

The latter company had been out of service for several years, but were called out by the Chief Engineer. Bartley is not expected to recover. The estimated loss is \$2,000,000.

[From the Aspinwall Courier, April 17.]

TERRIBLE MASSACRE AT PANAMA.

Another of those terrible fights between the natives and foreigners, which have occurred on the Isthmus several times since the emigration to California commenced, transpired at Panama on the night of Tuesday, the 15th. The result was a most horrible massacre of innocent passengers, a great destruction of passengers' baggage, and a devastation of property both of the Railroad Company and individual residents near the Panama Railroad station.

The difficulty originated in a dispute about one dime between an intoxicated passenger and a native, respecting payment for a piece of water-melon. The story is, that the native being much exasperated by the conduct of the passenger, drew a knife, on seeing which the passenger fired at the native, and severely wounded him. This brought forward another native, who stabbed the passenger, and then the combatants increased considerably on both sides for some time—a number were shot, and more badly cut with machetes.

Through the exertions of Mr. J. W. Johnson, the Panama Railroad Superintendent at the Panama Station, the fight was then stayed for a short time. But anon it broke out with renewed violence, and apparent organization and evident method, which told fearfully for the natives. About this time it began to be evident that spite against the Railroad Company and plunder were the chief motives of the atrocities and depredations which had been and were to be committed. The first affray occurred between six and seven p. m., and but brief intervals of tolerable quiet occurred between 9 and 10 o'clock.

All the officials on the station, with the exception of the superintendent, lost every thing they had in clothing and valuables of every description. The Panama Railroad counting-room (including the desks of the Pacific Mail Steamship Company) was entirely ransacked, and everything of value carried off; the books and papers were cut and torn to pieces, and one of the safes (which contained but little money) was broken open and pillaged, while the other was pierced to the inner linings, but nothing taken therefrom. Every drawer and desk and closet was ransacked, and nothing was left in its place unharmed.

The freight-house was riddled with balls, and all the baggage that had not been put in the lighters, to go off to the steamer, was rifled. The officers all left the station, except Mr. Center and Mr. Johnson; they were on the premises until the ransacking was nearly completed. Mr. Center had several very narrow escapes; two men were shot by his side, and he avoided the same fate by concealing himself among the rafters of the buildings.

Some twenty foreigners were killed, and between thirty and forty badly wounded; among the latter were several women and children.

An attempt having been made to get the passengers who were in the vicinity of the station on board the little steamer, the natives formed a guard at that beach, and stripped men, women, and children, as they approached, taking the women's rings from their fingers and ears, and their pins from their cuffs and bosoms.

NEW BRUNSWICK.

FEARFUL STEAMBOAT ACCIDENT.—We regret to have to record to-day a fearful accident which occurred on Thursday last, on board of the steamer J. D. Pierce on her upward trip from Fredericton to Woodstock. The boat had stopped at one of the landings on the route, about 30 miles above Fredericton, and was on the point of starting when the boilers exploded with fearful effect, killing several persons, and seriously wounding a number of others. The telegraph despatch, says that at least five persons have been killed by this melancholy accident; among the number is Mrs. T. H. Johnston of Gagetown, and her husband, who is a son of the late Hon. Hugh Johnston, was injured, though not severely. The J. D. Pierce, like the other boats plying above Fredericton, was on the high-pressure principle. She was thoroughly examined previous to her departure up the river by our efficient Steamboat Inspector, Captain Wm. M. Smith, and was pronounced to be in good order. The unfortunate accident is attributed to a want of water in the boilers, a new engineer having been put in charge on that trip, who was not, perhaps thoroughly acquainted with the machinery.

We learn that the Government have ordered an investigation of this unfortunate affair, and that the whole circumstances connected therewith will be fully made public. Capt. Smith, accompanied by Mr. Fleming, will proceed to Fredericton to-day, for the purpose of reporting upon this sad casualty. —Newbrunswick, May 10.

THE EXAMINER.

CHARLOTTETOWN, MAY 19, 1856.

THE BENEFACTENT FERRYMAN.

Our attention has been directed, by a communication signed a "Belfast man," as well as by the common talk of the City, for several days past, to the extraordinary circumstance of there now being a free ferry between Charlottetown and Stratford on the opposite side of the river. For several years, but particularly during the summer of 1855, nothing was so much complained of as the irregularity which characterized the management of the Charlottetown Ferry. Almost every day the Secretary's Office was beset by parties who had been subjected to much inconvenience and delay in getting across the Ferry. Mr. Bourke, or his employees, not only punctually exacted the established rate for a passenger, but seemed as if he or they were desirous to impose the passengers with a sense of their mighty obligations to them in getting across at any price or under any circumstance. It was a matter of no concern to Mr. Bourke if a poor countryman, in a hurry to get to or from Charlottetown on urgent business—were compelled to wait perhaps for an hour, and sometimes longer, before the little steamer pulled her way across to his relief and satisfaction,—he never fretted or hurried himself at the thought of delicate females shivering in the cold or rain, while his boat's crew took their ease in their inn, instead of conforming to the time and regulations laid down for the management of the Ferry. Mr. Bourke evidently felt—much in the spirit of Alexander Selkirk—that he was monarch of all he surveyed, that is, of the expanse of waters lying directly between this goodly city and the thriving village of Stratford, and that no one could or should question his right to act upon or in reference to it, just as he in his sovereign will might think fit to do. To complain to the Government of his mismanagement of the Ferry, was to be guilty of unwarrantable impertinence and presumption; and for the Government to re-monstrate with him, in reference to such complaint, was only to elicit from the great man's lips the defiant exclamation: "D—n the Government! what do I care for them?" Mr. Bourke, no doubt, thought that the Ferry, with all the rights, profits and advantages thereunto belonging, was his own inalienable and indefensible property; and there is some reason to apprehend that the great man yet labours under the delusion.

But if he does, it must be confessed that he has made great advances in the acquirement of one essential requisite in the character of a Ferryman—that is, consideration for the convenience of the public. From being the most dilatory, care-

less and imperious of Ferryman, he has become all of a sudden the most diligent, industrious, persevering and complaisant of men. Instead of leading a passenger to think, that, besides paying, he was under an important obligation for a passage across, he now leads the passenger into the comfortable belief that the Ferryman is the party obliged, without receiving any ferriage at all. His employees, from all we can learn of them, are models of perfection in the practice of the virtue of politeness. Go to the wharf on either side and shew the least inclination for a trip across, you are politely requested to go on board of Mr. Bourke's boat, and you receive a shower of thanks for doing so; but if you want to keep in the good graces of the employees do not insult the dignity of the employer by offering ferriage. The thing is done "free, gratis, for nothing," and the good heart of the Beneficent Ferryman would be sadly grieved if he found that any of his supernumeraries allowed their palms to be touched by any portion of the public's filthy lucre. Indeed, so anxious does he seem to accommodate the public, that we should not be surprised to see the Beneficent Ferryman himself, with coat off and sleeves turned up, pulling an oar or trimming a sail; and there is no reason to doubt, that when his steamer is aloft there will be always a table on board, spread with the choicest delicacies of the season, flanked by sundry bottles of exhilarating fluid, such as thirsty and not strictly cold-water passengers would delight to patronise—the generous Ferryman inviting, with all his blandishments, his numerous guests to regale themselves thereat.

But to return to Mr. Bourke's past management—perhaps it would be more correct to say mismanagement—of the Ferry. After repeated verbal complaints, which had no effect, a petition numerously signed was presented to the Government in the autumn of last year, setting forth the inconvenience which the public had experienced from the neglect of the Ferry, and urging the interference of the Government with a view to prevent its continuance.

Mr. Bourke took no notice of these public complaints. He boasted it abroad that he was totally independent of the Government—that no contract existed between them—that there had been, indeed, a contract for a Team-boat, but that that had been superseded by a Steamer, and the steamer had a right to run upon her own hook. Mr. Bourke persisting in this defiant demeanour; and, as if to mark his contempt for public opinion and for the Government, allowing the irregularities of the Ferry to increase—we only wonder now that Executive patience endured as long as it did. On the 19th of December, Mr. Bourke was informed by letter from the Council Office, that in consequence of various breaches of the contract the Lease of the Ferry had become forfeited, and was thereupon annulled. Of course Mr. Bourke took as little notice of this misdeed as he did of the public remonstrances, and continued to run his boat until a bridge of ice gave the public a cheaper, safer and more expeditious passage across the river. On the 4th January following a notice was issued from the Secretary's Office, calling for new tenders from persons willing to conduct the Ferry. Mr. J. R. Bourke sent no tender, but one of his sons did; Mr. H. Pope Welsh also tendered; and his tender expressing in the language no higher rate of ferriage than Mr. William Bourke's, while it offered several important advantages to the public, unnoticed in Mr. Bourke's tender—such as giving a free ferriage to funeral processions and to Church-going people on Sundays—it became, of course, the duty of the Government to accept it, as being by all means the most advantageous. No sooner, however, was the river again free of ice, than Mr. J. R. Bourke's boat appeared upon its bosom,—not to be irregular in its trips, as before, and to be punctual in the exacting of the fee—but to be ever watchful and ever ready for passengers, taking them without charge, and thankful for getting them. Of course the intention was—to spite the Government (that was the main object)—to run Mr. Welsh off the Ferry, and to cripple his resources.

Last week, the Lessee, under the authority of the Ferry Act, brought Bourke's men before the Mayor's Court for running a Ferry for hire and without license. Richard Heartz, Esq., Common Councillor, &c., aided the counsels of his Worship on the occasion, and refused to give judgment for the plaintiff, on the ground that the parties were not ferrying for hire, although they admitted that they were regularly paid for their services. As the Mayor, who took a different view, could not give judgment by himself, the case fell to the ground; and Mr. Bourke's boat is still doing the agreeable for those who may be mean enough, for the sake of three-pence a-head, to take advantage of his obstinacy and envy. It is confidently asserted that Mr. Bourke is borne harmless, in a pecuniary sense, in conducting this notable enterprise, by a handsome subscription from some of the principal Tories of Charlottetown. Of course no one who knows anything of Mr. Bourke ever for a moment imagined that he pays the shot out of his own pocket; and all we need say about those generous, beneficent men, who stand behind him, afraid to show their faces, is—that if any poor wretch wanted a shilling, they would not be so ready to give it as they are to sacrifice their pounds to Mr. Bourke's spleen. We firmly believe that Mr. Councillor Heartz is a handsome contributor amongst the precious lot. If he is not, he has given the most unmistakable evidence of his total unfitness for the office in which the citizens of the Fifth Ward have so heedlessly placed him.

The question is—shall Mr. Bourke continue to defy the Government in the matter of the Ferry, and damage the prospects of the Lessee, who obtained it by honorable competition? We should not have to put the question if there was a healthy public opinion abroad in reference to the subject. But so long as Mr. Bourke can find congenial spirits amongst that numerous class of cheap passengers, who can afford to sell their honor and their independence for three-pence a piece, the question will remain an open one, until such time as the Government shall pursue a vigorous policy; and if they cannot immediately drive away the shabby opposition to the Contractor, they will make Mr. Bourke or his backers pay for it, in one form or another. Minchin's Point Wharf, on the other side of the river—is the only place where passengers can be conveniently landed—is placed by Act of Parliament under the control of the Governor in Council. They can make what rules and regulations they may deem necessary as to rates of wharfage, &c. Now as Mr. Bourke presumes to use that wharf for landing and taking in his respectable passengers, he should be made to pay for the accommodation it affords. A code of regulations has just been issued by the Government on this head, and we shall see if Mr. Bourke's subscription is large enough to enable him not only to carry his passengers free, but to pay the Wharfinger a shilling a head besides.

A COMPARISON.

The *Islander* of Friday last contains an article from the pen of Duncan McLean, as a kind of apology for, or defence of, the iniquitous career of the so-called "Colonel" Sleight, in connection with his affairs in this Colony. We are charged with having attacked the man when his back was turned upon us, and that we dared not do so while he remained in the Island. Now this is not true, but if it were, we might quote Sleight himself for an example. In the trashy book which he published, after his back was turned upon this Island, he libelled and slandered in the foulest manner, not only those who were doubtful of his honesty, but the very few who clung to him in the wreck of his fortunes and his hopes were the parties most foully libelled by that consummate knave. From the very first, we had no faith in the pretensions of the "Bogus" Colonel—as our Yankee neighbours would designate him—and of this we made no secret, which inspired Sleight with anything but friendly feelings towards us. For his wrath we cared just as little as we have cared for that of his lying apologist. But we must confess that we never wished the "Bogus" Colonel so much harm as to have his character entrusted to the keeping of a person like Duncan McLean. The one played the part of a blackleg, in the disguise of a gentleman, with some success; but success, fortunately for the Island, has never yet attended the efforts of the other. The one was driven from the Island—the other from its House of Assembly,—knavery defeated the schemes of both. The one was trusted, courted and flattered for a time, because he shone in plumage purchased with Simeon Draper's gold,—the other, not fortunate enough to get anybody's gold, made no display—was simply tolerated by a handful of bushmen, and when fairly found out, was thrown aside like a squeezed lemon. The writings of the one in England have been declared a public nuisance—the scribbles of the other in this Colony are generally shot into the rubbish heap as such. The one appeared in our social and political horizon like a brilliant star, attracting the admiration of all while it led them astray by its unsteady glare; the other simply flickered in the "darkness visible," like a "will-o'-the-wisp"—deceiving a few of the ignorant, and attracting the admiration of none. The brilliant star has dropt from its high estate; the "will-o'-the-wisp" may be still seen, however, about the New London bush; but it has no longer the power to deceive.

THE MAILS.

We understand that the Government has concluded arrangements to forward the inter-Colonial mails four times a week from this Island, during the summer, the Postmaster General having, we believe, effected arrangements to receive the mails from the other side as often as they are dispatched from this side. The communication between Bodeque and Shediac is also to be considerably extended. This frequent intercourse with the neighbouring Provinces will more than compensate for the loss of a steamer.

ONE OF THE GOOD RESULTS OF THE WAR is, that P. E. Island is about to be favoured by the presence of a larger detachment of Troops than was ever stationed in it. The Obstructives used to say, that we lost the Troops formerly because the Liberals and Responsible Government displaced the old backs and the old regime. Of course some equally silly and ridiculous reason will now be assigned for the return of the red coats.

THE Colonial and United States Mails reached here again on Saturday evening, from the papers by which we glean a few items of general news. Amongst these is the account of a calamitous accident which happened to the Steamer J. D. Pierce on her way between Fredericton and Woodstock, on the 8th instant, by which several lives were lost.

FURTHER ARRIVALS FROM ENGLAND.—The *Majestic*, whose arrival we announced last week, has been followed by two other arrivals from England—the *Isabel*, to Messrs. Duncan Mason & Co., and the *Ellen* to Mr. W. Welsh. These vessels arrived on Saturday, and had not so favorable a passage as the first. However, they are welcome arrivals, for they impart life and activity to our business transactions—dull for so long a period of the year.

BANK OF P. E. ISLAND.—At the first general Meeting of the Shareholders of the Bank of Prince Edward Island, held at the Court House, on Monday, the 12th day of May, 1856, in accordance with notice published in the *Royal Gazette*, pursuant to the Third Section of the Act of Incorporation, Thomas Heath Haviland, junr., Esquire, in the Chair. John Kenny, Esq., Chairman of the provisional Committee appointed at the Public Meeting held on the 17th March, reported that said Committee had agreed to a number of Bye Laws for the management of the Corporation which he then submitted.

The said Bye Laws, having been severally put to the Meeting, were agreed to with trifling alterations. The Secretary, T. DesBrisay, Esq., then reported that the Share List was filled up—which being read—the Meeting then proceeded to ballot for Directors.

After the ballot, it was announced that the persons who had received the greatest number of votes were as follows: James Peake, Esq., Hon. Daniel Brennan, Ralph Brecken, Esq., Daniel Hodgson, Esq., Hon. Joseph Hensley, John Longworth, Esq., John Kenny, Esq.; who were then announced by the Chairman to be duly elected.

It was then resolved, that a copy of the Bye Laws, signed by the Chairman, be transmitted to His Excellency the Lieut. Governor in Council for his sanction.—*Has. Gaz.*

MECHANICS' INSTITUTE.—On Tuesday evening last, T. H. Haviland, Esq., in the Chair, Hon. E. Whelan, delivered an instructive Lecture on "The events of the late war against Russia, and its Results."

The lecturer gave a condensed review of the principal events of the war, referred to the several battles which had been fought in the Crimea, and showed that the ancient renown of the British and Irish Soldier had been fully sustained on its crimson fields. He then alluded to the Treaty of Peace lately concluded in Paris—gave a synopsis of its conditions—showed that these embraced the whole Eastern question, about which the war had commenced; and that the Western Powers having agreed to negotiate a Peace on those conditions, the lecturer was of opinion that better terms could not have been exacted from Russia, although their naval and military power was such at the close of the war, that had they postponed the negotiation, they could have easily exacted better terms from the enemy, and so humbled and checked his aggressive spirit, that a permanent peace might have been secured, which is by no means certain under present circumstances, and the down-trodden nationalities of Europe be placed in such a position as would enable them easily to regain their independence. For these reasons the lecturer expressed his regret that the war had been so prematurely brought to a conclusion. After which an animated discussion followed, which was well sustained by Messrs. F. Brecken, Haviland, J. Tanton and others, who concurred in general with the views advanced by the lecturer.

Thus terminated the present course of Lectures at the Mechanics' Institute.—*Com.*

Marine Intelligence.

PORT OF CHARLOTTETOWN.

Entered.

May 15.—Schr. Curlew, Mattatall, Tatamagouche; lumber, Sophia, Delory, Antigonish; bal. H. Ingram, Lund, Pictou; mails. Catherine Elizabeth, Le Blanc, Arichat; bal. Active, Le Marchant, do.; do. Roward, Gunnes, do.; do. Victory, Huron, do.; do. Father Matthew, Boudroit, do.; do. 16.—Sovereign, Purdie, Pugwash; limestone, Matilda, Le Blanc, Arichat; bal. Bee, Oulton, Bay Vert; lum. Brig. Bishop McKinnon, Boudroit, Boston; goods. Schr. Bee, Oulton, Bay Vert; boards and plank. 17th—Maria, Murce, Arichat; ballast. Greyhound, Barret, Arichat; ballast. Queen, Fongero, Arichat; ballast. Virgin, Martell, Arichat; ballast. Mazappa, Landry, Arichat; ballast. Olive Branch, Bouchie, Arichat; ballast. Barque Isabel, McDonald, Liverpool, G. B.—34 days; merchandise to Duncan, Mason & Co. and others. Packet H. Ingram, Lund, Pictou; mails, passengers and goods. Ship Ellen, Hunter, Liverpool, G. B.—32 days; merchandise to W. Welsh and others. 19th—Schr. Ploughboy, Robertson, Pictou; coal.

Cleared.

May 15.—Schr. Lively Lass, Robertson, Pictou; Olive, Dixon, Buctouche; Glory, Le Blanc, Halifax; produce. 16.—H. Ingram, Lund, Pictou; mails. Olive Branch, Goodwin, Tatamagouche; produce. Lady Jane Gray, Paul, Newfoundland; do. Father Matthew, Boudroit, Pictou; bal. Joseph, Elwood, Newfld.; produce. Catherine Elizabeth, Le Blanc, Bathurst; do. Bee, Oulton, Bay Vert; lumber. Favorite, Babin, Halifax; produce. Maria, Murie, Pictou. Unity, Green, Halifax; produce. Roward, Grimes, Pictou. Mary Jane, Terrio, Bathurst; produce. Ariel, Moore, Halifax; produce, &c. Sarah, Moore, Pictou. Petrol, Marchang, Pictou. Olive Branch, Bouchie, Buctouche. Victory, Huron, Pictou. Nativy Lass, Gernior, St. John's, N. F.; produce. Amelia Adelaide, Le Blanc, St. John's, N. F.; produce. Curlew, Mattatall, Tatamagouche. Sovereign, Purdie, Pugwash. 19th—Margaret, Delory, St. John's, N. F.; produce. Brig. Bishop McKinnon, Boudroit, Pictou; ballast.

PORT OF GEORGETOWN.

Entered.

May 12.—Schr. Daniel P. King, Gillis, Port Hood; bal. 15.—Sea Flower, Hubert, Arichat; do. Manly, Forest, do. do. 16.—Spec. Paint, Ship Harbour; salt. Elizabeth, Landry, Arichat; bal.

Cleared.

May 1.—Schr. Montano, McAskill, Halifax; grain & produce. New England, Gay, fishing voyage. 3.—Rapid, Thompson, Pictou; oats. 12.—Ann, McKinnon, Newfoundland; grain & produce. Mary Elizabeth, Bourke, Halifax; do. Lydia & Polly, Eldridge, Salem; lumber. Lively, Martin, Cape Breton; produce. Isabella, Turnbull, Portsmouth, U. S.; ship knees. Emily, McDonald, Halifax; grain. Jessie Ann, Sainsaugh, do. do. 13.—Sarah, Gillis, Canso; produce. Daniel P. King, Gillis, Halifax; grain. Brig. Thomas, Bourke, Portsmouth, U.S.; ship knees.

NEW ADVERTISEMENTS.

Valuable Building & Pasture Lots for Sale. THE Building Lots unsold on Friday, the 16th instant, situated on Common Lot 32, in this City, (Low-worth's corner), will be sold by Auction, at 12 o'clock on FRIDAY, the 23d instant. Also, immediately after, the

FOUR VALUABLE PASTURE LOTS

on Paul Jones's Hill, formerly advertised. Terms—20 per cent. deposit, and the balance by good and approved Notes at 12 months. For plan of Building Lots, see Handbills. May 19, 1856. A. H. YATES, Auctioneer.

Freehold Property in the Suburbs, BY A. U. YATES.

TO BE SOLD by Auction on FRIDAY the 9th MAY next, at 11 o'clock on the premises, the remaining portion unsold of those

VALUABLE PASTURE LOTS

fronting on the Brighton Road and near Government Farm, lately the property of the late Lieut. Col. Lane. This property being contiguous to, and delightfully situated so as to command in one view from almost any part of it, nearly the whole of the Public Buildings and City, strongly recommend it as one of the choicest situations, possessing both Town and Country advantages. It will be offered in lots of about an acre each, or less, to suit purchasers, according to a plan which will be submitted at the time of Sale and may be seen any time previous at the office of the Auctioneer. Terms at Sale. Charlottetown April 29.

THE sale of the above property is postponed until MONDAY, 26th May, inst., at 12 o'clock. May 19.

1856. MAY! 1856.

THE subscribers beg to inform the public that they will open their Business Establishment on WEDNESDAY next, the 21st instant, when they will have much pleasure in offering for sale their

FIRST LARGE AND WELL SELECTED STOCK,

including a great variety of Spring Fashions and Goods suitable for the season—and hope, by strict attention to business, to merit a share of public patronage. W. W. LORD & Co. May 19, 1856.

For Liverpool direct.

THE fast-sailing regular Trader—ship *Majestic*,—M. Walsh, commander—will sail from this port for Liverpool on or about the 10th of June next. For freight or passage, please apply to the Captain on board, or to the owner— Ch. Town, May 19, 1856. W. W. LORD.

Freight wanted

FOR any port in Great Britain, for a Brigantine of about 130 tons, new measurement, will be ready to receive cargo on or about the 20th June next. Please apply to BENJ. DAVIES, Esq., Charlottetown, or to the owner. DONALD McDONALD, Pinette. May 19, 1856.

1856. 1856.

SALT for Sale per barque "Isabel" daily expected from Liverpool, England, delivered alongside. Terms good. Please apply to DUNCAN, MASON & Co. Charlottetown, May 19, 1856.

For Sale,

THAT well known Property, the late residence of the Hon. Francis Longworth, on St. Peter's Road, with immediate possession. For particulars, apply to JAMES ANDERSON, May 19, 1856. No. 1, Queen-street.

ALBION HOUSE.

STREETLY & COUCHMAN beg respectfully to inform the inhabitants of Charlottetown and its vicinity that they have taken the store lately occupied by Mr. Neil Rankin, and have opened it under the above title with a magnificent and most extensive Stock of DRY GOODS of every description. This Stock having been purchased with great advantages—for taste, variety, quality and cheapness, cannot be surpassed by that of any House in the Island. It would be impossible in the limits of an advertisement to particularize, but on inspection it will be found to contain everything that is supplied by the most extensive houses in the first cities of British North America, from the minutest article in Haberdashery, to those of the more costly character in DRESSES, SILKS, SHAWLS, MANTLES, &c. In making this announcement, we trust the public will encourage us in our undertaking, and we pledge ourselves to carry on this business in a spirit of liberality, and continue to offer to purchasers advantages which will, we have no doubt, be appreciated. May 19, 1856. STREETLY & COUCHMAN.