

a high degree of accuracy. But when such fall into the possession of men of no experience, and little capacity, the mischief which may be done in a short time, is beyond all calculation. Confusion is introduced into the business of the Land Department, and litigation of the worst description inevitably entailed.

Without the slightest feeling of fear at being driven from our position, we unhesitatingly and uncompromisingly advance, that one half of all the surveying instruments, and the like proportion of those for plotting, used in this country, are inaccurate in some essential degree. We scarcely know of one Theodolite, the lowest price for which is Twenty Pounds of our currency, which deserves entire dependence. In some the needle is not poised on the same centre on which revolves the graduated limb; and consequently the needle forms no check on the angular observations. The line of collimation of the telescope sometimes is not in the same plane with the meridian, or the line of Zero, of the instruments; and the line of sight through the telescope, which is governed by the position of the eye-glass and object-glass, not agreeing with the line of collimation. The graduations of the horizontal and vertical limbs are often inaccurate, as well as those of the verniers annexed; and those in the compass box attached, seldom coincide with those on the horizontal limb. The level glasses are frequently untrue, and very badly adjusted; and the spindle on which the instrument revolves when fixed in a level position ready for observation, not accurately turned. The brass of a very large proportion of the circumferencers, and commoner kinds of instruments, has contracted magnetism; and which counteracts in a most pernicious manner the needle which it encloses. The inside of the agate cap is frequently a portion of a large sphere, instead of being a small reversed cone; by which the needle is prevented from always pointing in an accurate manner. The needle is seldom well centered—not pointing to the same degree on each side. The graduations on the circle inside the box, are frequently incorrect. The line of sight sometimes differs considerably from the meridian line on the line of Zero of the instrument. All these kinds of inaccuracy, as well as others which instruments are liable to contract by violence and exposure to atmospheric changes, it is the duty of a skilful officer to detect; and knowing the defect, to provide against error by removing the cause, or wholly to cast it aside. A proper regard for his reputation, will also forbid him from using erroneous protracting instruments, which—let his work in the field be ever so carefully and accurately performed—will infallibly give incorrect results.

In a future number it is our intention to offer some suggestions of our own for the remedy of a few of the evils complained of; and on the principle that the knowledge of a disease is half its cure, we shall make a proposition to obviate the ill consequences of our present dearth of good instruments. But in the course of our observations we shall act with entire independence, careless alike of whose feelings may be wounded, or whose conduct may be inculpated; always keeping full in view, that the public weal must be held paramount to all private feelings, and although sensations of a laudatory nature are invariably those nearest to our heart, no considerations in the remotest degree allied to interest or affection, shall be suffered to interfere with a duty so great, or paralyze efforts disinterestedly commenced, and so imposingly required.

Fearing that our late observations under this head have proved tiresome from their length to some of our patrons, we shall discontinue them for a few weeks.

The following extracts from private letters from Newfoundland, which we copy from the Halifax papers, give a most melancholy account of the distress experienced in that Island from the extraordinary backwardness of the season.

Extract of a Letter from a Mercantile House, in St. John's, N. F. dated June 18, to a friend in this town.

"There never was such a Spring known in this Country since we have been in Newfoundland, which is upwards of 30 years. Business is quite at a stand, and the Fishery not commenced; and what is still more, the people to the northward are literally starving, having lived for some time on Seals, Cats, Dogs and Horses, and no vessel can proceed to their relief with Provisions, the wind continuing North East, and all the Bay and Harbours are full of Ice; the accounts daily received by transient persons travelling across the woods, are truly distressing."

The harbour of St. John was full of ice at the above date.

St. JOHN, N. F. June 21.

The brig Eleanor, Capt. Blair, at this port, from Waterford, while jammed in the ice off Gull Island, near Bay de Verd (Conception Bay), about a fortnight ago was boarded by seventy or eighty persons from the shore, having stated themselves to be in great distress, proceeded to break open the hatches, and forcibly car-

ried away a large quantity of provisions, which they conveyed on shore over the ice—Novascotian.

We have been informed, and we feel great pleasure in giving publicity to the circumstance, that the Courier on the Richibucto and Dorchester post route the week before last, performed the journey to the latter place and back, a distance altogether of about one hundred and thirty miles, in only forty-seven hours. He left the Post Office at Richibucto at 4 o'clock on the Wednesday afternoon, and returned with the Southern mail by 3 o'clock in the afternoon of the following Friday.

Our Montreal papers, by the mail, are to the 30th; but we received no Quebec papers. They represent the Cholera as abating in both cities; but it continued to spread to the adjoining towns and settlements, in Lower as well as Upper Canada.

CONTAGIOUS PREVENTATIVE.—To a quarter of a pound of black oxide of manganese add one tea-spoon full of muriatic acid, and from this combination sufficient chlorine gas will arise to fumigate a large room. To continue this fumigation, it will be necessary to add the same quantity of acid daily: the manganese will retain its properties for fourteen days.

Report of the Committee of Sessions for Regulating and Enforcing Quarantine, dated 16th July, 1832.

The Committee have great satisfaction in having it in their power to report, that, on Wednesday last the steam ship Royal William was relieved from Quarantine, and that on Sunday the passengers in the healthy Lazaretto were all discharged and allowed to proceed to their respective destinations.

Previous to discharging either the Royal William or the passengers, every precaution was taken by the Committee to prevent the possibility of contagion being carried into our Towns and Settlements. The ship, and passengers on board, as well as those on shore have been minutely inspected by both Health officers, the vessel and all the baggage fumigated, and every act which could be considered necessary or desirable has been done under their eye. The convalescent and indisposed still remain in the sick Lazaretto.

By Order,
JAMES D. FRASER.

DISGRACEFUL OUTRAGE. On going to our Office this morning, it was with much regret we perceived that during the previous night several panes of glass, and a window sash, had been completely broken to pieces. It appears the Pole, over Mr. Rue's shop had been pulled down, and the top, forming a ball, had been discharged through our window. Similar disgraceful and wanton outrages too frequently occur in Chatham, and will continue to be perpetrated, until some public example be made by bringing the delinquents to justice, and treating them with the utmost rigour the law will allow.

The Steamer Royal William left this port on Sunday morning for Picton and Halifax.

MARRIED—At Nelson, on Friday last, the 13th instant, by the Rev. Mr. Dollard, Mr. JOHN GREEN, to Miss MARGARET HOLLAND.

SHIPPING INTELLIGENCE.

PORT OF MIRAMICHI

ARRIVED, July 11—brigantine Britannia, Shedden, Newfoundland, 13 days—Master: brig Terra Nova, Percy, do., 8 days—Master.

12th—brig Amity, Andrews, P. E. Island, 2 days—J. Cunard & Co: Union, Taylor, London, 47 days; R. Blackstock.

13th—brig Douglastown, Allen, Newfoundland, 7 days—Gilmour Rankin & Co.; schr. Mary Bell, Graham, Richibucto, 2 days.

14th—brigantine Fury, Cody, Newfoundland, 8 days; J. Cunard & Co.: Abiona, Percy, do., 8 days; do.: schr. Lady of the Lake, Charles, do., 7 days; brig Piscator, Kydd, do., 8 days; Broad & Fowler: brig Oak, Woodward, Newfoundland, 11 days; J. Cunard & Co.

16th—brigs Eleanor, Blair, Newfoundland, 8 days, J. Cunard & Co.; Montcalm, Chambers, London, 42 days—A. Fraser, Jun.

Making a Total of 101 square-rigged Vessels.

CLEARED, July 11—brig Cove, Lewis, Alfracombe. 13th—bark Orion, Grayson, Liverpool: schrs. Maria, Prought, P. E. Island: George, Wood, do: Jane, Sheerman, do: Isabella, Wadman, Richibucto: Mary Jane, Power, Bay de Chaleur: Endeavourer, Ramsay, P. E. Island: Christy Ann, Fraser, Bay de Chaleur.

Liverpool, May 31, Sailed—William Harrington, Miller, Restigouche: Aurora, Mathewson, New Brunswick.

PORT OF ST. JOHN.

Arrd. July 4—ships William Ewing, Philadelphia: Maida, Hull: via. New-York: brigs Ann, Strang, Londonderry: Duncan, do: Margaret, Africa, via. Berbee. 9th—brigs Thistle, Londonderry: Nelson, Belfast.

Cld.—Ships Sarah, Liverpool: Frederick, do: Kent, do: Try Again, Kilrush: Hannah, Hull: Carlton, Glasgow. Brigs Aurora, Cork: Burden, Limerick: Breadalbane, Limerick: George, Londonderry: Waterloo, Belfast: Elizabeth, Cork: Ontario, Londonderry: John Barry, Sunderland.

PORT OF ST. ANDREWS.

Arrd. July 4—brigs Woodbine, Barbadoes: Isabella, Belfast.

Cld.—bark Osprey, Barbadoes: brigs Euphemia, Bideford.

The Woodbine fell in with a brig of about 170 tons, water logged, Lat. 39, Long. 65, on the 10th May—laden with P. P. lumber and staves; oak built, painted with a broad white streak; a man figure-head. Cables, Anchors, Sails, and part of her rigging gone.

PORT OF HALIFAX.

Arrd. July 4—schr. Roseau, Richibucto. 5th—schr. Enterprise, Shediac. 7th—brig London, Memel; timber: schrs. Mary, Richibucto: Elizabeth, Shediac: Indian, Miramichi. 8th—schr. Messenger, Miramichi. 9th—brig Columbus, Memel; timber.

Cld.—brig Findhorn, Liverpool: schr. Jane, Miramichi.

QUEBEC.—The brig Royalist arrived on the morning of the 26th, at Grosse Isle, with a clean bill of Health, from Belfast, with 187 passengers on board, whereof 34 died during the passage, that is to say, 14 adults with symptoms of the cholera morbus, and 20 children with small pox and severe cold; the last cholera patient died on the 7th instant. Passengers are not to be landed until further instructions from the Board.

The brig Dalusia, Parnell, having 167 passengers, sailed on the 6th May, from Dublin, where she performed three days' quarantine before sailing, as a test in order to procure a bill of health for the vessel and passengers; has on board the measles, whooping-cough, and some cold; five children died of the measles.

AUCTION.

To be Sold on FRIDAY next, at 12 o'clock, in front of the Subscriber's Store, to close Consignments.

- 160 doz. Port and Sherry WINES,
- 3 casks Single Refined SUGAR,
- 80 boxes GLASS, 12x16, 10x12, 9x12, 8x10, 7x9,
- 15 pieces Shirting Stripes,
- 15 do GINGHAMS,
- 10 do Checks, Fancy VESTS,
- Fancy drill Trowsers, Stripe Shirts,
- Superior Rosewood WRITING DESKS,
- Looking Glasses,
- 20 doz. cloth and oil skin CAPS, assorted sizes,
- pieces Canton Crape, assorted colours,
- Wellington Boots,
- 5 sets Dish Covers.

C. CLARKE, AUCTIONEER.

July 17, 1832.

FOR SALE.

Three pair of large WORKING OXEN, and Two pair of Stout HORSES, if applied for soon.

HAWBOLT & LETSON.

Chatham, 16th July, 1832.

NOTICE TO EMIGRANTS.

Emigrants arriving and desirous of settling, will immediately receive Crown Lands upon the Terms prescribed by Government. Copies and Plans of Surveyed Lands from Shediac to Restigouche, can be seen by applying to Mr. James Ingram, Bathurst, Mr. Ward McDonald, at Richibucto, and the Undersigned, to whom all application must be made. (If by letter post-paid.)

HENRY CUNARD.

Govrnt. Agent for Emigrants.

Chatham, Miramichi, 10th July, 1832.

THE SUBSCRIBER

Takes the liberty (through the medium of the Press) to give information to the Inhabitants of Miramichi, that he has established the

BLACKSMITH BUSINESS

at his Shop, near the Post Office, in Chatham: where all orders given will meet with due attention, viz: Farming Utensile, Mill Irons, Ship work—where Ship Owners, Consignees, and Masters are particularly invited, &c. Axes made and warranted of Crawley, Blister, or Cast Steel, as required. HORSE SHOEWING and FARRIERY—Horses broke and trained to Saddle or Carriage.

L. LOCKHART.

Chatham, Miramichi, May 15 1832.