

Colonial News.

Canada:

From the Quebec Gazette.

COMMUNICATION BETWEEN QUEBEC AND HALIFAX.

We have at present two ways by land to Halifax. As far as the shore of the St. Lawrence is followed, the road is generally good, and can be travelled rapidly.

One of the routes leaves the St. Lawrence at Riviere du Loup, 114 below Quebec, crosses a hilly and almost uninhabited portage of 26 miles to Lake Temiscouatta, then following the River Madawaska and the St. John to its mouth, crosses the Bay of Fundy to Digby in Nova Scotia, from whence it continues to Halifax. By this route the distance from Quebec to Fredricton is 556 miles—to St. John 421, and to Halifax 620 miles;—but the mail, instead of crossing the Bay of Fundy, goes round the head of it, making the distance that way to Halifax 680 miles.—Part of the route is not passable for carriages.

The other route leaves the St. Lawrence at Metis, 204 miles below Quebec—by the Kempt Road—97 miles in length, which has just been completed, so as to be thoroughly passable for carriages, in 2 or 2 1/2 days, to Restigouche, from which there is a good road to Halifax by Miramichi;—and another along the Restigouche and Baie des Chaleurs to New Carlisle and Perce, which has been lately completed by the making of 90 miles of new road.) By this route the distances are, from Quebec—to Restigouche 301 1/2 miles—to Miramichi 412— and to Halifax 672 1/2—from Quebec to New Carlisle 384,—and to Perce 450 1/2 miles.)

By this route, one may, with comparative ease, drive in the same carriage, out of the streets of Quebec into those of Halifax;—or to Perce;—(though the Kempt Road is hilly in places, and there are long stages on it without houses.) This is well worthy of attention, as it has just become a fact.

As a mail route, this is 6 miles shorter to Halifax than the other, and it is practicable throughout for wheel carriages, which the other is not.

As a military route, it has the exceedingly great advantage of passing through five small seaport towns, accessible for ships of war—some of them for a great part of the winter—and full of provisions and other resources;—and no part of it comes within a hundred miles of the frontier. This important fact that we have already an excellently safe and now thoroughly open military route to Halifax, is highly worthy of attention:—all that it requires to keep it open in winter, is the placing of settlers on the uninhabited parts of the Kempt Road.

It is said that the proposed new road will be a much superior line. On consideration it will be found likely to be less so than is generally supposed. By passing straight across the interior, from the St. Lawrence to the head of the Bay of Fundy, the distance to Halifax will be shortened a hundred miles perhaps—(say rather eighty as the other route could be shortened twenty miles with moderate alteration)—and it will pass where all the Rivers can be bridged and no ferries be required which are always obstacles;—on the other routes there are several.

But it will pass for forty miles, within about 20 miles of the frontier, with several lumber roads and Rivers, branches of the St. John, leading directly from the frontier to it; by which the most desolate parts of it could be occupied in one day, by the Americans, if at war with us. Confined to a narrow track, by deep snow our regular troops could be slaughtered like sheep by one fourth of their number of the enemy, sheltered by the woods and accustomed to snow-shoeing;—retreat or advance, or successful resistance would be equally hopeless. For 285 miles, of the interior, it would pass through an uninhabited forest; part of it is too elevated and frosty ever to be well settled;—and it will be long before any part of it will afford sufficient supplies of provisions, horses and forage, for the sustenance and transport of the troops:—these resources would have to be brought from the settlements on the rear, at great expense and considerable risk of interception. Under these circumstances it would be imprudent to march troops that way, while there was a perfectly secure and less expensive way of conveying them by the coast.

As a civil communication it would be long before much good would come of it,

—especially in winter. Deep falls of snow and heavy thaws obstruct travelling on well settled roads, twenty times more used than it would be—much more would it be the case in the 285 miles of wood. It would be scarcely possible for the courier, passing over it four times a week, to keep it open,—which would cause irregularity and delay. The transmission of the mail for the seven winter months alone, would cost about £3000 a year for the 285 miles of wood, while the mail by the other routes would still have to be maintained, (with little reduction,) for the use of the important towns and settlements on them. It would scarcely ever be used by commercial travellers going home to England, for the distance from Montreal to Halifax by it will be seven hundred and fifty miles, while to Boston it is only three hundred and seventy-one miles—already partly—and finally it will be all by railroad. This points out strongly the best mail route to England; and as it is to be hoped that peace will be the rule, and war a rare exception between us and our neighbours, with whom we have so much in common, it would be folly not to avail ourselves of any benefit their improved communications may afford us.

As an improvement of the communication between Quebec and Halifax—considering the possibility of a federation of the Provinces—the proposed road may eventually be of great value, and prove well worth the cost.

For the transmission of the English mail, it is of less importance, especially in time of peace. By contracting for the rapid transport of the mail by night and day, the steamer to Pictou might be superseded;—but that could be done cheaper and more quickly by Boston.

As a military route it will be of service only in winter, and very little even then—till the line be well settled, and well beaten, conveyance by it will probably be as tedious as by the present routes, and more expensive, on account of the transport of forage for the horses. In time of war with the Americans it will be dangerous and improper;—and in time of peace with them it will be unnecessary, for by crossing the Bay of Fundy from Digby to St. John, (where it was proposed having a steamer to ply regularly, even in winter,) the distance from Halifax to Quebec will be reduced to six hundred and twenty miles, via Madawaska, including that ferry, or only fifty miles longer than by the proposed new route, which difference would be compensated by the rapidity and cheapness of travelling in a settled country.

Should this new road be made, it will be of the utmost importance to have it well settled, as all roads are good in winter if well beaten, and the best made are useless if blocked up with snow. Its utility will depend much on the number of settlers on it, to keep it open, and to raise forage and keep horses, to make transport on it cheap. As the line to be settled is as long as from Montreal to Kamouraska, there will be much to be done and it would be a pity that the road, if made, should be rendered almost useless from the want of simultaneous and efficient measures being taken to ensure the speedy settlement of it.

Nova-Scotia.

Halifax Novascotian, Oct. 28.

The Weather.—The last three or four days have been most delightful. We never remember, in October, to have felt the atmosphere more genial, and to have seen the sky less veiled in clouds; and the night and the moonshine have been so lovely that it has really been a task of self-denial to go to bed, when the lunar rays to have thrown their silvery lustre upon every object on which they fell. Notwithstanding the chilling winds and nipping frosts that have intervened since the summer departed, in some of the faded flower gardens, that greatly adorn the suburbs of the City, dahlias are still standing in unwithered loveliness, affording a half melancholy contrast with their less robust sister flowers, that have drooped and died.

Country Produce.—They, who think that the soil and climate of Nova Scotia are not favorable to Agricultural purposes, had better visit the market, and they will perceive that it is crowded with a superabundance of many of the more substantial articles, that constitute the necessities of life. Beef, mutton, pork, poultry, cheese, and a great variety of vegetables are supplied in profusion; and the prices at which they are sold, are exceedingly low. Let it not then be said that our soil is unproductive, or that our farmers are wholly destitute of enterprise and industry.

From the Halifax Recorder. Garrison Church.—Yesterday afternoon, the corner stone of the Church being erected for the use of the Garrison, on the Parade near the North Barracks, was laid by Sir Jeremiah Dickson. The ceremony was conducted with appropriate observances. Before the laying of the stone, all the garrison were formed into a square; a choir of men belonging to different bands sang a portion of Psalm XC. in beautiful style, under the direction of Lieut. Whittington, of 1st Royals; and the Rev. D. Twining offered a solemn prayer. The Commandant, Sir J. Dickson, then set the stone in its place. A receptacle was made in the stone for a bottle, which enclosed, we are informed various coins, an almanac of the present year, and newspapers of the week.

New Brunswick.

New Brunswick, Oct. 24.

Dissolution of the Mormon Church.—Through the politeness of a friend, (says the Alton Telegraph) we have received the manifesto of a portion of the Mormons to regard to the successorship of the Imposter, Joe Smith, and declaring the Church to be dissolved on account of its rejection of Rigdon as its divinely appointed leader. The elements of discord and disunion are successfully at work in the community at Nauvoo; and no doubt rest upon our minds, but that the total dissolution of the Church will be the inevitable result. Factions may spring up among them, and some unprincipled and ambitious leader seek to seat himself on the throne of power so firmly established by Joe Smith for his own base purposes. But every such attempt will, as heretofore, result in a failure.—With the fall of the mock "Prophet," fall also the throne of despotism he had erected in this Republic, and the charm that enabled him to delude the populace has, with his death, departed, we trust forever.

October 26.

Hurricane at Havana.—On the 4th and 5th instant, Havana was visited with a very severe hurricane, which unroofed about 125 houses, and sunk about 60 Spanish Droggers. The vessels in the harbour were more or less injured.

At Matanzas, the same gale was experienced, which drove ashore 27 vessels lying in the harbour—only two riding it out in safety.

For Sale.

The LOT OF LAND lying on the north side of the South West branch of Miramichi River, in the parish of Ludlow, known as the Lot No 67, granted to Peter Duff, with the whole of the ISLAND No. 21, and the upper part of the Island No. 22, lying in front of the said Lot, the whole containing 180 acres; along the front of which there is a considerable body of INTERVALE. The Property will be sold on reasonable terms.

For further particulars apply at the office of GEORGE KERR, Chatham, 24th October, 1844.

List of Letters

Remainng in the Newcastle Post Office, September, 1844.

- Brown Joseph, Bowje John, Beck Jane, Breen James, Barret Mrs C, Campbell Mrs Margaret, Campbell William, Cain Thomas, Chipell William, Clark Robert E, Coulton Alexander, Cameron John, Clerwerk Charles, Cane Widow, Donovan Timothy, Dalton Edward, Dutton John, Dunn Thomas, Dowling John, Elliott Francis, Egan Thomas, Flynn John, Foley Peter, Grant Andrew, Gifford John, Garish Samuel, Grant Peter, Hogan William, Hipcomb George, Hynes Thomas, Ingham George, James John, Kelly Ellen, Kircard John, Lade James, Laler John, Langlands Robert, Murphy William, Moir George, McKeblin, McKie Mrs Mary, McCahill John, Murray William, Murphy John, McCormick Mary, McDowall Alexander, McLeod Alexander, McGilvie James, Maher George, McCullam A. Pilot, McKenzie James, McAnaby Mary, Moran John, McAuley James, McNab Duncan, McKeblin John, Power Thomas, Perard E. E., Quin Judith, Reddy Michael, Sinclair Jessy, Shore Mary, Spalding Nathaniel, Grant James, Gilmouth William, Teddy John, Tweedy James, Wright John, Ward Theophilus, Williams Catharine, Wheland Patrick, Wilson Thomas, Wright Francis.

All letters not called for within three months from this date, will be sent to the Dead Letter Office, as Dead Letters.

HUGH MORELL, Post Master.

Surrogate Court, County of Northumberland, Province of New Brunswick, ss.

[L S] To the Sheriff of the county of Northumberland, or any Constable within the said county,—Greeting:

Whereas MARY COCKERHAM, Administratrix on the estate of JOHN COCKERHAM, late of the parish of Glenelg, in the county aforesaid, Farmer, deceased, hath filed an account of her administration on the estate of the said deceased, and hath prayed that the same may be passed and allowed,—

You are therefore required to cite the creditors and next of kin of the said deceased, and all others interested in the said estate, to appear before me, at a Court of Probate, to be held at my office, in the parish of Chatham, within the said county, on Monday, the twenty fifth day of November next, at eleven of the clock in the forenoon, to attend the passing and allowing of the said account of administration on the said estate.

Given under my hand, and the seal of the said court, this twenty third day of October, 1844.

T H PETERS, Surrogate. GEORGE KERR, Register of Probates.

New Brunswick,

COUNTY OF WESTMORLAND, ss.

[L S] To the Sheriff of the County of Westmorland, or any Constable within the said county, Greeting:

Whereas Samuel Oulton and Thomas Oulton, Administrators of all and singular the Goods, Chattels and Credits, which were of the late Thomas Oulton, deceased, at the time of his death; have prayed that the creditors and next of kin of the said deceased, and all persons interested in the said Estate, may appear and attend the passing and allowing of the accounts of the said Administrators. You are therefore required to cite all the creditors and next of kin of the said deceased, and all others interested in the said Estate; and they are hereby cited to appear before me at a Court of Probate, to be held at my office in Dorchester, within and for said county, on Wednesday, the Eleventh day of December next, at twelve of the clock, at noon, to attend the passing and allowance of the accounts of the said Administrators.

Given under my hand, and the seal of the said Court, this eighteenth day of October, 1844.

E. B. CHANDLER, Surrogate Judge of Probates, county of Westmorland. THOMAS S. SAYRE, Register of Probates for said county.

Surrogate Court,

County of Northumberland, Province of New Brunswick, ss.

[L S] To the Sheriff of the county of Northumberland, or any Constable in the said county—Greeting:

Whereas JOHN T. WILLISTON, Administrator on the Estate of ANGUS FRASER, late of the parish of Alnwick, in the county aforesaid, Farmer, deceased, hath filed an account of his Administration on the Estate of the said deceased, and hath prayed that the same may be passed and allowed.—

You are therefore required to cite the Creditors and next of kin of the said deceased, and all others interested in the said estate, to appear before me, at a Court of Probate, to be held at my office, in the parish of Chatham, within the said county, on Monday, the twenty fifth day of November next, at eleven of the clock in the forenoon, to attend the passing and allowing of Administration on the said estate.

Given under my hand, and the seal of the said court, this twenty third day of October, 1844.

T. H. PETERS, Surrogate. GEORGE KERR, Register of Probates.

BUOYS,

TENDERS will be received at the store of Mr CHARLES HAWBOLT, in Chatham, until NOON, of FRIDAY, the 15th November, for taking up the BUOYS in the River and Bay of Miramichi, and for putting them where the Commissioner may direct.

L. HAWBOLT, Commissioner. Chatham, October 22, 1844.

STEAMER ST. GEORGE.

The Steamer ST. GEORGE will make her last trip for the season to Miramichi, leaving Pictou on THURSDAY night, the 7th of November, after the arrival of the Mails from Halifax and Charlottetown on FRIDAY morning, the 8th of NOVEMBER at Ten o'clock; she will return, leaving Miramichi on Tuesday Morning, the 12th of November, at 10 o'clock.

Drugs & Medicines.

The Subscriber is now opening, at the shop lately occupied by Mr Charles Marter, a large assortment of DRUGS and MEDICINES, just received from the

APOTHECARIES' COMPANY, GLASGOW.

which he will dispose of Cheap for Cash, and hopes by strict attention to business, to merit a share of public patronage.

He will keep constantly on hand a supply of Parr's and Anderson's Pills, Frampton's celebrated Pill of Health, Dalley's Carmine, Godfrey's Cordial, Stoughton's Elixir, Rowland's genuine Macassar Oil, Kalydor, Iard Ointment; best Honey, Figs, Prunes, and Mar-malade.

WILLIAM FORBES. Chatham, Oct. 11, 1844.