

least was uprooted, and here, as elsewhere, others were stripped of their heaviest branches. We learn that the gale was even more destructive to trees at Brooklyn. Awnings all over the city are shivered to ribbons, or carried off bodily by the wind. We apprehend considerable danger on the coast.

From the Boston Transcript. Railroad to Canada.—The friends of a Railroad connecting Massachusetts with Canada, by Vermont, met at Boston, Friday morning. The meeting was called to order by Thomas B. Wales, Esq., Hon. Abbot Lawrence was called to the chair, and Thomas B. Curtis, Esq., chosen secretary. The meeting was eloquently addressed by the Chairman, who stated that he was not well acquainted with the details of the object before them, but that, so satisfied was he with the benefits to be derived by the city of Boston from the completion of this communication, that he had already subscribed \$10,000, and that after reading this morning Mr Hudson's letters on the subject that he was ready to put his name down for \$20,000 more.

Communications.

AN ORIGINAL ENIGMA.

Take the Isle that gave birth to a Veteran great, And the place that most travelers with rapture repeat, Take that on which beggars do trust for their bread, And that curious dress a Turk wears on his head, Take that in which sportsmen do greatly delight, But which they can seldom follow at night; Take the name of that which makes all nature decline, And that by which chiefly barbarians mark time, If you join the initials of these you will see, You've the name of a town on the Miramichi. H. Napton, October 4, 1844.

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, OCTOBER 19, 1844.

MR. GEORGE STEVENSON.—This Eminent engineer at a recent entertainment at Newcastle, gave the following account of himself:—

"The first locomotive that I made was at Kellingworth colliery, and with Lord Ravensworth's money. Yes! Lord Ravensworth and Co. were the parties that would entrust me with money to make a locomotive engine. That engine was made thirty two years ago and was called 'My Lord.' I said to my friends that there was no limit to the speed of such an engine, provided the work could be made to stand. In this respect great perfection has been reached, and in consequence a very high velocity has been attained. In what has been done under my management, the merit is only in part my own; I have been most ably seconded and assisted by my son. In the earlier part of my career, and when he was a little boy, I saw how deficient I was in education, and made up my mind that he should not labour under the same defect, but that I should put him to a good school, and give him a liberal training. I was, however, a poor man, and how do you think I managed? I betook myself to mending my neighbours clocks and watches at night after my daily labour was done; and thus I procured the means of educating my son. He became my assistant and my companion. He got an appointment as under reviewer and at night we worked together at our engineering. I got leave to go from Kellingworth to lay down a railway at Hutton, and next to Darlington; and after that I went to Liverpool to plan a line to Manchester, I there pledged myself to attain speed of ten miles an hour. I said I had no doubt the locomotive might be made to go much faster, but we had better be moderate at the beginning. The directors said I was quite right; for if, when they went to Parliament, I talked of going at a greater rate than ten miles an hour, I would put a cross on the concern. It was not an easy task for me to keep the engine down to 10 miles an hour, but it must be done, and I done my best. I had to place myself in that most unpleasant of all positions—the witness box of a parliamentary committee. I was not long in it before I began to wish for a hole to creep out at. I could not find words to satisfy either the committee or myself. Some one inquired if I were a foreigner, and another hinted that I was mad. But I put up with every rebuff, and went on with my plans determined not to be put down. Assistance gradually increased—improvements were made every day—and to-day a train, which started from London in the morning, has brought me in the afternoon to my native soil,

and enabled me to take my place in this room and see around me many faces, which I have great pleasure in looking upon."

TEMPERANCE.—The Governor General has made the Montreal Temperance Society the munificent present of One Hundred Pounds.—It was accompanied with the following gracious note:

GOVERNMENT HOUSE, Montreal October 1, 1844. Sir,—I am commanded by the Governor General to transmit herewith a cheque for £100, as a donation from His Excellency to the Funds of the Montreal Temperance Society. His Excellency having already expressed the high sense he entertains of the merits of the Societies, founded for such purely philanthropic objects as reclamation from vice and crime; I have now only to offer his best wishes for the continued success of the Institution over which you have the honor to preside.

I have the honor to be, Sir, Your obedient servant, J. M. HIGGINSON, To John Dougall, Esq.

BEAR UP.—The Editor of the Portland Tribune furnishes his readers with the following most admirable lesson on perseverance:—

"Never cry for spilt milk. If you have done wrong, or made a miscalculation—be more careful in future. You have taken a leap in the dark, and plunged in the middle of the ditch. Fool that you are to remain. Out with you like a man. To lament that you were inconsiderate and hasty, will not help you out, or make your situation more comfortable. Call for help, and people will laugh at you as they pass on. The only course for you is, to get out of your situation the best way you can, and when you are out, to say as little as possible about the matter. The reason why thousands perish on the threshold of life is, because they are not philosophers enough to bear with magnanimity the little trials and perplexities, which by carelessness and indiscretion, they have brought upon themselves. They go about from one to another, and relate their mishaps when they should wear a bright face, and keep up good spirits, and expect better luck in future. There never lived a man who never saw a dark day, and whose path was not at times piled with thorns.

Look about you, ye men of little faith, and resolve, come what may, to rise from your despondency. Up—out of the ditch—and tax your powers to the utmost of your ability. Never lag—never remain where you are—but push forward—rise higher—and you will yet be something in the world.—You can win honors—make your fortunes, and die in peace with the world. Will you do it?"

PROVINCIAL REVENUE.—The St. John Observer of Tuesday last, furnishes the following gratifying piece of intelligence respecting the Revenue:—

"The returns for the quarter ending 30th June last, amounted to £23,031 15s. 7d. sterling, drawing a net increase of £5667 6s. 9d over that of the corresponding quarter of 1843; while for the quarter ending 30th September, it is estimated at £24,360 stg., being an increase of £729 4s 10d over the corresponding quarter of 1843; and on the two quarters of £18,405 11s 7d. These returns indicate a very gratifying improvement in the state of our Provincial affairs."

DANDYISM, OR PUPPYISM.—Blackwood's Magazine contains the following admirable hit at the present mode adopted by a certain class of young aspirants to fame and notoriety, to distinguish themselves from the common herd. A gentleman in contradistinction to a dandy, is very clearly depicted.

"A gentleman never affects military air or costume if he is not a military man, and even then avoids professional rigidity and swagger as much as possible; he never sports spurs or a riding whip except when he is on horseback; contrary to the rule observed by his antagonist, the snob, who always sports spurs and riding whip, but who never mounts higher than a threepenny stride on a Hampstead donkey. Nor does a gentleman ever wear a moustache unless he belongs to one of the regiments of Hussars, or the Household Cavalry, who alone are ordered to display that ornamental exuberance. Foreigners, military or non-military, are recognized as wearing hair on the upper lip with propriety, as it is the custom of their country; but no gentlemen here ever think of such a thing, any more than he would think of sporting the uniform of the 10th Hussars. There is an affectation among the vulgar clever of wearing the moustache, which they clip and cut a la Vandyke. This is useful, as affording a ready means of distinguishing between a man of talent and an ass,—the former trusting to his head, goes clean shaven, and looks like an Englishman; the latter, whose strength lies altogether in his hair, exhausts the power of Macassar in endeavoring to make himself as like an orang-outang as possible. Another thing must be observed by all who would successfully ape the gentleman—never to smoke cigars in the street in mid-day. No better sign can you have than this of a fellow reckless

of decency and behaviour; a gentleman smokes, if he smokes at all, where he offends not the olfactories of the passers by. Noting, he is aware, approaches more nearly the most offensive personal insult than to compel ladies and gentlemen to inhale after you, the ejected fragrance of your penny Cuba, or your three half-penny mild Havannah."

CANADA.—The official Gazette of the 7th instant, contains the appointment of Mr Viger as President of the Council, and of Mr Sherwood, as Solicitor General for Canada West.

P. E. ISLAND.—The vessels which were despatched from this Island to the Labrador for Cod Fish and Herring, returned after very unsuccessful voyages. They were absent about three months.

CUBA.—The British Government, it appears, has demanded of the Spanish Government, the removal of General O'Donnell, from the government of this Island. His participation in the slave trade, is assigned as the reason for his recall by our Government. The people of the Island have petitioned their Government not to comply with the request of the British.

HALIFAX.—The papers from this city state, that nearly all the vessels that have arrived lately from the West Indies, owned in the port, have made excellent voyages.

POST OFFICE AND OTHER AFFAIRS.—We have of late, repeatedly found fault with the recent tardiness of the conveyance of the mails to this quarter from Halifax; and as a proof that our complaints are not groundless, we give as an illustration the following fact. Yesterday morning week, the English mail by the steamer Britannia, was received at the Post Office here, nine days after its receipt on this side of the Atlantic. By Kelly's stage from Fredericton, which arrived on the evening of the same day—say twelve hours later—the New York Sun of the previous Saturday came to hand, which contained the intelligence brought by the above named steamer. Thus, the news had been forwarded from Halifax to Boston, from thence to New York, copied into the Sun, and conveyed by the regular mail to this quarter, with the addition of twelve hours only, while the mail was finding its way direct from Halifax to Miramichi. Is there not something here calling loudly for removal? Every person complains most bitterly of the new arrangement, which is constantly submitting us to annoyance; but still, so disorganized are we in consequence of the miserable local divisions, and party and individual broils, that a public demonstration of the grievance under which we thus labour, cannot be obtained.

When will we learn wisdom? When will this distracted community be made to see the error of persisting in so mad a career? Prudence, decency, self-interest, (which at the present day appears to be the strongest of all feelings,) as well as the common ties of humanity, that bind communities together for individual safety and protection, all point out an opposite course of action.

We are fast progressing to a state of anarchy—person or property is but little respected, and the law, to a very great extent, has become a nullity, trial by Jury, a mockery, as fearfully realized at the late sitting of the Supreme Court, when verdicts on important and clearly proved cases, could not be obtained. So palpable was the evil to His Honor the Judge and parties interested, that several cases on the docket were not tried, as there appeared no prospect of a decision being had. Still we find no effort being made, either by the parties aggrieved, the community generally, or the powers that be, to effect a remedy. All brood over our affairs in silence, lamenting that which they have not energy or unanimity of feeling sufficient, to remedy.

We have again and again, as circumstances occurred, called attention to the lawless state into which our community has been allowed to relapse; but the time will come, and perhaps it will not be very remote, when strong and stringent measures will have to be adopted, to regain the lost protection of the law, and those other privileges and blessings which are our inalienable right as a portion of that great family, belonging to, and living under the shadow and protection of the British Empire; but which we have, to a very great extent sacrificed, from our own neglect, and the senseless, and too often criminal indulgence, of party feeling and personal animosity.

Marriages.

At Bathurst, on Tuesday evening, the 15th instant, by the Rev. George M'Donnell, Mr GEORGE GEEKIE, of Bathurst, to Miss AGNES HENDERSON, of Aberdeen, Scotland.

At Kouchibouguac, on Friday, the 11th inst., by the Rev. Angus M'Master, Mr PETER M'DOUGALL, of Black River, Glenelg, to Miss BETSY BEATIE, of Kouchibouguac; also, at the same time, Mr JOHN M'MILLAN, of Queen's County, P. E. Island, to Miss MARY ANN BEATIE, of Kouchibouguac. The two brides were sisters.

On Thursday night last, the 17th inst., by the Rev. William Henderson, A. M., Mr JAMES MORELL, youngest son of H. Morell, Esquire, Postmaster, Newcastle, to Miss JANET LAURIE, eldest daughter of Mr James Laurie, of the same place.

Shipping Intelligence.

Port of Miramichi:

Entered, October 12—barque Clio, Heferow, Bristol—Gilmour, Rankin & Co.; St George Matheson, P. E. Island—Sundries; barque Ellen Forestal, Bowler, Limerick—Gilmour, Rankin & Co.

16—brig Snipe, Lanzed, Vienna—J. Cunard & Co; barque Eliza Ann, Carruthers, Whitehaven—Gilmour, Rankin & Co.; schr Siberia, Watt, Halifax—Sundries; brig Venus, Simpson Pictou—Gilmour, Rankin & Co.

Cleared, October 12—brig Morgiana, Bracegirdle, Belfast; brig Prince George, M'Farlane, Leith. 14—St. George, Matheson, P. E. IsPd.

Drugs & Medicines.

The Subscriber is now opening, at the shop lately occupied by Mr Charles M'arter, 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, and Oodoto; best Honey, Figs, Prunes, and Marmalade.

WILLIAM FORBES.

Chatham, Oct. 11, 1844.

Notice:

Whereas Phineas Williston, William Williston, and Alexander Williston, lately carrying on business in Chatham, in the county of Northumberland, under the firm of Phineas Williston and Brothers, by Deed bearing date the 22nd day of August last past, assigned and made over to the Subscribers, all their real and personal Estate, debts and effects, in Trust for the benefit of their creditors,—

Notice is therefore hereby given to all the creditors of the said Phineas Williston and Brothers, that the said Trust Deed now lies at the office of Mr. JAMES A. PIERCE, in Chatham, for signature, and all the said creditors, are required forthwith to execute the same otherwise they will be excluded the benefit of the said Trust Deed.

J. CUNARD,

M. SAMUEL,

JAMES A. PIERCE.

Dated the 4th November, 1843

Notice to Ship Wrights, Sawyers, Riggers and Sailors.

The Subscribers will let out JOBS on Vessels now building in Bathurst Ship Yard, and give immediate employment there to three pair Sawyers.

They will also give IMMEDIATE employment to several Riggers and Sailors, in Chatham.

JOSEPH CUNARD & CO.

Chatham, May 8th, 1844.