

evening, and the size of the sheet somewhat larger than the Novascotian. It is well filled with original and selected matter, and the mechanical department reflects much credit on its enterprising proprietors. Mr. Henry Wiswell, at Newcastle, is the Agent for this publication, in Miramichi.

We have also obtained the third No. of the Temperance Recorder, also published at Halifax, by Mr E. Ward. Both these papers can be seen at our office, by persons wishing to subscribe.

We wish the proprietors of both publications success in their laudable undertakings.

SHIP NEWS.

PORT OF MIRAMICHI.

ENTERED, June 4—brigantine Nine Sons; Terry; Newfoundland; 7 days—J. Cunard & Co: schrs Roseau; Gerard; Dalhousie; 2 days—Master: Harriet; Campbell; P E Island; 3 days—do.

7th—brig Vabiler; Watts; London; 33 days—Gilmour Rankin & Co: schr Ann; Elison; P E Island; 2 days—Master.

9th—bark Halifax Packet, Foster, Halifax; 9 days—J Cunard & Co: schr Eliza & Nancy; Marey; Newfoundland; 8 days—Gilmour Rankin & Co: Lively; M'Donald; Pictou; 2 days—do.

CLEARED, June 3—bark Lord Mulgrave, Cordingly, Hull: schrs Charlotte, Andrews, St. John's N F: Mariner, Praught, P E Island: 4th—ship William Dawson, Beveridge, Grange-mouth; bark Simpson, Phillips, Southampton: schr Isabella, Fitzgerald, St. John's N F: 5th—brigs William, Thoburn, Limerick; Frances, Smith, Bristol: ship Marchess. of Queensbury, M'Farlane, Port Glasgow: schr Otter, Quebec: 6th—barks Carleton, Callender, Liverpool: Intrinsic, Smith, Port Glasgow: 7th—barks Ann Grant, Henderson, Greckock; Nestor, Richardson, Liverpool: Relief, Cummings, Plymouth: Britannia, Taylor, Leith: brig Briton, Winship, Liverpool: schrs Louisa, Quieg, New Carlisle: Mary, Richford, P E Island. 9th—brigs Pictou, Morris, Waterford: Hannah, Clough Southampton: Robert Gray, Bertram, Flint: John Hunter, Mills, London: William Ash; Randell; Exeter: Edgar; Davison; Newcastle: schrs Despatch; O'Neil; St. John's N F: Richard Smith; Langlor; Halifax.

PORT OF RICHIBUCTO.

Arrd. May 28—brig Ann, Kirghley, Halifax, 5 days—John Jardine. June 1—barques Olga, Grayton, Sunderland, 42 days—J. Cunard & Co: Johns, Gains, Bathurst—do: brigs Aurora, Dawson, do.—do: Ocean, Thompson, do.—George Platt. 4th—brig Garland, Heasman, Sunderland, 36 days—John Jardine.

Cleared, June 5—brigantine Mary Ford, Quebec. 6th—brigs June, Pike, Newfoundland: Margaret Ellen, Sanderford; Rebecca, Middleton, Newcastle: barque Newland, Tongue, do.

PORT OF DALHOUSIE.

Arrd June 6, barks Dowson; Lewis; Liverpool; 34 days—H & J Montgomery: Lord Byron; Jameison; Port Glasgow: 33 days—do: brig Margaret; Coulthard; Ayr; 37 days—do: bark Joanna; Murray; Port Glasgow; 32 days—A. Ritchie; brigs Arethusa; Wilkie; Grangemouth; 36 days—do: Majestic; Tobias; Bathurst; 1 day—do: Walker; Irvine; do: do: Mariner, Collie; do: do: Ann & Margaret; Muirhead; do: do: Agenara; Smith; do: do: Horta, Wood, do; do: bark Asia, Battery, New York, 18 days; H & J Montgomery: brig Mary, Henderson, Liverpool, 34 days; R Ferguson. Three brigs passed up last night, supposed to be from Bathurst.

Cleared, May 30, brig Madawaska, M'Murphy, Campbellton. 31st, barks Pitt, Shields, Ayr: Miramichi, Hutchison, Port Glasgow: brig Sir W. Wallace, Anderson; Aberdeen; Salus, Wilson, Greenock.

PORT OF SAINT JOHN.

Arrd. May 28—ship Try Again, Cork, via New York: brig William & Robert, Liverpool. June 1—brigs Breeze, Dublin; Northumberland, Sunderland; Maria, Cork; passengers; Leslie Gault, Londonderry; do: Thomas Tyson, Maryport; do: ship Protector, Londonderry; do. 2nd—brig Zephyr, Sunderland: Outside—ship Perseus, Ireland—passengers.

Cleared—ships Ellen, Liverpool: Branches, London: New-Branswick, do: Independence, Kinsale: brigs Hunter, Londonderry; Breakwater, Gloucester: Elizabeth, Dundalk: Charity, Kinsale.

The ship Hannah, of Hull, Capt. Ralph Byram, which arrived here last week from Cork, brought in Capt. Borie, Monsieur Louis Lebas, Supercargo, and 14 seamen, belonging to the French brig La Victoire, who were taken from that vessel on the 14th April last. The La Victoire was from Dieppe bound to the Grand Bank, with salt and stores for a fishing voyage. In consequence of boisterous weather, she sprung leaks, and although part of the salt and every thing which could lighten her were thrown overboard, and the pumps were kept constantly going for three days and nights, the leak gained on them. The crew were quite exhausted with fatigue, and the brig was settling fast, when the Hannah bore in sight, and on a signal of distress being hoisted, immediately bore down to their relief, and they were providentially rescued, but with the loss of every thing belonging to them. Captain Byram is of opinion that the brig went down in a very short time after she was abandoned.

The brig Elizabeth, of this port, bound to Sigo, was taken into Jura, (one of the Hebrides), on the 5th April, waterlogged, with two of the crew dead in the tops.

Ship Isabella, Wood, of this port, from Liverpool, at New-York, was struck by lightning at 7 A. M. on the 15th April, in lat. 49, 11, long. 31, 50, which carried away the fore and main

topmast, came down the foremast, and shattered the starboard side of the deck, and went out under the fore chains;—the injury done to the side of the vessel not ascertained. Captain W. was knocked down twice—the first time insensible.

Sir,—As I consider myself in duty bound to state a few particulars respecting the loss of the Barque Charlotte Langen, of this port, while on her passage from Liverpool to Philadelphia, I will feel particularly obliged by your giving the following a place in your journal.

Before abandoning the vessel we had been ten days constantly at the pumps, and were almost exhausted with fatigue, when on the morning of the 10th May, we had the melancholy mortification of finding both pumps completely choked, and the vessel filling fast. She had seven hundred tons of salt on board—About 3 P. M. with the dismal prospect of the vessel going down with us, we were obliged to take to the boats, taking with us as much provisions as we could with safety, and in two hours afterwards she sank. We were three days in the boats, during which we encountered two heavy gales, which threatened every moment to swallow us up; we suffered greatly from wet and cold. In this perilous situation, when every hope was clouded with despair, our drooping spirits were cheered with the welcome sight of a small schooner at some distance, which proved to be the Waldemore, of Prince-Town, U. S. We were fortunate in being discovered, but not until we were within one hundred yards of our preservers, as there was a very heavy sea running at the time. We were almost immediately hoisted on board, completely benumbed with wet and cold, and were treated with the greatest kindness and humanity by Captain Hallyard and crew. Dry clothes were given to each of us, and provisions cooked with every possible despatch; and in a short time we were restored to a state of comfort, which a few hours previously we little expected ever again to enjoy. Captain Hallyard immediately bore up for the land, and carried us safely and comfortably into Louisburg, Cape Breton.—I can assure you, Sir, we have every reason to be grateful to that Divine Being who plants his footsteps on the Sea, and rides upon the Storm, for this manifestation of his Providential care in sending to our aid the humane Captain Hallyard to rescue us from a watery grave,—for whose disinterested kindness and civility to myself and crew I shall ever remember him with gratitude and respect. I am Sir, yours, &c.

Saint John, 2nd June, 1834. JAMES SIMPSON.

PORT OF HALIFAX.

Arrd. May 26—barque Everthorpe, Norway—timber: 28th—brig Planet, Gibraltar. 30th—brig Corsair, Liverpool 31st—brig Micmac, London. June 1—brig Eden, Cork—181 passengers, bound to Bay Chaleur. 2nd whale ship Susan & Sarah, Coffin, Pernambuco—1750 bbis. black, 250 sperm oil: brig Jane, Waterford—passengers.

The Corsair passed, 21st May, lat. 48 1-2, long. 47, the quarter deck of a schooner, from the after part of the main hatchway to taffrail—masts gone 4 feet above deck, pumps hanging by the coats, green compass, with door opening on starboard side; two circular holes in after part, only one stanchion on starboard quarter, and a small part of the side painted black and two white streaks, apparently a vessel of 100 tons, and not long in the water.

Another Shipwreck.—A report reached town on Saturday, of a brig from the West of England, with 280 passengers, having been totally lost in Manchester Bay, only seven persons saved.—Novascotian.

QUEBEC, May 14.—The port is filling with great rapidity. The telegraph signalized this morning eighty-one square-rigged vessels, between the port and the Quarantine Station. When these shall have arrived, which may be suspected by tomorrow, the number of vessels in port on 15th May, will be about 160, a greater number than in any preceding year, at the same date.—Neilson's Quebec Gazette.

May 20.—The Isabella, from Leith, is on Cape Chat, a total wreck. She went on last Tuesday, in a snow storm—all saved except the mate.

The following was officially communicated to the Quebec Exchange yesterday afternoon:—"The bark Mary, from Cork 12th April, with 300 emigrants, is detained to perform quarantine at Grosse Isle, in consequence of having several cases of fever on board, who have been landed, and the usual precautions adopted with regard to cleansing and purifying the vessel." Gazette.

22nd.—The following is the substance of Capt. Crooks's statement:—"The Jane sailed from Workington on the 10th April, had a fair run to near St. Paul's, when on the 7th inst. in a very dark and sleety night, the vessel struck at about 12, with a tremendous crash on the rocks, although we had been steering wide of the island after a good observation. Though immediately under high cliffs we could not see the land. The vessel filled with water immediately, and the boats floating on deck, we embarked in one, from which, after buffeting a raging sea and snow storm during four hours, we landed, and climbing up the rocks for three hours, at length reached the station house, where Mr. Petrie most kindly received us and supplied us with clothing and provisions, having saved nothing whatever. We soon met Capt. Phillips of the Moon, which had been wrecked about sixty feet from us, all hands saved; next found Capt. Morrison of the Isabella, from Drogheda, with 130 passengers, seven of whom had been drowned. A fourth vessel, supposed a bark, name not ascertained, was also wrecked but as none of the crew were forthcoming, we suppose they were lost. The Jane was wrecked at the North East end of this Island, the Moon about thirty fathoms from the Jane; the supposed bark among the three, as we found many other things not belonging to any of the three vessels. We had the very good fortune of saving one boat, that of the Jane, and this enabled us to leave the Island on the 9th, and embark in

the brig Horn, Capt. Garratt, to whom we owe so many kind attentions. The boat returned to the Island and also took on board Capt. Phillips of the Moon, and four of his crew. Subsequently two seamen with twenty passengers of the Isabella, got on board the bark Fann; thus leaving on the island on the 9th, Capt. Morrison, the remainder of the crews and the passengers. To Capt. Garratt of the Horn, and to Capt. Peile of the Fann, both safely arrived in Quebec, we owe many thanks, which those who have been cast away amidst the rigors and storms of the spring season in the gulf, can well appreciate, and we wish to testify it publicly.

Extract of a letter from Capt. Anderson of the Patriot, from Aberdeen to Quebec:—"Cape Rosier, (Gaspé,) May 9th—I am sorry to inform you that I had the misfortune to run my vessel ashore on Wednesday night, (7th,) during a dense fog, on the reef lying off this Cape, and in two hours she was full of water. We are getting the materials out as fast as possible, but I can hardly say whether there is a possibility of saving the ship. The inhabitants say there is no hopes of it. No advice is to be had here; every one taking advantage. They stole the things last night that we landed yesterday."—Gazette.

The James, Capt. Laidler, sailed the 5th April from Limerick for Quebec, in ballast, consigned to Mr. Thomas Curry, with 230 passengers, experienced rough weather with variable winds, until the 27th, when it commenced blowing a tremendous gale at N. W. About noon the vessel was struck by a heavy sea, which broke right over her, took away every thing, that was not lashed off the decks, and a part of the lee bulwarks, and top-gallant quarter boards, and threw the ship nearly on her beam ends; after which, perceiving her to make considerable water, set the pumps on—found them choked—hoisted them up—put baskets on the ends, and put them down again. The suction of the pumps, on rubbing violently against the floor timbers, injured the bottom of the baskets, and the pumps choked again—This was repeated eight or ten times with similar ill success; then removed some of the casks forward, and got some of the passengers to assist the crew to bale, in doing which several of them got injured by the rolling of the casks, and they left off working, when the water of course increased; tried the pumps once more by hoisting them a foot higher, but still they choked and further effort was useless. At this time (five P. M.) there were eight or nine feet water in the hold, and the ship lurching nearly on her beam ends,—found it impossible to save her. Shortly after this a vessel here in sight to the northward, standing towards the James, Endeavoured to bear down to her, but found the James would not answer her helm, having so much water in.—Continued towards her in the best way we could, until 7 P. M., when Capt. Laidler, thought it best as night was approaching, and no possibility of saving the James, to take the jolly boat, and proceeded to the vessel bearing towards them, which proved to be the Margaret, Capt. Wake, of Newcastle. Previous to leaving the James, Capt. Laidler exhorted the passengers to assist the crew in getting the boats out, but their answer was, the sea is so rough we are sure to be drowned, and may as well die on board as in the boats, when Capt. L. told them that he intended to take the small boat, and that their chance would certainly be much better in the large ones. Capt. Laidler got on board about 8 P. M. Capt. Wake immediately hoisted a light, and stood towards the James, as near as the wind would admit, it still blowing very hard. The James's crew (nine of which were on board, including the first and second mate) never answering the light, although she was not more than two miles distant, and visible to the Margaret's crew until half past eight. Capt. Wake steered all night as near as possible in the direction of the sinking vessel; but the light was not answered, and nothing was afterwards seen of either the James or her boats. The wreck occurred to the eastward of the banks of Newfoundland.—Quebec Exchange Register.

Comparative statement of arrivals, tonnage and settlers at the port of Quebec, to the 17th May, inclusive of the past and present year.

Vessels	Tonnage	Settlers
1833 24	6591	328
1834 156	50296	2964

BOARD OF HEALTH.

MIRAMICHI, June 9, 1834.

ORDERED, That no Emigrants arriving from any Port or Place in Great-Britain and Ireland, in the Counties of Kent or Gloucester, and shall leave those places to come to Miramichi, shall be allowed to proceed further from Gloucester towards Miramichi, than Foreign's, so called, without having a certificate from the Health Officer at Bathurst, of their healthy state: and that those coming from Richibucto to Miramichi, shall not be allowed to proceed further from Richibucto towards Miramichi than John Quin's, on the Richibucto Road, without having a certificate from the Health Officer at Richibucto of their Healthy state, under the penalty of Thirty Shillings each, for each offence—to be recovered as the Law directs; and shall also be liable to be sent back from whence they came.

JOHN A. STREET, Chairman.

EDWARD BAKER, Clerk.

PRIME LIMERICK PORK.

For Sale, 26 Barrels Prime Limerick PORK. For particulars enquire of Captain Thorburn, on board the brig William, lying at Douglastown. May 27, 1834.

TIMBER.

FOR SALE, 150 to 200 Tons of WHITE PINE TIMBER, now in Boom at Middle Island. Enquire of W.M. LETSON. Chatham, 13th May, 1834.