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REPORT ON SABLE ISLAND, IN THE ATLANTIC OCEAN.

BY CAPT. H. W. BAYFIELD, R. N.

(Concluded from our last.)

The north-east bar extends fourteen miles out from the Grassy Sand-hills to the depth of 10 fathoms. Its direction is N. E. b. E. ½ E. for the first seven miles, beyond which it curves gradually till it terminates to E.S.E.

The dry part of nearly four miles is succeeded by eight or nine miles of breakers when there is any sea running. I have considered this bar as ending at the depth of from 10 to 13 fathoms, and often a heavy breaking sea, ten miles further to E. S. E., and then ends abruptly; the soundings increasing to 170 fathoms, in a distance of three miles further in the same direction.

Both bars are extremely steep, and consequently dangerous of approach on the north side; the north-east bar, especially so, having 30 fathoms of water close to it. To the southward, on the contrary, the water deepens gradually out for so many miles, that it would seem almost impossible for any vessel, using common precaution, to run on shore on that side, either of the island or its bars. Yet by far the greater number of shipwrecks have taken place there, affording a sad proof of the culpable neglect of the sounding lead, so common in the mercantile marine. Some of these vessels came on shore in fine, although foggy weather, after running for many miles in shallow water, when one cast of the lead would have shown them their danger, and in many cases saved both life and property.

In most cases the vessels were thought to be far to the eastward of the island, when they ran on shore upon it; having been set to the westward by the currents. That this alleged cause is the true one there seems little reason to doubt. for the general tendency of the currents, between Newfoundland and Sable Island is to the westward, although they are greatly modified by the various banks over and between which they flow; and are also rendered incontant and irregular both in strength and direction by winds present and at a distance. These currents are, first, the great currents along the coast of Newfoundland, which is deflected to the westward by the Great Bank, and secondly, the current out of the Gulf of St. Lawrence composed not only of the stream of the river St. Lawrence, but also of the branch of the northern current which is so generally found entering the Gulf through the Strait of Belleisle.

I have already mentioned the set of the tidal streams over the bars; they too are doubtless much influenced by winds. It was dificult on account of the surf to ascertain the exact time of high water on the full and change days, but it was seven hours and a half nearly, and the rise not exceeding four feet. This was on the north side of the island. I am inclined to think, that it is high water somewhat earlier on the south side, as has been alleged, and that portions of the flood tide wave after passing round the bars, converge and meet on the north side, making high water there perhaps an hour or more later; but I am not aware that any precise or sufficient observations have ever been made to ascertain this. It is said by the people of the island, that all floating things which have been lost overboard anywhere in the vicinity of the island, are sure to be found on it sooner or later. This would lead us to suppose a prevailing circular motion in the currents or tidal streams, to which the arrangement of the island, its bars and the middle ground to the north of it, in their peculiar shape, may in whole or in part be due.

Sable Island, seen from the north, at a distance of nine or ten miles, presents the appearance of a long range of sand-hills, some of which are very white. From the south, the range of white sand appears more continuous, and very low towards the west end. On a near approach, many of the sand-hills are seen to be denuded by the waves, so as to form steep cliffs next to the sea. In other parts they are covered with grass and defended by a broad beach, which however cannot be reached without passing over ridges of sand, covered with only a few feet of water, and parallel to the shore, at distances not exceeding one third of a mile; these form heavy breakers, dangerous to pass in boats when there is any sea running. The landing is, in general, impracticable on the south side, excepting after several days of northerly wind. On the north side boats can land only in southerly winds, and after some continuance of fine weather; but there are surf-boats, at the establishment, which can land dry, when a common boat would swamp instantly. These surf-boats have been found very useful in saving people and property from wrecks, but being flat-bottomed, they run some risk of being blown off to sea, in the event of a sudden and violent increase of wind occurring whilst so employed.

A life-boat, therefore, that could sail as well as row, is much wanted at the principal establishment; and seems indispensable to its complete efficiency. In calm nights succeeding bad weather, the roar of the surf, on the island and its bars, can often be heard from distances of many miles.

Off the north side of the island, excepting near the east end where the deep water approaches too near the shore, the anchorage is good between the depths of 5 and 10 fathoms, and the distances of one and two miles from the shore.

The bottom is of fine sand that holds well; but the sea is so heavy, excepting with off-shore winds, that a vessel should weigh instantly on the first appearance of a wind from the sea. Great caution should be used in approaching from the northward at night or in thick weather, unless certain of the vessel's position, because the east end of the island and the north-east bar are very steep on that side, although the soundings afford sufficient warning further to the westward.

The south side of the island may be safely approached by the lead, excepting near the bars where it becomes shoal and dangerous, without a commanding breeze, on account of the strong and uncertain tides and currents. Vessels seldom anchor off the south side because of the prevailing southerly swell, and the consequent difficulty of landing.

The island is almost entirely composed of white sand, resembling very fine Muscovado sugar in appearance, coarser than the soundings about it; but nevertheless, easily moved by the winds which cause it to drift like snow, and have been observed to form and to remove large sand-hills in a very few years. A few very small and rounded quartz pebbles, and also titaniferous iron sand, forming; there are no large stones, unless it may be a few derived from the ballast of wrecked vessels.

There is no appearance whatever of the island being based on rock. There are no rocky soundings any where near it; it appears to be simply the summit of the 'Sable Island Bank,' arranged in its existing form by the action of the winds and waves.

In the absence of any thing deserving the name of soil, the amount and variety of the vegetation on this gigantic sand bar is extraordinary. Besides two kinds of grass, there are wild peas, and other plants, affording subsistence to 400 or 500 wild horses, and innumerable rabbits, besides the domestic cattle of the establishment.

There are strawberries, blue-berries, pigeon-berries. The latter are so abundant, and of such fine quality, that they have recently been proposed as an article of export, the proceeds of which might be applied to aid in the support of the establishment.

There are also many flowers and shrubs on the island, but no trees, and not even a bush large enough to afford shelter of any kind. Fuel is supplied by drift wood, mostly the produce of wrecks. Fresh water can be had almost every where, by digging a few feet into the sand.

The fisheries around Sable Island are exceedingly valuable, but the danger of remaining near the island, and its formidable bars, has hitherto restricted the number of vessels engaged in them to a few schooners. Codfish, haddock, and mackerel are abundant in their seasons, the latter in such astonishing numbers, that the sea appears crowded with them at times, as far as the eye can reach along the shores of the island. Although the surf is in general too heavy for the use of the seine, there must often be smooth times when the mackerel might be taken by it to the amount of hundreds of barrels at a haul.

Seals still frequent the island in considerable numbers, but the walrus is now seldom if ever seen. There are eels, flat-fish, &c., in the pond, together with most of the shell-fish found in the neighbouring coast of Nova Scotia.

We had no time to collect specimens, but we observed, several species of Mya, Mactra, Solen, Mytilus, Pecten, Cardium, Natica, Buccinum, Purpura, &c. The mactræ were much larger than usually met with on the main land, indicating perhaps an approach to a milder climate and warmer sea.

Of the feathered tribe, besides great numbers of gulls, divers, and other sea-fowl, there are geese, various species of ducks and plover in their season. Many of these lay their eggs on the island in spring and early summer. From this brief account of the natural productions of the island and surrounding sea, it will appear a far less desolate place of residence than might otherwise be supposed.

It is said to be very healthy, and those that have resided on it for years speak of it in high terms of praise:—notwithstanding the fact, that a single autumnal or winter gale has borne large portions of it into the sea more than once, and that the thundering roar of the surf, shaking the island to its centre, seems to threaten a recurrence of a similar destruction during every violent storm. These things have no terrors for them, and even the more immediate and real danger of their occasional occupation, in saving life and property from wrecks, may have a secret charm for adventurous spirits that may add to their preference.

The climate of Sable Island appears to be greatly influenced by its proximity to the Gulf Stream, which is distant from it only about seventy miles to the southward. Winds from that direction almost immediately dissolve the snow which had previously fallen; causing, with the alternating northerly winds, a wider range and yet a higher mean temperature then occurs on the neighbouring continent during the winter months. The southerly winds coming thus from a warm to a comparatively cold sea, are compelled to part with a portion of their moisture, and hence are almost always accompanied with a dense fog.

These winds greatly prevail during the summer months, the south-west especially, and the sand of the island thus copiously charged with moisture, and heated at the same time by a powerful sun, is enabled to support an amount and variety of vegetation, not usually found in such situations.

The barometer seldom or never rises with these winds, and when it falls with them rapidly and extensively, rain and wind, and if it be after the middle of August, a heavy gale may be expected.

Winds from between the north and east prevail most during spring and early summer. They are sometimes, and especially when from near the north, accompanied by the fine weather that usually attends the rising barometer; but at other times, and almost always in autumn and winter, the easterly winds bring bad weather accompanied by a falling barometer.

Some of the heaviest gales in these seas, have been from this quarter, and they are usually followed, almost immediately after the barometer has reached its lowest point of depression, by an equally strong gale from between the north and west, and which is always accompanied by clear weather and a rising barometer.

Easterly as well as southerly winds are foggy. The latter become less predominant as the summer advances, when westerly winds and clear weather become proportionately of less rare occurrence.

It is the fogs, even more than the irregular tides and currents, that render this island so dangerous: they frequently last many days and night in succession with the prevalent easterly and southerly winds of early summer; and even as late as the beginning of August, when we were about the island, only six days out of nineteen were entirely free from fogs. Winds between the north and west are, in general, frequent in autumn and winter. They almost always bring fine clear weather, with a rising barometer; but they are often of great strength and in winter are accompanied with intense frost.

The position of the island, directly in the track of the violent, and said to be circular, storms, that so frequently pass along the American coast from the Gulf of Mexico, would give to a meteorological register, if faithfully kept, a far more than ordinary interest; and would also be of essential service in warning the people of the Island when employed about wrecks, as well as the vessels incommunication with them, of the approach of danger. A good barometer or aneroid, and a thermometer, should be supplied to the establishment, and a meteorological journal should be kept by the superintendent.

The establishment on Sable Island is at present under the command of Mr. McKenna, the superintendent; who has under him a foreman or second in command, Mr. Jackson, and nine men; two of whom, with their families, occupy outposts at the middle and east flag-staffs.

The principal establishment, consisting of a comfortable house for the superintendent and his family, buildings for the men, and the occasional accommodation of shipwrecked persons, for storing provisions, and property saved from wrecks, a forge, workshop, barn and stabling for domestic cattle, &c., is situated on the north-side of the island, between the pond and the sand-hills, on one of which stands the flagstaff. The distance of the principal flag-staff from the west extreme of the Grassy Sand-hills at the time of our survey, was 4,215 fathoms, and I state it here for reference hereafter, whenever it may be wished to ascertain the waste of the island in any given number of years. This flag-staff is strongly and substantially constructed on a sand-hill forty feet high; and the crow's-nest, or look-out at it summit, is 100 feet above the sea; commanding a fine view for many miles along the island, and over the surrounding ocean. It is in contemplation by the colony to show a light from this flag-staff, for the benefit especially of the Colonial Government vessel that visits the island periodically with supplies; and the schooners employed in the removal of persons and property saved from wrecks; in the exportation of wild horses, and in the mackerel and other fisheries around the island.

The east flag-staff conspicuously placed on a sand-hill close to the north shore of the island, is distant 2280 fathoms from the east extreme of the Grassy Sand-hills. Its position, if retained, will serve to indicate any change, that may hereafter take place, either by addition or subtraction, from this end of the island.

The middle flag-staff is situated further inland, and nearer the east end of the pond. It is intended to remove this outpost to a more advantageous position on the south side of the island, where there is a house. about half-way along the pond, and where it will be better situated to observe and reports wrecks, as well as to render prompt assistance.

The want of a post on the south side has been felt at times, when the pond has been rendered impassable by unsafe ice, and when many hours were unavoidably lost, in going round the pond, before assistance could be given to vessels that had come on shore.

Besides the houses at the three flag-staffs there is an unoccupied house of refuge on the north side, which was distant, in August last, 320 fathoms from the west extreme of the Grassy Sand-hills.

No wreck can take place on the island at a greater distance than six miles from some one of the posts; and in the event of one occurring, the outpost reports by signal to the superintendent at the principal establishment.

Wrecks on the bars are of course far more dangerous to life than those that take place on the island; and it is important in such cases to know on which bar the vessel is, and the consequent direction in which to seek for safety on the island. This information, when the island is obscured by fog, or the darkness of night, must be sought by observing the direction of the line of breakers, which, on the north-east bar is between N. E. b. E. and E. mag., until near its outer extremity; whist on the north-west bar it is N. W. ½ N.

The establishment is supported by an annual grant from the legislature of Nova Scotia, to which the Imperial Government adds an equal sum; also by a salvage upon the sale of wrecked vessels and their cargoes; and by the occasional sale of wild horses. The number of these animals, at present on the island, is estimated at about 400, divided into several gangs, each under the leadership and controul of a powerful male, who admits of no interference with his charge.

It is the opinion of the distinguished Colonial Secretary of Nova Scotia, the Hon. Joseph Howe, that much may be done to render the establishment in a greater degree self-supporting, by improving the breed of wild horses, by a dairy-farm, including the rearing of cattle to a limited extent, by prosecuting the mackerel fishery in its season, by seines or lines as opportunity offered, and by the sale of cranberries, which are said to be in great demand in the United States.

In connexion with the establishment, it may not be out of place to point out one important want, which seems to have been hitherto only imperfectly supplied. I allude to some provision for the religious and intellectual instruction of those, who, from having been cast on ashore at the commencement of winter, may be unavoidably detained through several of the most dreary months of the year, before they can be removed from the island.

Being without sufficient occupation to fill up their time, the opportunity would be favourable for acquiring information, and the best means of conveying it, unnder the circumstances, would be to furnish the establishment with a library, selected with the view of combining amusement with instruction; and especially with the hope of leading the thoughtless, but often generous-hearted seaman to recognise his obligation to that infinitely Great Being who having recently saved him from an unprepared-for temporal death, mercifully invites him to be saved from death eternal! The regular assembling of the people of the establishment and their families, together with any others that may be on the island, for public worship on Sundays, will also greatly tend to the same desirable end, and it appears to be a paramount duty under the circumstances.

I cannot better close this account of Sable Island, than by discharging the pleasing duty of bearing testimony to the order and efficient condition of the establishment under the command of Mr. McKenna, the intelligent superintendent, from whom we received every information, assistance, and kind attention which it was in his power to render us, during our visit to the island, for the purpose of surveying it, and verifying its position last summer.

Miscellaneous.

DISCOVERIES IN AFRICA.

A large portion of the vast peninsula of Africa is an unknown region. Notwithstanding the repeated efforts of such travellers as Bruce, Park, Denham, Clapperton, Ledyard and Lander, the interior of the country has been in a great measure a sealed book to the European discoverer. A glance at the latest map yet published of the country designated as Ethiopia, extending from the Montains of the Moon to the tropic of Capricorn, will present to the eye an almost dead blank; and whatever is inserted is made up more from the uncertain accounts obtained from the natives, than from any well-authenticated and reliable sources. Many important discoveries, however, have very recently been made in that benighted portion of the globe, and preparations are on foot to push discovery throughout the continent, both of North and South, the results of which will be of vast importance to the researches of physical science. A late English paper says:—

"A map of that country is about to be published, comprising the whole region from the equator to 19° of south latitude. In this the recent discoveries will be laid down, we shall see Mr. Galton's route of 1600 miles, from Walfish Bay to Odonga, near a large river named the Nourse, and to the country of the Ovampo, described as an intelligent tribe of natives. We shall find, also, that the snow-peaked mountains seen by the German missionaries, and considered to be the source of the White Nile, are not more than about 300 miles distant from the eastern coast; and it is said that no more promising enterprise could be undertaken than an attempt to ascend and explore them, starting from Mombas. Barth, and Overweg were at the eastern end of Lake Tchad when last heard from; and we are told, that the slave-traders, finding their occupation decreasing on the western coast, have lately, for the first time, penetrated to the interior, and tempted many of the natives to sell their children for showy European goods. Lieutenant Macleod, of the Royal Navy, proposes to ascend the Niger in a steam-launch, and when up the country, to cross over to, and descend the Gambia, with a view to discover new sources of trade; and Mr. Macgregor Laird is still ready to carry a vessel up any river of the western coast to which government may please to send him. Besides the travellers mentioned, there are others pushing their way in different parts of the south; and the French are not idle in the north—they have added to our information concerning Abyssinia, and the countries bordering on the Great Desert. But in addition to African geology, a vast portion of the interior is supposed to have been an inland sea, of which Ngami and other lakes are the remains; fossil bones of most peculiar character have been found, but only, of terrestial and fresh water animals. A name is already given to a creature of a remote secondary period; Professor Owen, from the examination of a few relics, pronounces it to be a *Dicynodon*. According to Sir R. Rurchison, such have been the main features of Africa during countless ages; 'for the old rocks which form her outer fringe, unquestionably circled round an interior marshy or lucustrine country, in which the dicynodon flourished at a time when not a single animal was similar to any living thing which now inhabits the surface of our globe, The present central and meridian zone of waters, whether lakes, rives or marshes, extending from Lake Tchad to Lake Ngámi, on their banks, are, therefore, but the great modern, residual, geographical phenomena of those of a mesozoic age.'"

THE RAILROAD ACROSS THE ISTHMUS OF SUEZ.

The railway works have been greatly advanced within the last few weeks, and eight thousand men are now emplyed in throwing up the embankments along the shores of Lake Mareotis, the coast line which it traverses for twelve miles, or nearly its entire length. The foundation has proved more secure than was expected, and it is probable from the exertions that are being made, that by the end of 1853 trains will be passing with passengers and merchandise between the Mediterranean at Alexandria, and the Nile at Kafi-Lais. This surmounts, at all events, the grand difficulty in the transit—the navigation of the canal. By the 1st of January 1854, there seem just grounds for hoping that the communication will have reached the capital; and if the Viceroy is prosperous and supported, it is highly probable he will order its continuance to the Red Sea at Suez. There has been great difficulty experienced lately in reaching the terminus recommended by Mr. Stephenson, as the line crosses some trifling property of Europeans, and they are taking advantage of the necessity to demand the most exorbitant values. In fact, so much disgusted is the Pacha at their rapacity, that he threatens to cut off that portion altogether, and connect it with the granaries and shunahs by a circuitous tramroad. It is very sad that the first check in the introduction of this first European work is to be received at the hands of those who may, for some time time at least, be the largest gainers from its advantages. M. A. Borthwick, the superintending engineer of the works, is very indefatigable in his exertions to further the completion of them; and he is fortunate in having for his assistants a staff of spirited and energetic men. The contractor for the bridges and culverts is soon expected out from England, and we hope his portions of the work will be advanced with equal energy and success.

THE CHOLERA.

The intelligence received on Monday regarding the progress of this dreadful scourge is not of a nature to quiet our apprehensions, or justify any supineness on the part of the sanitary authorities. Accounts just received from Hamburgh, state that a couple of cases of cholera had occurred on board an English schooner in Elsineur, which arrived on the 30th ult. from Dantzic. The master and one of the crew died on the voyage, and had been cast overboard. The remainder of the crew were healthy.

The accounts of the cholera from Posen still continue alarming—from the first, 97 persons were attacked, of whom 50 died; in Jerocin, in a population of 2,130, the number of deaths to the 30th ult. were 210. During the past month it had been impossible to collect the taxes; and there were no means of furnishing attendance for the sick or to bury the dead. The disease had appeared in Schrimm and Namslau (in Silesia); where it already existed, as in the Grand Duchy of Posen, no decrease likely to be permanent can be reported.

In Warsaw, on the 29th, there were 79 new cases, of which 36 were fatal; 513 still remained under treatment. Two of the most distinguished names in Polish literature had fallen victims to the disease, Adrian Krzyzanowski and Felix Beaktowski, both Professors in the University of Warsaw. Since the appearance of the epidemic, it was supposed that more than 5000 had died in the hospitals. To convey the dead to the burial grounds, every kind of vehicle was put in requisition—carts, wagons and britzskas. Parties of sappers were ordered to the Powonzker churchyard and the Jewish burial ground to dig the graves. The pest has raged with peculiar severity among the Jews. In their burial place, says one account, it was frightful to see the number of new-made graves. In the night between the 21st and 22d ult. alone, 162 corpses were buried; in those two days together, 350 died. As on the Sabbath no Jewish burial can take place, all were deferred till the night; but on the Sunday morning 60 bodies still remained unburied, and more were constantly being brought to the ground. The help of the military was therefore called in, and the interments were compelled to be made without ceremony. The Jewish population exclaimed against this profanation of their religion, and to prevent it, men of all ranks volunteered for the labour. They said that, since the earliest ages, each corpse had been washed and buried in a separate grave, and that they would not allow the ceremony to be omitted, or that all the corpses should be thrown into a common trench. By the voluntary aid thus afforded by people of all conditions, without distinctions of rank or wealth, the required forms were observed, and the Jews state, that all of their faith have had a separate grave. In 15 days, 1662 Jews were swept away by the disease. Private accounts state, that the deaths have exceeded the number stated in the official report.—*Globe.*

RAILROADS IN CANADA.—The railroad mania has fairly set in here, and Mr. Jackson, a large railway contractor, is expected here to-morrow from New Brunswick, to complete the agreement for constructing the line from Montreal to Kingston, the company having surrendered its charter to the government. He has, it appears from the papers, entered into an agreement with the government of that province to complete the railroad from the province boundary to that of Nova Scotia, and which will extend to Miramichi. A bill is before the Canadian Legislature for establishing a railway between Point Levi, opposite Quebec, to the River de Loup below, a distance of one hundred and twenty miles, and which will constitute part of the main line to Halifax, or it may cross New Brunswick, and connect with the line in that province already alluded to, and in that direction extend to *Halifax*.

Mr. Jackson has also commenced a line from Quebec to Richmond, about eighty-five miles, where it will intersect the Montreal and Portland railroad; and Mr. Baring is expected from Boston, who doubtless intends to vest capital in this province. The establishment of these railroads, and the advent of English capitalists, will be productive of consequences of which the primitive inhabitants of Lower Canada can have no idea. Already has Mr. Jackson given notice, that parties will be paid in cash, and that no person in his employ will be permitted to furnish or sell supplies. The effect will be to overturn the truck system, which prevails extensively in this province, and which is a universal accompaniment of lumbering, and to reduce the price of imported goods, which here are extravagantly dear, while the laborer will receive a *bona fide* price for his work.—[*Quebec Correspondence, New York Herald, Oct.* 1.

CANADA.—The Quebec papers report the number of passengers this season, up to the 30th September, as follows:—Cabin, 386, steerage, 27,253, being an increase over last year of 860.

MORTALITY OF NEW YORK.—An aggregate mortality table for the four weeks from the 28th of August up to Saturday, September 25th, shews that a total of eighteen hundred and fifty-seven persons died in the city during the month. A classification according to sexes, gives four hundred and six men, three hundred and fifty-six women, five hundred and fifty-nine boys, and five hundred and thirty-three girls. The infant mortality was so great that, of the gross number, four hundred and sixty-three were under one year of age, and, including these, as many as one thousand and forty-three had not attained the age of ten. The remaining eight hundred and fourteen died at the various periods of life ranging from over ten up to eighty years. The adult deaths taken alone, would present the sanitary state of car city in a favourable aspect. The vitiated air, consequent upon crowded lodging apartments, improper and unwholesome diet, particularly milk, and perhaps, an inattention to out-door exercise, for the children, upon the part of the parents, has added fearfully to the number of deaths amongst this class. This is proved by the class of diseases, by which they were carried off. One hundred and forty-four died of marasmus, one hundred and seventy-five of cholera infantum, forty-eight of water on the brain, and one hundred and twenty-seven from convulsions. Eighty-nine children died of small pox, measles, whooping cough or during the time of teething. The deaths of fifty-five adults are recorded as occurring from simple cholera, one hundred and thirty-one from diarrhœa, one hundred and twenty-two from cholera morbus, and one hundred and sixty from consumption. Simple continued fever took away thirteen people, and the varieties of that disease—bilious, typhus, scarlet, and puerperal—had seventy-six victims. Dysentry—mostly chronic—terminated the life of one hundred and seventy persons, and twenty-nine died from general debility. One hundred and eighty-four grown persons died from inflammations, existing in the great cavities of the head, chest, and abdomen. The remainder of the deaths happened from uncertain or variable diseases, such as bleeding, mortification, malformation, or gout, or resulted from the external causes of suicide, fractures, drowning, intemperance, &c.—*Herald.*

IRISH AND GERMAN EMIGRATION.—It appears by the tables published by the Commissioners of Immigration at New York, that a remarkable change has taken place during the last few months in the character of the emigration to this country. In former years, Irish immigration always exceeded that of all other countries put together, and was more than double that of the German. In the year 1851, the whole amount of immigration to New York was 289,601; the number from Ireland was 163,256, and from Germany 69,883, thus showing that the Irish more than doubled the German immigration, and was considerably greater than the aggregate of all countries, including Germany. For the present year, up to the 22d of this month, the immigration has been as follows: Total 226,976, Ireland 88,664, Germany 92,696.—*Boston Transcript.*

A telegraphic despatch, dated New Orleans, Oct. 15, gives the particulars of a disastrous gale which has swept along the coast, doing great damage to both inward and outward bound vessels.

ENGLAND.

We regret to have to announce the death of Miss Augusta Charlotte Baillie, eldest daughter of Kerr Baillie Hamilton, Esq., the newly-appointed Governor of Newfounndland. Miss Hamilton, we believe, had recently returned to England for the benefit of her health, from Grenada, of which island her father was lieutenant-governor; but the best medical skill of the metropolis, assisted by the devotion of attached and affectionate relations, was insufficient to arrest the rapid progress of that fatal malady, consumption. Governor Hamilton arrived in England only just in time to see his beautiful and accomplished daughter alive, for she departed this life on the 8th inst., the very day on which Mr. Hamilton's able and faithful services in the West Indies were rewarded by the publication in the 'Gazette' of his promotion to one of the most important colonial offices under the crown—the Governorship of Newfoundland.

PORTSMOUTH, Oct. 4.—By the death of Rear-Admiral of the Red, William Fisher, which occurred on Thursday last, Rear-Admiral of the White, William Fitzwilliam Owen, is promoted to be Rear-Admiral of the Red; Rear-Admiral of the Blue, Sir David Dunn, K.C.H., becomes Rear Admiral of the White; and Captain James Minkaye, becomes Rear-Admiral of the Blue.

The celebrated Megæra iron steam troop-ship, Commander John Johnson, arrived yesterday from Woolwich on her way to the North America and West India station, and came into harbour to coal. She has two companies of Royal Artillery on board for Barbadoes.

October 6.—The Megæra, 6, screw steamfrigate, Commander Johnson, sailed this morning from Spithead for the West Indies troops.

The Windsor, 140, screw-steamship, has been ordered to have her name changed to Wellington, as a tribute to the memory of the late Duke.

The new Lord Mayor of London, Mr. Challis, is by trade a *Butcher.*