

ance it should extend. If the observations taken by the Secretary, to which we made allusion in our last number, prove to be accurate—and from the extent of our information, at all events for the last ten years, we have reason for entertaining doubts—it will be seen that the needle changes its direction in ten years to the amount of one degree, causing a divergence of one chain and four tenths, or nearly six poles in the extent of one mile. Insurmountable difficulties appear in our eyes to beset the subject, by the manner in which the Grants have been expressed, all of which direct the magnetic meridian of the day to be the guiding star. The plans attached to some grants express the difference between the observations made at the time of the granting of the land and those at which the lots were originally surveyed. Yet the subject has been so circumvallated with all sorts of difficulties and objections, arising from the want of data to be sufficiently to be depended upon, that it cannot be doubted that the different Surveyor Generals have been compelled to break off all embarrassing considerations, entrench themselves behind the strict language expressed in the public documents, and like the Tories with the National Debt, leave posterity to grope their own way through the labyrinth. We beg leave to assert, that it is a labyrinth for which no man will yet find a clue; and if we, ourselves, have not courage to face the evil, posterity will be compelled to force a highway of its own. Let it not be imagined that we attach any blame whatever by these strictures, to the present, or any preceding Surveyor General. On the contrary, great praise is due to all for talent and industry, and peculiarly so to the gentleman who in chief fills the chair of office, as much for the encouragement held out for the exertion of talent in those under him, as well as for the considerate caution with which he has approached any projected alteration. Paradoxical as it may seem, while we are bestowing the meed of just applause for not manifesting too great a desire for change, we at the same moment condemn the system, and advocate change. But recklessly to invade a long established order of things, is one thing; to make cautious experimental alterations, founded on uncontroverted data, is another. In the one case confusion may at a stroke be rendered 'worse confounded,' and the security of real property directly invaded; in the other, lucid order may be established, and the poor man's homestead unalterably, and without a liability to question, maintained.

The officer whose duty it is to furnish the draft of a Grant, uses the very words adopted by the Surveyor General, in his description of the boundaries of the land to be conveyed, subjecting them to alterations alone on account of legal technicalities. Few corrections have been made in the compilation of the documents by which the map of the whole country has been constructed, in relation to the different directions of the magnet at the different periods at which the various grants were passed, or the surveys made. A lot conveyed to day, adjoining to one granted in 1784, or even earlier, will be laid down on the plan attached to the patent, as parallel or coinciding with the lines of the contiguous old Grant;—yet both grants, as well as the late as the old one, direct the lines to run by the points of the compass nominally the same, although by the constant advancement of the needle westward, the courses must be substantially different. A river may have been surveyed thirty years ago, and laid out into allotments, the boundary lines of which were then intended to coincide with the magnetic meridian of that time. Grants then passed for the greater portion of the lots, leaving, we will assume, one narrow vacancy at that time not of sufficient value to attract desire. Time, and the adjoining improvements of the older settlers, have at length operated a change, and established a relative value on that which had none intrinsically, and the lot is consequently become an object of speculation. In nine cases of ten, the boundary lines of that lot will be expressed in the patent just passed, as 'running North by the magnet,' and which cannot by possibility, although corroborated by the plan annexed, be a correct description. We have adduced these circumstances to prove the INTENTION of the Surveyor General,—whose intentions have been also proved to govern the words used in the patent itself—to cause the lot to be granted by the magnetic meridian of the period of the original survey, the reverse of which would infallibly introduce confusion—mischievous to the last degree. The allotments and rivers in the neighbourhood of the tracts in the grants, delineated for the sake of illustration, are protracted with very few exceptions, on the same courses by which they were granted, without the least reference to the dates of the previous patents, and to the consequent variations, or the bearings as they exist; and which observation applies to the construction of the map of the whole country.

To pursue this subject at present, will be inconsistent with our limits; we shall consequently reserve the further discussion of it for our next impression.

The French as well as the English settlers, throughout this and the neighbouring counties of Kent and Gloucester, have sustained very serious losses of cattle in consequence of the unwonted coldness of the season, the continuance of which threatens the most alarming consequences.

On Thursday last, a youth, the son of Mr John Herries, a respectable farmer on the St. Nicholas river, being in a canoe, was arrested by a sudden fit of giddiness, and fell into the river; but the water restoring him to his senses, he was enabled by the important acquisition of swimming, to save himself from a watery grave.

The mortality among the cattle at Richibucto, still prevails, particularly affecting the sheep. Captain McAlmon has lost twenty-five head, and Mr Simon Richard, of the Lower Village, twenty-two.

## MARRIED.

On Monday, the 11th inst. at Richibucto, by John Wheten, Esq. Mr GEORGE FLYNN, a worthy and respectable inhabitant of that place, to Miss MARTHA POWELL, younger daughter of Thomas Powell, Esq.

## DIED.

On Saturday the 9th inst. the infant son of Mr William Davidson, of the Mill Stream, Richibucto, after a long and extremely painful illness.

## SHIPPING INTELLIGENCE.

## PORT OF MIRAMICHI

ENTERED—June 12—brig Romanoff, Thompson, Pictou, 6 days—Gilmour Rankin & Co.

14th—brig Terry, Wait, Dublin, 32 days—Hawbold & Letson.

15th—brig Sarah, Cay, Exeter, 35 days—J. Ledden & Co.: schrs. Matchless, McDonald, Quebec, 15 days—J. Cunard & Co: Ben, Furrie, do. 6 days—Joseph & Samuel, and others: Messenger, Litterman, Halifax, 12 days: Mary, Reardon, Canso, 4 days—Gilmour Rankin & Co.

CLEARED, June 11—brigs Ringwood, Smith, Port de Grave (Newfd): Ianthe, Percy, Brigus, (Newfd): Elizabeth, Smith, Padstow. 12th—brigs Amphitrite, Elliot, Penzance: Albion, Leslie, Aberdeen, ship Isabella Simpson, Bell, Leith. 13th—brigs Douglas town, Allen, St. John's N. F.: Sibson, Black, Peterhead: Aberdeenshire, Oswald, Aberdeen: bark Margaret Bogle, Smith, Leith. 14th—brigs Aspacio, Burdes, Sunderland; Catherine, Revelly, Aberdeen: Tom Bowline, Hunter, Newcastle. 15th—new bark John Denniston, Taitt, Greenock: bark Argus, Johnson, Plymouth: brig Ceres, Miller, Kirkaldy; schr. Lady of the Lake, Charles, St. John's N. F. 16th—schr. True Friend, McDonald, do. brig Fawcett, Brown, Newport: Celerity, Fairham, Eyemouth; Retreat, Kinnear, Bouess; schr. Mary Ann, Magdalen Islands.

The brig THOMPSON PACKET, Sherer, which vessel wintered here, has been wrecked on her passage to Gloucester, about seven miles west of the North Cape of Pr. Ed. Island. She sprung a leak during the gale on the night of Saturday, the 2d inst., about 15 miles from the west end of Magdalen Islands; the crew being exhausted from working at the pump, the Captain bore up for Richibucto, and on Sunday, about 2, A. M. she struck on the above place, having at the time four feet water in her hold. An attempt was made to land in the long boat, which was dashed to pieces; the weather however moderating about mid-day they succeeded, after much difficulty, in effecting a landing in the jolly-boat. The Capt states, should the weather continue moderate, it is probable the ship's materials, with a part of her cargo will be saved. The vessel, he reports, is a total wreck.

A Schooner from Arichat, for this port, with a cargo of fish for Messrs. Cunards, was cast ashore nearly at the same time and place. Crew saved.

The brigantine Brothers, from this port, with a cargo of Lumber, bound to Newfoundland, drove from her anchors at the Horse-shoe, during the gale on Saturday morning, the 2d inst. and was cast ashore on the north side of Bay du Vin Island. The cargo will be saved, and the vessel it is expected will be got off.

The Br. Ship Hector, Cunningham, from Jamaica for Bristol, with a full cargo of sugar, rum, logwood, mahogany and fustic, was totally lost on the 14th of May, on Cape Look Out Shoals, and two of the crew drowned. The officers and crew reached the shore

near the light house, and arrived at Newbern, U. S.

## PORT OF RICHIBUCTO.

June 13—Cleared, brig Halls, Clark, Stockton.

## PORT OF HALIFAX.

Arrd. June 7, ship Sarah, Shediac. 8th, brig Nymph, Bordeaux; Favourite, Liverpool; schr. Thomas Wyer, Miramichi: experienced very heavy weather on the 2d inst. los. main-sail, fore-sail, and deck load.

## PORT OF ST. ANDREWS.

Arrd. June 1, brig Richmond Hill, Barbados. 2d, ship Venus, Liverpool. 5th, ship Admiral Moorsom, Demerara; brig La Plata, St. John; ship Elizabeth, Demerara. Cleared—bark Mary Ford, Liverpool.

## PORT OF PICTOU.

Arrd. June 1, brig Charlotte Kerr, Glasgow and Tormory, 98 passengers.

The Charlotte Kerr, the day before making land, fell in with a large whale, which with some difficulty was towed into the Gut of Canso and disposed of by the Captain for upwards of £80. The animal is supposed to have broke away from some whaling ship—a harpoon, without any distinguishing mark, was found fixed in this valuable monster.

## PORT OF ST. JOHN.

Arrived—June 6, ship Dunlop, Baltimore; brigs Bowes, Londonderry, passengers; President, do. do.; 7th, ship Kent, Liverpool; brigs Burdon, Sunderland; Sea Horse, Dublin. 10th, ships St. John, Liverpool; Miramichi, do; Carleton, do; Sarah, Cork, 296 passengers; brigs John & Mary, Belfast, passengers; Aurora, Limerick, do; John Barry, Sunderland; Rachael, Younghall, do. 11th, brigs John Dunn, London; George, Liverpool. Cleared—ships Henry Grattan, Liverpool; Tay, do; brigs Comet, Londonderry; Caroline, Belfast; Pereval, Cork; Susan, do.

QUEBEC, June 4.—Capt. Park, of the Astrea, arrived yesterday, spoke the Carricks, Hudson, from Dublin, at Grasse Ile, on Saturday. The Carricks lost 42 passengers, her carpenter, and one boy, on the passage, from some unknown disease. The remainder of the crew and passengers are now in good health.

The Dew Drop, from London, has driven from her quarantine station on Berthier, with the loss of both anchors and cables, Captain Wokes has come up to Quebec for assistance.

Bernier's schooner from Bay de Chaleur, brought up 54 passengers yesterday from the Wallington, Capt. Young, wrecked on Cape Rozier. The remainder of the passengers and crew are on their way to Quebec in a schooner: the Wallington was sold to Mr Le Bouthillier for £60.

The number of ships arrived up to this day, exactly corresponds with the number last year on the same day of the month; the tonnage is near 1,000 tons above, the emigrants 500 more.

The Hyperion brought up four seamen of the brig Laura, from Newfoundland, picked up at sea: the Laura foundered.

Comparative statement of arrivals, tonnage, and settlers at the Port of Quebec to the 1st June, inclusive of the past and present year:

	Vessels	Tonnage	Settlers.
1831	346	95,024	18,263
1832	300	85,132	18,902

Opinions are divided as to the probable number of arrivals and settlers the present year. Many consider that both vessels and emigrants will be less. The probability, as respects settlers, is however in favour of a small increase.

## ACARD.

The Subscriber having been requested by some friends to commence an ACADEMICAL SEMINARY in Chatham, and desirous to employ his time in that way, begs leave to inform the public, that so soon as a proper situation can be procured for that purpose he will commence the instruction of such Students as may be entrusted to his charge, in Elocution, Writing in the various hands, Arithmetic, Mathematics, Geography, History, and the Latin and Greek Classics, as practised in England; and will devote his time to their instruction during the usual hours.

TERMS known by application to him, at his lodgings, Mr. Hunter's, Chatham.

JOHN LOBBAN, A. M.

N. B. References—His old Scholars in this and the adjoining Provinces.

Miramichi, 22d May, 1832.

## TO LET.

The BUILDING occupied by Mr. James Cair as Post Office. Apply to

PATRICK HENDERSON.

Chatham, 8th May, 1832.