

ing from the papers obtained by the mail this morning.

"It is currently reported that the Military Head Quarters is to be removed from this place to New Brunswick. We are sorry to hear this; as it will have a tendency very materially to injure Halifax."

Ship News.

PORT OF MIRAMICHI.

Entered,

September 15—schr Jean Ann, Menchin, 8 days—Sundries.
16th—schr. Sophia, Alexander, Carraquet, 5 days—Gilmour Rankin & Co.
17—barque Humber, Wildredge, Liverpool, 49 days—J. Cunard & Co.
18th—brig Rother, Hall, P E Island, 6 days—A. Fraser, junr.
19th—brig Albion, Leslie, Halifax, 6 days—J. Cunard & Co: Weatherley, Rennison, Newcastle, 40 days—Gilmour Rankin & Co: barque Gleaner, Martin, Peterhead, 36 days—do
21st—schr Elizabeth, M-Kay, P E Island, 2 days—Master: s'mer Cape Braton, Graham, Pictou, 1 day—do.

Cleared,

September 15—barque Queen Victoria, Chambers, Hull: schr New Messenger, Siteman, Halifax: steamer Cape Bieton, Graham, Pictou. 16th—schr Esperance, Gaffa, P E Island: Maria, Terrio, Arichat; Lily, Greenwood, Halifax. 18th—brig Amethyst, White-way, Swansea: Augustus, Pill, Limerick: Lady Douglas, Tiernan, Drogheda; George, Summers, Peterhead: schr Jean Ann, Michon, Gaspe. 19th—brig Marasy, Whiteway, Torquay.

The brig Falloden, Captain Mould, from London, consigned to Alex. Fraser, junior, at this port, went on shore on Sunday night, the 13th instant, during a heavy gale, about nine miles to the westward of Richmond Bay, P E Island, and became a total wreck—crew and materials saved. The Hull and materials to be sold on the 25th inst.

Cork, August 27—sailed, Mary, Paul, Miramichi.

Hull, August 28—arrived, St. Andrew, Leesk, Miramichi.

Liverpool, August 27—arrived, Pet, Miramichi: 29th, Messenger, Taylor, do: Sailed—M. Alice, Barker, Bathurst; Importer, Mr. Candy, Miramichi; Harper, Murphy, do.

Swansea, August 27—arrived, Rebecca, Reary, Richibucto.

Bristol, 29th ult. sailed—Robert, Miramichi. New Ross, 21st ult. arrived—Horatia, Waterworth, Miramichi.

St. Ives, 26th ult. sailed—Victoria, Daniel, Miramichi.

Freswick, 22nd ult. passed by—Caroline, Brown, from Miramichi for Hartlepool.

Belfast, 26th ult. arrived—Susanna, Richibucto.

Pwllheli, 22nd ult. sailed—Hannah, Heslop, Restigouche: Dykes, do.

Gloicester, 31st ult. arrived—British Queen, Wood, Miramichi.

PORT OF RICHIBUCTO.

Arrived, Sept. 7, barque Lady Worsley, Finch, Liverpool, 35 days—John Jardine, 12, schr. Murdock, M-Gregor, Gaysborough: brig Zenith, Myers, Neath, 45 days—Joseph Cunard & Co: Tallisman, Perrian, Exeter, 40 days—John Jardine.

Cleared, Sept. 16, schr Murdock, M-Gregor, Gaysborough. 17, barque Josephine, Smith, Liverpool; brigantine George Henry Harrison, Hartbray, St. John's, N.F. 18, brig Spring Flower, Symonds, Cork; barque Enterprise, Leaper, Liverpool. 19, schr Betsey, Nickerson, Barrington.

PORT OF DALHOUSIE.

Arrived, Sept. 1, Barlow, Dickson, London, 47 days—H. & J. Montgomery. 2, Northumberland, M-Kinlay, Greenock, 35 days—A. Ritchie & Co. 7, Temperance, M-Kay, Labrador, 6 days—H. & J. Montgomery: brig Durham, Batty, London, 65 days—A. Ritchie & Co. 8, brig Henry Hood, Scott, Liverpool, 54 days—do: barque Pacific, Morrison, Aberdeen, 38 days—H. & J. Montgomery: ship William Dawson, Beveridge, Grangemouth, 38 days—A. Ritchie & Co: brig Retreat, Kinnear, do., 41 days—do: barque Hibernia, Russell, Port Glasgow, 44 days—do: Lord Byron, Danlop, do., 42 days—do. 9, brig Marys, Newham, Pwllheli, 39 days—H. & J. Montgomery: Traveller, Dawes, Halifax, 11 days—A. Ritchie & Co: Dykes, Percival, Lancaster, 34 days—do: Freedom, Robson, Leith, 50 days—do: schr Calm, Vigneau, Quebec, 7 days—H. & J. Montgomery: Eliza Ann, Ahier, Quebec, 8 days—A. Ritchie & Co: brig Amity, Dempster, Aberdeen, 42 days—do: Warrior, Howie, Irvine, 43 days—H. & J. Montgomery.

Cleared, August 31—Thistle, Hamilton, Greenock: Glasgow, Douglas, Cork, for orders. September 2, Milo, Weston, Troon, 7, Hillsborough, Lamb, Lancaster. 11, Nama, Tullock, Southampton.

New Richmond, Sept. 11—Arrived—brig Phoenix, Walker, Greenock, 44 days—to Wm. Cuthbert & Co: barque Springhill, Hall, Irvine, 37 days: lost a man overboard, on the passage—to do.

PORT OF ST. JOHN.

Arrived, Sept. 10, ship Queen, Liverpool. 11, brig Derwent, London. 14, brig Caroline, Ballyshannon: Betsey, do. 16, ship Volana, Greenock: Romulus, Greenock.

Cleared—ships Harmony, London: Liverpool, do: Elizabeth, do: Janet, Port Glasgow.

PORT OF HALIFAX.

Arrived, Sept. 9, brig Victoria, Hamburg; schrs. Active, Gaspe: Robust, Miramichi: barque Clifton, Liverpool: schr. Defiance, Currie, Miramichi, bound to New York. 10, schr Queen Victoria, Miramichi. 13, schr Susan, Richibucto: Temperance, Miramichi: brig Julia, Liverpool. 16, steamship Britannia, Liverpool.

Cleared—barque Clio, Newcastle: schr. Lucy, Miramichi.

FROM INDIA.—Liverpool papers to August 6, have been received at New York, containing late accounts from India, received overland, viz from Bombay to June 23. In addition to the particulars given, there is a narrative from the Bombay Times of June 18th, of the disastrous wreck of two transport ships from England—the Lord Wm. Bentick, and Lord Castlereagh, with the loss of a great number of lives. The following is an extract from this narrative:

The Lord Wm. Bentick, Captain Ord, with one hundred and fifty troops and passengers on board, had been beating off the mouth of the harbor, for two or three days, but was prevented entering by the violence of the weather. On the afternoon of the 17th, she was seen standing across the opening of Black Bay in gallant style, and every hope was entertained if she could stand on five minutes longer, of her weathering the S. W. prong of the lighthouse. Unhappily, an immense sea forged over, and pooped her, and she struck heavily on the rocks, at ten minutes past four, P. M. Heavy squalls of wind and rain soon drove her masts over her side, and a quarter of an hour after the commencement of the occurrence, she was a complete unmanageable wreck. The crew and passengers were seen to crowd forward to the fore-castle.

Three ladies were on board, Mrs. Fraser, Mrs. Eckford, and Miss Robertson, also a maid servant and some soldiers' wives and children. Captain C. Beubow was in command of the troops, and Dr. Fraser, Mr. Mason (a cadet), and several other passengers, whose names we are not able to learn, were on board. She kept firing guns and showing the signals of distress, but, alas! little aid could be afforded. The surf was too violent for a boat to live in, and the most dismal apprehensions were entertained. She first hoisted out her gig, which rode gallantly for awhile, but was soon engulfed. Her launch was then got alongside, and some men were seen to enter her. One gentleman was observed, before he descended the side, to elevate his hands to heaven as if in prayer: he then went into her, and in a moment she shared the fate of the other boats. Having nothing to hoist her out by, the long boat appeared to be pushed over the side by main force. She also sunk, never to rise. The cries of the unfortunate were distinctly audible in the lulls of the wind, and filled every spectator on shore with horror and distress. No hand could be held out to save.

After much delay, boats were brought from the dockyards by Coolies, and we observed the very great exertions made by the captains belonging to this port in endeavouring to bring them up and launch them. As boats were brought down, (of course after great delay, from the distance from the fort,) every means were tried to float them and steer them to the wreck. Captains Saunders and Hayman, of the Indian Navy, were especially conspicuous in their exertions, leaving no means untried; while Captains M-Gregor, Baxter, and many others, attempted in vain to steer to the ill-fated craft. She tried to fix a rope from a gun, after Captain Manby's principle, but failed. The Victoria steamer proceeded as near as she could to the spot, but it was evening before she could get her steam sufficiently up to move, and even then she could not approach the wreck with the smallest chance of success.

Thousands of anxious spectators were assembled at the lighthouse during the evening, and perhaps a more painful and intense interest was never excited in the society of Bombay. Night, dark and lowering, fell, and we believe many a heartfelt prayer was offered up to the throne of grace for those who were so near on the brink of eternity. The moon rose about nine o'clock, and hopes were entertained that she might hold together until morning, but the gale still continued violent. By twelve o'clock at night a raft with ten men, had by great exertions reached the shore; but at half past three the vessel finally went to pieces. Another raft had been prepared, on which the ladies, seven children, and the passengers were placed.—Hopes, however faint, were breathed that she might bring her precious cargo safe to land, but, alas, a leffy wave struck her, and when she arose from the shock, neither the ladies, children, nor 16 of their comrades, could be descried by the survivors. Those who remained, reached land naked, cold and shivering.—Captain Benbow, Dr. Fraser, and Mr. Manson, were among the survivors, also two officers of the vessel.

The captain and his son were reported drowned, but as yet no accurate information on these points can be collected. Another raft with 17 men on it was carried into Black Bay, and getting entangled among the rocks

remained until morning, and 15 of them (two having died during the night) were saved by the exertions of Captain Saunders. But as if misfortunes were never to come single, the Castlereagh, Captain Tonks, from Karrack, with 150 troops on board, about 12 o'clock at night, having it is said seen the lights in the wreck and mistaking her for a vessel at anchor, bore up, and also went on shore a few yards distance of the other wreck. This morning before day light, as active means as could be taken (considering the paucity of boats and men) were set on foot to bring off the crew and passengers, and the same parties still exerted themselves, and about 10 a.m. about 150 sepoys of the 24th native infantry, were got on shore; four were unfortunately drowned in the surf, getting out of the boats, and Captain Saunders with one European seaman belonging to the Clive, who tried to swim from a part of the wreck of the Lord William Bentick, was lost in the attempt.

The Officers in her are Capt. Earle, 24th Regt. Ensign Grant, 1st European Regt. Lieut. Walker, Engineers; and Dr. Davis. The Castlereagh, as was reported by a 'Seacornie,' who had come on shore, had lost her rudder, and was full of water, and as yet did not pump much, but we fear she will be a total wreck. At the time we left the spot, exertions were still being made to reach her. We believe, though of course can only guess from a rough calculation, that from 50 to 70 persons have been saved from the Lord Wm. Bentick out of between 200 and 300 souls.

In addition to what we have reported in our yesterday's extra, we are deeply grieved to have to announce that the catalogue of human suffering and woe had not reached its climax. Yesterday, at 3 P. M. at about ebb tide the Castlereagh went to pieces, and the crew and passengers were seen drifting ashore on pieces of the wreck. In attempting to save them; Mr. Atkinson second master attendant, nearly lost his life, his boat being upset. Capt McGregor (late of the Hannah,) Mr. Webster of the American Press; and some others, at considerable personal risk, picked up the commander capt. Tonks; clinging to a small plank, and in a sinking state. Out of nearly two hundred souls, it is feared that not more than seventy are saved. Ensign Grant, one of the passengers, was a survivor, but of the rest we have no certain accounts.

NOTICE.

The Co-Partnership heretofore existing between the Subscribers, is this day dissolved by mutual consent. All Persons to whom the said Firm is indebted, will please render their Accounts, and all Persons to them indebted will please discharge the same at their earliest convenience.

C. BOTSFORD,
P. COUGHLAN.

Dated at Dalhousie,
this 28th August, 1840.

NOTICE.—The Subscriber being duly authorized to collect the Debts of Charles B. Brymer, late of this county—at present of the Parish of Prince William, in the county of York, Blacksmith—and to give receipts and discharges for the same; all persons indebted to the said C. B. Brymer, will please make immediate payment to

COLIN C. BRYMER.
Chatham, 14th September, 1840.

NORTAMBERLAND
STAGE

Between FREDERICTON and MIRAMICHI.

The Subscriber returns his sincere thanks for the liberal support he has obtained since he commenced running the above Stage, and now wishes to inform the public that he has commenced running on this line Twice a Week.

A Stage will start from Fredericton every Monday and Thursday, at 7 A. M., and arrive in Miramichi, on Tuesday and Friday, at 4 P. M.

Passengers and Luggage for Douglastown and Chatham, will be conveyed there on the arrival of the Stage at Newcastle.

A Stage will start from Miramichi on Monday and Thursday, and arrive at Fredericton on Tuesday and Friday at 4 P. M. The Stage will leave Hamill's Hotel, in Newcastle, on the above mentioned days, at 7 A. M. The Subscriber will be in Chatham and Douglastown, every Wednesday and Saturday, to deliver and receive Letters and Papers. He has made arrangements with Mr. M-Beath to carry Passengers to the upper Ferry, where he will be in readiness to receive them.

FARE from Fredericton to Newcastle, 40s.
do to Douglastown & Chatham, 42s 6d: the same from Miramichi to Fredericton.

Each Passenger will be entitled take with him 40 lbs of Luggage. All extra Luggage to pay 2 1-2 d. per lb.

The Subscriber has on the above line, teams not inferior to those in any part of the Province, which will be attended with experienced drivers at all times.

JAMES M. KELLY.

May 26, 1840.
N B. All Petitions for Land, Timber or Logs, will be strictly attended to, and answers brought back the same week: charge for each Petition 5s: All Instalments paid, and receipts brought back, free of expense.

NOTICE.—All Letters, Papers and Parcels, left at M-Beath's Hotel, Chatham, on the mornings of Monday and Thursday, before Six o'clock, for Fredericton, or to be left on the route, will be received by the Subscriber, who will guarantee their safe delivery.

JAMES M. KELLY, Courier.

PRAYERS.

Recently published, and to be had at the office of the Gleaner, price 1s 6d, *Family and Individual prayers for every day in the week*, by the Rev. James Thomson, Agent of the British and Foreign Bible Society.

These Prayers are recommended by various Ministers, whose testimonies may be seen prefixed to the book.

Semi-Weekly Stages

BETWEEN
MIRAMICHI, DORCHESTER and BATHURST.

The Subscriber, in connexion with his brothers Donald and John, is prepared, and will commence to run, on Wednesday, the 13th instant, comfortable and commodious Covered STAGES twice every week between the above places.

The Stages will be drawn by swift, superior Horses; and driven by steady and experienced Drivers.

Neither care, nor Cash, shall be wanting to render the Stages in every way worthy of public encouragement; nor is the Subscriber in the least alarmed, that his exertions will fail to be crowned by commensurate success.

REGULATIONS.—

Chatham to Dorchester.—The Stages will leave Chatham for Dorchester every Wednesday at Ten; and every Saturday, a noon: Arrive at Richibucto at Six; leave the following morning at Five; and arrive at Dorchester the same evening, at Six.

Dorchester to Chatham.—Leave Dorchester for Miramichi, every Monday and Friday, at 5 o'clock, A. M.; Smith's, at Shediac, at Nine; Keswick's, Buctouche, at Noon; Richibucto, at 3 o'clock, P. M.; Kouchibouguac, at Six; Dickens's, at half past Seven: Donald M-Beath's, Black River, at Nine; and arrive at Chatham by Ten, the same evening.

To and from Chatham and Bathurst.—Leave Chatham for Bathurst, the following morning after the arrival of the Southern Stages, and arrive in the Evening of the days on which they start. Leave Bathurst for Chatham, on the mornings of Tuesday and Saturday.

FARE.—From Chatham to Richibucto, 12s. 6d.

do. to Dorchester, 25s.

Richibucto to do., 17s. 6d.

Chatham to Bathurst, 12. 6d.

Payable on being Booked. Each Passenger entitled to take with him 40 lbs. of Luggage. Way Passengers to pay 4d. per mile. For Extra Luggage, 2 1/2d per lb. from Miramichi, to Dorchester, and in proportion according to the distance.

ALEXANDER M-BEATH.
Chatham, May 5, 1840.

Card.

Mr. ALEX. M-BEATH, begs to tender his warmest and most unfeigned thanks for the very kind and liberal support which was long extended to his Hotel near Black River; and while he would solicit the continuance of the same liberality for his brother Donald,—by whom that Hotel is now conducted—he begs respectfully to announce, that he has recently opened, under the designation of 'M-BEATH'S HOTEL' those very excellent Buildings in Chatham, well known for upwards of twenty years, as 'White's Hotel.'

Mr. M-B. confidently hopes that unceasing civility on his part—courtesy, and moderate charges, together with unwearied attention to the wishes and interests of Travellers, will gain him at least commensurate success.

Chatham, 2nd May, 1840.

NOTICE.

The Subscriber having determined to withdraw from the TANNING & CURRYING Business, takes this opportunity of returning thanks to his friends and patrons, for the liberal support afforded him for many years past, and begs leave to notify them and the public generally, that he has relinquished all his interest in the Tannery, and all debts due him on account thereof, to his Brother JAMES who will in future conduct the Business in his own name. He therefore requests all persons having demands against him, to present them for adjustment, and all those indebted to him by note or otherwise, to make an early payment to James Bryant, who is fully authorised to settle all accounts, and give a sufficient discharge.

WILLIAM BRYANT.

Chatham, May 17, 1839.

As the Subscriber intends to continue the above Business in all its branches, and having superior Tradesmen employed, he will endeavour to have at all times LEATHER of the best quality, and solicits a share of public patronage.

JAMES BRYANT.

Cash given for HIDES and SKINS.

NEW GOODS.

HENRY C. D. CARMAN,
Has received by the Sir Walter Scott, Sir John Harvey, from Liverpool, Queen, from London, and Hinda, from Greenock, his usual Extensive Assortment of

BRITISH DRY GOODS.

Also, Hardware, Cutlery, and Ironmongery, Earthenware, Glassware, Paints, Oil, &c.

On Hand—GROCERIES of all descriptions:

Chatham, June 9.