

very shortly. These facts are significant of the future price of the article. We may add that we have this moment been informed by a gentleman from Cove, that as many as fourteen or fifteen maize laden vessels, have just arrived at Cove. The particulars we have not yet been able to ascertain.—*Cork Examiner*.

THE "GREAT BRITAIN."—We understand that Mr. Bremner, of Wick, civil engineer, at the request of the underwriters concerned in this monster steam ship, now stranded at Dundrum Bay, has visited and reported jointly with Mr. Alexander Bremner, of Liverpool, upon the present state and position of this vessel, together with the best means for the prevention of further damage, finally as to the practicability of taking her off—and we learn that the report of these gentlemen is to the effect, that this strong vessel has as yet received comparatively little injury; that means may be used for beaching the vessel, by keeping the stern to the sea, until next season, and that then it will be perfectly practicable to take her off the strand. At present the tide flows and ebbs regularly in this magnificent vessel, which sits nearly upright on the rock which forms the substratum of the beach at Dundrum Bay, and the officers and crew still quartered on board. To meet the exposed nature of the Bay, and the great length of the vessel, the Messrs. Bremner have proposed powerful tackling, whereby to beach the vessel in stormy weather, and a peculiarly original and ingenious construction of timber over the stern, resting at the top on the vessel, and on the rock at the bottom, and strongly braced diagonally with chain cables therefrom to the midships. This is intended to act at once as a break-water, a support to the overhanging stern, and as a means of keeping the vessel's end to the sea. With these means, which have been sanctioned by the board of directors, and are now being carried into execution on this iron mammoth the strong probability is, that the vessel will be preserved in her present precarious position, and be got off early next year by these gentlemen.—*Glasgow Constitutional*.

STEAMING TO THE CAPE OF GOOD HOPE.—We extract the following from a Cape Paper, relating to the passage of the *Inflexible* steamer from Plymouth to that station, without coaling, as she proceeded on a plan suggested by Commander Hoseason, of working his steam expensively, by which means he obtained a rate of progress of about eight miles an hour as long as his coal lasted, and made his voyage in fifty days. The *Inflexible* is a beautiful new steamer of 1,122 tons burden, and 378 nominal horse-power, constructed by Sir William Symonds, Surveyor of the Navy. She left Plymouth Sound at 9 o'clock on Sunday, the 9th of August. In consequence of the unfavourable intelligence received from this Colony by the *Mutine* brig of war, which lately left this port, the Foreign Office urged her instant departure, and a most unusual step was taken, the seamen being paid their advance on a Sunday, to enable her to sail on that day. The *Inflexible* is the first steamer that has ever sailed directly for the Cape without coaling anywhere. She has steamed a distance of 5,500 miles (sailing the remaining distance) on the small quantity of fuel originally taken on board when she was expected to join the Experimental Squadron of steamers, the whole being only 390 tons—her coal bunkers not even being filled, as she was started without her Commander having been afforded time to get the quantity of fuel on board which he deemed necessary, namely, eighty tons more, the want of which, it is estimated, has protracted the voyage ten days. Notwithstanding this drawback, the voyage has been completed in about the shortest time taken by a merchant steamer (coaling at several ports on the way) and considerably less time than any other man-of-war steamer has yet been able to accomplish it. She was obliged to steam without intermission across the line, and into the S. E. trade, before she could be placed under sail—steaming, without stopping her engines, 3,859 miles!

ARDS FISHING COMPANY.—A meeting of the landed proprietors and others was held in the Court House, Kirkcubbin, on Wednesday sen., for the purpose of taking into consideration the propriety of forming a Fishing Company. Colonel Ward was called to the Chair. It was agreed that a Company be formed for the purpose of working with great efficiency and success the various fisheries round the Ards, as well in Strangford Lough as in the open channel. Four deep-sea boats, fully rigged and equipped, are to be procured for the channel fisheries. Application is to be made to Government for the construction of suitable harbours, piers, quays, or landing slips, along the Ards coast, which is washed by the channel. The capital of the company is to be £5,000, to be raised in shares of £5 each, with a deposit of 2s. 6d. on each share, on application, and 7s. 6d. on their being allocated. A Committee of the noblemen and gentlemen was appointed to manage the affairs of the Company.—*Down Recorder*.

THE ELECTRIC-MAGNETIC TELEGRAPH.

We attended Mr. Johnston's Lecture last week and were extremely mortified to find that so little interest was felt in the subject. When the lecturer commenced, six persons only were present; and there were not more than twelve during the evening. To us, the apathy of the citizens of Montreal is unaccountable. A telegraph is now in course of construction from Toronto to New York, which it is expected, will be ready for use in January next. The merchants of Toronto will then have the opportunity of receiving intelligence from England respecting the state of the markets, &c., at least 48 hours earlier than those of Montreal. On the

other hand, by the outlay of a very moderate capital, (and in the States it is found to be a profitable investment,) Montreal might be put into direct communication with Halifax, in which case news from England would be communicated *within half an hour* from the arrival of the steamer. For instance, the *Caledonia* reached Halifax on the 18th instant, but the English Mail did not arrive at Montreal till the 23rd. And the telegraph been established, we should have received the news *five days sooner*. The advantages that would accrue from such an arrangement are so obvious, that no comment is necessary.

It would afford us great pleasure to explain to our readers the operation of the telegraph, but this cannot be done without the aid of diagrams. Let it suffice to state, that when the operator at one end of the line, say at Halifax, presses the key with his finger, the galvanic circuit is completed, and within a minute and a half the effect is perceived at Montreal, the other end. A metal lever, armed with a point, makes an impression on a slip of paper. If the operator's finger be immediately taken off, the impression is on a dot: but the paper being wound about a cylinder, which is set on motion by clock-work, if the finger be kept on the key, the point continues to indent the paper, and makes a dash thus, —. By the combination of dots and dashes an alphabet is formed; and the first letter of the Message, communicated by the operator at Halifax, would be impressed on the paper at Montreal, as before stated in the course of a minute and a half. A skillful operator will transmit a message as fast as an ordinary writer can commit it to paper.

The following is the Alphabet invented by Professor Morse, and used in the States:—

A	B	C	D	E	F	G	H	I	J	K
L	M	N	O	P	Q	R	S	T	U	V
W	X	Y	Z	&	1	2	3	4	5	6
7	8	9	0							

The *Caledonia* arrived at Halifax (we will suppose) at 10 A. M. Had the telegraph been established, a merchant at Montreal might have received a communication at half past ten. It might have been to the following effect:—

H	a	l	i	f	a	x	O	e	t	o	b
e	r	l	8	T	e	n	a	m.	T		
h	e	S	t	e	a	m	e	r	i	s	i
F	l	o	u	r	i	s	3	s	h	i	
l	l	i	n	g	s	p	e	r	b	a	
r	r	e	l	d	e	a	r	e	r		

We sincerely hope that the public spirit of Montreal will be roused, and that two Telegraph Lines will be formed at an early period—one for the States, and one for Halifax.—*Mont. Register*.

SEVERE GALES.—On the 19th ult., and two following days, the English, Irish, and French Coasts were swept by severe gales, which did much damage to the shipping. The storms are described as the most destructive to life and property that have been experienced for a considerable period. Many of the casualties were of the most appalling character. The American ship *Allan*, Captain Heighton, laden with cotton and other goods from New York, in beating up channel encountered the gale of the 20th, and was driven on the French coast between Etaples and Boulogne. Unfortunately, the captain and ten of his crew were washed overboard and drowned; the remainder, consisting of the mate and five seamen, preserved themselves by swimming ashore. Several colliers in the north channel are reported lost. On the Welsh coast great destruction of shipping took place. The losses off and on the Irish coast have been very serious.—Several of the Irish steamers had narrow escapes. They had, in some instances, to throw all of the cattle and pigs overboard, and the lives of the passengers were with difficulty saved. The barque *Jessie Torrance*, from Quebec was wrecked off the Irish coast, and ten of the crew perished.

Married.

In the City of St. John, on the 22d inst., by the Rev. Enoch Wood, General Superintendent of the Wesleyan Missions in the New Brunswick District, James Carson, Esquire, of Dublin, to Mrs. Clarinda Jane Thompson, of that City.

TOWN LOTS FOR SALE.

THE Property of the Honorable John S. Saunders, bounded by George, Charlotte, and Regent Streets, is offered for sale, in Building Lots.

Also several Lots in the neighbourhood of the Scottish Church, between George and Charlotte Streets.

A Plan will be exhibited at the Royal Gazette Office; and the conditions of sale will be stated on application to the Proprietor. Fredericton, 3d February, 1846.