

## United States.

[From the N. Y. Courier and Enquirer.]

### DREADFUL CALAMITY.

LOSS OF THE STEAMBOAT LEXINGTON.

The City was yesterday thrown into a state of extreme consternation, by intelligence of a most fatal accident having befallen the steamboat Lexington, which left here on Monday afternoon, under the command of Captain George Child, on her usual trip to Stonington. —We have gathered from Capt. Hillard, almost the only survivor—at least as present appearances lead us to deem from this awful scene of death, from Captain Brooks of the New Haven steamboat, who received Captain Hillard on board—from the sloop Merchant, Capt. Meeker, who rescued him, and from Captain Jennings of the sloop Granges, who left Southport, to which place the sloop Merchant belonged, and whither she had returned, the following particulars of this distressing event:—

The Lexington prosecuted her voyage until half past seven o'clock in the evening, when being between Eaton's Neck and Crane's Neck, a fire was discovered to have broken out near the smoke pipe, among some bales of cotton which were stowed near it, or to which at least the flames speedily spread. An attempt was then made to get out the suction pipe, and by means of water thrown from it on the flames, extinguish them; but these spread with such rapidity, that soon all access to the engine was impossible, and it continued to work for a time with fearful rapidity. Capt. Child's, it would appear, then determined to steer the boat for the nearest part of Long Island shore, and he was last seen in the wheel house at the helm. In fifteen minutes, however, the engine became unmovable, and the course of the boat arrested about two miles from the land. Here she continued to burn until about 3 o'clock in the morning, when what remained of her sank.

It were needless to attempt to describe the scene of agonized confusion which ensued among the passengers, and indeed all on board, as soon as the fire was discovered. No order was preserved, or any attempt made to preserve it. The life boat which was on board was thrown overboard of the wheel, was struck by the paddles, and broken to pieces. The Lexington had three boats besides; which were launched by the passengers while she was under full way, and immediately swamped. Some twenty of them who had life preservers about them, jumped overboard, and the rest were last seen as the flames drove them from the higher parts of the steamboat, clinging in clusters to the guard-rails, where they hung, till all went down together.

Capt. Hillard, formerly of the ship Mississippi, of this port—one of the passengers—escaped. When the progress of the fire was such as to leave no hope, the passengers commenced throwing the deck freight overboard, probably in the expectation that some parts of it would remain floating, and might be the means of saving some of them. Capt. H. assisted in throwing about ten bales of cotton overboard, and in leaping on one of them. One of the firemen of the boat also succeeded in getting on the same bale, and these two by means of a piece of board which they picked up, succeeded in keeping the bale head on to the sea until about four o'clock in the morning, when the bale capsized, but righted again with both of them on it. Until this time they had kept the upper part of their bodies comparatively dry, but were now completely wet to the skin. And now the fireman began to despond, talked of his wife and children, told Capt. H. that his name was Cox, and that he resided in Oak street, New York. Capt. H. endeavored to cheer him up, and at last lashed him to the bale, but at about 8 o'clock in the morning he expired. At 11 o'clock Capt. H. was rescued by Capt. Meeker, in the sloop Merchant of Southport.

The same vessel also rescued Capt. Manchester, the pilot, and a fireman named Smith, who were each on a bale of cotton. The fireman says, that soon after the fire was discovered, he sought refuge on the rudder, expecting the boiler would burst, but whilst there, two boys who could not swim, entreated him to give them his place, which he consented to, on condition that they threw him a bale of cotton, which they did, and to which he swam. The boat then drifted some distance ahead of him, but when her upper works were burned, he again floated near her, and saw several of the passengers and crew on pieces of the wreck. They, however, all gradually became exhausted, and fell off.

Capt. Manchester, the Pilot, adds little to the above particulars; he and the fireman last spoken of, were badly frozen.

We annex a list of as many passengers as on diligent enquiry we could learn, were on board. We do not, however, vouch for its entire accuracy; though in the main we believe it will be found correct, as far as it goes. Captain Hillard estimates the number of passengers at one hundred and fifty; but Capt. Manchester says he thinks there were not more than seventy-five on board, and we find that this latter number is considered at the office of the Company to which the boat belonged, to be the nearest probability. What chance is there that any more have been rescued?—Captain Hillard says, that at about eight o'clock in the morning a schooner beating to westward passed him while on the bale of cotton, about a mile off. She did not see him, but it is possible she may have fallen in with some of the other passengers floating on pieces of the wreck. The conflagration of the boat was seen from Norwalk and Bridgeport, on the Connecticut shore, but the state of the tide and the ice prevented them getting out their boats to go to her assistance, and though the attempt was made, it was found impossible to succeed. From the Long Island shore, we have as yet no accounts, and it is possible, as the flames must have been still more visible there, that some effectual assistance may have been rendered to the unfortunate beings who were floating on the waves, yet the sea was so very high and the cold so intense, that it seems almost a forlorn hope.

It is stated in some of the accounts, that the filler ropes were burned. This is not correct.

Capt. Hillard says positively, that the boat answered her helm up to the time that her engine stopped, and that had she not had metal rods and chains connected with her rudder, it would long before have been useless. That she was provided with them is indisputable.

Yet we cannot but think the Company to which the boat belonged are highly censurable for encumbering her deck with so much freight and particularly with a material so inflammable as cotton. Doubly censurable are they in the present instance, as we know, that not three weeks since a fire broke out on board this same boat among the goods on deck, which was not extinguished without considerable loss. Not only is the danger of fire always great on board of a steamboat, with merchandise all around, and sparks falling among it, but the difficulty of getting to the spot which had ignited, becomes proportionally increased, and prevents its being extinguished when discovered, as it naturally will be before it has gained much headway. We will return to the consideration of this part of the subject on another day. We quit it now, as will the reader, with the most painful reflections on the appalling sacrifice of human life, and the bitter sorrow which has been brought home to many, by this most unhappy occurrence.

[From the N. Y. Morning Atlas.]

### LATEST PARTICULARS.

Arrival of Captain Comstock with five dead bodies—Statements of the survivors.

No event for many a day has excited such a thrilling interest in this city as the loss of the Lexington. The utmost excitement prevailed yesterday. The offices of the evening papers were besieged, and the contents of the journals anxiously perused by those who were anxious to find that some few other fellow creatures had been rescued; or perhaps by those who feared it might be possible that some acquaintance, friend or loved one, was added to the number of those who were swept into eternity.

We have collected the fullest facts for our readers, which we give.

It appears that soon after the flames broke out, Captain Childs ordered the boat to be run ashore. He was himself at the wheel with the pilot, Capt. Manchester, when Capt. Hillard who thought the boat could not be saved, went to see him. Capt. Childs shortly afterwards left the wheel to the pilot, went aft, and was seen by none of the survivors. The progress of the flames prevented his return to the wheel, if he were so disposed. Whether he perished by the flames, or was drowned, is and will be forever unknown.

The continued account of this unfortunate calamity is taken up from—

Captain Manchester, the pilot. He remained at the wheel until he was actually burnt out.

He descended, and got to the aft deck, where was Mr. Harnden of the Express line, Mr. Hoyt, baggage master, and two or three others. He succeeded in getting out the life boat; he lowered it into the water, and threw his jacket into it. Unfortunately at this time the painter gave way and the life boat was sucked under the wheel, thus depriving those who looked for safety in this boat of all hope. The flames now advanced rapidly to the aft part, and to prevent its progress, the pilot and others broke open some specie boxes and emptying them of the worthless dross, used the boxes as buckets to keep off the flames and prevent its progress. Finding this in vain, Captain Manchester, taking his clasp knife from his pocket, jumped overboard to a cotton bale he saw near the vessel. In endeavouring to get on it he found another man already sustaining himself by it. In his attempt to get on both went into the water. Captain Manchester rose and supported the man until he could get on. Then using his knife, he cut holes in the bale, by which he supported himself. Capt. Manchester's companion died in the course of the night. The pilot was picked up on the bale, as has been stated. He is now at Southport.

Captain Hillard was also picked up on a cotton bale.

Smith, a hand saved, says, that he jumped overboard at eight o'clock, and swam to a bale of cotton; after floating on which five hours and a half, he got back to the wreck and warmed himself by the fire, and then got on the part of the wreck from which he was taken off.

David Crawley, the fourth, and as far as known, the last survivor, was saved most miraculously. He was on the water for two days and two nights, on a bale of cotton. He floated ashore at half past seven, p. m., on the 16th at River Head. How human nature could hold out so long in such inclement weather, we are at a loss to conceive. On floating in, he walked three quarters of a mile to the house of Mr. Hutchinson, where every attention was paid him. His fingers and both feet were frozen as stiff as marble. His boots had to be cut off. He was without either coat or hat. He was the second mate of the Lexington, and lives at Providence.

The Steam Boat Statesman.—This vessel was despatched by the proprietors of the Lexington, to cruise around the Sound in search of bodies and trunks, returned to New York yesterday.

From a letter received from her commander, Captain Comstock, written on Friday night, it appears, that he picked up five bodies, thirty packages of baggage, and the life boat of the Lexington. One of the bodies is that of Stephen Waterbury, of the firm of Mead and Waterbury of this City; one of Philo Upson, South Egremont, Mass.; one a little boy, four or five years old, and two others, probably dead hands. It is not thought that, until the spring, or until the ice melts, many of the bodies, which have in all probability been drifted under it, will be found, the ice extends a considerable distance from the shore. Upon the body of Philo Upson was a life preserver, which could not preserve him from the withering cold.

Captain Comstock in his letter, says, "Captain William Terrell, master of the sloop Improvement, was, with his vessel, within four or five miles of the Lexington at the time she commenced burning, and thinks if he had immediately repaired to her assistance, he could have saved a great number of lives. The reason he gives for not doing so is, that he would have lost his tide over the bar, at the port to

which he was bound, and accordingly he pursued his inhuman course, leaving upwards of an hundred persons to die the worst of deaths. The circumstances of this unparalleled cruelty will hereafter be more clearly exposed, and I trust he will receive his merited deserts." We hope so too; and we now draw the black lines thus round the name of

### CAPTAIN WILLIAM TERRELL,

to show that, by his inhuman conduct, he has expunged himself from all sympathy with his fellow beings. There are no words—language is wanting—to express our abhorrence, detestation and horror of such a monster. He will go to the grave tracked by the curses of all those who have lost friends and relatives in the Lexington, and those who sympathize with them.

Captain Childs. This unfortunate man has gone forever. To him the loss of many lives must be attributed—among the rest his own. He erred in the belief that he could reach the shore with the steam boat. Had he stopped the vessel, and got out the boats, the majority, if not all, might have been saved. As it was, they were all swamped by the action of the wheel. The Life Boat, which was beaten under, shows its excellence. Even now, battered as it is, it is capable of holding many persons, who cannot sink in it by the mere action of the waves.

Captain Childs' conduct, however, is only a secondary point. The primary point—the primary cause of the destruction of so many lives, is with the company, as we have elsewhere stated, in employing a vessel eminently hazardous, as had been proved by previous fires that had occurred within it.

Three of the bodies brought to the city by Captain Comstock, were conveyed to the dead house, where they now lie. One is the body of a fine little boy, about three years of age, the others of two men apparelled as seamen, the one thirty, the other, who is greyheaded, about fifty years of age. The arms and face of the child are much scorched; its face is frightfully distorted with the agonies of its dreadful death. Its dress is a dark red merino frock and pantaloons, and mottled cotton socks—no shoes. It has, too, a green velvet round the upper part of its body, partly burnt, the faces of both seamen are also shockingly scorched, particularly that of the old man, whose left eye seems to have been burnt out; the eyebrows are literally charred. All the bodies are frozen stiff, and partially covered with ice.

The Coroner, Ira B. Wheeler, Esq., will hold an inquest on them this day.

We have heard that when the Lexington came last to the wharf in this city she was on fire, that several of the passengers smelt, and that some of the goods were damaged by fire, for which the company paid damages to prevent the circumstance being made known. If this is so, we hope the matter will come out on the inquest. If this is the fact it greatly enhances the culpability of the Company in suffering her to make another voyage.

In addition to the list of names already published, we regret to add that of Mr. Mason, of the Gloucester Hotel, and surveyor of that port. We understand that he has left a wife and six children.

CALAMITIES.—This week has been rife with calamities to the members of the dramatic profession. Finn was lost on board the ill-fated Lexington, Eberle perished in the same calamity; Mrs. Russell, formerly of the National Theatre is in a mad house at Baltimore. She was one of the persons found in the ruins of the Brunswick Theatre, London, when the iron roof of that building fell in and demolished the edifice. She was dug out. Her conduct has often been marked as strange and eccentric; and it is supposed she never got over the effects of the horrid fear she must have entertained at that awful moment of being buried alive. Baldock died on Friday morning of a bilious attack. He was a useful actor in very small parts, which he made prominent. He has left behind him a young widow and a child. With laudable promptness, the members of the profession have already got up a subscription for the widow and child, at the head of which we see the name of the manager of the Bowery.

### Provincial.

DESTRUCTIVE FIRE.—Last Tuesday night about 11 o'clock, the alarming cry of Fire resounded through our streets, and the glare of light that soon became visible indicated that it was an occurrence of no trifling nature. On approaching the scene of distress, it was found that some outbuildings in the rear of the dwelling house of Mr. Hutchinson and the Messrs. Kinnear, in Germain Street, were in flames, which soon communicated to the neighbouring buildings on the western side of Germain Street. The weather being cold and but little water at hand, it was impossible to arrest the progress of the devouring element until five valuable dwelling houses with several outbuildings and barns, and considerable quantities of fuel, were consumed. Lines having been formed to the steps at the foot of Germain Street, and also to those leading from Queen Street, a supply of water was thus obtained from the harbour—it providentially being flood tide at the time—and by the most strenuous and persevering exertions, the dwelling of John Kinnear, Esq., at the corner of Germain and Queen Streets, was preserved from destruction—as was the dwelling house owned by the estate of the late Mr. Stanott, and occupied by Mr. William Ewing and Mrs. Lawrence.

The dwelling houses of Francis A. Kinnear, Esq. and Harrison G. Kinnear, Esq., being contiguous to the buildings destroyed were in imminent danger, but by great exertions were saved without much injury. From the furious showers of fragments of ignited shingles and brands from the burning buildings, it was feared that several houses in the vicinity of the conflagration would share the same fate; the large house of Mr. Israel Lawson, corner of Germain and St. James' Streets, was in great danger, but was preserved from injury. The snow that had fallen last week and remained on the roofs of the exposed houses extinguished the burning embers, and materially contributed to preserve the buildings

from taking fire. Within three hours after the alarm of fire was given the following dwelling houses were reduced to ashes.

The house owned and occupied by the Hon. W. B. Kinnear. The house owned and occupied by W. Hutchinson Esq. The house owned and occupied by Mrs. Kelly. The house owned by Capt. George McLean, and occupied by Captain Hare, R. N. The house owned by Mr. Joseph Solis, and occupied by himself. Messrs. William Seely, Charles Robinson, and Mrs. Majoribanks. We learn that there was insurance on all the buildings except that owned by Mr. Solis, who has thus lost the fruits of many years' industry.

Major Brookes, Captain O'Halloran, and the other officers and men of the 69th Regiment, rendered very important services, as did the members of the Fire engine Companies, and the members of the different Fire Clubs rendered efficient aid, and also a large proportion of the citizens were present. But it is to be regretted that some persons appear to attend upon such occasions for the purpose of gratifying an idle curiosity, without striving to render that aid which circumstances require.

The destruction of property by fire calls loudly upon the members of this community to use every possible exertion for the extension, throughout the city, of the pipes and plugs of the St. John Water Company, for had a sufficient supply of water been obtained at the commencement of the fire, its progress would have been effectually checked and not a single dwelling been destroyed; as, when first discovered a few buckets of water would have prevented its ravages.—Gazette.

On Saturday, between one and two o'clock, while the workmen were absent at dinner, a room in the new house erecting by Mr. H. Matthew, in Saint James' street, was discovered to be on fire. By some means fire had communicated with the shavings lying about the floor, and the floor and plastering is considerably injured. Its timely discovery prevented very serious consequences to this and the neighbouring houses. The Engines were early in attendance; but the sound of an alarm bell was not heard.

We have been informed that the coal in the Steam Mill at the lower end of Prince William street, ignited on Sunday morning, which was fortunately discovered by the Miller.—Obs.

On Wednesday there was another alarm of fire, caused by the roof of Mr. Mercer's house, near St. Stephen's Church, taking fire, as is supposed, from a spark that had fallen from the chimney. The fire was fortunately discovered and extinguished before it had made much progress.

ROBBERIES.—On Tuesday night last the Auction Room of Mr. S. M. Chamberlain, in St. John street, was forcibly entered by a back window, and two watches and about 7s. 6d. in coppers, taken.

On Thursday night, the office of William McCannon, Esq. on Hendrick's Wharf, (Ward Street,) was broken into by forcing two locks on the back door, and two half eagles were taken. The thieves also broke through the partition between the stairway leading to Mr. McCannon's office and Mr. Ira Mosher's shop, whence they took a number of paper parcels containing in copper coin, fifteen shillings.

About eleven o'clock, on Sunday morning, the key of Mr. Gunnison's store, in the alley leading to the end of Tilton's Wharf, was missed from the door and supposed to have fallen through an aperture in the wharf; the lock was taken off and another key fitted, and the door locked about nine o'clock in the evening. On Friday morning, however, it was evident that the key must have been stolen by some person, as the door was found open, and the desks in the office forced and ransacked,—but a small sum in change was all the money the thieves obtained. The robbers, by breaking through a partition leading to Mr. Gunnison's office, made an entrance to Mr. Wm. Seammell's store, the desks and drawers of which they rummaged without finding any money.

Captain Caleff's chest, in the cabin of the brig Napoleon, lying at the South Market Wharf, was overhauled the same night by some of the gang who committed the above robberies; but as money appeared, from their neglect of valuable merchandise in the stores, to be the only commodity they were in search of, and as none was left in the chest, they were in this case, completely disappointed.

Yesterday, a lad named Macintosh, who, we are informed, had been tried before the Supreme Court on Monday last for stealing, but was cleared by the ingenuity of his Counsel, was arrested, charged with being concerned in these robberies and underwent examination. He has been committed for trial. The watches taken from Mr. Chamberlain's have, we learn, been recovered. We trust that he will now receive his deserts.

Such a number of daring burglaries call loudly for increased vigilance on the part of the City Watch, as well as on the authorities to add to or remodel that body if necessary.

[From the St. Andrews Standard.]

### NEW BRUNSWICK CHURCH SOCIETY.

At a meeting of the local committee of the above Society, held in all Saints Church on Wednesday, the 15th January 1840.—

The Rev. J. Alley D. D. in the chair. The meeting having been opened with prayer, and George D. Street, Esq. appointed Secretary, Dr. Alley addressed the meeting as follows:

### BRETHREN,

In my address of last year, I had the gratification of reporting to you the prosperous state of the church society generally, and of its local committee in this parish, and was pleased to find, that statement approved of by you, and followed up with a subscription highly creditable to us.

With respect to the operations of the church society since its annual meeting in February last, you have all been informed, by the reports placed in your hands, and I have no doubt, that viewing not only its utility, but intimate connection with the interests of our pure and apostolic church, and with the advancement of true religion, and piety, amongst us and our

children, you will consider its existence, as a matter of no small moment, and will be ready to unite your exertions with those of your brethren in the church, in promoting a cause at once so interesting and important.

When we view the widely extended field of labour from east to west, in which the visible society for the propagation of the gospel in foreign parts is now engaged, and the admirably christian spirit of sympathy exhibited throughout the whole of Great Britain, in the spiritual desolation of her brethren in all parts of the world; and when we hear of subscriptions daily, and almost hourly pouring in from all parts of our parent land, from the offering of the rich, to the widow's mite, yet still not means enough provided for the accomplishment of its designs, surely it behoves not to be slow in uniting in this work and labour of love commenced amongst us, and, from those worldly means, with which it has pleased God to bless us, cheerfully contributing, each, our respective share to provide for spiritual want, that the knowledge of God, and of his Christ, may be extended throughout every corner of our adopted country.

Let us then, think seriously upon this subject. Let us picture to ourselves the many families in our country, who, in the midst of the wilderness, and without the means at hand, of spiritual instruction, are born, grow up, and perhaps die, without hearing the sound of the blessed gospel of Christ, or hearing it perverted by the east of hypocrisy or the wild ravings of fanaticism. Let us conceive, generation after generation, dropping thus, into the grave, and whilst we are made acquainted with the misery of those, who might enjoy the same grounds of happiness with ourselves, let us be led to the serious and anxious consideration of what is our duty to do, that they may be blessed with the knowledge of saving truth—let us take care not to linger in the work, lest, while we do so, the glory of enlarging the kingdom of God amongst our countrymen be taken from us, and given to those, who will value it more—let us remember, that it is not enough for us to believe and love, but we must endeavour, that true faith, and earnest affection be extended to others;—let us increase our exertions, and enlarge our contributions, and press forward with increasing zeal in the prosecution the work now set before us.

Let me call upon you, my dear friends to hail with delight, this call for our efforts of piety and love—to be of one heart and one mind; and while you pray to God to assist you in your spiritual progress to be mindful, to stir up each his friend and neighbour; you will then find your prayers answered, the glory of your Redeemer manifested, and the work which has been undertaken in the name of the Lord brought to a happy consummation.

Finally, while we thank God, for the many blessings which he has given us richly to enjoy, let us give proof of this our gratitude, by imparting of the same largely and liberally, to those who need our aid, and who depend on the bounty of their wealthier brethren for that, which of all gifts is most truly valuable, the ministrations of the gospel of our Lord and Saviour Jesus Christ.

JEROME ALLEY, D. D. Rector.

The following resolutions were then severally put and unanimously adopted.

By William Garnett, Esquire, seconded by Doctor Gove.

RESOLVED, That the interests of the church and true religion, are intimately connected with the Church Society and that therefore its existence is a matter of the deepest importance to this Province.

Mr. Garnett accompanied this resolution with a donation of twenty shillings.

By James W. Chandler, Esq., seconded by Mr. Robert Walton.

RESOLVED, That it behoves every member of the Society, to assist the Rector in obtaining subscriptions and increasing public zeal in its favor.

By George D. Street, Esq., seconded by Mr. Peter Smith.

RESOLVED, That the thanks of this meeting are due to the Lord Bishop of this Diocese, for his unremitting exertions in England in favor of our Colonial Church.

By Peter Stubbs, Esq., seconded by Charles I. Briscoe, Esq.

RESOLVED, That this committee recommend to the General Meeting, that a liberal appropriation be made towards the rebuilding of the Church lately destroyed by fire at Grand Manan.

By Richard M. Anderson, Esq., seconded by Geo. F. Campbell, Esq.

RESOLVED, That this Committee recommend that a grant be made to the Sunday School of this Parish, and also a grant of books and tracts particularly of Prayer books and Testaments.

By Doctor Gove, seconded by Mr. John Jarvis.

RESOLVED, That the proceedings of this meeting be published, and the Editors of the Saint Andrews Standard, Saint John Chronicle, and the Royal Gazette, be requested to insert the same in their respective papers.

The Honorable Thomas Weyer and Richard M. Andrews, Esquire, were elected lay Delegates to the ensuing general meeting of the Society; and the usual thanks having been voted to the chairman, the committee adjourned.

GEO. D. STREET, SECRETARY.

### NOTICE.

THE ANNUAL SERMON on behalf The Frederick Auxiliary Bible Association, will be preached by the Rev. Frederick W. Miles, in St. Paul's Church, on Thursday evening next.—Service to commence at 8 o'clock. The usual collection will be made in aid of the Society's funds.

The friends of the Bible cause and the Public generally are respectfully requested to attend.

HENRY FISHER, Jr.

Frederickton, January 25, 1840.

BLANKS for sale at this Office. January 5, 1840.