

ORIGINAL.

THE HUMMING BIRD.

See, see, the tiny sprite!
Joyous as a hope begun,
Creature made to dwell in light,
As ephemera 'neath the sun.

I throw, your home is in the sky,
Fairy, with the crimson breast—
Was it in the heaven's high,
That ye stole your golden crest.

Kings in regal state are set,
Mid their lords and ladies bright;
But, never, never, was there yet,
One like thee, in beauty dight.

Minstrel, loud, may boast his skill,
On the harp, with mortal fire;
But, havelong day, thou hast thy fill,
With thy airy-winged lyre.

The flowers thy gentle handmaids are,
Oft ye kiss their tears away;
When the lingering matin star
Says farewell to new-born day.

Where the draped plant of air
Throws its emerald curtains down;
There I see you, mocking care,
Like a joy, from heaven flown.

Little bird! I long to flee
To some starry isle in air;
Happy, happy, there with thee,
To leave dull earth and all its care.

E.

SCHEDIASMA.

MIRAMICHI.

TUESDAY MORNING, NOVEMBER 27, 1832.

In our promised notices respecting the Great Roads on the Gulf shore, our purpose is to commence with those in the County of Westmorland; proceed with describing them in Kent; lay before the public the situation of those in this County; and if our means of obtaining information were of adequate extent, would most willingly conclude with those of Gloucester and Gaspe. If we are unable to do all we wish, we have only to lament the limited extent of our knowledge; and we can only promise to do our utmost for the gratification and information of the public.

The soil of Westmorland is a heavy unyielding clay, and consequently adapted the very worst, for the purposes of roads. All the communications in that County are older than any others existing in the Province, yet their appearance by no means manifests a superiority of condition. That part of the great road from Jolicoeur to the bridge over the Memramcook, is—relatively speaking—in a highly wrought state, and has received considerable attention from the Supervisor, by straightening its sinuosities, and conveying light porous earth over the clayey and marshy parts. A great improvement has this season been effected on the Memramcook marsh, by carting a fertile soil for a great extent, over those rich alluvial lands, which, while they are so abundant in their produce of the fruits of the earth, are every way the worst adapted for the composition of a good road. From this river to the Peticoudiac, and up the latter to the Bend, the sinuosities of the highway would vie with the meanderings of the Memramcook, but in no other respect are we disposed to find fault. The highly respectable and worthy young officer in charge of that district, found at his hands the road opened and made—and it was made indeed before he was born—and no blame can possibly attach to him for not deeming it expedient to expend the public money in making slight attempts to make straight that which must be altogether new to be advantageously altered. An execrable bye-road leads from Fox Creek along the shore of the Peticoudiac to the French settlements between the mouths of the latter river and the Memramcook; and we only mention this bye-road to reflect in a small degree on the little energy evinced by so old a settlement of farmers, in the formation for their own use and advantage, of a passable communication. That which may very properly be called the Great North Road, branches from the grand Provincial highway near the lower bridge over the Memramcook, and crosses that river by an execrable bridge, about two miles higher. This road too, if converted into a canal, would vie with the river of Asia Minor, so celebrated by ancient writers, for the beautiful flexures of its course, and although a very old communication, is one reflecting as little credit on the Province as any in a much newer county. For what purpose do farmers plough heavy soils in the fall of the year; but to lighten and throw them open to

the ameliorating influences of the frost. For the self-same reason then, rational theory and experience would dictate the very opposite line to those who superintend the formation of roads; and instead of ploughing, digging, and rendering light and friable those soils more particularly liable to be loosened and heaved by the frost on the approach of winter, to cause the roads in such a situation, to be wrought on only at those times when the effects of the sun in the summer tropic, and the drought incidental to the season, would bind the materials into a firm and indistructible pavement. This, however, is not always in the Supervisors power, from the want of money—that sinew of all practical operations—and in a succeeding number, we shall propose a remedy for the evil; one, which in our humble opinion, we have deemed a most notable expedient. The other great road in Westmorland, is that connecting Shediac with the Bend, and is—in consequence of its rectangular sinuosities, and the autumnal diggings, in an execrable a state as the laziest traveller could desire. The Supervisor of the two last mentioned roads, is as estimable a man as can be met with in the Province; he is beloved by his neighbours, and respected by all who know him; but as a Supervisor, we believe him to be wedded to ancient prejudices, and averse to venturing into new-trodden paths of speculative science to so great a degree as to make him backward in imbibing the genial influences of modern improvement.

We purpose, some other time, to make a few observations on the project of a grand ship canal to connect the Bay of Fundy with the St. Lawrence; together with the superior feasibility of constructing a rail—or tram-road, from the Bend of the Peticoudiac to Shediac.

Some time since we considered it our duty as public Journalists, to call the attention of our patrons to several circumstances arising from the system pursued in this country, in regard to the Crown Lands; and we at that time openly said, that although our natural disposition is laudatory, and if we cannot always pursue that bent with an unrestrained pace, we can only lament that iron circumstances absolutely preclude it; and when and wherever we observe any thing injurious in the conduct of the officers in charge of any department of the Government, we shall never hesitate in calling to it the attention of the public. It is not our intention at present to bring any charges of misconduct against individuals, we only propose by these remarks, to arraign the measures pursued by the Commissioner of Crown Lands, in regard to those immense reservations of the finest territory in the country, for a caste of human beings, whose education and habits forbid the slightest hope of their ever being in a condition to enjoy the benefit. These tracts are pearls thrown to swine; and the hope that swine may appreciate those elegant and precious articles of ornament, may as rationally be entertained, as for the Indians to sit down on their Reserves, and attentively to cultivate the soil. At a time when most of the Reserves throughout the Province, are broken up, and laid open to the competition of the public; at a time too, when these wilderness tracts are so much wanted by industrious emigrants or native settlers; and at a time when roads are necessarily carried through them by the labour, and at the expense of those valuable people, who have cleared the country around these masses of wood-land—the continuance of them in their present baneful situation, seems to be resolved upon by the Crown Officers.

Far be it from us to advocate the commission of any breach of the public faith, to these wild tenants of our forests; but let us put this simple question—and its answer will prove ample justification—for whose benefit do the profits of these tracts accrue? We boldly deny any person who is the least acquainted with the general customs, and political constitution of the Indians, to deny that the whole of the profits, independently indeed of the annual crops parsimoniously obtained from their miserable individual clearances, which can be raised from the sale of the timber, lath-wood, or even the land itself, in cases where such sales can be effected, accrue solely to the Chief. The Chief reaps the only benefit of any transfer, without the least responsibility for his management, and without the smallest degree of accountability for his receipts. His income is expended solely in the support of his own family, or in the gratification of his own excesses. No starving widow; no helpless orphan; no untended sick; no miserable old age, has the smallest claim on his acquisitions, or receives other than a casual and eleemosinary meal. His constitution as Chieftain, never contemplated his assumption of paternal duties to his tribe; and as none were expected—none are bestowed. He was their leader in the bloody fray; he led them to conquest and to spoil; and his duty partook of no other character. He set an example of fortitude in the time of tribulation; and was the first and most hellish in the hour of bitter vengeance. To cultivate the simple arts of peace; to follow agricultural pursuits; or to set an

example of sobriety, form no part of his policy:—with the growth of enlightenment, his authority and influence diminish, and he—generally, we observe—discountenances such emasculating pursuits. We sincerely deplore that Government ever made any pledges to these people for such large and valuable tracts of land; but as their purpose was solely for the benefit of those benighted beings, we contend, seeing that their object has proved a total failure, the Government would act with perfect good faith, by making an appropriation of another kind for their use and profit, and throw the land open for the improvement of the industrious.

COMMUNICATED.—The thanks of the inhabitants of Bathurst are justly due to Messrs. Bishop and Baldwin, for their praiseworthy exertions, in the promotion of Science in our little village. The Lectures were numerous and most respectfully attended—and general satisfaction expressed on the part of the audience. Mr Bishop's Lecture on Anatomy, evinced a correct knowledge of the science on which he treated;—and Mr Baldwin's first Lecture on Moral Philosophy, was highly interesting, and displayed much deep research and well selected matter. We look forward with pleasure to the beneficial results which may be expected from such an attempt at intellectual improvement in our small community.

The building containing the Kiln attached to Mr Jordan's Grist Mill, in Nappan, was destroyed by fire on the night of Tuesday last. There was a large quantity of grain in the building at the time, which received considerable damage.

The river is now fast bound in its icy fetters, and there is every appearance of its remaining so for the season. The ship Christopher, from Liverpool, came up as far as Middle Island on Thursday, delivered her letters: the Captain intends to proceed to sea. It was reported that a brig, inward bound, was off Oak Point, on Wednesday. The bark Benjamin Shaw, is laid up for the winter at Newcastle, and the brig Prince Regent, ready for sea, is lying at Mr Henderson's ballast wharf, in Chatham. There are also several small schooners in the river.

SHIPPING INTELLIGENCE.

PORT OF MIRAMICHI.

ARRIVED—Saturday, schr. Saint Ann, Bernier, Quebec, 7 days.

CLEARED—November 19—ships Blenheim, Frankland, London; Lord Sidmouth, Gales, do: schr. Aimwell, M'Leod, P. E. Island. 20th—brig Lord St. Helens Alwick, Newcastle: schr. Glasgow, Graham, Pictou. 21st—ships Champlain, Hughes, Liverpool: John, Bulawer, Hull: schrs. Christy Ann, Fraser, P. E. Island; Mary Ann, Yeo, do: bark Tottenham, Cornforth, New Ross. 22nd—brigs Prince Regent, Milford; Auspicious, Scully, Bidford: 24, Mary's Rochford, P. E. Island; Messenger, Sitcoan, Halifax; bark Scott, Wilson, Sunderland.

The schr. Esperance, Le Baile, r m Quebec, got into Bay du Vin, yesterday. A passenger on board, states that the Charlotte Gallant Borth, from this port, bound to Quebec, was wrecked at Goose Island, and that one of the hands was lost.

A schr. owned and commanded by Capt. Coulson, from Richibucto, for this port, with a cargo provisions &c. consigned to R. Blackstock, was wrecked on Portage Island on Friday last. Vessel and cargo totally lost.

PORT OF ST. JOHN.

ARRD. Nov. 6—ships Ant, Liverpool: Charlotte Langen, Digby. 8th—ship Restitution, Flmouth: brig Colina, New York. Cleared—ships Sackville, London: Ohio, Liverpool: Sarah, do: Lady of the Lake, Greenock: Alfred Grangemouth. Brigs Albion, Southampton: Glen, Kinsale.

PORT OF ST. ANDREWS.

ARRD. Nov. 8—ship James & Henry, New York: brigs Argus, Barbadoes: John & Mary, Liverpool: Morning Star, Jamaica. 9th—brigs Colonist, Barbadoes; Elizabeth, Jamaica: Cherub, Liverpool: Frederick, Bristol. Cleared—ship Admiral Moosom, Dewerra: Quinton, Newry: Nelson, Barbadoes: brig James Denniston, Demerara, ship Hygeia, Montego Bay.

Captain Sellen, master of the schooner 'Powells,' reports, that on the 24th inst. when on his passage from Halifax to this port, he saw a large vessel (supposed to be a ship) on shore, about two leagues to the eastward of St. Mary's, near Holland's Harbour; the wind blowing fresh from the north, prevented Capt. Sellen from ascertaining the exact state of the wreck.—C. B. Herald.