

route via Boston, but the inconvenience is certainly much less than would be felt by the journey from Boston to Canada. Is it possible with full knowledge of the hostility manifested by the American people, and statesmen, to every thing British, the saving of a few pounds, and an imaginary convenience, are inducements to submit all the Correspondence of Canada with the Mother Country to their tender mercies, and to break up a line of communication, planned with wisdom, and only now in its infancy, which when fully matured will exist to all succeeding time an example that Great Britain in all parts of the world is able to rely upon her own resources.

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY AUGUST 10, 1844.

EUROPEAN NEWS.—The Steamship Caledonia, with the second July mail, arrived at Halifax on the evening of Tuesday week, having made her passage in eleven days and a few hours. The mail arrived here yesterday morning.

After a careful perusal of our English papers, we find but little of interest in addition to the extracts which we gave in our paper last Saturday, from Willmer and Smith's European Times of the 19th July; we have, however, made some selections.

THE SEASON.—The weather during the week has presented a striking contrast to that which we experienced the six preceding ones. Instead of the firmament being overcast, and the rain descending at short intervals, the sky has been clear, with a bright warm sun constantly shining out. The farmers are busily employed in the fields, and a large quantity of hay, preserved in the best condition, has been housed.

HAY-MAKING.—The following hints regarding the treatment of new cut grass, is worthy the attention of our farmers:

HAY.—If grass when mown, is carefully turned, it will injure very little though the weather be wet. The great cause of injury is its lying on the ground through a long spell of rainy weather, without being turned. If it lies more than one day it becomes muddy and turns black. When carefully turned daily, whether rain or sunshine, it will not lose colour.

UNITED STATES.—An extensive fire occurred at Brooklyn, by which twenty large buildings, together with an extensive factory, valued at \$100,000, were consumed.

The papers are filled with lamentable accounts of the destruction of property by the floods on the Missouri and Mississippi. The wheat crop is reported to be most abundant throughout the western States.

CHARACTER OF CAPTAIN FIELDING.—From our English papers we make the following extracts, which will give our readers some idea of the character of this notorious individual.

"Captain Fielding, the bold and sanguinary ruffian, who enacts the principal part in this narrative of horror, was well known in Liverpool. Fielding, we understand, was a native of Jersey, but was brought up at Gaspe, where his father, who had been a soldier in the 30th regt, lived. In early life, he was connected with the fishing trade, on the coast of France, and coming to Liverpool, he sailed for some years on board of vessels in the Newfoundland trade. More recently he commanded the Acteon, belonging to Messrs. Lockett, and afterwards as commander of the Vitula, he brought a cargo of guano from Chincha, to Messrs. Wm and Joseph Myers & Co., of this town. The last named house have, it appears, a contract with the Peruvian government for a term of years, which secures to them all the guano that is found within the territories of that republic. In October, 1842, he sailed for Buenos Ayres, in the Vitula, a fine barque of about 460 tons burthen. Freights being low at Buenos Ayres, instead of returning, he sailed for Valparaiso, and no freight offering there, he proceeded to Chincha, an island belonging to Peru, for the purpose of smuggling on board a cargo of guano, but the vigilance of the Peruvian government defeated his intention. In so acting he merely gave a proof of that determination of character and recklessness of consequences, which becomes still more apparent in connexion with the tragical events

on board of the Saladin. But although he was seized by the Peruvians and confined, he contrived to elude their grasp, under circumstances the recital of which can hardly fail to interest our readers. The crew belonging to the Vitula amounted to sixteen, exclusive of the captain and his son, a smart lad, some thirteen or fourteen years of age. While the ship was off the island, about fifty soldiers, belonging to the Peruvian Government appeared, one of whom swam to the ship, and cutting the small boat away, belonging to the Vitula, made it the means of conveying the soldiers to the vessel, then lying at anchor. Fielding, at the time of this occurrence, had a large carving knife in his hand, for the purpose of cutting the hawser and was actually engaged in doing so, in order to drift the ship and get her away, when the soldiers appeared on deck, but in this desperate course, he was not supported by the crew, who seeing the soldiers coming, ran below. The only persons on deck at the time were Fielding and his mate; a scuffle ensued, and in the melee, Fielding was shot in the shoulder.

"At Valparaiso, Fielding remained some time without being able to get a vessel homeward bound. The captains of the Jeremiah Grant and Belfast both declined to receive him, until, in a fatal moment, the unfortunate man, against whose life he immediately began to plot, offered him a free passage in the Saladin. It may be remarked, that, although not a man of refined or superior education, Fielding was sufficiently master of the French, Spanish, Portuguese, and Dutch languages, as to be able to make himself understood in them, the result in all probability, of his channeled education bringing him into frequent contact with the sea-faring men belonging to these countries. This attainment he frequently turned to good account abroad. He was a stout, well built man, with prominent and rather strongly marked, but by no means unpleasant features. The expression of the countenance indicated great decision of character. He was twice married, the boy who perished being the offspring of the first marriage; his second wife is now a resident in this town, in a condition the reverse of affluent. The scoundralism of the man was made apparent before he left this port in the Vitula, in October, 1842, when he endeavoured to persuade a respectable young lady, attached to a popular hotel in this town, to marry him. The union, in all probability, would have taken place, if the friends of the female had not had reason to suspect that he was already a Benedict."

LIVERPOOL TIMBER MARKET.

There is a steady demand for Timber, and the arrivals from the North American ports this year are on the whole, very considerably below the average imports of the same period of the preceding four years. We give the following remarks from a circular published on the 18th instant, by the highly respectable firm of Messrs. Duncan and Ewing, of this town:—Since the 1st instant, eleven vessels have arrived from Quebec, but of these only five have been laden with timber. From the other Timber ports there have also been five vessels, viz three from New Brunswick, one from Nova Scotia, and one from Welshpool, all laden with Planks. These cargoes are being discharged, of which one from Quebec has been sold at from 2 1/2 to 3 3/4 per foot of two inches. The consumption goes on at a steady rate; we never recollect the stocks of yarded yellow Pine Timber, especially that of Quebec, so small as they now are; but of Red Pine, of Oak, of Planks, and of deals there is a full supply. The total amount of tonnage arrived with Wood from the North American ports since the 1st February, is 14,941 tons, whilst the average for the like period of the previous four years is 23,235 tons. The clearances of vessels from hence, have of late been on an extended scale, and since the 1st February amount to 105,518 tons, exceeding the average by 14,016 tons.

WOLVES.—It will be seen by the following paragraph copied from the Saint Andrew's Standard, that these destructive animals are again committing depredations in that part of the Province.

"About a week since Mr. James Johnson and Mr. J. McKay, junr., of St. Patrick, set a trap to catch foxes, the first night a wolf got in and gnawed off one of its legs, which is left in the trap, the following night a very large wolf was caught in the same trap. We learn that wolves are abundant in the out Parishes of this County—and we observe by the Courier that whole flocks of sheep have been destroyed by these ravenous animals, near Musquash on the St. John road."

WEST INDIES.—The bark Rapid arrived at New York in 17 days from Havana, reports that the British Mail Steamer Tay, which had been ashore on the Colorado, and reported to be a wreck, arrived off the Moro Castle on the 9th ult., without cables and anchors. She was boarded by the Captain of the Post boat as the Rapid came out of the harbour, and when last seen was lying to, as was supposed, waiting for anchors before she could enter the harbour. A Spanish government steamer and a schooner went to her assistance two days before. The top of her wheel had been carried away.

MIRACULOUS ESCAPE.—The Baltimore American of July 24, gives the following remarkable account of the rescue of a boy from a wrecked vessel:—

"The British brig Sir Lionel Smith, from New York for Jamaica, was lost on the 14th instant, and the captain and crew were picked up by another vessel, reporting that all were safe except a boy, who was supposed to have been drowned when the brig capsized. The schooner Herald arrived at Baltimore on Thursday, from Boston, fell in with, on the 19th inst., in latitude 38, 50, longitude 72, 30, a brigantine capsized and nearly full of water. The schr Washington, from North Carolina, was lying near, and the crews of the two vessels cut a hole through the bow of the brig, and to their surprise, found in the fore-castle, a little boy 12 years of age, whom they soon released from his dark and solitary confinement. When found, he was sitting on the head of a cask, with his feet in water, but he had plenty of provisions near him. As soon as he saw daylight he commenced singing merrily, and was taken on board the schr Washington.

"This was the Lionel Smith, and the boy saved had been in his gloomy prison more than nine days. He supposed that the rest of the persons on board the brig had perished."

REPEAL.—A crusade, (so says one of our English papers) has been commenced by the Government, not only against repeal buttons, but also against green flags. At Limerick the trading vessels had that emblem floating as usual, in honor of the day—Sunday. A Captain Postle, commanding a Government Steamer called the Flamer, ordered the obnoxious flags to be taken down. The order, in most cases was obeyed, and where it was not instantly complied with, it was peremptorily torn down by his command.

NEW HARBOR IN ABERDEEN.—Works for a new harbor at Aberdeen have been contracted for by Messrs. Oldham, builders and railway constructors, of Cheltenham. The sum, £99,660. When completed, the new harbour will be one of the most commodious in the kingdom.

PASSENGERS.—In the steamer Saint George from Charlottetown and Pictou—Messrs. Booker, Wm. Cunard, Kenneth Forbes, Theo. DesBrisay, Henry McKay, Mrs. Edward Cunard—and 30 in the Steerage.

MILITIA GENERAL ORDERS.

Major W. Salter, of the 2nd Battalion Northumberland Militia, to be Lieutenant Colonel, and to take Command of the 3d Battalion Northumberland Militia during the absence on leave of Lieutenant Colonel Gilmour.

Marriages:

At Campbelltown, Restigouche, on the 29th July, by the Rev. James Steven, Mr A. McKENDRICK, to Miss COLLINS.

At Campbelltown, on the 30th ult., by the same; Mr ALEX. COOK, Black Lands, to Miss FERGUSON, of Point Le Liadre.

At Richibucto, on the 25th ult., by the Rev. James Hannay, Mr WM. GLENCROSS, to Miss ELIZA BOWNESS, both of Richibucto.

On the 30th ult., by the same. Mr JAMES WILSON, to Miss AGNES MORTON, both of the Parish of Weldford.

Shipping Intelligence.

Port of Miramichi:

Entered, August 3—brigs James, St. John's, N. F.—H. C. D. Carman; Hippocampi, Waid, Waterford—J. Cunard & Co
5—brig Robert Taylor, Wheatby, Gibraltar
—J. Cunard & Co
7—brigt Napoleon, Caleff, Quebec.

Cleared, Aug. 1—schr Esperance, Mercui, Gaspe. 2—brig Hope, Parker, Newfoundland. 3—schr Happy Return, Linkletter, P. E. Isl'd. 5—st. Saint George, Matheson, do; schr Duck, Ready, do. 6—ship Margaret, Codher, Torquay. 8—brig Undaunted, Hull.

Port of Richibucto.

Entered, July 26—schr Maid of the Mist, Murdoch, Halifax. 27—brig Emma, Tott, Liverpool, 39 days—Holderness & Chilton. August 5—brigt Champion, Corbia, St. John's, N. F.; bark Ringston, Newham, London, 38 days—Holderness & Chilton; brig Ranger, Dixon, Sunderland, 47 days—do; schr Lark, Howat, Charlottetown. 8—Argo, Kelly, Saint John's, N. F.

Cleared, July 27—ship Scotia, Stradford, Corb. 29—bark Warrior, Howes, Bideford; schr Maid of the Mist, Murdoch, Halifax. 31—schr Carlisle Packet, Ray, Percy. August 1—brig Lilly, Stevenson, Harbor Grace. 5—brig Pratt, Dodds, Falmouth. 8—brig Cunova, Westable, do.

ARRIVALS IN BRITAIN.

From Miramichi—July 2, Gratitudine, Penzance. 3, Rose Macroom, Waterford. 6, Emma, Plymouth; Ann Eliza Jane, Tralee. 7, Eudymion, off Falmouth; Ocean, Southampton; Sylvanus, Penzance. 9, Susan, Belfast. 11, Delia, Falmouth; Hibernia, the Clide; Oxford, Ditto; Thomas Gelston, Belfast; 12, Elliot, Belfast; Thilman, Exmouth; Six, Newport; Tribune, Ditto. 13, Lord Mulgrave, Hull; Staindrop, Gloucester; Amethyst, Ilracombe. 14, Eudymion, Hull. 15, Emma Zoller, Stimpin; John Shelley, Hull.

From Restigouche—July 6, Theron, off Cork. 9, Fero, off Crockhaven. 11, Monarch, off Waterford. 15, Helen Douglas, Silloth Bay (Carlisle.) 16, Perseverance, Gloucester.

From Bay Chaleur—July 14, Eliza, Troon. From Richibucto—July 6, Ratchford, Waterford. 11, Lady Sale, Bideford. 12 Tasso, Bristol; Gazelle, Southampton. 13—Sir R. Peel, Liverpool.

SAILINGS FROM BRITAIN.

For Bay Chaleur—July 8, Melissa, Liverpool.

For Gaspe—July 8, St. George, Cadiz.

The Pontefract, John Peacock, from Oran bound to Miramichi, went ashore on the morning of Friday last, at Cowney Inlet, near Port Hill, in a thick fog, and blowing fresh. Crew saved.

The Twenty third Annual Meeting of the Miramichi Ladies Auxiliary Bible Society, will be held in St. John's Church, Chatham, on Wednesday, the 14th inst., at 2 o'clock p.m. C. THOMSON, Secretary.

July 2, 1844.

NOTICE.—By noon on Tuesday next, the Post Office will be removed to the Corner Building situate between the Tan Yard of Messrs. Cunards, and the Weighing Scales of Wm. Letson, Esq. JAMES CAIE, P. M.

August 10, 1844.

To be Sold by Public Auction, on FRIDAY, the 20th day of September next, at noon, in front of the Subscriber's Store, in Chatham, for payment of the debts of the late ALEXANDER P. HENDERSON, late of Chatham, in the County of Northumberland, Merchant, deceased, in consequence of a deficiency of the Personal Estate of the said deceased, for that purpose, pursuant to a Licence obtained from the Surrogate Court of the said County:

All the Right, Title, claim, and Demand of the said deceased in and to all that piece or parcel of LAND, lying on the south side of Napan River, in the Parish of Glenselg, being part of the Lot number twenty-two, and bounded as follows—commencing at the River Napan, at the lower side line of the Lot, thence along the said lower side line to the rear of the Lot, thence westerly along the rear line of the Lot forty-five rods, or such distance as will include one half of the said Lot, thence northerly on a line parallel with the side lines of the said Lot to the south side of the highway, thence westerly along the north side of the highway such distance as will include fourteen chains of four poles each, and fifty-one links from the lower side line of the Lot, measured along the north side of the said highway, thence on a line parallel with the side lines of the Lot to the River Napan, thence down stream, following the courses of the river to the place of beginning, as surveyed by J. Davidson, Esquire, Deputy Surveyor, in the year 1836. A large part of the land is cleared, and adjoining the river there are several acres of intervalle. The quality of the soil is excellent.

Terms and other particulars will be made known on application to the Subscriber, or to George Kerr, Esquire, by order of the Executors of the said deceased.

JAMES JOHNSON, Auctioneer.
Chatham, August 6, 1844.

Saddle and Harness Making:

THOMAS SEATON announces to the public of Bathurst, and the surrounding districts, that he has commenced business in the above line, in the House adjoining Mr Blackstock's, where he trusts, by strict attention to business, and moderate charges, to merit a share of public patronage.
Bathurst, August 6, 1844.

Notice.

I hereby caution any person buying 5 Notes of Hand, drawn by me in favour of Mr James Ladden, Newcastle, as I have never received any value for the same.
MICHAEL SUTHERLAND.
Chatham, August 5, 1844.

Northumberland Circuit.

Notice is hereby given, that a Court of Oyer and Terminer, and General Gaol Delivery for the County of Northumberland, will be held at the Court House, Newcastle, on Tuesday, the 10th day of September next, commencing at 10 o'clock, forenoon:

All Justices, Coroners, Bailiffs, and Constables within my Bailwick are hereby required to be then and there in attendance, with their Records, Indictments, and other Memorandums, to do those things which to their respective offices appertain, in that behalf to be done. All persons bound over to prosecute at this Court are required to be in attendance, and govern themselves accordingly.

JOHN M. JOHNSON, Sheriff,
Sheriff's Office, August 5, 1844.