

useful to the public; and when so many in different parts of the Province have responded to the call which you have repeatedly made, I should entertain shame at being backward in furnishing my own mite for the general good.

No improvements in a new country can surpass or even equal the construction of good roads; and when a Commissioner does his duty in a ready, complete, and efficient manner, he deserves so well of his country, that his name and merits require but to be known, to be immediately honoured and appreciated by the public. There is, Sir, a road leading from Gage Town to the great Nerepis road, between St. John and Fredericton, which has for some years past been in an almost impassable state. Last year the Hon. Harry Peters received the appointment of a Commissioner, and by means of his active and strenuous exertions, this road during the past summer, has been entirely completed at the least possible expense, and the contractors well and satisfactorily paid. Conduct like this deserves the meed of public approbation; and I trust that you will do justice to an honourable public officer, by giving to his merits that publicity which they claim.

I shall hold myself in readiness to furnish you with any addition information which I may judge useful respecting our localities, should you deem my observations worthy of notice.

A TRAVELLER.

Gage Town, October 24, 1831.

## SCHEDIASMA.

### MIRAMICHI:

TUESDAY MORNING, NOVEMBER 8, 1831.

To Captain King, of the Eleanor, we are indebted for a copy of the London Times of the 14th September. King Leopold, it appears, has written to Philip of France, requesting that the French troops be recalled from Belgium, and has received for answer, that his wishes will be immediately complied with. There is no intelligence from Warsaw, but a letter from the Polish General Rozyski, dated Ostrowiez, August 25, states that it still remains invested, and that the left wing of his army had obtained an important victory over the Russians; but gives no particulars. Two line of battle ships under Admiral Parker, have been despatched by the British Government for the Tagus, and several frigates, with other vessels of war, were to be stationed off the bar at Oporto, in order to ensure protection and safety to the persons and property of the English subjects residing there. The paper is almost filled with the particulars of the festivities and rejoicings in the different towns and villages throughout the kingdom, on the celebration of the coronation of William and Adelaide.

Private letters from Corfu, state that the discontent with the Government, and especially with the President Capo d'Istria, which has long prevailed in the Greek Islands, has broken out into open revolt; the Hydriots seized several vessels at Poros, and took a Russian man of war, lying at Poros, after a severe engagement; they also obliged the troop sent by the President to the above place, to retreat, with considerable loss.

It gives us unfeigned satisfaction to publish the communication from Gagetown, signed 'A Traveller,' and we earnestly beg leave to request a continuance of such favours—the more desirable, because praise is unequivocally bestowed where it is due, without detracting from its merit by censure where it may possibly be undeserved. It always excites pain in our bosom to give publicity to correspondence which inflicts a wound on the feelings of another to whom punishment is often not due; but to award deserved approbation, is balm of the most healing and gratifying kind. From the obvious utility of the measure—from the general improvement likely to result—from the information which cannot fail to be derived—and from the entertainment to general readers which will be afforded, it will confer on us unbounded satisfaction to lay before the public, communications from any part of the Province on local wants, desirable improvements, and remedies necessary for existing evils.

On Thursday Captain Davison, of the brig *THOMAS*, of Newcastle on Tyne, arrived here, and announced the loss of that vessel on a ledge of rocks, projecting from Scattery Island, a distance of nearly three quarters of a mile; on Monday, 24th October, after a passage of upwards of nine weeks, bound to Messrs. James Ledden & Co. of Newcastle, laden with coals and dry goods. During the whole of the night until the occurrence of the accident, Captain Davidson was on deck, excepting about midnight, when he went below to make up his reckoning, and lay it down on the chart. Knowing that he was then on the coast of Cape-Breton, he immediately gave orders for steering N. E. by E. in order to give the ship a good birth until day-light, and enable him to round the Island. About a quarter after two o'clock in the morning, he instructed one of his mates to heave the log, and another to take the soundings, and while they were in the act of obeying his orders, the vessel struck. The course they steered, forbade all possibility of such an accident had their way not been counteracted by some cause which must be looked for in the current. The rock on which they struck was but little above water, and over the remainder of the ledge the sea, which was tremendous, made clear way. To the fortunate circumstance of striking on the highest part, during a tempestuous night, and of pitchy darkness, the crew owe their safety, every soul on board, the last of whom was the Captain, leaping ashore from the main chains. Totally unsupplied with water and provisions, and not even the least article of clothing except what was worn by the sufferers, the swell frequently reaching them and compelling them to cling to the rock for safety, the crew remained in this desolate and forlorn situation for one night and part of the following day, when they were fortunately relieved from their miserable and perilous situation by a schooner on her way from Halifax to Sydney. At the moment of the accident they were sailing over seven knots an hour, as ascertained by the log, and these operations were conducted at the very instant of the unfortunate occurrence, and the log was never even drawn in by the mate who was using it. In about twenty minutes the vessel went to pieces, and no wreck or vestige of her was to be longer seen, except a piece of the keelson in the morning. Capt. Davidson reports that he waited some time at Pictou with the intention of taking his passage for Miramichi in the Royal William, Steamer, but on her arrival, he was informed by the Agent, Mr Mortimer, that she would not touch at this port, but proceed direct for Quebec, in consequence of which he came here in a cattle schooner. We are also informed that two ladies expected to take their passage in the steamer, but in consequence of her not coming here, they placed themselves under the protection of Capt. D. and were also compelled to put up with the very disagreeable accommodations afforded by a vessel of such a description. It has been said that while the steamer was at Halifax, she took fire, but on a discovery of the danger, the persons who happened to be on board turned the coals in order to throw a sufficient quantity of water into her to quench the flames; but in producing this effect, so great a body of the former element was let in, that the coals were not to be reached without great difficulty, and we hear that the vessel was in some danger.

Estimated population of the Canadas, at the several periods below stated.

YEARS.	UPPER CANADA	LOWER CANADA	TOTAL.
1795			184,000
1800			245,000
1905	80,000	256,000	336,000
1810	96,500	299,000	395,500
1815	126,500	363,500	490,000
1820	165,000	424,600	589,600
1825	216,000	513,000	729,000
1830	274,000	624,000	898,000

Our wharves for the last ten days, have been crowded with small craft, loaded with produce, &c. which has been selling at uncommon low prices. Potatoes, 2s. to 2s. 6d. per barrel. Oats, 1s. 6d. to 2s. per bushel. Butter, 8d. to 10d. per lb. Eggs, 10d. to 15s. Tame and wild Geese, 1s. 6d. to 2s. Sheep, 10s. to 15s.

## SHIPPING INTELLIGENCE.

### PORT OF MIRAMICHI.

ARRIVED. Wednesday—brig Eleanor, King, London, 42 days—Richard Blackstock. Thursday—ship Alcione, Muir, Liverpool, 60 days—J. Cunard & Co; barque Caledonia, Garrick, Hull, 56 days—J. Cunard & Co; barque Minerva, Mudd, Hull, 55 days—do; barque Hope, Forsyth, Liverpool, 60 days—John T. Williston; brig Daniel O'Connell, Ritchie, St. John's N. F. 10 days—do. Friday—brig Economist, Canning, Milford, 53 days—J. Cunard & Co; barque Sisters, Gane, Greenock; 50 days—Duncan & Loch. Sunday—barque Ellergill, Corbett, Hull, 61 days—Gilmour Rankin & Co.

CLEARED—October 25—brig Columbus, Kennedy, London. 26th—brigs Douglastown, Allen, Cork; Grecian, Marshall, London schrs. Margaret, Harpell, Richbucto; Trial, Sivret, do. 27th—schrs. Angelique, Landry, P. E. Island; Maria, Semlaou, Arichat; Mary, Shippegan; Harriet, Richards, Bathurst. 29th—brigs Britannia, Oliver, Liverpool; Henry the Fifth, Thomas, Neath; barque Bellona, Story, Liverpool; schrs. Notre Dame, Greeth, St. John's N. F. Nov. 1—brig Urania, Younger, Leven; barques Ythan, John, Newcastle; Margaret Pollok, Drysdale, Port Glasgow. 2nd—brigs Maria, Hewett, Lancaster; Mars, Watt, Swansea. 3rd—brig Charles Forbes, neveridge, Leith; schrs. Wm. Henry, Pictou; Greyhound, Landry, Arichat; Lion, Bears, do. 4th—ship Jessie, Hunter, Liverpool; schrs. Waity, P. E. Island; Shamrock, do. barque Don Liddle, Liverpool; ship Cambridge, Pearce, Bristol; schrs. Glasgow, Pictou; Rambler, Arichat; Endeavourer, P. E. Island; Nancy, do. Netsey, do; nee, Bathurst. 5th—ship Defence, Kennear, Leith; barque Caledonia, Pilcher, Bristol; schrs. Plough Boy, P. E. Island.

### PORT OF LIVERPOOL, N. B.

Arrived, October 31—brig Henry, Makinson, Whitehaven—to R. & J. Jardine. Nov. 3—brig Jane, Ashbridge, Aberystwyth, 56 days—Peter Sutherland. 4th—barque Ross, Harrison, Liverpool, 60 days—W. M. Leod. Cleared, Nov. 4—brig Matthews, Donaldson, Kirkcubright.

### PORT OF BATHURST, N. B.

Arrived, October 27—brig Derwent, Morrison, Greenock, 49 days—John Fraser; schrs. Rebecca, Adams, Quebec, 11 days. Cleared, Nov. 2—brig Peace, Stephenson, Bristol.

### PORT OF ST. JOHN, N. B.

Arrd. Oct. 27—ship Nanna, Liverpool; brig Iphigenia, Bantary. 28th—ship Alfred, Leith. 31st—ship Rose, Liverpool. Cleared—ship Jane, Liverpool; brigs Betty, Cork; British, Tar, London; Camilla, Kinsale; Sultan, Jamaica; Allegro, do.; George, Barbadoes; General Coffin, Jamaica.

### PORT OF ST. ANDREWS, N. B.

Arrd. Oct. 28—barque Castlereagh, Shields; brig George, St. John. Cleared—ship Kingston, Liverpool; brigs True Blue, do.; Harriet, Newfoundland; Dorcas, Belfast; Elizabeth, Jamaica; Richmond Hill, Barbadoes.

### PORT OF HALIFAX.

Arrd. Oct. 26—Royal William Steamer, Quebec & Miramichi; ship Thalia, London; schrs. Harriet, Miramichi. Cleared—Steamer Royal William, Quebec; schrs. Susannah Maria, Miramichi; Messenger, Richbucto & Miramichi.

### PORT OF PICTOU.

Arrd.—brigs Eclipse Halifax; Ann Maria, State of Maine; ship Bainbridge, New York; brig Grecian, Newcastle. Cleared—brigs Clyde, Greenock; Lord St. Helens, Newcastle; Steamer Royal William, Quebec; schrs. Mary, Miramichi; ship Elizabeth, Falmouth.

QUEBEC—Various reports are in circulation of vessels wrecked in different parts of the river, but we cannot trace them to a source entitled to credit.

BATH, (Me.) Oct. 18—Arrd 15th, Corinthian. Sept 20, took up the crew of the British barque Britain, from Dublin, which had just sunk. On the 27th, lat. 46, long. 37, put the officers and part of the crew on board the brig Nereus, from Georgetown, for Cowes.

## MARRIAGES and DEATHS.

NEW-BRUNSWICK.—Marriages—At Bartibog on the 4th inst. by the Rev. Mr. Dollard, Mr. John Wiggins, to Miss Ellen Costigan; At Nelson, on the 6th inst. by the same, Jeremiah Harrington, to Miss Mary Sullivan; At the same place, by the Rev. H. G. Johnstone, Mr. Hugh Fraser, to Miss Jane M. Grigor; At Fredericton, Mr. Daniel Hennington, of Shediac, to Margaret Ann Peters; Parish Hampton, Mr. Joseph Wetmore, to Margaret Wetmore. Deaths—At Kingsclear, Miss Mary Ann Ransford; At Carlton, Mrs. Susannah L. Land; At Lincoln, Mrs. Jane Hutchinson.

NOVA-SCOTIA.—Marriages—At Halifax, Mr. Andrew B. Jennings, to Miss Margaret Douglas; Mr. Nicholas Lester, to Mrs. Ann Blackadar; Mr. Robert Beattie, to Miss Margaret Kennedy. Died—At Pictou, Miss Mary Ann M. Lean; At Halifax, Mr. Michael Tobin; Mrs. Catharine D. Braver; Miss Elizabeth S. Hodgers; At Shelburne, Mrs. Isabella Fraser; At Cornwallis, Mr. David Slarsen.

Died at Newbury, in Berkshire, the Rev. James Bicheno, celebrated as the author of the signs of the times, and the call to the Jews.

MONTREAL.—The late improvements in our port have circumscribed that portion of the river allotted to rafts of fire wood so as to cause much inconvenience. We have lately heard of rafts being delayed for weeks before they could be discharged. This difficulty falls heavily on the proprietors of firewood rafts. We hope the projectors of the proposed canal from the foot of the Current to Lachine, will construct basins for firewood; it certainly would be a great public advantage, to afford better accommodation for its sale and bring the market for it into the centre of the city.

KINGSTON.—A public meeting has been held in St. Catharines U. C. on the 1st inst. to take into consideration the propriety of establishing a Bank in that town, and resolutions approving of the proposed measure were unanimously carried.

The Parliament of this Colony would have been called together at the same period as that of Lower Canada, had the new building been in such a state of forwardness as to warrant a reasonable expectation that it would be then habitable.

### WHITE LIME STONE.

Wanted—100 Tons White Lime Stone.

Enquire at this office.