

means of false keys, and sundry articles of Dry Goods abstracted therefrom;—and last night, an attempt was made on the same Wharf to break open the store occupied by Mr J. T. Hanford, but fortunately the outer lock being a strong one, the villains did not succeed.

The River Steamers.—The John Ward now starts from Indian Town for Fredericton, every morning, (Sunday's excepted) at 7 o'clock; and leaves Fredericton, on her return, at the same hour in the evening, thus performing a trip to and from Head Quarters every twenty-four hours. This arrangement must be very convenient for persons travelling on business, who wish dispatch.

The Woodstock performed her voyage from Fredericton yesterday in nine hours, having started a little after 7 A.M., and arrived at Indian Town about 5 minutes past 4 P.M.—The passengers report alarming signs of the approach of winter, large portions of some of the hills opposite Gage Town being covered with a thick layer of snow, which has fallen during the preceding night. They also state, that yesterday morning at Fredericton was remarkably, even bitterly cold for the time of year.—We may add, for the information of distant readers, that the weather was yesterday uncomfortably cool in St John also.

The proprietors of the Woodstock intend running her to Fredericton three times a week for the remainder of the season, to commence next week.

FROM THE ST. JOHN BRITISH COLONIST.

IN our last we left our readers on the Mud Banks of the PETICODIA; we will now, if they are inclined to follow us, transport them to a country that delighted us, but that we despair by our description of being able to delight them. After a night's rest, and an excellent breakfast at old PERRIGUES, we started in a travelling wagon for SHEDIAC, over a newly made road of fourteen miles, which from the recent repairs, and the continuance of rains was any thing but pleasant, yet the difficulty of travelling at present, was in some measure ameliorated by the reflection that the Road Master had cut deep drains at the sides, and rounded up the centre, which will eventually make an excellent road,—we therefore took the intention for the benefit, and passed on to Shediac. A four hour's drive brought us thro' the woods; and as if by magic, the broad blue expanse of the St. Lawrence Gulf burst upon us—it was a great relief after four hours' monotony of ever spreading green. The land is perfectly level, and stretches far out into the harbour, which causes it to be very shallow,—a great distance from the shore the harbour is, however, sufficiently deep for vessels of 400 tonnage; an island lying across the entrance, operates as a breakwater; and makes it perfectly safe from all winds. The French settlement on the S.W. side of the Harbour, is highly cultivated, and presents the appearance of health and ease being the portion of its occupiers. The crops on this shore, notwithstanding the unfavourableness of the season, looked well, and we were informed about an average production. The people appeared happy and comfortable, and finding we were from St. John, talked much of the advantages of a Canal across the isthmus, and looked to the good folks of St. John for carrying it into effect. It is true, a Canal might be constructed with great advantage and facility, the country being a level the whole distance through, and in conversation with those persons whom the public have a right to expect its execution from, we are informed the immense expense it would naturally incur, has been the cause of its delay. After viewing the ground, the distance, and considering the great general advantages of such an undertaking, we are fully established in the following facts, which would effectually remove the existing obstacles to connecting the Bay of Fundy with the Gulf of St. Lawrence, not however by Canal, but by the less expensive and more useful means of Rail Roads. A Rail way is more rapidly constructed, available, with more speed, and as the expense would not in all probability exceed £5000, it could be taken up either as a Legislative measure, without involving the country, or become a matter of private speculation. The advantages of such an undertaking are too obvious to need comment; among its advantages we would enumerate the Gulf and Newfoundland fisheries, which would by this arrangement be brought to our doors. The harbour of Shediac would at no distant period be enlivened by the 'yo ho vo' of the fisherman, and the broad expanse of its blue boom be sprinkled over with the tiny fleet spreading its white sails, like a flock of wild geese, to catch the breeze that was waft it to the fishing ground. A great portion of the supplies of West India produce and British goods now used in that quarter, is procured from Halifax, for which lumber and fish are given in exchange. This branch of business might also come through St. John, and be found another source of wealth to its merchants. Another very important consideration is, that this city might be supplied with flour and salt provision, by this route from Quebec, on more advantageous terms than from the United States, West India produce would be taken in exchange, and the foreign import duty saved—two very important objects. A route also would also be established to Quebec by this arrangement, and as a necessary consequence, two more steamboats employed for the transmission of goods and passengers,—one from St. John to Peticodiac, and the other from Shediac to Quebec. With all these advantages staring us in the face, that man must be wilfully blind who does not see them, and less than wise or patriotic, (having the means) who does not embrace them. These were our thoughts while traversing the shores of the Gulf, and so firmly are they impressed in our mind, that we should have deemed it a dereliction of our duty as Journalists, had we neglected to have given them publicity.

COMMUNICATED—DIED, suddenly, on Tuesday morning, the 9th inst. with christian patience, JOHN LOBBAN, Esq. Barrister at Law. A man highly esteemed for his very manly and social qualities, and justly lamented by all who knew him; his remains were interred on Friday following, in St. Paul's Church yard, attended by a numerous and highly respectable part of this community.

SCHEDIASMA.

MIRAMICHI.

TUESDAY MORNING, OCTOBER 23, 1832.

By the arrival of the Condor, at Halifax, we are enabled to lay before our readers London dates to the 8th September; they furnish nothing of importance. We have carefully perused our English papers by the Packet, and have gleaned a variety of interesting European items. It is highly satisfactory to learn, that the crops throughout Great-Britain and Ireland, have been most abundant, and the weather during the harvest unusually propitious, which enabled the husbandman to gather the same, and house it in the best condition.

THE CHOLERA.—This disease, which has been so destructive to human life, it is gratifying to learn, is rapidly diminishing in the Canadas, and in the United States—and hopes are entertained that it will speedily disappear in this Continent. We cannot be too grateful to an over-ruling Providence for his mercy in thus far protecting us from this frightful scourge; and our thanks are due to the authorities for their praiseworthy exertions in rigorously enforcing those sanitary Regulations, which prevented its introduction into our settlements—even while it was in our river.

It is with much satisfaction we publish the following paragraph from the St. John Courier. Mr D. arrived here with the Post last week, and has resumed his ministerial labours.

"Arrived on Tuesday last, from Annapolis, in the steamer Henrietta, the Rev. James Dunphy, who took charge the following day of the Parish of St. Malachy, as Parish Priest. The Rev. William Dollard, Vicar General, returned the same day (Wednesday) by post, to his former Parish at Miramichi."

TEMPERANCE SOCIETY IN NEW-BANDON, COUNTY OF GLOUCESTER.

The cause of Temperance, having for its object Present and Eternal good—is regarded by every pious person as worthy of notice. It is always pleasing to such, to hear of the establishment of Temperance Societies; because these are Auxiliary to the divinely appointed means of reforming the wicked, and preserving the good.

For some time there had been a good number of persons in New-Bandon, that had signed the Rules of Temperance. On Tuesday, 11th September, a meeting was held for the purpose of organizing a Society, when the following persons were appointed Office-Bearers:

Rev. J. F. Bent, President.
Mr John Parrott, Vice-President.
Mr Mathew Parrott, Treasurer.
Mr John Henry, Secretary.

Committee—Messrs. Richard Dawson, Robert Hickson, Thomas Smith, John Huston, William Hornbrook, Joseph Wiseman, and William Eady.

The meeting was opened with religious exercises, by the Rev. J. F. Bent, and closed with the same. At the meeting, and after, several joined. The Society now consists of upwards of Fifty Members, and hopes are entertained that (the blessing of God) several more will shortly be added to the number.

By Order of the President,
JOHN HENRY, Secretary.

THE CROPS.—It is with much pleasure we learn, that the Crops in this and the neighbouring Counties of Kent and Gloucester, are much more abundant than was anticipated from the unfavourable season we have experienced. Hay was an average crop; and Wheat is most abundant, and of superior quality. There will be a deficiency in potatoes, owing to the long prevalence of cold and rainy weather in the early part of the season, which destroyed the seed; Oats and Barley promise fair. We last week saw three potatoes, taken out of one hill, which weighed three pounds, lacking an ounce: they were raised in a field in the vicinity of Chatham, in the possession of Mr Robert Keillor.

SHIPPING INTELLIGENCE.

PORT OF MIRAMICHI

ARRIVED—16th, brigs Eleanor, Hursley, Liverpool, 37 days, Crane & Allison's; 22d, Pilot, Jones, Cardiff, 49 days, Master; Mercator, Barr, Greenock, 42 days, John Nesmith; bark Dowson, Gowland, Gloucester, 37 days, J. Cunard & Co; schr. Greyhound, Landry, Quebec, 8 days; Providence, Fournier, do. 7 days.

Total square-rigged vessels—192.

The ship Hero, England, of Bideford, bound to this port, was totally lost on the East end of the Magdalen Islands, on the 4th October. The Captain and crew

arrived here last night, in a schooner, with a part of the materials.

The schooner *Mary Ann*, from Pictou, experienced very heavy weather on her passage, and was compelled to put back after having reached the West Cape. She saw a schooner go to pieces on the Merrigomish bar—two boats put off from the shore, but they were unable to render the crew any assistance, and they unfortunately perished. She was supposed to be from Sydney.

PORT OF RICHIBUGO.

Arrived, Oct. 17, brig Lune, M'Kenzie, Liverpool, 42 days; J. Cunard & Co: 19th, schr. Angilique, Brotherton, Quebec, 10 days; Hugh M'Kay: brig Terry, Waite, Ireland; John Jardine.

Cleared—15th, bark John Atkins, Hooper, Liverpool.

PORT OF RISTIGOUCHE.

Arrivals from the 5th to the 12th Oct.—bark Spring Hill, Auld, Troon, 35 days, H. & J. Montgomery; brig Nancy, Hodgson, Maryport, 36 days, Master; schrs. Landry, Quebec; Temperance, Jackson, Halifax.

Cleared—5th, brig Salus, M'Millan, Greenock; Retreat, Cooper, do: 6th, schr. St. Laurent, Barrier, Quebec; Hope, Silliker, Bay Verte; bark Endymion, Garbutt, Liverpool: 8th, brig Catherine, Clarke, Ardrossen.

PORT OF HALIFAX.

Arrived—12th Oct. schr. Harriet, Miramichi: 16th, brig Condor, London. Cleared—schrs. Mary-Ann, Miramichi: Lark, do: Brothers, do.

Ar. at Kingston, Jam. bark Jane, Miramichi.

PORT OF ST. ANDREWS.

Arrived—October 4, brig Cupid, Wilmington; ship Campo Bello, Liverpool: 10th, ship Nelson, New-York: 11th, brigs Kingston, Liverpool: Rosseau, London. Cleared—brigs Hannah, Lancaster; John & William, Poole: barks Royal William, Liverpool: Revolution, do: 12th, Sarah Ann, Liverpool; Quinton Leitch, Newry.

PORT OF PICTOU.

Cleared—Oct. 13, barks Galatia, Liverpool; Minstrel, Falmouth; James, Liverpool.

PORT OF ST. JOHN.

Arrived—Oct. 11th, ship Frederick, Liverpool; Sarah, do; Dorothys do; Brothers, do; Lady of the Lake, Greenock; Don, Liverpool; Minerva, Lancaster; brigs George, Londonderry; Emerald, Liverpool; Bowes, do; Iphigenia, Cork; 12th, ship Miramichi, Liverpool; brig Aurora, Waterford; 14th, ship Clio, Tobacco, via New-York; brig Albion, Limerick; 15th, brig Sea Horse, Sligo; 16th, ship Sackville, Philadelphia.

Cleared—brigs Margaret, Dumfries; Lady Campbell, Greenock; Evelina, Liverpool.

Brig Ambassador, 32 days from Londonderry, arrived at Quaco on Thursday last.

On the 25th Sept. the Minerva exchanged numbers with the ship Bainbridge, from Halifax, lat. 44, 18 N. long. 33, 30, W.

QUEBEC.—The bark Quebec Packet, 1st August from London, drove ashore last Friday week, at 10 p.m. six miles to the southward of Egg Island, (near Trinity Bay, on the North shore,) all hands and the stores saved. Captain Spalding and six of the crew, with part of the materials, have arrived at Quebec; the vessel is a total wreck.

A full-rigged ship, copper bottomed, name not known is ashore about sixteen miles below the Quebec Packet.

The ship Rebecca, Laurie, from Greenock, is ashore on Matan, a total wreck. All hands and the passengers saved: three of the crew arrived at Quebec in the Shannon, from Sunderland, and part of her cargo is on board a schooner at Groose Isle.

The ship Unicorn, Troop, 24 days from Liverpool to Quebec, was cast away at Scattaree Bay, south coast of Newfoundland, on the night of the 22d Sept. at half past 11 p.m.: the vessel was in ballast—totally lost; crew and passengers 10 in number saved.

The British brig Phoebe, Hastie, from New-York to Pictou in ballast, went ashore at Hempstead, on Thursday last, and remained firm on Friday evening—*Boston Courier*, September 25.

TO EMIGRANTS, SHIP MASTERS, &c.

The Subscriber most respectfully announces to the public, his intention of opening an establishment under the designation of

The British, Colonial, and Foreign News-Room, and Coffee-House.

To which will be attached a REPORTING OFFICE, where Emigrants and Strangers by leaving their names, will receive intelligence of their friends—or situations—and Captains obtain information of labourers or seamen in want of employ. The Establishment will be conducted after the manner of similar ones in the old Country, and in the United States. Charges liberal.

DAVID HORNE.

Chatham, October 23, 1832.