

and asked him for the lone of his gun. Mr. Cope told him that the gun was faulty, and that she would go off on half cock; he however persisted, and when he came to the house, procured the gun, which was loaded with small shot at the time. At parting, he was standing talking to Mr. Cope's two daughters at the door of the house, the butt end of the piece resting against a log, the muzzle pressing against his belly, when it went off, the contents of the piece entering a little below the navel, and coming through the short ribs on the right side. He was sensible for some time after, and spoke. Verdict—Accidental Death.

The Reverend Mr. DOLLARD, the Roman Catholic Missionary, left this place lately for St. John, to which station he has been appointed; and by the latest papers from that city, we perceive he has commenced his ministerial functions, and his name already appears in a committee appointed for the charitable purpose of raising funds by subscription, to assist the poor in cleansing and fumigating their houses, and to provide articles of flannel clothing &c. with a view to moderate the violence of Cholera, should it prevail in that city. With feelings of heartfelt gratification, we have to contribute our acknowledgments in the name of the public, for his conduct while he filled a situation of such deep responsibility, with boundless credit to himself, infinite advantage to the community, and the purest honour to the Clerical character. A gentleman who has filled so important a station with the reputation he has so long and invariably sustained, will not be less regretted by the flock whose morals and religious interests he unwearied superintended, than by people of all denominations and persuasions, who have derived such lasting benefits by his influence and example. Utterly destitute of what is called *canon*, and in the absence of any ambition to *glitter*, he pre-eminently shone as a christian, and attracted the respect and kindly feelings of all. Although we lose him from our society, it is not for us to repine, in the knowledge that he is translated to a more populous and influential situation, wherein he possesses an extended sphere for the exertion of his eminent talents. The Reverend gentleman departed with the Post, and we have been informed, that in every place he stopped on the road to Dorchester, he was received with the attention and respect which were so justly due, not only to his character, but to the bland amenity of his disposition.

WE continue our EXTRACTS from M'GREGOR'S BRITISH AMERICA.

ST. PETER'S, lately named Bathurst, is the harbour of Nipisiguit Bay; there is a bar across the entrance, but large brigs can load inside of it. The River Nipisiguit winds and branches over a great extent of the northern part of New Brunswick. I have before observed, that it appears to be in a line of contact between a region of sandstone to the eastward, and a part of the vast granitic range of the Alleghanies. The main branch is broken by a magnificent fall and several rapids, and I was informed that all the other branches rolled over falls and cataracts. The interior country is but little known; but from the information given me by the lumbering parties and Indians, its configuration presents innumerable streams, lakes, excellent lands, forests, valleys, and hills which occasionally assume the character of mountains.

The River RUSTIGOUCHE, which separates Canada from New Brunswick, falls into a spacious harbour at the head of the Baie de Chaleur. This majestic river, and its numerous appendant streams, branch over more than six thousand square miles of New Brunswick and Canada. The largest stream running into it from the north is the Matapedia, rising in a lake of that name, situated in the middle of the county of Cornwallis, in Lower Canada. From one of the southern streams of the Rustigouche the distance to the River St. John is but a few miles, and by this route the courier travels with letters to New Brunswick or Canada. A road to open a direct communication between the settlements on the Baie de Chaleur and Canada, by the lake Matapedia has been contemplated. It might form a continuation of the new road from Miramichi to Nipisiguit, from which a tolerable road is open to Rustigouche, and then complete the great military road by Sir Howard Douglas, by leading along the Matapedia, and then by the Metis to the St. Lawrence. Next to a good road from Fredericton to the St. Lawrence, I consider a road that would enable the inhabitants of the Baie de Chaleur, particularly those on the north-side, to have a direct and certain intercourse with Quebec, an object of the greatest importance. To this neglected, and almost forgotten, but still truly valuable, part of Canada and New Brunswick, such a line of communication with Quebec is absolutely necessary. The opening of these roads would facilitate the settlement of the vast tracts of fertile country through which the Rustigouche, Matapedia, and Nipisiguit Rivers flow.

When we arrive as strangers in Pictou, and behold its extraordinary natural advantages, the excellence of its harbour, the fertility of the adjoining country, its vast mines of iron and coal, with limestone, and excellent freestone for building, and the convenience of the place for the rich fisheries of the Gulf of St. Lawrence; it is truly painful, if not disgusting, to discover soon after, that society has for the last few years, been in a state of the most violent agitation, principally from the passion for religious ascendancy, probably as much from fanciful individual vanity; when we also find that the very parties who render themselves so truly ridiculous in the cool judgment of reasonable minds, differ not in doctrines of faith, but in some unimportant matter or form of church government, we are still more disgusted at squabbles that cannot possibly originate from honest religious principles or Christian charity. Which of the parties have the best pretensions, it is not, even if it were possible (which I doubt,) my ob-

ject to determine; but it is certainly much to be regretted that the harmony which, it is said, prevailed so long among the Presbyterians of the province should be disturbed, and that such violent animosities should convulse the minds of a population that have such ample scope for being so much better, so much more usefully engaged.

The bankrupt laws do not extend to the colonies, nor is there in Nova Scotia any law which affords an unfortunate and honest debtor the release which is obtained in England, and which gives an industrious man the free exercise of his abilities in directing his labour and talents to productive or money-making pursuits. On the contrary, when a man in the colonies becomes unfortunate in trade, and unable to pay his debts, he is too often imprisoned, and finally driven, by poverty and desperation; either out of the country, or if he ever does business afterwards, as his property is always liable, he evades attachment, by owning nothing in his own name. From this circumstance has arisen a great share of that spirit of scheming and overreaching so frequently complained of as prevailing in the United States, and which unfortunately is also to be often discovered in all the British colonies that have legislatures of their own, and seldom in Newfoundland, where an act of the Imperial Parliament operates much in the same way as the bankrupt laws in England.

A provincial law in Nova Scotia, called the 'Insolvent Debtors' Act, generally relieves the debtor from imprisonment, but the fruits of his industry afterwards are always liable, if the demands be renewed every seven years. A law which the good sense of the legislature of the province lately repealed, operated, and was most justly complained of for many years. This law enabled a creditor who merely swore to his claim to attach the property of his debtor, and consequently ruin his credit and blast his hopes and comfort, before proving his debt by a judgment of court. By this means, merchants and others certainly were enabled to obtain payment of debts that they would otherwise probably not have recovered, but such a law gave a bad man too much power over the property of others; and many an industrious, honest individual, who would have surmounted with time, all his difficulties, has been ruined by its operation.

I never felt the fascinating power of nature more strongly than in 1824, on approaching the land, and sailing from the southward through the passage of Perce. The landscape was the richest imaginable: the sun was setting beyond the mountainous background; the heavens had just cleared up, after lightning and thunder, and a heavy shower of an hour's duration, which had then passed over us; the clouds were magnificently adorned with the effulgent-brilliance of the most inimitable colours; the sea was quite calm, and extended up the Bay de Chaleur on the one hand, and into the Gulf of St. Lawrence on the other, beyond the scope of vision; while its surface, smooth as that of a mirror, reflected with precision the splendour of the heavens, the sombre cast of the wooded mountains, and the enlivening counterpart of the houses, stores, and fish-flakes. Roc Perce stood in bold ruggedness, with its arches near the middle of the passage; Cape Gaspe, high, steep, and black, but its rocky ridge at this time gilded with the setting sun, appeared in the distance. Bonaventure Island, with its steep cliffs, and deep green firs, rose on the right; Mount Perce on the left. Several vessels were within view; two schooners were anchored near the fish stores, and the sea was spatted over with more than a hundred fishing boats.

Gaspe Harbour is one of the best in the world; it is situated immediately below the entrance of the River St. Lawrence. The inhabitants are thinly settled in three or four places, and are employed chiefly in the cod and herring fisheries. Little cultivation appears, and there does not seem to be any great extent of good land, about the harbour: farther back, in the valleys, excellent soil, covered with large trees, is met with. A few cargoes of timber have been shipped here for England; and some of the inhabitants pursue the whale fishery, which has for some years been carried on at Gaspe.

The whales caught within the Gulf of St. Lawrence are those called 'hump-backs,' which yield on an average, about three tons of oil, some have been taken seventy feet long, which produced eight tons. The mode of taking them is somewhat different from that followed by the Greenland fishers; and the Gaspe fishermen first acquired an acquaintance with it from the people of Nantucket. An active man, accustomed to boats and schooners, may become fully acquainted with every thing connected with this fishery in one season. The vessels best adapted for the purpose, are schooners of from seventy to eighty tons burden, manned with a crew of eight men, including the master. Each schooner requires two boats, about twenty feet long, built narrow and sharp, and with pink sterns; and two hundred and twenty fathoms of line are necessary in each boat, with spare harpoons and lances. The men row towards the whale, and when they are very near, use paddles, which make less noise than oars. Whales are taken sometimes fifteen minutes after they are struck with the harpoon. The Gaspe fishermen never go out in quest of them until some of the small ones, which enter the bay about the beginning of June, appear; these swim too fast to be easily harpooned, and are not, besides, worth the trouble. The large whales are taken off the entrance of Gaspe Bay, on each side of the Island of Anticosti, and up the River St. Lawrence as far as Bique.

The district of Gaspe affords many tracts of soil fit for the raising of wheat, oats, barley, potatoes, &c. and the climate, although nearly as cold in winter as in Sweden, is, in summer and harvest, very warm; and of sufficient length to ripen to perfect on all the kinds of grain and vegetables that grow in England. The ungranted fertile lands are capable of receiving and supporting a population of more than one hundred thousand; but it would not be wise to locate more than two thousand annually.

The insufferable forwardness of many of the sons of very worthy and industrious men who emigrate at different periods to America, is truly disgusting. Their fathers, by steady labour and honesty, have generally some valuable property in land and cattle. The sons, observing few in better circumstances than themselves, begin to think, especially if they have been taught a little learning by a straggling Irish schoolmaster, or by a disabled soldier, that they should not work as their fathers have done, that 'scheming' or 'head-work' will answer much better, and they consequently acquire, in a short time, the vices, principles, and manners of the worst of the Americans.

On Tuesday the 31st ultimo, an inquest was held at Richibucto, before George Pagan, Esq. Coroner, on the body of a Boy, six years of age, the son of Patrick

Read, shoemaker. It appeared in evidence, that a bottle of some poisonous liquid had been unfortunately left in the way of the child, the drinking of which had caused his death, after a short period of considerable agony. Let this lamentable occurrence be a warning to parents, to be cautious in their manner of disposing deleterious drugs and mixtures, used either as medicine, or in the common occurrences of business.

CHOLERA.—The New York papers represent the Cholera as committing sad devastation in that city, and rapidly communicating to the neighbouring places. The fears of the inhabitants were so great that upwards of 80,000 had left the city. It had made its appearance in Philadelphia, and several towns in the State of New Jersey. Several cases of cholera are reported on board a steam boat at the Quarantine station at Boston.

The intelligence from Quebec is of a highly satisfactory nature. The Cholera had nearly disappeared in that city; the news from Montreal is not so satisfactory—as several new cases and deaths were stated at the latest date.

No case of Cholera is reported at St. John—the patients on board the Tyro, at quarantine, are represented as being in a convalescent state.

His Excellency Sir Archibald Cambell, has further prorogued the meeting of the Legislature of this Province until the Fourth Tuesday in October next.

Extract of a Letter, dated Bathurst July 6, 1832.

"Cold as is our climate, and unpropitious as this season has hitherto been, our hopes are now enlivened with the cheering prospect of a more fruitful season that we dared anticipate a few weeks ago. Vegetation has advanced with rapid strides, within these few days; the hay crop promises to be abundant, and potatoes begin to flourish—yesterday I enjoyed a feast of green peas, in their prime, and new potatoes from the garden of J. Miller, Esq., whose horticulture is confessedly superior to any thing of the kind on this side of the country, and not surpassed in many more favourable situations.

May the God of seasons yet crown the year with his goodness, dissipate our fears of impending famine, give us food for man and beast, enable us with gratitude to receive the bounties of his providence, and make us wisely to improve them, to the glory of the Giver!"

The Store of Messrs. Hawbolt & Letson, was forcibly entered at a window in the rear of the building, on the night of Sunday last; the change in the till, amounting to about 20s. was extracted, and the papers in the desk thrown into the greatest confusion.

Among the recent victims to the prevailing malady at Montreal is Dr. Tracey—the individual who was returned at the late election to represent the West Ward of that city. Dr. T. was also editor of the *Vindicator*, a paper which had violently espoused the cause of the Papineau party in Canada.

SHIPPING INTELLIGENCE.

PORT OF MIRAMICHI  
ENTERED—July 31—brig Martha, Foster, Newfoundland, 12 days—J. Cunard & Co.: Jane, Barwise, do., 11 days—J. T. Williston: Alexander, Cowman, do., 12 days—R. Blackstock.  
August 1—schr. Sea Flower, Juncus, Quebec, 13 days: Nancy, Harper, P. E. Island, 5 days.

The Steamer *Royal William*, arrived here from Halifax and Pictou, on Wednesday night; and left for Quebec on Thursday afternoon.

PORT OF BATHURST.  
Arrd. July 28—brig Palemon, Partridge, Newfoundland—J. Fraser. 31st—brig Salim, —, Sunderland—Messrs. Cunards: Danube, —, Dublin—do. Hero, Newfoundland—R. Blackstock: Catherine & Hannah, Newfoundland—J. Fraser.

PORT OF ST. JOHN.  
Arrd. July 30—ships John Bently, Liverpool.: Cassandra, New York.  
Old. ships William Ewing Liverpool: Recovery, London. Brigs Janet, Hull: Margaret, Limerick: Ambassador, Londonderry: Elizabeth Clarke, Swansea.

PORT OF ST. ANDREWS.  
Arrd. July 21—brig Garland, Liverpool: Marquis of Anglesy, New York.  
Old.—ships Cambridge, Cork: Caledonia, Liverpool. Brigs Andromeda, Liverpool: Julius Newry.

PORT OF HALIFAX.  
Arrd. July 25—brig Walker, London. 26th—ship Halifax, Liverpool: brig Turner, do.  
Old.—brig London, London: Two Sisters Greenock.