

[From the Saint John Courier, November 28.]

**DESTRUCTIVE GALE.**—During Wednesday night and Thursday morning our City was visited by a most furious gale of wind, accompanied at intervals by rain and snow. On Wednesday evening snow began to fall, with a light breeze from the North East, but during the night the wind veered round to the South West, and, until ten o'clock on Thursday morning, continued to blow with more violence than has been known here for many years—not excepting even the dreadful gale on the 31st December, 1819, when the brig Mary and her crew were lost on Partridge Island.

We extract the annexed account of damage sustained, from the Chronicle of yesterday, with some slight additions.

Several vessels in harbor were much damaged: the ships *Gramplan* and *Liverpool* were driven from their fastenings at the Custom House Wharf, into other ships lying at Paddock's Wharf, but a raft of timber intervening prevented any serious damage to them: the new ship *Commerce* was also driven from her fastenings, but escaped damage from a like cause; but the fine new ship *Howard*, lately built for Mr. William Howard, merchant of this City, and lying in the stream ready for sea, did not so well survive the effects of the elements; she was driven at about six o'clock in the morning on the ledge of rocks off Rankin's Wharf, where, as the tide receded she fell over on her broadside, then righted again, and came off with the flood tide; being an excellent vessel, she is supposed not to be much injured. In consequence of the neap tides, she has not yet been placed in a position to ascertain the extent of damages, which, however, does not appear to be very great. A fishing schooner belonging to Mr. Kinney, was sunk off the end of the North Market Wharf, and many others more or less injured by being driven in contact.

In the City, a number of the beautiful trees in front of the residence of His Honor Chief Justice Chipman, were torn up by the roots, and fences without number were blown down; the roofs of some houses were uplifted, and in some very much exposed places the dwellings looked like complete wrecks, the glass in the windows being shivered like so much paper; a great many chimney tops were blown down—one chimney fell through the roof of a house in Prince William Street, and we are informed, came within a few inches of a bed where persons were sleeping. Scarcely any of our fine brick stores but what have the slates and leading more or less torn off, and the store windows were shut nearly all day, to preserve them being demolished by flying slates, or the violence of the wind. The flag-staff on Partridge Island is blown over, and a great deal of timber in the Harbour and above the Falls was blown adrift.

The Gale was doubtless felt very severely in the Bay, and the vessels on the coast must have suffered dreadfully. A letter received this morning from Saint Martins, gives the particulars of one disaster, and we fear we shall soon hear of others.

The schr. *Scotia*, Capt. Elias Bulyea, owned by Mr. George Marr, of Saint Martins, left Saint John for that place on Sunday afternoon last, with supplies for the Quaco Shipbuilding Establishment and the Saw Mills at Little Salmon River (a few miles further up.) She arrived safe at Quaco, delivered part of her cargo, and anchored in the bay with about £150 worth of goods and provisions on board, waiting an opportunity to start for Little Salmon River.

About 11 o'clock on Wednesday night the wind commenced blowing most violently, and before morning the schooner filled with water. About 11 A. M. on Thursday, a lad named Thomas M'Dade, or M'Wade, a passenger from Saint Martins, who was nearly, or perhaps quite dead at the time, was washed overboard. During the day the greatest anxiety prevailed to rescue the remaining sufferers, consisting of Capt. Bulyea, and Samuel Bulyea, and the Captain's mother-in-law, Mrs. Wright, a woman of about 70 years of age belonging to Nova Scotia. About one o'clock an attempt was made with a large boat, but she filled and was with difficulty got to shore. In three hours afterwards another attempt was made, and proved successful. The sufferers were almost exhausted when brought to land. The whole of the cargo, which belonged to Capt. Marr, is considered to be totally lost. The Schooner was still at anchor, and an attempt would be made yesterday to get her in. The sea was the heaviest that has been witnessed in that part of the bay for many years.

[From the London Spectator for October.]

The *Commercial Magazine* for the present month contains "a list of all the clergymen and Members of Parliament" who have subscribed to railway deeds during the past session. This list is a sequel to that of the solicitors and bankers in the last number of the work; and the classification of the professions in this way furnishes us with evidence of the extent of the railway mania, not so readily obtained from the Parliamentary list of railway subscribers. From the list in the *Commercial Magazine*, it appears that the number of clergymen who signed railway deeds was 257. Of these the greater number are for comparatively small amounts, of from £2,000 to £5,000; but some of the Rectors, &c., have gone into the speculation more extensively. Thus one is a subscriber for £26,000, one of £27,500, three of £20,000 and upwards, six of £15,000 and upwards, ten of £10,000 and upwards, 53 of from £5,000 to £9,000, and the remainder from £2,000 to £5,000. The members of Parliament are subscribers for much larger sums, and are 157 in number, being nearly one-fourth of the entire House of Commons! This list indicates clearly the strength of the railway interest in Parliament; and the sums subscribed for by indi-

vidual Members, are in many cases heavy. Thus we have one for £291,000, another for £250,000, another £178,000, another £153,000, another £144,000, with two for nearly £120,000, and many for from £20,000 to £80,000. The lists in the *Commercial Magazine* last month showed the strength of the railway interests amongst the solicitors and bankers; but the present indicates more clearly the powerful influence which has enabled the railways to progress to the extent they have done in Parliament.—*Times*.

A serious accident is reported at Lord Brougham's seat in Westmoreland. It occurred on Saturday evening; the sufferers are Mr. Walton, the artist, who was on a visit, and a daughter of Mr. William Brougham, the brother of Lord Brougham.

"It appears that the church singers were practising in Brougham Chapel, which is separated from the Hall by a deep cutting in the old London road, over which Lord Brougham caused an arch to be thrown for the convenience of the Hall. Mr. Walton took Miss Brougham (who is about seven years of age) in his arms, and left the Hall by the terrace-door, and was hastening to the chapel; but it being dark, and a light in the chapel windows, he missed the archway, and with the child in his arms fell headlong over the terrace into the road, about twenty five feet. The shriek of the child soon brought assistance out of the chapel; when it was thought that Mr. Walton's back was broken; his head was laid open for nearly three inches, and he was otherwise severely injured. On the arrival of Dr. Taylor from Penrith, however, it was found that the back bone was not broken. On Sunday morning, Mr. Walton still remained in a very precarious state. One of the child's jaw-bones is broken, and she is in other respects dreadfully injured; but hopes are entertained of her recovery.

Lord Brougham has left the Hall for his seat at Cannes.

Austria threatens her Polish provinces with two formidable measures—martial law, and a loan. The Imperial Government has not yet been able to quell the disorders which it evoked for the further crushing of the Polish race; it is obliged to recur to military coercion; and the province (both its landed gentry and its peasantry) will have to pay in taxes for the cost of its own coercion. Such are the fruits of "paternal government." Austria, no doubt, will have its loan, for the asking—and interest; and it will have to pay in cash for the disorder which it has fostered. Loans multiply in the money markets of Europe, and are rather at a discount just now. One of the best guarantees for national loans in the eyes of moneyed men, is good government; misrule has to be allowed for in the contract.

**CIRCASSIA.**—The Russians appear to have met with fresh reverses in Circassia. In order to insure success against Schamyl, Prince Woronzoff was some time since appointed to the command of the Russian forces. With a more numerous army than had ever been previously employed in this warfare, the Prince undertook an expedition to Darga, for the purpose of there establishing a Russian post. He reached Darga after an arduous march through a most difficult country with great loss, every pass being obstinately defended by the Circassians. Hitherto he had driven the enemy before him; but their turn now came, and the Prince was so hard pressed as to be forced to fight hand to hand in a *melee* with the barbarians. His retreat from Darga was a series of defeats. At Janyouchy, in Georgia, fighting like a common soldier, he barely escaped being taken prisoner; and his campaign terminated in a rout and flight. On the lowest computation, twenty thousand men of the Russian army must have fallen in battle during the campaign, after this action had taken place.

In subsequent operation, Schamyl is stated to have followed up his previous successes by taking the Russian fort Asahjetk. The report is, that Prince Woronzoff has been recalled, and sent Ambassador to Vienna. This appointment is viewed in the light of a disgrace, since the Prince thus loses his post as Governor of the Crimea and the Ukraine.

The Queen and Prince Albert are paying a round of visits to the country mansions of several noble friends.

They left Windsor Castle on Monday afternoon, and proceeded to Cashiobury, the residence of the Queen Dowager, where they passed three days in strict privacy. On Tuesday morning, the Royal pair inspected the gardens, orangery, and dairy; and in the afternoon drove over to visit the Earl and Countess of Clarendon, at the Grove, near Watford, and the Marquis of Abercorn, at Stanmore Priory.

Her Majesty and Prince Albert left Cashiobury on Thursday, for Hatfield House, the seat of the Earl of Salisbury. They proceeded by the picturesque but very circuitous route of the Reading and Hatfield road. The weather was bad, and few people turned out along the line; even St. Alban's failed to offer the usual greetings and evergreen arches; and it was not till the cortège reached the town of Hatfield that anything like a grand display was made. Four miles from Hatfield, the travellers were met by the Earl of Salisbury, the Duke of Wellington, and other noblemen and gentlemen, who formed an equestrian escort for the remainder of the journey. Hatfield House was reached at half-past four; to the great comfort at least of the party of Yeomanry, who by that time, according to the *Times*, had begun to exhibit some of that helter-skelter order of horsemanship for which they are remarkable after having ridden long at the rate of fifteen miles an hour.

The Duke of Wellington had a narrow escape. He had ridden on before the royal carriage; on their approaching the mansion, he