

the violence of the storm, was obliged to come to anchor the same evening off Fisher's Island,—a part of her machinery having given out on Wednesday night—the steam box bursted shortly after she left New London, being wrenched apart by the heavy sea. She remained in this position, often dragging her anchors, until 4 o'clock Friday morning, when she parted her cables and went on the rocks on Fisher's Island. *In seven minutes after she struck she was a complete wreck.* Her Commander, Captain I. K. Dustan, with nearly Fifty Passengers, including Four Ladies, (all there were on board,) were lost. Those who were lost were either drowned or killed by being dashed against the rocks by the surf. Of those who are saved, many of course are bruised and otherwise injured, some of them quite seriously.

Twenty two bodies have been recovered, and carried to Norwich.

The wreck soon became complete, and every exertion was made to save the lives of the passengers and crew. Captain Dustan and several others got into a boat; others lowered themselves over the sides of the Steamer; and a general effort was made to reach the shore, in which many succeeded, while others were lost amid the fragments of the wreck, as they were dashed about in confusion by the violence of the storm.

The fires were all put out at daylight on Thursday, and from that time to the period of going ashore, the passengers and crew suffered from the intense cold. The only means of keeping warm was to wrap themselves in blankets, and walk briskly around the Stramer.

During the time, the passengers and attached to the boat, had been entirely without food, and for eighteen hours the passengers had on their life preservers. The terrors of the night previous to the final disaster were awful.

At 4½ P. M., on the 26th, Rev. Mr. Armstrong offered up prayers in presence of about 50 of the passengers. During that night an extra anchor was made from some bars about the boiler. The anchor held until the A. was within ten feet of the reef. There is nothing left of the boat but her machinery and wheels.

About noon on Thursday, the smoke pipes, which were very large and heavy, were ordered to be thrown overboard. This was done, the Captain assisting, and the Steamer was eased for a short time. There was less offered to the force of the wind.

The Steamer continued to drift, however, and everything looked terrible and hopeless.

The danger increased so rapidly that between two and three o'clock Captain Dustan ordered the decks to be cleared of all merchandise, of every thing that was in the way. Cases of boots, shoes, barrels of flour, stoves, &c., &c., including one package said to contain \$7,000 worth of plate, were thrown overboard. There were six to eight thousand dollars worth of lace on board belonging to one of the passengers, who had previously said that he would give the whole to any one who would put him safely ashore. This lace was afterward seen strewn along the beach.

Passengers Lost.—Dr. Haslin of the Navy, Lieut. Norton of the Army, a Clergyman named Armstrong, John Walton, Mrs. Jane Walton and her children, John, James, and Eleanor Jane, all one family from West Newburg, for Pennsylvania, (Robert Vine and Jacob Walton, of the same family saved.) Mary Jordon, Boston; Collamorn, Boston, Wm. B. Solace, Bidgeport, Vt.

Officers and Crew Lost.—Captain Dustan, of the Atlantic, John Gleason, Thomas Gebney, Michael Dougherty, Charles Ryley, John Macfarlan, Warren Smith, cook, Philip Mayhew, do., Mary Ann Hilton, Sarah Johnson, and Sarah Ruby, all of New York, chambermaids.

The Steamers Mohegan, New Haven, and Massachusetts, attempted at different times to render assistance to the Atlantic, while she was at anchor, but were unable to approach her,—One or two sailing vessels also made unsuccessful attempts to reach her.

When the wreck was last seen, an upright beam with the bell remained, and the wind was *tolling the bell.*

The Atlantic was built last year in New York, at a cost of one hundred and forty to one hundred and fifty thousand Dollars; and this was her first season of running. It is stated that she was insured for one hundred thousand dollars—but other reports say thirty thousand or forty five thousand dollars.

[From the Miramichi Gleaner.]

STORM AT SHEDIAC.—A correspondent at the above-named place, under date of November 25, communicates the following distressing intelligence respecting the ravages of the late storm in that quarter:—

We have never recollected to have heard or experienced such a continuation of moderate and pleasant weather, as has been witnessed this season up to the 22nd instant. On the 23rd, however, a sudden change took place, and it was evidently manifest that gloomy winter was about making its appearance in reality. During the last mentioned day, it blew a perfect hurricane from the N. E.; and as night approached, the tide arose to a tremendous and alarming height, impelled onwards by the terrific gale, and accompanied with snow. About midnight the wind shifted to the North, and blew if possible more violent and tempestuous. The morning of the 24th presented a sad picture of the effects of the storm: fences for miles in length, were laid prostrate, and were borne by the swollen surge to an extent in-land never before witnessed; several

dwelling houses in the vicinity of the Steam Mill, on the south side of the harbour, being entirely exposed to the fury of the elements, were abandoned by the occupants, as being completely insulated; chairs, tables, and other light articles were floating about in every direction; wharfs, platforms, &c., torn from their foundations; a large schooner partly laden with brick, was swept in nearly on the public highway; the Scodiac bridge materially injured, and rendered almost impassible; large hay stacks in numerous instances, changed ownerships, and every buoyant article within reach of the element, was driven up into the woods and marshes. Among the damages sustained by private property, we are sorry in having to recount one of a public nature, namely the destruction of the Shediack wharf, as the greater part of the abutments, stringers, top coverings, &c., have been totally swept away. The Packet Schooner Dolphin, which was moored alongside, was driven from her fastenings, towards the shore, and nearly parted asunder, and has become we fear a total loss; the Packet Schooner Oregon, was also severed from hers, and was driven up on the Scodiac marsh; we understand she has received no injury, but will require prompt exertion and attention to get her off again this season. The Schooner Sarah, Capt. Vigneau, from Picton to Cocaigne, with coals, was compelled to run in for shelter with loss of sails. We have just conversed with Mr. Ness, of Bedeque, P. E. Island, who arrived here on Tuesday, and he states that the Schooner Maria, of Pugwash, Pitt, Master, chartered by him and others for Miramichi, was forced through stress of weather, and when within 20 miles of their destination to stretch across the Bay in order if possible, to make the harbour of Shediack, and at last succeeded in running into Cocaigne. About 4 A. M. the Maria parted from her anchors, and as the last resource, and protection for their lives, were forced to let her run ashore where she now lies without a prospect or probability of getting her off. We understand that the cargo is safe and has received no injury. It is impossible for us yet to ascertain the extent of damages sustained by the late storm, but are very apprehensive that the whole line of coast from Escuminac to Canso, must have felt its fatal effects. The loss of our public wharf is much to be regretted, as being of the greatest convenience and utility to the shipping and merchantile departments, as well as a general accommodation to the travelling portion of the community. We hope that at the next meeting of the Legislature, ways and means will be devised and provided towards its re-creation. The outward block still remains and also a considerable portion of the inner landing. Since writing the above, we have been further informed that the Cocaigne bridge has also suffered in the late gale, and is now unsafe for travelling.

Brief,

At Woodstock, on the 28th ult., Jeremiah M. Connell, Esquire, in the 47th year of his age. He was a Justice of the Common Pleas for the County of Carleton, and a Representative in the late General Assembly, and was much esteemed as an upright, and useful man, and a sincere christian. He was a Member of the Wesleyan Methodist Church.

At Woodstock, on Wednesday night, 25th ult., after a long and tedious illness, which she endured with much patience and resignation to the Divine will, Isabel Gregg, eldest daughter of Mr. James Robertson, formerly of St. John, aged 20 years and one month.

STRAY CATTLE.

STRAYED into the premises of the Subscriber **TWO COWS**, one Red, and the other Black, marked White on the forehead; the owners may have the same by paying expenses.

H. J. HANSARD.

Kingsclear, 1st. Dec. 1846.

NOTICE.

ALL Persons having any legal demands against the Estate of Hugh Munro, Esquire, late of Somerset Vale, in the County of Gloucester, deceased, are requested to render their Accounts, duly attested, within three months from this date, to the undersigned Francis Ferguson, at his Office in Bathurst; and all Persons indebted to the said Estate, are requested to make immediate payment to the said Francis Ferguson. Dated the 16th day of October, 1846.—3m.

GEORGE A. MUNRO,
FRANCIS FERGUSON, } *Administrators.*
ROBERT GORDON,

LADIES' BENEVOLENT SOCIETY.

AS the period is approaching for the recommencement of the issues at the Infant School, contributions are solicited at the earliest period, to enable the necessary supplies for the Winter to be laid in.

The Register kept daily at the place of issue exhibits the name of the applicant relieved, the number of the applicant's family, the party recommending, and the amount of relief afforded, with such remarks as any particular case may call for; and is open for inspection.

Contributions of Clothing, Potatoes, Meal, &c. received at the Infant School; and of Money, by the Rev. Mr. Ketchum, Mr. Wolhaupter, Mr. Simpson, Mr. Reade, and Miss Fayerweather, and at Beek's Book Store, where Tickets may be procured.

Fredericton, October, 1846.

All Letters must be Post-paid.

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Wednesday, December 9, 1846.