

The Renous, called the Dangarvon, was also mentioned. Boies Town was described as having been founded about twenty years since by Mr Thos. Boies, an enterprising American, who had carried on the lumbering business upon a large scale, and built this place—bearing a very strong resemblance to the villages in Maine, which spring up in the vicinity of saw-mills—these being composed almost wholly of showy wooden buildings, with fanciful ornaments, green venetians, &c. There were several saw mills here, the Lecturer said, at the mouth of the Burnt Land Brook; and in the village various forges, machine shops, and workshops for all descriptions of trades; but, Mr. Boies, having suffered by the losses in the timber trade, had been obliged to give up his town, and it now belonged to other proprietors. At Boies Town, the road leading from Newcastle turned off from the Miramichi, and, crossing a dreary tract called the Portage, struck the Nashuak, down the valley of which river it proceeded to Fredericton.

From this point upward, the South West Miramichi was described as flowing through an immense tract of wilderness country, furnishing abundant supplies of excellent timber, very little being known of it, save by the reports of hunters and lumbermen. Yet the soil was said to be good and the country capable of sustaining a large population. The head waters of the streams flowing into the South West, were said to rise near the sources of the Nashuak, the Reguimick, and branches of the Tobique, which in a former lecture were mentioned as flowing from a very elevated chain of hills, from 1800 to 2000 feet high, lying south of the Red Rapids on the Tobique.

The North West branch of the Miramichi next came under review, and its course was pointed out on the transparent map. This branch, at its mouth, was said to be about three quarters of a mile wide, where there was a good ferry by a horse boat, it being on the great road from Fredericton to Newcastle. At the mouth of the North West, an island was pointed out, as Beaubair's Island, where the French formerly had a large establishment, the remains of their buildings being yet visible.

After this interesting and highly instructive digression, the Lecturer proceeded to describe the northwest Miramichi, up which he said the tide flowed 20 miles, to Red Bank, where the little South West entered. The soil of the North West was said to be good, and some fine farms on its banks were mentioned, as also the large blocks of sand stone, of capital quality, found along the shores, an unlimited supply of which lay most conveniently for being quarried, and then transported down stream by water.

On the little South West, the Indians had a reserve of 10,000 acres, all good land, which Mr. Perley had visited in 1841, accompanied by Lieut. Rolland, of the 69th. The water being low and there being no road along the river, they proceeded up stream on horseback, upon horses belonging to the Indians, which carried them over and through every thing—sometimes fording the river, and sometimes swimming with their Indian guides hanging on by the waist—some attempting to leap the sign of "the Golden Fleece"—they at length got above the reserve, and found a fine country, also a hospitable Scotchman, named James Holmes, described as an excellent man and good farmer, whose door was always open, whose hand and whose heart were never shut, but remained open as the day! The little South West above Mr. Holmes's, was said to flow chiefly through a wilderness country of good quality for cultivation, furnishing much excellent timber, and to have its source near a principal branch of the Tobique.

Continuing his description of the North West, Mr. Perley said that he had also followed up the river on the same horses—some extensive meadows above the head of the tribe, (which at Red Bank flows from 3 to 5 feet) were mentioned, and then came a description of the "burnt country"—that extensive tract which was swept over by the fire of 1825. It was said to present a most gloomy and desolate appearance, all vegetable matter on the surface, what remained, appearing calcined, as if the soil, by intense heat, had been changed into an imperfect kind of glass, pounded fine! It bore only blueberries, which grew in great abundance; these were gathered by the Indians, and boiled in water, when they formed an agreeable and wholesome change of diet.

The Sevoge meadows, and a large pool in front of them, called "the Big Hole," came in for a share of notice. This pool was stated to be alive with salmon at the time of Mr. Perley's visit, and so far as he could learn, no sportsman had ever visited the spot. Above the Sevoge there were very few settlers; the river flowed almost due north, and then turned off to the westward, its sources being close to those of the main Tobique, and the Nepisiquit, in a very broken and mountainous country, abundant with timber, but there was little else known respecting it. On those parts which were known, there was said to be large tracts of good land, fit for settlement and cultivation.

Having finished his description of the Miramichi, Mr. Perley next took up the coast and rivers to the northward. In front of this low narrow sand bars thrown up by the sea, which were covered with a coarse grass. Between these and the main land there were shallow lagoons, which were the resort of immense flocks of wild fowl, and afforded great facilities for hunting along in boats and canoes, as there would be smooth water in the lagoons, when it was blowing a strong gale, with a heavy rolling sea, outside. The passages through these sand bars were termed "gullies;" these frequently

shifted their position, as heavy gales threw up large bodies of sand which closed them together, until the accumulated waters within forced for themselves a new passage or gully.

After noticing the Bartibog river and the Neguac village, the river Tabusintac was described; it was said to be about 60 miles in length, with a number of small tributaries, which were carefully and minutely laid down on the large map and pointed out. There was eight feet water on the bar at the mouth of the Tabusintac, and in spring tides three feet more. The tide flowed up the river about 20 miles, and Mr. Perley said, he thought the soil on that river rather heavier than what was generally found on the coast, and admirable for tillage.

The great and little Tracadie rivers were next pointed out and described. They were said to have a lake like appearance, and to be about 40 miles long, well settled along the tide way, chiefly by Acadian French, who cultivated the soil and followed the fisheries. These rivers were described as differing but little from the Tabusintac, and like that river, were ungranted and unsettled above the tide way. The oysters along that part of the coast, were said to be of large size and very good, while the lobsters were exceedingly abundant every where, and easily taken.

The next river to the eastward, the Pokemouche, was said to have a narrow and shallow entrance, inside which there were extensive salt marshes, the excellent shooting about which, of all descriptions of water fowl, snipe and plover, were described very graphically. Around what might be called the harbour, and for a few miles up, there was a scattered population of Scotch and Irish, who raised good crops. Very few of the Indians here, spoke any language but their own; they lived by fishing and fowling, and were more like the real Aborigines of the country, in their present habits and modes of life, than any other Indians in the Province. The river was described as being full of fish of every kind, which were taken by the Indians with the spear, and several spears of different sorts were exhibited by the Lecturer, as those which were used for taking salmon and other fish in the summer, and the large eel, which lies buried in the mud during the winter. These eels were said to be very excellent, and to form the principal and favorite food of the Indians; they were also taken into the woods by the lumbermen, who willingly exchanged their pork for good salted eels. Another Indian reserve on this river, commencing about 10 miles from the sea, was mentioned, as having one settler upon it; he was the last, for although the tide flowed a long way up, and there was much good land, yet it was ungranted, and in a wilderness state.

Next we had Shippegan Harbour, a place very little known, but which seems likely, at a future period, to be a port of some importance. This harbour was pointed out as lying between Shippegan harbour and the main, with an entrance from the Gulf, having eight feet water in the gully, but the main and principal entrance being from the Bay of Chaleur, with five fathoms water on the bar, inside which there was 6 and 7 fathoms water, up to the loading places. The large inlet of Amacque was described, the shores of which are dotted with the houses of the fishermen, (all Acadian French) and then St. Simon's Inlet was mentioned, as a beautiful sheet of water, having an entrance a mile wide, with seven fathoms water, from shore to shore. This Inlet took its name from the circumstance of a French corvette, called the St. Simon, being chased in there, and sunk, the year after Quebec was taken. The excellent fisheries in the vicinity of Shippegan and Miscou Islands, were said to be prosecuted chiefly by firms and establishments from Jersey, and those of Messrs. Fruin & Co., Alexandre & Co., and Mr. Falle, were noticed.—The only other fishing establishment, which might be said to belong to New Brunswick, was that of Messrs. Cunard, who also loaded several large vessels here every year with timber, deals, &c., from Pokemouche and Carraquet, of the value of £7000 or £8000 annually. The export of fish, chiefly to Spain and the Mediterranean, amounted to 10,000 quintals annually, and this large trade was carried on almost without the knowledge of New Brunswick; for all supplies were brought in duty free for the fisheries, and the profits went to Jersey, none but the inhabitants on the shores, deriving any benefit from it.—Messrs. Cunard's establishment here, was said to be a very thriving one, and from its position and advantages, the port of Shippegan must hereafter be more frequented, and become a place of considerable consequence.

From Shippegan the Lecturer next took us to Carraquet which extends along the sea side for 10 or 12 miles; and contains a population of nearly 2000 souls, mostly French, who are settled closely together. These people are the descendants of the ancient French, who first settled Carraquet, about 1675, and it therefore lays claim to being the most ancient settlement in the Province. The farms were said to be small, not extending further back from the shore than three quarters of a mile, and being subdivided among families; the houses stand near to each other, forming almost a continuous village. The soil was said to be good, yielding capital crops of wheat and oats; and Mr. Perley said he had understood, that ever since the earliest settlement, the inhabitants had generally raised their own bread stuff, although they also carried on the fishery on a large scale.—Sometimes nearly a hundred boats might be seen starting together out of one Cove in Carraquet, for the Fishing ground—always returning full in twenty four hours, unless prevented by bad weather.—Fishing schooners were also used, which went off to the Bradelle Bank, and other fishing grounds in the Gulf, remaining out several days.

Here the Lecturer said, that as he had exceeded the usual time allowed for a lecture, he

must close, deferring some notice which he had intended to add of the manners and ways of the French of Carraquet, as compared with those of Madawaska—and also an account of Gaspe, until a future occasion. Before finishing for this year—as the lecture season was now nearly at an end—he would, however, offer a few concluding observations. From what he had said in that and the preceding lectures, it was clear that New Brunswick possessed within her limits vast tracts of the richest soil, which might be rendered available for Agricultural purposes—that immense forests of the best timber, and extensive deposits of mineral wealth yet remained untouched—that along the whole line of sea coast, around every Island, and in every river, there were the greatest and richest fisheries in the world—that there was an unlimited supply of fuel, and abundant water power—that there were plenty of large and well sheltered harbours, and numerous large rivers, with their endless tributaries, watering every part of the country, and facilitating intercourse—that it only required labour and capital to develop these great resources, and create wealth. Knowing, as he did, the intelligence and energy of the inhabitants of the Province, he felt assured that they would press forward, and by industry, frugality, and perseverance, render New Brunswick one of the richest portions of British Colonial Empire!

THE LIGHT OF LIFE.

BY C. W. DENNISON.

"Then spake Jesus: I am the light of the world; he that followeth me shall not walk in darkness, but shall have the light of life." —JOHN VIII. 12

There's a light on the shrine of the Genius of Fame.

That she waves where her fanes have their glory unfur'd; But it burns with a mocking and flickering flame, And dies in the damps from the grave of the world.

There's a light lifted high on the ramparts of Power, Where her blood-clotted battlements frown on the sky; But that ray shall sink down with each tottering tower, And dark 'mid the doom of the universe lie.

There's a light gleaming out from the coffers of Wealth, And gliding with lustre her pompous array; But its gleam shall all fade when with terrible stealth Eternity hurries Time's treasures away.

These lights of the earth are but tapers of Death, And burn from miasms that kill as they glow; They live by a vapor, they die by a breath, And lure all who trust them to darkness and woe.

But the light of the Cross is the lamp of our life, And higher shall blaze as Death's tapers go down; 'Twill guide, when the elements die in their strife, To heaven's sure riches, its temple and crown.

New Works.

From the British and Foreign Review; or European Foreign Quarterly.

THE CAPTURE OF THE "GAMO," BY LORD COCHRANE.

On the 6th May, 1801, at daylight, being close off Barcelona, the Speedy descried a sail standing towards her. Chase was given, but owing to light winds it was nearly 9 a. m. before the two vessels got within mutual gunshot. The Speedy soon discovered that the armed xebec approaching her was her old friend the Gamu. Being then close under the latter's lee, the former tacked and commenced the action. The Speedy's fire was promptly returned by her opponent, who in a little while attempted to board; but, the instant she heard the command given, the brig sheered off. The attempt was again made, and again frustrated. At length after a forty five minutes' cannonade, in which the Speedy, with all her manœuvring, could not evade the heavy broadsides of the Gamu, and had sustained in consequence a loss of three seamen killed and five wounded, Lord Cochrane determined to board. With this intent, the Speedy ran close alongside the Gamu; and the crew of the British vessel, headed by their gallant commander, made a simultaneous rush, from every part of her, upon the decks of the Spaniard. For about ten minutes the contest was desperate, especially in the waist; but the impetuosity of the assault was irresistible: the Spanish colours were struck, and the Gamu became the prize of the Speedy. The Gamu's crew was a force which was enough to alarm, and in abler hands might easily have subdued such a vessel as the Speedy. A crew of two hundred and eighty or three hundred was the lowest number of men that a ship of the evident force and size of the Gamu could be supposed to have on board; and yet Lord Cochrane, at the head of about forty men, and deducting the boys, the helmsman (who was Mr. James Guthrie, the surgeon), the eight killed and wounded, and one or two others, leaped into the midst of them. He and his forty brave followers among whom were Lieutenant Parker, midshipman the Honourable Archibald Cochrane,

and the boatswain, found three hundred and nineteen, or allowing for some previous loss and for six or eight boys, three hundred armed men to struggle with. But the British broadsword fell too heavily to be resisted, and the Spaniards were compelled to yield to the chivalric valour of their opponents. Accustomed as is the British navy to execute deeds of daring, Lord Cochrane's achievement has hitherto found in these pages but three compeers, the Surprise and Hermione, the Dart and Desiree, and the Viper and Cerbere. The numbers killed and wounded on board the Spanish frigate, amounted to more than the number of the crew of the Speedy, being thirteen men, the boatswain, and her Captain, Don Francisco de Torres, killed, and forty one wounded.

DARING EXPLOIT OF CAPTAIN CAMPBELL.

The daring exploit of Captain Patrick Campbell, in the Dart sloop of war, has been referred to as one of the most celebrated successful attacks in our naval annals. On the evening of the 7th of July, the ship-sloop Dart (sister vessel to the Arrow), Captain Patrick Campbell, followed by the Biter and Boxer gun-brigs, Lieutenants Wm. Norman and Thomas Gilbert, and the four fire-ships, Wasp, Captain John Edwards, Falcon, Captain Henry Samuel Butt, Comet, Captain Thomas Leaf, and Rosario, Captain James Carthew, with the cutters and small craft attending them, entered Dunkerque roads. At midnight the Dart and her companions got sight of the French ships. Soon afterwards one of the latter hailed the Dart, and asked whence she came. The answer was 'de Bordeaux.' The Frenchman then desired to know what convoy that was astern, meaning the gun brigs and fire ships. The reply was 'Je ne sais pas.' This conversation ended, the Dart continued to pass unmolested, until she arrived alongside of the innermost frigate but one, when that frigate opened upon her a heavy fire. This the Dart was enabled to return with fifteen double-shotted 32 pounders, discharged in much quicker repetition than common, owing to the carronades being mounted on the non-recoil principle. The Dart then ranged on and boarded the innermost frigate, the Desiree, by running her bowsprit between the latter's foremast and forestay, having previously a stern anchor to check her own way. The first lieutenant, James M'Dermott, at the head of a division of seamen and marines, immediately boarded the French frigate on the fore-castle, carrying all before him, but not without being badly wounded in the arm. He then hailed the Dart to say he had possession of the ship; but as he feared the crew would rally, and he was wounded, he requested that an officer might be sent to take charge. Having cut her stern cable, the Dart had just swung alongside the Desiree, on whose deck Lieutenant William Isaac Pearce instantly leaped with a second division of men. This officer completely repulsed the French crew, who were rallying at the after hatchway. Lieutenant Pearce then cut the frigate's cables, got the Desiree under sail, and steered her over the banks that could not have been passed half an hour later in the tide.

CUTTING OUT THE "HERMIONE."

It is the opinion of naval men that the cutting out of the Hermione by Captain Hamilton with the boats of the Surprise surpasses all other exploits of this nature. The Hermione had been an English frigate under the command of Hugh Pigot, who by his tyranny drove the crew to mutiny and a dreadful revenge on himself, the atrocious murder of all the officers, and the delivery of the ship to the Spanish governor at Guayra. It was a point of some importance to recover a frigate so disgracefully obtained by the enemy, and that motive incited Captain Hamilton to make the desperate attempt. Every man was to be dressed in blue, no white of any kind to be seen. The pass word was Britannia, the answer Ireland. At half-past seven the boats were hoisted out, the crews mustered and all prepared; the boarders were to take the first spell at oars. The boats were in two divisions; the first consisting of the pinnace, launch, and jolly boat, to board on the starboard (or inside) bow, gangway and quarter; the second division, consisting of the gig, black and red cutters, to board on the outside or larboard bow, gangway and quarter. The captain to command in the pinnace, having with him the gunner, Mr. John Maxwell, one midshipman, and sixteen men. The launch, under the orders of Lieutenant Wilson, contained one midshipman, and twenty four men; the jolly boat with one midshipman, the carpenter, and eight men. The pinnace was to board on the starboard gangway, the launch on the starboard bow, in which three men were appointed with sharp axes to cut the cable; a stage was fixed over the boat's quarter to facilitate and expedite that duty. The jolly boat to board on the starboard quarter, to cut the stern cable, and send two men aloft to loose the foretopsail. The black cutter, under the orders of Lieut. Hamilton, with the marine officer M. de la Tour du Pia, with sixteen men to board on the larboard gangway. The red cutter, under the command of the boatswain, with sixteen men to board on the larboard quarter. That the boats might not separate in the dark nor outstrip each other, each division was in tow. The rendezvous, the quarter deck of the Hermione.

Captain Hamilton with his night glass kept sight of the enemy, and steered right for the frigate. When within one mile of her, the leading boats were discovered by two Spanish gun boats, each armed with a long gun. Capt. Hamilton instantly cut the tow rope, gave three cheers, and pulled for the frigate, now alarmed and prepared. The officers of some of the rear-most boats, disobeying their orders, began to engage the gun boats instead of following their captain, and thus put the lives of all of them and the enterprise in jeopardy. The pin-