

sent in the practical effects of this discovery. If the variation were the same in all parts of the world at the same time, its actual amount would be readily ascertained to any degree of accuracy; and were the annual increase the same every where, inconsiderable difficulties would lie in the way of mankind for the ready knowledge of the polar meridian. But this, unhappily is not our case. The declination of the needle is not only different in different places, but the result of all the researches which have been made, proves that the rate of increase also differs not only in different places, but even in the same places. However, from casual observations during a period of 150 years, M. de La Lande, ascertained that at Paris, the annual change amounted to near 9 1-2 minutes a year. In Portugal in a space of 70 years, the change was 8 minutes a year. At St. Helena in 92 years, it amounted to 5 1-2 minutes a year. At Cape Cornorin, in a space of 68 years, it was 6 1-2 minutes a year. At London upon a course of 200 years, the change amounted to the rate of 10 minutes a year. In the United States we have not heard that any person has devoted his attention to experiments on a subject of such importance; but we have heard that Dr Mease, of Philadelphia, is collecting materials for a publication on the various affections of the needle, so far as regards the localities of North America. It would give us sincere gratification to hear, that that learned gentleman has met with all the success he had reason to anticipate, and to have it in our power to forward his views. In this country too, we take great pleasure in being able to record the valuable and praiseworthy exertions of the gentleman who fills the office of Provincial Secretary, in ascertaining by observations during a series of years, the annual increase here to amount to the rate of six minutes a year; at the same time we beg leave to recommend the publication of all the annual results of his praiseworthy attention to this object.

It is not generally known, but it would be improper to omit the information, that Mr Lockwood, a former Surveyor General of this Province, lent his splendid talents and unrivaled powers of description, to the consideration of this momentous subject, and commenced a treatise on the Magnetic Needle, under the quaint title of 'The Torch of Acalus,' a part of which was printed; but his numerous avocations, and a declension of health, precluded the attention and confinement necessary for its completion.

Before we conclude our observations this day, it will be proper to observe, that there are some in Europe, who assert that the declension of the needle from the poles of the world, has ceased to proceed westward, and that it is now retrograding. The same assertion has also found supporters in this hemisphere, and the retrocession of the needle is a favourite point among some at Quebec. We are inclined to entertain a very different opinion, because our minds are made up from actual observation of the contrary; and until better instruments than those in general use are imported, and more satisfactory comparisons with those of a former day completed, taking also into the account the defects in the instruments from which the earlier results were deducted, we shall feel disposed to maintain our point. Having now arrived at the steep-hill-path of our plan, we are greedy to grapple with our object; but we fear that we have also trespassed too greatly on the patience of our readers; and therefore in our next we shall shew how all our various observations apply to the surveys of landed property in this country.

In our notice of the weather last week, we stated, that when we went to press the wind was blowing from the Eastward, accompanied with rain, which continued with little or no abatement until Saturday morning, when the weather suddenly assumed its wonted appearance at this season of the year: since then every thing has received new vigor and life: all is bustle and activity; we are enlivened by the merry song of the seaman as he discharges his ballast or hoists in his timber—and are almost hourly greeted with their cheers as they complete their 'loading' or are recognised by their associates as they pass down the river on their return to Britain. The Farmers are also busily employed putting in the remainder of their crops; to them, however, the damage sustained from the effects of the rains, is, from the advanced state of the season, wholly irreparable, as the land sown with grain, in many places is entirely flooded, the young wheat killed, and the seed in the ground rotted. The year advances rapidly to its middle age, being only a few days from the summer solstice, and nothing but cold tempestuous weather have we experienced, which leads us to apprehend gloomy forebodings respecting the fruits of the earth.

The late gale at Richibucto, which indeed was in full operation when our Correspondent wrote, was unexampled for violence, duration, and for its attendant high tides. Thousands of tons of timber are cast ashore, some entire rafts high above the reach of any tide, and

the contents of others spread in all directions on the north side of the river, from the town to near the St. Nicholas river.

On Tuesday the 4th inst. the Rev. JAMES WADDELL, ordained by the Presbytery of Pictou, was inducted into the pastoral charge of the Congregations of Bathurst and New Mills, Bay Chaleur. It is sincerely hoped, that Mr W. by a faithful and zealous discharge of his pastoral duties, will be instrumental in bringing many there within the fold of Christ. The latter place has hitherto been destitute of the regular dispensation of religious ordinances.

On Wednesday, the 23d ult. (the day appointed for a Public Fast, by the Governor's Proclamation,) after divine service, the Ladies of the Presbyterian Congregation of the Parish of Addington, County of Gloucester, presented the Rev. JAMES STEVEN, with a handsome Silk Gown, as a token of their respect for him as their Minister.

We understand the passengers on board the Terry, will be liberated from Quarantine to-day.

The Quebec Gazette of the 23th ult. states, that the steamer Royal William, was expected from Three Rivers, the latter end of that week.

The Postman (M<sup>r</sup> Beath) requests us to state, that he has been reluctantly compelled to discontinue his conveyance to and from Richibucto, for the present, in consequence of the immense number of windfalls on the road. He states, that last week he was compelled, on a piece of the road, a short distance from Rankin's, to take the mail off the horse, to enable the animal to proceed on his journey. We noticed the circumstance of the impediments on the road in our last, and were in hopes it would meet with attention, in the proper quarter, but with the exception of the removal of some of the obstructions on the road from Chatham to Bay du Vin, we are sorry to say, nothing has been done towards removing them.

A Southern Editor very quaintly remarks that the inhabitants were prevented from going out MAYING, for the want of SNOW SHOES.

Surgeon's Hall, Edinburgh, 23rd April, 1832.

In presence of the Royal College of Surgeons, appeared Mr. JOHN THOMPSON, of this place, and being examined upon his skill in Anatomy, Surgery, and Pharmacy, was found fully qualified, to practice these arts. Extracted by (Signed) Wm. Scott, Clk.

MARRIED—On Saturday, the 14th instant, at St. Anne's Church, Mr. I. Paley, of this town, to Isabella, daughter of Richard Simonds, Esq., of St. John's, New Brunswick. Liverpool Albion, April 23.

## SHIPPING INTELLIGENCE.

### PORT OF MIRAMICHI.

ARRIVED, June 5—brig Lord Stewart, Studdart, Sunderland, 35 days—Gilmour Rankin, & Co.  
7th—brig Ajax, Story, Newcastle, 67 days—Duncan & Loch.

8th—bark Orion, Grayson, Liverpool, 29 days—J. T. Williston: ship Aleyone, Muir, Arichat, C. B. 10 days—J. Cunard & Co.

CLEARED, June 5—schrs. George, Wood, P. E. Island: Charlotte Gallant, do.: 6th—brig Naomi & Susannah, Munden, Briggs (Newfd). 7th—bark Intrinsic, Smith, Port Glasgow: brig Equestrian, Harrison, Limerick: schr. Jane, M<sup>r</sup> Faden, Richibucto. 8th—brig Cessnock, Thompson, Carbonier (Newfd): Britannia, Oliver, Liverpool. 9th—brig Ythan, John, Newcastle: bark Argyle, Buchanan, Waterford: schrs. L'Esperance, Paulaut, Fishery: Isabella, Wadman, Bathurst.

The schr. Messenger, left Halifax for this port, on the 30th ult.

The brig TERRY, came up this morning, from Quarantine.

### PORT OF RICHIBUCTO.

Arrived, June 8.—brigs Mathews, Donaldson, Kirkdubright, 56 days—Wm. McLeod: Northumberland, Carneby, Exeter, 57 days—Hugh M<sup>r</sup> Kay: Isabella, Carruthers, Carlisle, 63 days: 65 passengers—Master: Ocean, Thomson, Maryport, 56 days—George Platt.

The Northumberland was, on the 27th April, struck by a heavy sea, which canted her ballast, chains, &c. After considerable trouble she was got before the wind; on the 17th May, she was struck by lightning, which splintered her foretop-mast and burnt the rigging about the mast heads, which shook the ship very much; the lightning killed one of the seamen.

### PORT OF BATHURST.

Arrd. June 1—schr. Elizabeth, Verge, Halifax, 8

days—Fraser, and others. 2nd—brig Clitus, Miller, Saltcoats, 38 days; 33 passengers. 3rd—schr. Betsey, Wood, Miramichi: brig Warner, Crawford, Dublin, 25 days.

### PORT OF DALHOUSIE.

Arrd. May 28th—ships William Dawson, Mitchell, Alloa—Gilmour Rankin, & Co: Gordon Castle, Hall, Liverpool—R. Ferguson: Minerva, Mudd, Hull—H. & J. Montgomery. Brigs Salus, M<sup>r</sup> Millan, Greenock, —J. Hamilton: John, Keighley, Hull—H. & J. Montgomery: Sir William Wallace, Anderson, Aberdeen —H. Adams: Concord, Grigory, Limerick—R. Ferguson: Tinley, Wright, Sterness—Gilmour Rankin, & Co: Loyal Briton, Watson, Hull, R. Ferguson: Mary, Fraser, Aberdeen, do: Highlander, Mitchell, do. H. & J. Montgomery: Diana Carson, Dumfries, to the Master: schr. Two Brothers, Bondrot, Halifax: brig Helen Douglas, Forrest, Dumfries, 56 days: W. Jardine.

### PORT OF HALIFAX.

Arrd. May 31, bark John Atkins, New-York; June 1 brigs Eleanor, Liverpool; Jane, Waterford, 111 passengers. Cleared—brig Diana, Bay Chaleur.

The Betock left at Waterford, a ship of 450 tons, to sail in 10 days, with passengers for this port.

The bark Tottenham, from Ross, Ireland, bound to Quebec, with 69 passengers, struck on the west point of Sable Island, on the morning of the 21st ult. but having been fortunately seen from the Island before she struck, a boat under the direction of Mr James Darby, put off to her assistance, and after very great exertion, succeeded in getting an anchor out astern, by which, when the tide rose, she was hove off, after remaining for about nine hours on shore, without any material damage, and proceeded on her voyage. The captain was sick.

### PORT OF ST. JOHN.

Arrd. May 29, brig Mary Ann, Cork, passengers; 30th, ship Dorothy, Londonderry, do: 31st, ship Independence, Kinsale, do: brig Charity, Dublin, do. June 1, brig Trafalgar, Galway, do. 2nd, brig Emerald.

Cleared, ships Augusta, Liverpool; Melpomene, Greenock; Campo Bello, Liverpool; brigs William, Ulverston; Hannah, Liverpool; Robert & William Harris, do; Neptune, Dysart; Vibilia; Portsmouth.

### PORT OF ST. ANDREWS.

Arrd. brigs Ann, Hull; Kingston, Wales, passengers; Quevedo, Sunderland; Hibernia, Kinsale, passengers; Gales, Whitby. Cleared, brig Susan, Torquay; bark Gilbert Henderson, Dublin.

Brig Quevedo fell in with brig Laura, Nicholson, from Newcastle, for St. John's, Newfoundland, on the 9th ult. in lat. 44 18, long. 44 50, water logged and masts gone—with great difficulty and danger picked the master and crew off the wreck, the latter were afterwards put on board the Elizabeth & Ann, from Newcastle, and Hyperion, from Hull, bound for Montreal.

### PORT OF CHARLOTTE-TOWN.

Arrd. brigs Preston, passengers; Amelia, London; Amyntas, Plymouth. Cleared, brig Sappho, Liverpool.

The Calypso, Gossard, 41 days from Bideford, arrived at Richmond Bay on Sunday, with 197 passengers, chiefly mechanics and labourers. The Fame, Cowley of Exeter, also from Bideford, arrived same day at Richmond Bay.

The brig Ann & Maria, from London for Quebec, struck on an iceberg, 30 miles from Indian Bay, and almost immediately sunk. The crew have arrived at Sydney.

QUEBEC, May 28. The Brilliant, from Aberdeen, upset on Friday night, while at anchor in the stream. Her boat, with six men adjusting ropes and a kedge anchor for the purpose of righting her, was also upset, and one man lost his life.

The Erato from Jamaica, brought up a passenger from the Wallington from Leith, wrecked on Cape Rozier, and a letter from her Captain (Young) to Messrs. Roger, Dean & Co. of which the following is the substance:—

Cape Rozier, 23d May, 1832.  
Gentlemen—I am sorry to inform you that we had the misfortune of getting on shore here on the evening of the 15th inst. during a thick fog: the ship still holds together, but is a wreck; her bottom is so much broken that part of the coals have washed out upon the beach. We succeeded in saving all the lives, but I am sorry to say that a boat has since been lost, with three Canadians and one passenger, whose luggage they were going to save from the wreck. We have saved some part of the cargo, with the ship's sails and some materials; but I dread that we have only saved the passengers to linger longer, and then die for want of provisions, or perish after being robbed by the natives, who steal from us whatever they can lay their hands on. All our vigilance is almost useless, they plunder nearly as fast as we save, and no provisions can be had even for payment: the passengers number about 120 souls, and are in possession of very little money.