

land, arrived on Friday, with Seventy Passengers, principally Mechanics, for Messrs. Cunard's.

**PUBLIC MEETING—EMIGRATION SOCIETY.**  
At a meeting of the inhabitants of the County of Northumberland, held at the Court House, in Newcastle, on Saturday the 5th June, called by the High Sheriff, to take into consideration the manifest advantages of establishing Emigration Societies, for the various important objects suggested by His Excellency Sir W. M. G. Colebrooke, in the Royal Gazette of the 19th May last.

JOHN M. JOHNSON, Esquire, High Sheriff, having been called to the chair, the following resolutions were unanimously adopted:

Resolved, That inasmuch as a judicious system of Emigration to this colony, must tend greatly to improve and settle the country, the inhabitants of this part of the Province hail with satisfaction, the disposition so early evinced on the part of His Excellency the Lieutenant Governor, to promote and foster so important and worthy an object.

Resolved, That it should be the interest and duty of the inhabitants, generally, to aid and assist His Excellency, by every means in their power, in the furtherance of his philanthropic and enlightened views on this subject.

Resolved, That as this side of the Province affords great facilities and inducements to new Settlers, a Society should be immediately formed, for the purpose of encouraging and promoting Emigration to this section of the country.

Resolved, That a committee of three persons be now appointed for the purpose of drawing up rules and regulations for the formation and government of such a society, and that the Rev. James Souter, John A. Street, and John T. Williston, Esqrs. be such committee.

Resolved, That this meeting be now adjourned until the second Tuesday in July, being the 13th of that month, and then again to meet at 2 p. m. at the Court House, in Newcastle, for the purpose of receiving the report of the above committee, and of completing the formation of the society.

Resolved, That the foregoing proceedings be published in the *Miramichi Gleaner*.

JOHN M. JOHNSON, Chairman.

The Chairman having left the chair, and James Gilmour, Esq. having been called thereto, Resolved, unanimously, that the thanks of this meeting be given to the High Sheriff, for his promptitude in calling the meeting, and his valuable and impartial services in the chair.

EDWARD WILLISTON, Secretary.

**THE SEASON.**

THE weather still continues cold and wet, and very unfavourable for all kinds of farming work.

**STEAM SHIP PRESIDENT.**

WE have been favored with the following extract of a letter, dated at Leith, on the 17th May. From the confidence with which it is written, and the character of the writer, there is every reason to believe the report, notwithstanding the non-arrival of any news in London, when the papers of the 18th were published:

'We are all glad to learn that the *President Steamer*, is safe, having made for Cape de Verde—the passengers and crew all well, but the vessel much disabled. It will be a great windfall for the Insurance Company, as 70 per cent. was paid after she was missing.'

London Medical Gazette, May 14.  
Royal College of Surgeons, London, May 10, 1841.

Admitted—James R. Johnston, son of Mr George Johnston, of Chatham, Miramichi.

**MARRIED.**

At Pictou, on the 31st ult. by the Rev. John Baxter, Capt W. Gourley, of Onslow, to Miss MARY CUTTIN, eldest daughter of William Cuttin, Esq. Onslow.

**DEATHS.**

At Dornock Mains, near Arnan, on the 2d curt., advanced in years, Mr WILLIAM LITTLE, of the well-known firm of Messrs Wm and George Little, fishers in Scotland and Ireland.

**SHIP NEWS.**

**PORT OF MIRAMICHI.**

ENTERED—June 3—schooner Relief, Powell, Richibucto, 2 days; Gilmour Rankin & Co; Nimble, Carruthers, P E Island; Mas er: brig Viatic, Forster, Hamburg, 44 days; Johnston & Caier: schr. Mary Louise, Campbell, P E Island; Master: brig Jane & Ann, Walker, Portsmouth, 35 days; Gilmour

**PORT OF HALIFAX.**

Arrived, May 26, schr Defiance, Currie, Miramichi, 5 days; Mary Ann, Balcom, do. 29, barque Clio, New Orleans, 30, brig Chariot, Liverpool, 31, steamship Acadia, Liverpool, 11 1/2 days. June 1, ship Chester, Savannah—timber.  
Cleared, May 26, barque Romulus, Cork.

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The ship *Susquehanna*, at Philadelphia, from Liverpool, reports having come in contact with a ship on the 8th May, in lat. 43 25, long. 56, in a strong breeze from the N. E., and going 8 knots an hour. The S lost bowsprit, jib-boom, and starboard cathead, part of cutwater, and had stem injured.—The other ship, it was feared, was more injured than the S.—They parted immediately—but a seaman saw one of her masts fall almost immediately.—[The vessel alluded to is the *Paragon*.]

The ship *Sampson*, Smith, one of the New York Packet Line Ships, from London, struck on a rock near White Head, about four leagues west of Cape Canso, on the night of the 28th ult. which caused her to leak very much.—Captain Smith intended to get into White Head, either to repair damages or abandon her, but as the wind almost immediately afterwards haled to the north east, it is supposed she would have some difficulty in getting into that harbour. There were 150 passengers on board. The foregoing information was received by Captain Cunningham, of the schr James William, from Antigonish, which arrived yesterday morning. The letter bag was brought to Halifax by the James William, and put on board the *Acadian*. The Passengers, we understand, were safely landed at a little Settlement called Torbay.

The brig *St. Petersburg*, from Sunderland for Richibucto, has been wrecked at St. Paul's Island—crew saved.

The Cape Breton Advocate of the 26th ult. mentions the arrival at Sydney from St. Pierre, of the second mate and four of the crew of the Am. ship *William Brown*, from Liverpool for Philadelphia, which struck against an Ice Berg on the 19th April, and foundered. There were 65 passengers on board of her. The captain, second mate and six of the crew, with one female passenger, took to the jolly boat—the mate, eight of the crew, and thirty-one passengers to the long boat. The remainder of the passengers perished with the ship. The boats separated next day. After tossing about the ocean six days, the jolly-boat was fallen in with by a French fishing vessel, and carried into St. Pierre. The long boat it will be seen by the following was fallen in with by a vessel bound to Havre.—Halifax Gazette.

*Havre, May 10.*—Dreadful Shipwreck.—The *Louis Philippe*, New York packet ship, has this moment arrived. Information having reached the town that some shipwrecked seamen were on board, the excitement was beyond all description. On the arrival in dock, a strong body of the gendarmie were in waiting, and immediately took into custody the mate and eight of the crew of the ship *William Brown*, bound from Liverpool to Philadelphia, which was sunk by an Iceberg in the latter part of last month, for as yet I cannot give you precise dates for any thing except that these men were taken from the *Crescent*, which vessel picked them up in their long boat. But a tale of horror is to be told about them. It appears, when the vessel struck, 33 passengers, the mate, and 8 of the crew, took to the long boat; the captain, three of the crew, and eleven passengers, took to the jolly boat—all the rest sank with the vessel. The boats parted in the night. Some days after the mate and crew determined, (as they say, in order to lighten the boat,) to throw 17 of the passengers overboard, which they accomplished, and some of the most horrid and revolting scenes took place. There were two brothers and a sister of one family; the brothers were thrown overboard, and the sister jumped in after them. One fine boy prayed for a few minutes to say his prayers; they refused, and hurled him into the sea at once. Some clung to the sides of the boat praying for mercy; but their hands were cut off, and they were pushed into the deep. Fifteen ladies and two men remained in the boat. One hour after this massacre the *Crescent* fell in with the boat, and saved the survivors of this horrid deed. The passengers remained on board the *Crescent*; the crew arrived in the *Villa de Lyon*; they are now under examination before the American Consul.

May 13.—The American ship *Crescent*, Capt. Hall, arrived here yesterday evening with the remainder of the passengers of the *William Brown*, who were saved in the long boat. The arrival of this vessel has confirmed all the horrid details given of the dreadful scene which took place during the night of the 20th and 21st of April. Of the sixteen passengers who were thrown into the sea fourteen were men and two women; of the seventeen saved fifteen were women and two are men. One of these men was seized for the purpose of being thrown overboard. He caught hold of the boat, and favoured by the darkness of the night, crouched under the bows and was saved. All the women saved are young, except the mother of a Scotch family from Dumfriesshire, who with her five daughters and a servant girl, was saved; her name is Edgar. Her husband and son are settled in Germantown, near Philadelphia.

A young woman, with her infant at her breast, succeeded in getting into the boat with her husband; they are amongst the survivors. His name is Patrick, from Cook's-town, county Tyrone, the property of Colonel Stewart. Several persons from that gentleman's estate or neighbourhood have met with a watery grave. One family of the name of Leyden (sixteen in all) sunk with the vessel: another family named Corr—father, mother and five children, sunk at the same time; the little boy who was thrown from the boat was

one of that family. He had not a soul left belonging to him. They were also from Colonel Stewart's property. A Mrs Anderson, with three children, who was going to join her husband, a medical gentleman settled at Cincinnati, sunk with the ship. Miss Anderson and a Miss Bradley were thrown into the sea from the long boat. The tales which the survivors relate are piteous, horrifying. The crew and passengers have been examined by the British and American consuls this morning, and the impression is that the dreadful act of throwing their fellow creatures overboard was of imperious necessity; but it is to be hoped the two consuls will give publicity to the examination, in order that the public mind may be satisfied on this point. Truly the circumstance must be made out in the clearest way to palliate such an act.—We have emigrant ships sailing every week, and if it is held as a law that 'might is right,' it had better be declared so, and that the crew are justified under extremities in throwing overboard who and as many as they think right, without casting lots, or making any choice than their will.—Post.

**Melancholy Shipwreck.**—One hundred and forty eight lives.—It again becomes our duty to record a calamity involving destruction of human life to an awful extent. Four of the crew and four of the passengers of the brig *Minstrel*, Captain Outerbridge, arrived here yesterday, bringing the disastrous intelligence of which the following is, we believe, an accurate summary:

The *Minstrel* left Limerick, Ireland, on the 21st April last, for Quebec, with one hundred and forty one passengers, emigrants intending to settle in Canada. The vessel had a tolerable passage up to Tuesday last, at 4 o'clock in the morning, when she struck on Red Island Reef. There was a heavy sea running at the time, but the boats were launched, and made fast to the fore chains. Upwards of one hundred passengers embarked in the boats, but their doom was quickly sealed; the vessel 'heeled off' into deep water and went down stern foremost, so suddenly that the painters of the boats could not be cast off, and the people who had embarked in the boats perished with their equally unfortunate companions on board the ship, except four of the crew and four of the passengers, who alone of upwards of 150 souls remained to tell the sad tale. These eight persons had embarked in the gig, which was towing astern, and fortunately for them the rope which attached it to the vessel broke when she went down. They succeeded in pulling to White Island, where they remained until the following day when they were taken off by the ship *Wellington* of Belfast, Captain McIntyre, and brought to Grosse Isle.

Captain Outerbridge, of the unfortunate *Minstrel*, behaved most gallantly during the awful scene, until he perished with the rest. He declared that he would not leave the vessel until his passengers were saved, and he was the last person seen by those who were in the gig.

The following are the names of the survivors:—Crew—Patrick O'Loghlin, steward; James Grady, and Thomas Enright, seamen; and John Donehue, apprentice. Passengers—Flaherty, shoemaker, and wife, Honoria Ringrose, and Collins. Total saved, 8.

The following is a statement of the number of the crew and passengers who perished.

Crew—Captain Outerbridge, mate and nine others	11
Passengers—Male Adults	47
Female do.	41
Males under 14	10
Females do.	8
Males under 7	9
Females do.	12
Infants	10
Total perished	148

The *Minstrel* was well known in the Quebec trade as a passenger ship from Ireland. She belonged to Limerick, and registered 296 tons. Last year she arrived at Quebec on the 23d May from Limerick, with 163 passengers.

The passengers above mentioned as being saved, left the *Wellington* at Grosse Isle, and came to Quebec in the brig *Tbetis*, Ross, from Limerick, with 131 passengers.

**NOTICE.** The Subscribers to the *New York Albion* are requested to call at the office of Messrs. Street and Kerr, in Chatham, for the engraving of the Duke of Wellington. The *European* of the 19th May, for the Subscribers in Miramichi and its neighbourhood, was received direct from Liverpool by the *Acadia*. Subscribers can obtain it at the office above named.

**NOTICE.**—All persons having demands against the ESTATE of BRYANT HENNESSY, late of Chatham, deceased, are requested to present the same for payment to Messrs. CARMAN & WILLISTON.

ANN HENNESSY, Administratrix.  
24th May, 1841.

**P. DONNELLY,**  
Bids to inform his friends and the public, that he has opened the House in which he now resides, in Richibucto, for the accommodation of TRAVELLERS, and hopes, by strict attention to their comfort, to merit a share of public patronage.  
Richibucto, May 15, 1841.