

intercourse on her particular route, why did she forbid both, by the imposition of exorbitant charges, and by a perfect disregard to either regularity or accommodation.* A cause for these mysterious arrangements, in reference to this port, there certainly must have been. Has that course been ignorance, or vile hypocritical policy; if the former, let the conservators, veil their faces, for ignorance can be no plea of guilt, whose knowledge lies kissing the feet;—if the latter, let them tremble, for the naked sword of justice is whetted for the conflict of retribution.

'Tis very strange, that during the transpiration of these delinquencies, the Canadian, and even a few of the Novascotia Journals, should have teemed with the most flattering encomiums. A spirit of jealousy seemed to have pervaded the minds of your brethren of the Press, as they individually strove for the merit of having sounded her praise in the most imposing strains; but the tide of delusion has turned, and those who suffered themselves to be borne by its force, look back with regret upon the haze that bewildered them, on its surface.

I venture to predict, that panegyric will very soon be succeeded by shame and disgrace, and flattery by strict enquiry and puzzling investigation.

While in this place the public mind has been deluded by the novelties of her speed and appearance; a few whose breasts are not quite so flexible—in seclusion, have been watching her movements through the 'peep holes of reflection,' to them an evident disrespect to the shareholders here, and a vile disregard to their interests, has been evident since the commencement.

The 'great revealer of secrets, time,' as he rushes onward into the fathomless depths of eternity, lays naked the best concerted schemes; exposes the wisdom of the vilest hypocrite to the ridicule of his intended victim. Thus the mystery that overhangs the late conduction of the Royal William, Steam Ship, before the transit of an ensuing winter, may be developed; at least it will be known, whether she has violated or fulfilled her contract with this Province. 'Till then, interest as well as curiosity say to the Shareholders of New-Brunswick, retain possession of your shares.

INTERROGATOR.

* Packages and Letters addressed to this port, have frequently been carried to Quebec, and the latter have been put into the Post Office there. Her charges, &c. are well known to the public generally.

SCHEDIASMA.

MIRAMICHI:

TUESDAY EVENING, DECEMBER 6, 1831.

The Courier with the Southern mail did not arrive until 10 o'clock this morning, having left Richibucto on Monday, at 10 A. M. It appears by the way bill, the Courier from Dorchester, had been detained at Buctouche and Cocagne about 36 hours, and at Richibucto from 7 o'clock in the evening until the following morning.

We detained our paper in the hope of being able to lay before our readers some late intelligence from Europe, and we have not been disappointed. By the arrival at Halifax of a vessel from Portsmouth, English dates to the 17th October have been received, which furnishes some highly important intelligence, which will be found in a preceding page.

SHIPWRECKS.—The sloop George, Captain Wood, from Pr. Edward Island, with a cargo of produce, was cast ashore, on Monday the 28th ult. a short distance from the entrance of the Kouchibouguac river. The cargo has been safely landed, and it is expected the vessel will be saved.

The bark Margaret, Walters, of Plymouth, from Portsmouth, consigned to Messrs. Joseph & Samuel, at this port, got ashore on the night of the same day, a short distance from the above vessel. Crew saved.

The brigantine Patty, Captain Ogle, belonging to St. John's, Newfoundland, from this port with a cargo

of lumber, was wrecked on Fox Island, the same evening. About 4 o'clock on Sunday afternoon, she came to an anchor off the bar, it being calm at the time; at 3 o'clock the following morning, a strong breeze sprung up from the NE. accompanied with a heavy snow storm; at 6 o'clock the ring of the anchor broke, the other was immediately let go, but the vessel drove almost ashore before she could be brought up; at 8 A. M. the gale still increasing, the chain was bent to the kedge; at 11 A. M. the topsail yard was seat down, and the topmast struck, the sea at the time making a clear passage over her. At 3 P. M. the gale still increasing, and the vessel driving towards the breakers, the Captain seeing no possibility of saving the brig, ordered the cable to be cut, and ran her ashore on the Island, being the only chance left of saving the lives of the crew, and it was with the greatest difficulty this was accomplished. Six of the hands got into the boat, which immediately upset, and they were washed ashore almost exhausted; they succeeded in conveying a line from the brig to the Island, which they made fast to a spar, by means of which the remainder of the crew succeeded in reaching the shore.

Captain O. reports, that a small schooner from Pr. Edward Island, with a cargo of produce, had been cast ashore a very short distance from them, about a quarter of an hour before, and her crew had brought from her a tinder box, &c. which enabled them to kindle a fire; had it not been for this circumstance, they must have all perished from the severity of the weather. It is expected that the cargo of the brig will be principally saved.

DESPATCH.—The brig Thompson Packet, which arrived here on the afternoon of Monday the 28th ult. consigned to Messrs. Cunards, completed her loading by 12 o'clock on the Saturday following, and proceeded to sea the same afternoon. The extreme severity, and boisterous state of the weather, only admitted of her being partially loaded with timber, and her lading was completed with lumber. Much exertion was used in despatching this vessel, which reflects the highest credit on the Consignees.

THE WEATHER.—Since Tuesday last, winter has set in with the greatest rigour. A large quantity of ice has been formed in the river—the weather has been extremely boisterous and cold, and yesterday we had a violent snow storm.

We have been handed a copy of an agreement picked up on the beach at Point aux Car, from which document it appears, that the name of the schooner wrecked at that place, which we noticed in our last, was the Success, purchased by Donald McLeod, of Cape John, from one Wm. Oats. It is dated at Pictou, February, 1829.

The vessels mentioned in our last, as being on the Horse Shoe, have succeeded in getting off, and have proceeded to sea.

SHIPPING INTELLIGENCE.

PORT OF MIRAMICHI.

Cleared, November 29—barque Hope, Forsyth, Cork. 30th—schr Mary Ann, McKenzie, Pictou. December 1—schr. Mary, Blanchard, P.E. Island: Rambler, McFarlane, do. 2nd—schr Eliza, Munsey, Halifax.

PORT OF LIVERPOOL, N. B.

Cleared, December 2—barque Ross, Harrison, Liverpool. 3rd—barque Argyle, Buchanan, Cork.

PORT OF ST. JOHN, N. B.

Cleared, Nov 20—Ships Alfred, Grangemouth: Rose, London; Dunlop, Belfast, Rankin, Glasgow: Nanna, Liverpool. (Brigs Louisa, Greenock, Carolina, Barbados: Niger, do: Isabella, do: Zephyr, Cork.

The Schr. Good Intent, 41 tons register, of Yarmouth, (N.S.) Robert Hewitt, Master and owner, from Canso, bound to this port, with a load of fish and oil, struck on the Country Harbour Ledge, near Canso, on the night of the 8th inst. and immediately filled; whereupon the crew abandoned her, and went on board the Schr. Surprise, Coming, Master, also from Canso for this port, in which vessel the master of the lost schooner has arrived here; the remainder of the crew were landed at Tusket Islands.—The cargo and materials, as well as the clothes, &c. of all on board the Good Intent, were totally lost.

Ship Wm. Pitt, (arrived at this port last week) on the morning of the 24th Oct. picked up the crew of the ship Leonidas, of

Portland, who, with the exception of the Captain, took to the long boat the day previous, the ship being in a sinking state from damage received in a gale of the 21st. The crew, after abandoning the vessel, endeavoured to keep alongside, urging the Captain to get on board, but without effect—the boat finally drifted to leeward, and when half a mile off the ship, capsized and sunk. The crew were subsequently put on board a vessel bound to N. York, where they have since arrived.

HALIFAX.—The Wm. Henry experienced a heavy gale on Tuesday last, for about 4 hours, from 3 to 7 P. M.—lost fore-yard and top-sail.

The Mate of the brig Jane, on getting the vessel underweigh this morning, unfortunately fell overboard, and, notwithstanding the utmost exertions which were made to save him, was drowned.

CLEARED.—Schr. Penrith McKay, Miramichi.

QUEBEC.—The Malay, of Greenock, Corvadale, Master, from Liverpool for Quebec and Montreal, was totally lost, (crew saved) on the morning of the 1st inst. on Barque Island, a little below Green Island. Cargo, consisting of Dry Goods, coals, &c. will be mostly saved; it is valued at £15,000. The vessel's letter bag has arrived in town with the Mate and Crew. Captain Corvadale remains with the wreck to save the property. A Schooner is to be sent down immediately.

THE SUBSCRIBER

Has on Hand, and will sell at very reduced prices for Cash, to close a Consignment—

A few Qr Casks Jamaica SPIRITS,

Bbls SUGAR.

Hhds MOLASSES.

CHRISTOPHER CLARKE.

Chatham, December 6, 1831.

THE SUBSCRIBER begs leave to inform the Public, that he purposes (during the ensuing winter) to occupy his time as a GENERAL ACCOUNTANT, &c., and respectfully solicits patronage in that capacity.

WILLIAM BARTH.

Application to be made at the Post Office.

December 4, 1831.

PUBLIC AUCTION.

To be sold by Public Auction on Thursday the Twelfth day of January next, at noon, in front of the Store of Francis Peabody, Esquire, in Chatham, by virtue of a Licence from His Honor the President, and His Majesty's Council of this Province.

Such parts of the REAL ESTATE of the late GEORGE HENDERSON, of Chatham, aforesaid, deceased, situate in the County of Northumberland, as may be necessary for the payment and satisfaction of the debts due by the said deceased.

Terms of sale and other particulars will be made known by applying to the Subcriber or to Messrs Street & Kerr, Solicitors on the said Estate.

By Order of the Surviving Executors.

J. M. JOHNSON, AUCTIONEER.

Chatham, 2nd December, 1831.

STRAYED.

From Chatham, on or about the 1st October, A COW, red, with a streak of white across her back; and a STEER, two years old, red, with a streak of white on the back. Whoever may have found the same, or will give such information as may lead to their recovery, will be rewarded for their trouble.

COPP & CARTER.

Chatham, December 6.

NOTICE.

ALL persons having any just demands against the Estate of the late THOMAS WILSON, of the parish of Chatham, in the County of Northumberland, deceased, are requested to render their accounts, duly attested, within Six Months from the date hereof, and all persons indebted to the said Estate are requested to make immediate payment to

ELIZABETH WILSON, Executrix,

WILLIAM LETSON, Executor.

December 2, 1831.

FOR SALE.

That valuable TRACT OF LAND, situated at Pockshaw, in the parish of Banden, County of Gloucester, at present in the occupation of the Subscriber, containing 500 Acres, including 100 Acres of fine MEADOW LAND, and 50 Acres at present fit for ploughing—fronting on the Bay de Chateaur, and commanding an abundant Salmon and Cod Fishery, &c. A good stream of Water runs through the Land, on which is an excellent site for a Saw or Grist Mill, with a Dam already built.

This property is also well worthy the attention of Ship Builders, there being an abundance of Timber on the Land, which can be brought to the Yard, at a trifling expence.

The whole is offered for sale with the DWELLING HOUSE and Buildings thereon, on moderate terms, in accommodating payments. Further particulars will be made known on application to Messrs. Street & Kerr, Miramichi, or to the Subscriber, on the premises.

JOHN YOUNG.

Pockshaw, 25th Nov, 1831.