

UNSWICK.

East by the part of Lower Maine, a con- America, and Bay of Fundy— a boundary and thence to the rivers neighbouring tern boundary British Gos- osed to agree River, (ac- its lakes to Monument lar tree, with —a meridian height called ment claims ver St. John of the little St. Lawrence. regard to the labyrinth of a my scheme, my exertions and of Grand and command- the Islands the river St. out, Shipeg- of the Bay of Province, but the counties of

country upon the masses through side of which Whitehead through Dalhousie latitude 48 of situation, the centre of th of Germa- Moldavia, and meridian on e 63, 51 W. the meridian the Richmond and that of tude of which ce of longi- e of which in —being the hn and Dal- meridian, and may be con- to 200 miles. g territory, g of the Ne- acres; and of granted, and estimated as

bles, in most race, as des- being exces- osite extreme August, placed and at 93 in e of the air, night, is but eatest degree e before day e sometimes ee of cold is r rising to 40 w continually quently occur, ight tugging point.

The winter season, as far as regards vegetation, may be considered as enduring from the middle of November until the latter end of April; throughout the whole of which period, nature is locked up within the icy barriers of continued frost. Ice is formed on the still fresh waters about the second or third week in November, and in the course of three days it will generally have acquired a thickness of one inch, which is sufficient for the support of the weight of a human being. The salt waters in the harbours and lagoons on the shore of the Gulf of St. Lawrence (for the tide in the Bay of Fundy by its violence, prevents the ice from collecting in the harbours on that shore) submit to the influence of the frost, about a fortnight later; and on the channels of navigable harbours, the ice seldom bears a man, for which a thickness of one inch and a half is requisite, until near the middle of December. Rapid rivers are never frozen over until within a fortnight of Christmas, and the congealed surface is formed in a very different manner from that on still waters. On the latter in a single night, an unbroken extent of one hundred miles of ice may be made, whereas, on rivers, where the current is rapid, and broken by flowing over a shallow and rocky bed, no degree of cold would be sufficient to effect an immediate congelation. Masses of ice formed during the night on the banks, and when weakened by the warmth of the day, are detached by the rapidity of the current, collect at the foot of the torrent, and are instantly frozen together, and soon form a rough, but strong surface, which the warmth of the day will not be sufficient to disperse. These masses continually congregate, and the frozen surface gradually and rapidly extends up stream, until the river presents a continued field of ice. This field being wholly a collection of loose pieces brought down by the current, and thrown together with violence in all directions, in which, by the influence of the predominating cold, they immediately become fixed, so of course exceedingly rough; and before horses and cattle can travel on it with safety, it must be levelled by a fall of snow, which fills up all the crevices and hollows and it soon becomes a hard and level plane. The ice on St. John's river is generally smooth and level from Indian town, near the Falls of St. John to a short distance above Fredericton, but throughout the upper part of its course, the river flows with so great rapidity, that Christmas frequently arrives before the detached fields can collect and the surface become congealed as far as the Grand Falls. The ice on the latter part of the river is always so rough, that the neighbouring inhabitants are called out to perform statute labour in breaking down and levelling roads along the river and at the necessary crossings.

In the most rapid parts of rivers, a phenomenon has very frequently arrested my attention, and satisfactorily to account for which I am still utterly at a loss. It always happens in severe weather in December in those places where the water rushes like a torrent over a steep and rocky bed, and where ice cannot for a moment remain on the surface, but would be instantly whirled in fragments against the projecting and protruding rocks, that the whole bed of the river is cased with a thick shell of ice, and the water flows over the frozen channel without in the least, by its increasing action and violence, breaking or wearing it away; but as soon as the surface becomes covered in the manner which I have above described with a field of thick ice, that on the bottom immediately melts, and submits to the force of the torrent. This is called *anchor ice*, and I must confess that to account for the manner of its formation, has frequently set my reasoning faculties completely at naught.—Lest an emigrant should be alarmed at this account of freezing rivers, I may here acquaint him, that wading through streams in December is by no means uncommon among our hardy lumbermen and with proper care is attended by no ill effects from frost; however, as far as I can acquire the idea of the operation, the sensation created by the ice and water on the naked legs, greatly resembles that of amputation. This transition to extreme cold, produces a degree of heat in the body which is actually inconvenient, and provided the traveller preserves his boots and stockings from being soaked with the water, he may walk for two hours without experiencing any diminution of its effects.

Where the ice on the St. John's river forms early,

travelling thereon with horses generally commences in the first week of December; but in the Washademoak and Grand Lakes, as well as in the contiguous Maquapit and French Lakes, it does not begin so soon by about a week. However, about the middle of that month, one year taken with another, animals of every description may venture on all the waters of the Province, except very rapid rivers, without incurring the least danger. To bear the weight of a horse or an ox, a thickness of two inches and a half of fresh water ice, and of three inches on salt water, is necessary. Snow falls about the beginning of November, but it seldom remains with us until the middle of the month; and when travelling commences on the rivers, it will generally be collected to a depth of about eight inches. A moderate depth of snow on the land, and firm and secure ice on the rivers, compose the basis on which all our winter communication depends; and the facility afforded for travelling is not to be comprehended by any who have not experienced the benefit. In a future stage of my work I shall revert to this subject, and in a familiar manner endeavour to furnish an idea of the delightful manner in which we pass our winter months.

I have observed in descriptions of rivers and countries situated in a very high northern latitude, that great stress is laid on the thickness of the ice which has been found adhering to the shores, as indicative of the extreme severity of the winter cold.—Nothing can be more fallacious.—In rivers subject to the periodical flux of the tide, at low water the ice, of course always floating upon the surface, falls with the water, and on the margins it lies for a sufficient length of time to become frozen to the shore. On the return of the flood tide, the influx of water, lifts the great field of ice in the middle of the river, but some time elapses before that on the shores can be raised from the frozen earth. Along the line of low water—mark large cracks or fissures are made in the ice by the power of the flood lifting the central ice; and before the marginal portions can be also floated, they become covered with the rising water, and which by the influence of the cold, accumulates in ice. Every flood, during severe weather, consequently creates an addition to the thickness of the ice on the margin of waters subject to tides, and I have seen it at the mouths of rivers emptying into the Gulf fully two feet and a half in solidity. This has obtained a name from the French, and is called *borde ice*; and if the snow lying on the river be ever so deep, the water every tide wetting it through, on the margins, exposes the whole to the action of frost, and thus affords thereon at all times excellent travelling

VIATOR.

Fredericton, Sept. 17.

SCHEDIASMA.

MIRAMICHI:

TUESDAY MORNING OCTOBER 11, 1831.

We were yesterday morning obligingly handed the London Star of the 19th August, and late in the afternoon we were favored with the Cork Comet of the 21st and the Constitution of the 23d of the same month, from which we have copied a variety of highly important European intelligence.

Ministers have been beaten in the committee upon the Reform Bill by a majority of 232 to 148. A list has been published, from which it would appear that more than 80 of their usual adherents voted against them; but there was no such division amongst the ministers themselves, as in the Saltash case, so that this may be looked upon as a clear defeat.

There was a very spirited debate in the Commons, on the Belgian question, and the state of Continental politics, being brought formally into discussion by Sir Richard Vyvyan. The Ministers, under the existing circumstances, could not make any disclosures, with propriety—and ultimately the motion was withdrawn. The Member for Kerry received some desperate hard knocks from Sir Robert Peel. The Ministerial party seem to consider the occupation of Belgium by the French troops as a very harmless and innocent occurrence.

A London paper of August 21—the last received—says:—"It is reported that a misunderstanding prevails in the Cabinet respecting the late alterations in the Reform bill. We trust that this difference is not of a serious nature. For the sake of the country may it be speedily adjusted, for without unanimity there, the great measure must fail."

Friday last being the anniversary of the Great Fire of 1825, business, as usual, was in a great measure suspended, and Divine Service performed in the different places of worship.

A man of the name of Dagherty, was unfortunately drowned at Newcastle by falling off a raft, on Thursday last. The body was picked up on the following day and interred.

To CORRESPONDENTS.—The late hour at which we received the 7th letter of W. prevented us from publishing it to-day, it shall appear in our next.

SHIPPING INTELLIGENCE.

PORT OF MIRAMICHI.

ARRIVED, Oct 4—Schr Harriet, Levash, Quebec, 4 days. 5th—schr. St. Ann's, M'Donald, Newfoundland, 22 days—Broad & Foular: Active, Levash, Arichat, 10 days: John, Fraser, Quebec, 5 days: brig Henry, Thomas, Neath (Wales), 49 days—Master. 8th—brig Douglastown, Allen, Liverpool, 45 days—Gilmour Rankin & Co. 10th—barque John Danford, Hepburn, Cork, 45 days—do: ship Cambridge, Pierce, Liverpool, 35 days—J. Cunard & Co: barque Caledonia, Pilcher, Liverpool, 45 days—do: barque Ythen, John, St. John's (Newfid): schrs Mary Ann, M'Kenzie, Pictou, 6 days—Providence, Clarke, P. E. Island. CLEARED, October 6—schr. Dandy, Roblish, Brigus, ship Superb, Watts, Cork: barque George, Fogg, Hull. 7th—brig Union, Taylor, Chepstow: schr. Mary, Mermand, Arichat. 8th—barque Mary Ford, Barton, Liverpool: brigs Aberdeenshire, Oswald, Aberdeen: Fawcett, Brown, Newport: barque Janus, Lyons, Bristol: schr. Catherine, Walker, St. John's (Newfid): brig Traveller, Pearson, Leith: ship Isabella Simpson, Bell, Kirkcaldy: brigs Tom Bauline, Huater, Newcastle: Albion, Leslie, Aberdeen: barque Ann Grant, Morris, Greenock: ship Thomas Wallace, Carnwell, London: brigs Harvest Home, Hall, Falmouth: Amity, Gandin, Cadix: barque Mariner, Swinton, London: schr John, Fraser, Buctouche.

PORT OF LIVERPOOL, N. B.

ARRD. October 5—barque Brixon, Pearson, Pictou—Hugh M'Kay. 8th—brig British Tar, Barker, Pictou. CLEARED, Oct. 1—brigs Ardgowan, Underwood, Wigtown: Nelson, Cockbain, Wyrewater. 5th—brig Henderson, Pratt, Belfast: barque Dixon, Crayston, Hull: brig Ocean, Thompson, Carlisle. 6th—schr Nancy, Harper, P. E. Island. 7th—brig St. George, Thompson, Kinsale. Robert Wm. Harris, Tarrie, Lancaster.

PORT OF BATHURST, N. B.

ARRD. Oct 1—brig Triton, Mowat, London, 42 days—J. Fraser; Aimwell, Morrison, Aberdeen, 46 days—J. Read: Warner, Crawford, Saltcoats. 37 days—W. T. Miller: Peace, Stephenson, Liverpool, 42 days—J. Read. 5th—brigs Margaret Ritchie, Service, Saltcoats, 49 days—W. T. Miller: barque Rising Sun, Pocod, Newcastle, 56 days—Master: barque Jane, Lunn, London, 42 days—J. Fraser—schr. Trial, Seviot, Miramichi, 10 days—J. Cunard & Co. CLEARED, Sept 24—brig Warrior, Miller, Irvine. Oct. 4. brig Neptune, Scott, Saltcoats. Came passenger, in the Margaret Ritchie—THOMAS M. DEBLOIS, Esq.

PORT OF ST. JOHN, N. B.

ARRD. Oct 1—brig British Tar, Bristol: Trafalgar, Sierra Leone: Ailegro, Norfolk: Margaret Dewar, New York. CLEARED—Ships Hugh Johnson, Liverpool: Alchymist, Falmouth. Percival, Plymouth: brigs Jane, Cork. Pleiades, Sunderland: Charles, Cork.

PORT OF PICTOU, N. S.

ARRD. Sept 21—brig Clyde, Irvine. 23rd—brig British Tar, Beaumaris: Lord St Helens, Newcastle. 24th—brig Barbara, Newcastle: barque John Atkins, Halifax. Capt. Alnwick, of the Lord St. Helens, spoke brig Richard & Ann, on the 12th inst. from Bridgewater, bound to Quebec, out 27 days; having on board the crew of the brig Sophia, of New Bedford, from Cottenburg, which vessel, laden with Iron, founded in Lat 47, North, and Long 40, 37 West: brig Woodhall, from Whitby bound to Corogne, out 29 days. SHIPWRECK—The brig Intendant, from Antigua and Turk's Island, bound to Arichat, was wrecked on Tuesday the 27th ult. on the west side of Liverpool harbour—crew saved—cargo consisted of rum, sugar and salt—the sugar and salt will be lost.

The barque Regent, from Liverpool; Ship Defence, from Alloa; and Brig Mars, have just arrived.

STRAYED.

Strayed from Bay du Vin River. THREE OXEN; marked and distinguished as follows:—Two large WHITE and RED OXEN; one with L. W. branded upon the horn, the third a BROWN OX with a small Star in the forehead. Any person or persons who will give the necessary information to the Subscriber that will lead to the discovery of the Cattle, will be handsomely rewarded.

JOHN T. WILLISTON.

Chatham, Oct. 11.