

to all appeals to his reason as to the fairness of the lot, and insisted that the youngest on board, a Welch boy named Hewey Rose, should forfeit his life. The Captain then requested them to take his life, but this they refused to do. He then crawled into the cabin, heartsick as well as sick in body, and threw himself into the berth. Whilst lying there, he saw the handle of an adze partially under water, and called the Welch boy from the deck, being too weak to move himself, who handed it to him. Feeling his strength somewhat revived, Capt. Smith took the weapon and followed the boy on deck. When they reached the deck, Brown approached the boy for the purpose of taking his life, but he had hardly touched the boy when he fell dead upon the deck by a blow from the adze in the hands of Captain Smith. The survivors proceeded to bleed the body, and with the blood quenched their thirst. They then cut the body into strips for the purpose of drying. On this they subsisted for three days, when it became spoiled, and they were again reduced to the last extremity of distress, when fortunately they were discovered and taken off, completely exhausted, by the brig Tampico, and transferred to the schooner Splendid, which arrived at Delaware Breakwater, Nov. 15.

The Memorial of John Young, L. H. Holton, John Glass, James Gilmour, George Elder, Junr., and others,
RESPECTFULLY SHEWETH,—

That your Memorialists are about giving notice of their intention to apply, at the next Session of the Legislature, for a charter to construct a Canal to connect the St. Lawrence with Lake Champlain, at or near Saint John's.

That this Canal will be of vital importance to the interests of the Province, the following being some of the advantages which may be confidently expected to result therefrom :

First—It will be the means of attracting to our waters the produce of Upper Canada and the Western States of America, which is now finding its way to New York, by the Erie Canal, and it would thus, by increasing the carrying trade on the St. Lawrence, add immensely to the revenue derived from our Provincial Canals.

Secondly—It would have a tendency to cheapen downward freight, which would enable fall and winter shipments of produce to be made by railroad from Burlington, and it would also be a favorite route for passengers from New York destined for the west.

Thirdly—It would open up the important and lucrative markets of New York and other eastern American towns, to the lumber merchant on the Ottawa, and thus powerfully assist in developing the resources of that rich but neglected region of the country.

That, in addition to these direct advantages, the negative results of this undertaking should render it a work of the greatest consequence in the estimation of Government, as the following consideration will show. A railroad has already been projected from Ogdensburgh to Burlington, the stock of which is all taken up, and the work on the eve of commencement. Should this railroad go into operation, the canals on the St. Lawrence, which have been built at such immense expense, will be rendered almost wholly unproductive, as the produce of the West will deflect from the St. Lawrence at Ogdensburgh, thus securing a separate mode of transit to its ultimate destination. On the other hand, should immediate steps be taken for the construction of the Canal, it is more than probable that the proposed railroad from Ogdensburgh to Burlington will be abandoned, as such a railroad would be unable to stand competition with a Canal constructed to admit a large class of vessels.

That your Memorialists would be willing to build the Canal, subject to the condition that it might be, at any time, assumed by the Government upon its paying cost, interest, and a bonus of ten per centum on the stock.

That the object of your Memorialists in thus respectfully addressing Your Excellency, is to beg you will be pleased to direct that the Board of Works will procure a full and complete survey to be made of the country, lying between the St. Lawrence and Lake Champlain, with a view to determine the best line for such a Canal; and in the event of your Memorialists obtaining from the Legislature the charter for which it is their intention to apply, they will engage to reimburse, if necessary, the expense attending the survey in question.

May it, therefore, please Your Excellency to take the prayer of your Memorialists into your early consideration, and to act in the premises as to your wisdom may seem fit.

And your Memorialists will ever pray.

(Signed) JOHN YOUNG, JOHN GLASS,
GEORGE ELDER, JUNR., L. H. HOLTON.
JAMES GILMOUR,

SIR,—With reference to the Memorial signed by yourself and others, praying that the Commissioners of Public Works may be directed to have a full and complete survey made of the country lying between the St. Lawrence and Lake Champlain, with a view to determine the best line for a Canal to connect the St. Lawrence with Lake Champlain, near St. John's, I have the honor, by command of the Governor General, to inform you that the Commissioners of Public Works have been instructed to cause the above survey to be made forthwith.

E. PARANT.

To John Young, Esquire, &c.

LACHINE RAILROAD.—The above Railroad is now finished; yesterday at 4, p. m., the locomotive and tender started from the terminus, at the head of Bonaventure Street, for a trial trip to Lachine, carrying as passengers the President, Contractors, and other Officers of the Company, who, we understand, expressed themselves much gratified with the result.—*Montreal Courier.*

From the Saint John Courier.

THE CIRCUIT COURT was opened in this City on Monday last, according to adjournment—His Honor Judge Parker presiding. Several of the causes which were expected to come on for trial, have been postponed in consequence of Counsel having challenged the array of the Jury, on the ground that a list of jurors had not been filed by the Sheriff in the Office of the Clerk of the Peace, as required by law, on or before the first day of May.

The trial of the man (M'Govern) who is at present in gaol, charged with having caused the death of the late James Briggs, will not take place until January, the witnesses having been bound over for appearance at the regular term of the Court, at that time.

CASUALTIES.—Mr. James Betts, master of the Schooner *Rival*, of Digby, was accidentally knocked overboard from his vessel and drowned in Digby Basin, a few days since, by the jibing of the main boom. The deceased was son of Mr. Hiram Betts, of this City, and was almost in sight of his home when the fatal catastrophe occurred. The schooner's boat was lowered with all speed, but he only remained above water about five minutes.

Elias Tupper, Esq. Barrister at Law, formerly a resident in St. John, was found drowned in one of the docks at Halifax last week. He left the store of an acquaintance a few evenings previous, and is supposed to have fallen off the wharf by accident the same night.

FROM THE UNITED STATES.—The Steamer *Admiral*, having been detained by the dense fog which prevailed for several days past, did not arrive until yesterday afternoon. She leaves again this afternoon, being her last trip for the season. She will be much missed, and we shall be anxious to see her resume her trips early in the spring.

The Mail last evening brought us papers one day later than those by the *Admiral*. There is nothing of importance from Mexico.

HEAVY FAILURE.—Boston papers of Saturday last announce that Horace Gray & Co., of that city, one of the oldest and largest iron firms in the country, had been obliged to stop payment, in consequence of the great stringency of the money market. They are stated to have had the control of nearly one-tenth of the whole iron interest of the country, and their pay roll amounted to over \$1000 a day.—The *Atlas* of Tuesday, states that they had made arrangements to resume payment, and that they would proceed with their business as usual.

HURRICANE IN THE WEST INDIES.—A letter, dated at Grenada, on the 25th October, and received in New York on the 17th inst., states that a severe gale of wind had been experienced in the West Indies on the 11th ultimo, which did great injury at Trinidad and Tobago. At the latter Island, particularly, it was very severe. About seven hundred houses are stated to have been destroyed. Nearly all the estates have lost their work houses, and about one third of the crop.

At Tobago three lives were lost, and damage done to the amount of £150,000.

CHURCH SOCIETY.—At a meeting of the Local Committee for Saint John, of the Diocesan Church Society, held on Wednesday evening last, at the Episcopal Sunday School Room, the Rev. the Rector in the Chair, Sub-Committees were appointed to collect Subscriptions and Donations in aid of the Society, for the present year; and it was Resolved, that the Collections and Subscription lists be handed in by the various Collectors to the Secretary of the Local Committee, by Saturday, the 18th of December next; and that the Annual Meeting of the Local Committee, comprising all the Subscribers to the Society's Funds, resident within this Parish, be held at the Episcopal Sunday School Room, in the rear of Trinity Church, on Wednesday evening, 22d December next, at half-past 6 P. M.—*Chronicle.*

PUBLIC NOTICE

IS hereby given, That Mr. John Cruikshank, of Kingston, in King's County, has been appointed by me Deputy Sheriff for the said County, in the place of John Witham, resigned.

LEBARON DRURY, SHERIFF.

Kingston, November 13, 1847.

Death.

At Saint John, on Thursday, after a short but severe illness, Jean Buchan, the beloved wife of the Rev. Ingham Sutcliffe, and eldest daughter of the late James Blaikie, Esquire, of Saint John's, Newfoundland, aged 31 years, leaving four children and a disconsolate husband to mourn their loss. Her end was peace.

On Tuesday morning, after a short and severe illness, Mr. Samuel M. Chamberlain, formerly of Halifax, N. S., in the 51st year of his age, much and deservedly regretted.

All Letters must be Post-paid.

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Wednesday, December 1, 1847.