

them all to Navy Island, as they had entered so fiercely into the war, against Canada, they might naturally suspect an unpleasant visit some night, from men who were goaded on to madness, by warlike preparations to destroy them and their families, in defiance of solemn treaties of law and justice. Buffalo harbor with its thirty steamboats and fifty schooners was then, as now within 10 minutes sail of the Canada shore. The hint was kindly taken at the time, and a city guard of some hundred men organized that day to guard their property from patriots and others.

It was my duty, and my interest to prevent an invasion of Canada, I was then under Sheriff of the Niagra district which fronts for 80 miles on the State of New York. I had \$80,000 worth of property in my charge seized on executions for which I and my securities were liable.

There are many other matters which called forth patriotic virulence against me which I may yet make public. I am yours, &c.

ALEXANDER McLEOD.

**SCHEDIASMA.**

MIRAMICHI:  
TUESDAY MORNING, JUNE 15, 1841.

ARRIVAL OF THE MAIL.

The Courier with the Southern Mail arrived on Saturday morning, at 6 o'clock.

THE LAST ACT OF THE LATE ADMINISTRATION.

The following paragraphs appears in the Chronicle of Friday week. As the papers published subsequently in St. John, were silent on so important a subject, we were led to believe that there was some error in the statement; but on enquiry of those who are acquainted with the state of affairs at Head Quarters, we are sorry to say, that the matters set forth by our contemporary, are substantially correct. What will the friends of the late governor say in justification of this most shameful breach of public confidence?

The following sums have, within the space of eighteen months, been received by Sir John from the treasury of this Province—£1,500 additional salary; £1,800, for Service of Plate, and £1000, the Contingent Fund for 1841, making in all £4,300!!! Truly we have paid a good round sum for the 'new and improved constitution.'

Contingent Fund.—One thousand pounds. Our readers will no doubt recollect our animadversions on this extravagant grant made to Sir John Harvey the late Lieut. Governor,—our opponents told us, we were in error, that Sir John Harvey had nothing to do with this one thousand pounds; but that the sum was granted for the contingencies of his successor until the Session of 1842. What say our Radical opponents now; the one thousand pounds has already been made use of by the late Governor, and nine pounds more than the sum granted by our precious House of Assembly.

It appears that our present Governor, Sir Wm. Colebrooke, has not one farthing Contingent money left at his disposal; and although His Excellency arrived at Fredericton in the month of April, a few days or a week or two only after the close of the Session, he finds on subsequent inquiry, that the whole of this extravagant grant had been entirely consumed.

MEETING IN LIVERPOOL.—TIMBER DUTIES.

A MEETING of the Committee of the Liverpool Shipowners' Association, was held on the 5th May. After the declared intention of the Government to propose an alteration in the Duties on Timber, had been discussed at some length, the following resolutions were unanimously carried:

That this Association view the proposed change with feelings of extreme regret and alarm, conceiving that its certain result must be frightful, manifold, and unmixed evil to the principle Commercial and Shipping interests of this country, and the ruin and alienation of our North American Colonies.

That hitherto it has been esteemed, by all Governments, the soundest policy of Great Britain to foster and increase our maritime strength and as this arm of power and defence is mainly dependent on the existence of a large commercial marine, the encouragement of commerce with our own Colonies is, consequently, an object of the highest national importance, deserving, at all times, the most watchful attention of the legislature.

That no branch of commerce is so interesting and important to Great Britain and that most extensive and increasing trade now carried on with our North American Colon-

ies, because the whole of the immense capital invested in that trade is employed exclusively in the promotion of British interests. The timber from the forest to the shipping port affords employment to an immense and continually increasing number of British settlers and emigrants; it is paid for in British manufactures, which are exported in British ships navigated by British seamen, and by the same means of transport the timber is brought to this country, employing a vast tonnage, forming an inexhaustible nursery of hardy seamen, and, in a word, throughout the whole trade, British wealth, industry, and enterprise are directed to their most legitimate and beneficial application.

That independently of the paramount duty on the Mother Country to protect her own Colonies, this Association view with much distrust the theory that taxed labor can, by any process of legislation, be brought into successful competition with untaxed labour, and therefore do not believe that the proposed change would have any beneficial effect on the manufacturing interests of this country, and the fallacy of expecting reciprocity in our commercial dealings with the Continental States has long been demonstrated.

That, to the consumers of timber in this country, the proposed change offers no advantage, but the contrary; the interest of the consumers being obviously best promoted by the present system and scale of duties, which, by inducing a supply of timber from two countries, secure thereby the invaluable operation of competition, in keeping down prices and apportioning the supply, both in quantity and quality, to the demand.

That the argument in support of the proposed scheme as a measure of finance is also, in the judgement of this Association fallacious, for, though some increase of the revenue might be the primary result of the change, the extreme injustice of its operation, and, in the end, its ruinous depreciation of interests now contributing largely in taxation, have been already shown.

That the revenue of the state is at all times best sustained by maintaining and increasing the natural sources of the national welfare, by affording all practicable encouragement to British industry of every class, and by avoiding the frequent recurrence of legislative changes, which disturb the ordinary current of trade, perplex and unsettle the minds of all persons engaged therein, and weaken their confidence in the stability of the system on which the government of the country is conducted.

That this Association will use its utmost endeavours to prevent the proposed alteration of the timber duties being carried into effect; and that, with this view, Petitions to both Houses of Parliament be immediately presented, and that a Deputation be now appointed to co-operate with the General Shipowners' Society in London, and with Deputations from the other Outports, and also with the British and North American Associations of London and Liverpool, in strenuously opposing the measure, and that the Chairman and William Potter, Esq., do form such Deputation from this Society.

R. S. HENDERSON, Chairman.

LETTERS OF MONITOR.

The ably written letters, under the above signature, which appeared in the Gleaner, are now being reprinted in the St. John Chronicle. We are glad of this. They pourtray in a candid and clear manner, the working of the late 'harmonious system of government,' and develop facts of a startling character, which well deserve the most serious consideration of the people of the Province.

UNITED STATES.

The papers by the Mail this morning, furnish the Message of President Tyler at the opening of the United States Congress on the 31st ult. No allusion is made in it to the Boundary Question.

The state of the finances of the Republic is represented as far from encouraging; the anticipated demands upon the Treasury this year, being estimated at about twenty seven millions of dollars while there will be but about fourteen millions and a half to meet them, leaving a probably deficit of eleven millions and a half. The war department will require \$200,000 to set matters right in relation to Indian affairs; while in the Navy Pension Fund there is a deficit of \$122,000 and in the Post Office Department of not less than \$500,000.

Among our extracts, under the above head, will be found some important articles relating to Mr McLeod. We perceive that the President on opening Congress, laid before that body, three important documents, respecting that gentleman, and the burning of the Caroline. They are too lengthy for insertion to day, but shall appear in our next No. From the tone of Mr Webster's letter in answer to the demand of Mr Fox, for the immediate release of Mr McLeod, and the manner in which he justifies, or at

least, palliates, the conduct of the "sympathizers," and his retort on our Ambassador for styling them "pirates," we are afraid this unpleasant affair is far from being in a state of satisfactory adjustment, and that hostilities may yet arise between the two governments.

LAUNCH.

A very superior brig of 247 tons new, and 279 old measurement, was launched from the building yard of Messrs. Cunards, in Chatbam, on the morning of Friday last. She was entirely rigged, with yards across and sails bent. She is called the May Flower.

We regret to state that several extensive failures have taken place in Glasgow and neighborhood, within the last few days—Glasgow Chronicle.

ARRIVALS AT HEA'S HOTEL.

May 20—Rev. Mr Allan, Bathurst. 29—Captain Murray, Liverpool; Mrs Coughlan, & Miss Mulhall, Caraqueet. June 1—James Fraser, Carlton; Mr William Ward, do. 2—Mr John Batchelor, do. 3—Mrs William Patten, do; Miss Morrison, do. 7—Mr Z. Phinney, Richibucto; Mr E. C. Patten, Carleton; R. F. Patten, Esq., do. 8—Mr Samuel Black, Sackville.

SHIP NEWS.

PORT OF MIRAMICHI.

ENTERED, June 8—brig West Chester, Chayter, Newcastle, 47 days, Gilmour Rankin & Co; schr Brothers, Milligan, P E Island, 2 days, do; Mary Ann, Linkletter, do. 3 days, Master Elizabeth, McKay, do. 2 days, do; Alert, Graham, Pictou, 3 days, sundries: Sarah, Clarke, P E Island, 3 days, master; John, Power, Newfoundland, 10 days, J Canard & Co. Mahone Bay Packet, Fraser, Halifax, 10 days, sundries.

9th—Henry & Mary Ann, Charles, Newfoundland, 12 days, Gilmour Rankin & Co. brig Thornby, Cally, Sunderland, 40 days, do. schr May, Barneux, P E Island, 3 days, Master.

10—Henry, Girvan, do. 3 days, Gilmour Rankin & Co.

11—Trial, McDonald, do. 2 days, Master: brig Pandora, Doyle, Halifax, 7 days, do.; schr Duck, Carver, P E Island, 2 days, master; Cammiz, Stewart, do. 2 days, do.

12—barque William, Guthill, Plymouth, 41 days, Gilmour Rankin & Co: schr Henry Carman, McKay, P E Island, 1 day, master.

14—Argus, Power, do. 3 days, do; Ward, Dench, Newfoundland, 8 days, Gilmour Rankin & Co.

The West Chester, on the 27th May, in 47 long. spoke the Indus of Sunderland, from Cadiz, 39 days out, with salt, bound to St. Peters, Newfoundland.

The barque William came in under jury masts, having been dismasted in a heavy squall on the banks of Newfoundland.

The brig John, Turner, from Liverpool, bound to this port, was stranded at Cape North, on the 15th ult.—crew saved. The J. had a valuable cargo of Sails, Rigging &c. for Messrs. Canards.

PORT OF RICHIBUCTO.

Arrived, June 5—schr Thomas, Cass, Quebec—John Jardine. 8—schr Empress, Reddie, St. John's, N.F.—Master. 9—schr Four Brothers, Miramichi.

Cleared, June 4—schr Sealflower, Le Point, Quebec. 7—barque Lady Worsley, Finch, London; schr Thomas, Cass, Quebec. 10, brig Princess, Clare, Sunderland; Amyntas, Hallet, Topsham; Ann, Champion, Harbour Grace, N.F.

PORT OF BATHURST.

Entered, May 17—brig Argowan, Martin, Wicton—Gilmour Rankin & Co. 18, brig Employ, Fullerton, Bordeaux—do. 21, brig Freedom, Stokes, Plymouth—do: Sally, Ditchburn, Harrington—J. Canard & Co. 22, brig Barron, Hall, Sunderland—do. 24, brig Warrior, Crawford, Irvine—Gilmour Rankin & Co. 28, brig Ann, Blair, Workington—W. Napier. 31, brig Messenger, Byram, Plymouth—Gilmour Rankin & Co. June 10, brig Harriet, M-Laron, Franco—do.

Cleared, June 2, brig Argowan, Wigton. 3, brig Employ, Glassendock. 5, brig Sally, Carlisle. 8, brig Freedom, Leith. 9, schr Joseph Howe, Halifax.

PORT OF ST. JOHN.

Arrived, June 2, barque Abeona, London; Abigail, Liverpool; Macao, Londonderry—203 passengers: Henry Hood, Liverpool: Pons Eliu, Cork—188 passengers: Londonderry, Londonderry—185 do: Commerce, Liverpool; Andover, do: brig Coquette, Newcastle, Diana, Aberdeen. 3, brig Mary, Baltimore (Ireland)—110 passengers; Isadora, Kinsale—98 do. 7, barque Quebec Packet, New York; Onyx, do. Hope, Liverpool; Kangaroo, Cork—85 passengers: brig Cherab, Londonderry—160 passengers.

Cleared—ships Canton, Liverpool: Alexander Edmond, Kinsale: Lord John Russell, Cork: Lord Sandon, do; Albion, Liverpool.

PORT OF HALIFAX.

Arrived, May 31, schr Messenger, Bay Chaleur; Mary Ann, do. Maria, Coeagne: Pandora, Limerick—passengers. June 2, steamship Caledonia, Boston. 4, brig Cane Grove, Hull—bound to New York, lost bulwarks, &c. brig Lucerne, London; schr Freetown, Bathurst; barque Wm. Herdman, Savannah—timber: transport barque England, Cork—troops. 5, schr Great Britain, Miramichi. 6, transport barque Enterprise, Cork—troops.

Cleared, May 31, ship Robert Watt, Liverpool; Acadia, do. June 1, brig Pandora, Miramichi. 3, brig Neptune, London. 5, ship Acadia, Bathurst; schr Emerentine, Bay Chaleur; Maria, do. Mary, do. Messenger, do. ship Bridget Timmins, Quebec: Prince George, London. 3d, sailed—steamship Caledonia, Liverpool.

The brig Lady Douglas, Miteason, from Savannah, bound to Halifax, timber laden, was cast away at Cape LaHave, on the morning of the 29th May—crew and materials saved—vessel total wreck.

The Paragon again.—The ship Liverpool, which arrived at New York from Glasgow reports—On the morning of 11th May, lat 42 40, long 56 20 well in with the British ship Paragon, with no person on board—her main and mizen masts and all the spars and rigging were gone—foremast, bowsprit and jib boom standing—after hatch was off—saw the launch and the small boat on deck—larboard quarter deck stove in by the falling of the mizen mast.

The Paragon boarded.—The Quebec Packet, which arrived at New York from Belfast reports—On the morning of the 11th May, in lat 41 49, long 57, wind blowing fresh from the SW. fell in with the wreck of the ship Paragon. The mate and four seamen went on board, and found her larboard rail and bulwarks gone—the after hatch and cabin open—examined the cabin and found it empty with the exception of some papers, which we brought away; saw a chronometer screwed to one of the lockers, but the chronometer was gone; went into her hold and found her to be laden with a general cargo—several bales and boxes of which had been opened—searched the forecabin and saw nothing there except the seamen's chests, all empty—saw a sail hanging over the starboard side, but could not tell whether the ship's side was damaged underneath as the men were unable to haul up the sail; saw two boats on the deck, and one on the larboard quarter; the mainmast gone close by the board—foremast standing. The gale increasing we were compelled to leave her.

NOTICE.

All persons indebted to the late Firm of JOHNSTON & NICHOLSON, are hereby requested to call and settle their respective Accounts on or before the First Day of JULY next, as after that date they will be placed in the hands of an Attorney for collection.

GEORGE JOHNSTON.

Chatham, 14th June, 1841.

CONSIGNMENT.

On Consignment, and now offered for Sale by the Subscriber:

20 bolts No 1 PATENT CANVASS, 1 Ton Liverpool SOAP, in boxes of 30 & 60 lbs.

May 17, 1841. H. C. D. CARMAN.

—Just Received—

By the Subscriber, per Schooner Waterloo from Halifax:

4 hds prime Cuba Molasses 50 bls No 1 Herring Corn Brooms Olive Oil.

H. C. D. CARMAN.

1st June 1841.

The Subscriber

Offers for Sale, at his Stores, on Messrs. Hendersons' Wharf, at Newcastle, the following Articles, cheap for Cash, or approved short credit:

30 puns. choice retailing Molasses, 4 hds. superior Sugar, 4 puns high proof Demerara Rum, 150 bls Kilm Dried Corn Meal, 50 bls No 1 Herring, 50 boxes prime Digby Smoked Do., 15 bls best boiling Pease, 10 bls Pilot Bread, 10 Kegs Tobacco, 506 lbs Clover Seed, 1000 lbs superior Coffee in bags, Cider in Barrels, Lemons in boxes, &c &c.

WINCK ALLAN.

Miramichi, 26th May, 1841.

Consignment.

The Subscribers have received per Schr IOLE, from New York, the following Articles, which they will dispose of at prices little over cost and charges:

500 bls superfine Genessee FLOUR, 30 Kegs Tobacco, 46 bls Indian Meal, 50 do Rye Flour, 50 do middling do Tierces Rice, Barrels Pilot and Navy Bread, Do Pitch and Tar, Also

12 puns Rum, just arrived, ex Ben from Halifax JOHNSTONE & CAIE. 17th May, 1841.