—A. F. & D. McKay's Timber Circular.

"The importation of Wood is now on a more moderate scale, as will be evident on referring to the table below. It will be observed that the supply of Quebec Timber and Deals is largely in excess of last year, but from St. John and other ports both articles show a decrease.

"Under ordinary circumstances we might fairly look for considerable animation in the market, but with the gloom now hanging over the Trade, in consequence of the many failures which are occurring in commercial circles and the high rate of discounts, the value of Wood is affected, and the consumption seriously diminished. Dulness and depression at present exist.

"Spruce and Pine Deals.—The supply of Deals is now 89,000 pieces less than to the same period last year, and 1,269,500 pieces less than in the year 1855; consumption, until very recently, has been in excess of any previous year, but there is now much less animation, and the demand from consumers considerably reduced. The recent sales are, a cargo of St. John Spruce, at £8 5s., with 4th quality and Scantling at £7 per standard, and a cargo from New River at £8 2s. 6d. per standard. There is a full stock and no encouragement for imports, especially at such freights as the last advices from the shipping ports state were then current."—Farnworth & Jardine's Timber Circular.

GLASGOW.

The following is the latest news respecting the Wood Market in the above port.

"Deals and Battens.—The sales of Spruce Deals, in Glasgow, comprise 5 cargoes from St. John, N. B., and other low ports, averaging from 10d to 11d per cubic foot. Battens, 7 by 2½ brought 1 3-8d to 1½d per lineal foot. The stock of Spruce and Pine, in first hands, is the largest on record, and numerous cargoes have been stored, which would have entailed a ruinous loss if forced to a sale."

THE MISPECK ROAD MURDER.

WE are indebted to the St. John Courier for the following notice of the determination come to respecting the disposal of young Slavin, for his participation in the above-named bloody tragedy. From all we have heard of the bearing of this youth previous to, and during the trial, as well as his conduct subsequently, we are compelled to form an exceedingly low estimate of his character. We think the world would be well rid of such a being. Whatever his fate may be, we trust he will never be again allowed to mingle with his fellow creatures.

"Yesterday sentence was passed on young Slavin, for his participation in the Mispeck murders. In the last case the Judge while passing the extreme sentence of the law, to be carried into effect on the 4th of March next, also intimated the probability of the prisoner's life being spared, and his sentence commuted into imprisonment for life. The law, we believe, does not at present provide for a longer term of imprisonment than 14 years; and we suppose the long date at which the execution has been fixed in this case is to allow time for the legislature to make an alteration in this respect. His Honor the Judge, in passing the sentence, pointed out in plain and forcible terms the enormity of the prisoner's guilt, but it did not seem to make the least impression on the stoical spathy which he has all along manifested. The court was crowded in every part during the passing of the sentence."

SUBMARINE TELEGRAPH.

WHILE the attempt to lay the Telegraph Cable to connect the old and the new world failed, success has crowned the endeavours to lay other submarine telegraphs. We learn by late papers, that the engineers engaged in lay-

ing down the cable between Cagliari and Bona, to connect Africa and Europe, successfully completed their undertaking on the 30th Oct. The French Government have now direct telegraph communication with Algeria. The first message sent over the wires was to the Emperor. Active preparations are now being made for laying a line in the Mediterranean, from Cagliari to Malta, a distance of 358 miles; from this place the line will be extended to Corfu, one of the Ionian Isles, 385 miles. A convention has been recently entered into between the Governments of Britain and Austria for continuing the line from Corfu to Alexandria. Another important link still required to connect Europe with India, is on the east from Suez. It is anticipated that in a very short period of time the heads of the Indian and Australian news will be telegraphed direct from Suez to Britain. Thus it will be seen that the telegraph wires are rapidly extending from continent to continent, and from island to island; and we presume they will still continue to extend until the remotest parts of the civilised world are placed in speaking condition with one another.

INDIAN RELIEF FUND.

CONTRIBUTIONS to this fund are pouring in from all directions. The latest reports state that it had reached the sum of £206,000. The Pope had forwarded the liberal sum of 2000 francs. The King of Naples has also sent a handsome donation. The organ of the Russian Government speaks in sympathising terms of the cruelties perpetrated on the British by the mutineers, and recommends their case to the favourable consideration of the generous and humane.

LOCAL INTELLIGENCE.

THE SEASON.—A change has at length come over our weather. For the last six weeks and upwards, we have scarcely had two days in succession without rain. On Wednesday last there was a cessation to the rain, and during the afternoon, the wind blew strongly from the Northwest. The night was extremely frosty, and on the morning, for the first time this season, a large quantity of ice formed in the river. Yesterday morning the river was completely frozen across, and the day was sharp and cold. Yesterday afternoon Mr Bell brought over the Northern mail in his ice boat, and re-crossed with several passengers who were journeying to the Northern Counties. In many places he found the ice full our inches thick. Last evening was very much milder, and the ice this morning is a good deal broken up. There is an appearance of falling weather.

The roads are in an exceedingly rough condition, making travelling both difficult and dangerous. The mails, in consequence, are far behind their time in arrival.

GAS IN CHATHAM.—It gives us much pleasure in this issue of our paper, to state, that the Town of Chatham is at last lighted with Gas. During the past three evenings a large number of our stores, work-shops, and houses, were brilliantly illuminated with it, much to the wonder and astonishment of the younger portion of our community. This mode of lighting up our premises is not only a decided improvement upon tallow and oil, but in our opinion, is a much safer and better light, and we have no doubt, in a short time, when the parties using it are acquainted with its management, it will prove a cheaper one. A very great deal of credit is due to the Directors, and particularly to Mr Allan, the Superintendent, not only for the rapidity with which they have executed their work, but for the substantial manner in which that work has been performed. The principal erections are built of enduring materials, and all the fixtures and appliances are of the best description. They are not built to last for a few years, but to endure for the use and benefit of our children, and their children after them. The Gas that has been manufactured is of a very superior description, and burns brightly.

BOWSER'S HOTEL.

ARRIVALS DURING THE PAST WEEK.

W. L. Spence, Boston; R. M. Thompson, Liverpool, N. S.; Jas. Gillis, Australia; Michael Lapraunce, St. Thomas; Rev. Mr. Davison, New Richmond; T. V. Smith, Restigouche; Dr. McLaren, Tracadie.

DEATHS.

At Saint John, on Wednesday, 18th November, of whooping cough, ROBERT HAROLD infant son of Charles Simonds, Jun. Esq. aged six weeks.

At Chatham, on Friday evening last, 27th November, Mr DENNIS KEARNS, aged 72 years. He was a native of Ballyshannon, County Donegal, Ireland. Funeral to-morrow, at two o'clock, afternoon.