

settlement as well as its subsequent demolition, ere abundantly testified by the occasional recovery from the ruins, of gunbarrels, various implements of husbandry, and other relics. Near the ruins of the stone chapel a wooden one was erected, which, from this incident derived, and still retains, the name of *Burnt Church*; and some of the old settlers can point out the spot, where the inhuman murder of the boat's crew was perpetrated, and which doomed to perpetual sterility, bears the marks of divine abhorrence, for the seared sward is still visible where the barbarians lighted the fire, in which they consumed the bodies of their victims, and round which they performed their savage antics.

[The above Historical Sketch was written by us, and published in the Gleaner, with several other articles under the signature of Aliquis, in the year 1829.]

EDITOR OF THE GLEANER.

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY NOVEMBER 1, 1845.

ARRIVAL AND DEPARTURE OF THE MAILS.

The mail for Fredericton, direct, closes on Monday morning at 7, 30 o'clock; and arrives on the morning of Friday, at 2 o'clock, A. M. The Southern mails are closed at 5, 30 o'clock, on the mornings of Tuesdays and Saturdays, and arrive at 7 o'clock on the mornings of Mondays and Thursdays.

The mails for the Northward are despatched soon after the arrival of the mails from the southward on Mondays and Thursdays; and arrive here on the mornings of Friday, at 6 o'clock.

RAILROAD FROM HALIFAX TO QUEBEC.

The following highly interesting letter was obtained by the last British mail from GEORGE R. YOUNG, Esq. The suggestions of the writer, regarding unanimity in the Colonies, is well worthy of serious consideration. The great object in view is a direct route to Quebec or Montreal—the shorter the better; we therefore regret to perceive so many projects started in this Province, as it must tend to weaken the hands of the parties at home, who, it appears, are very desirous that this grand scheme should be carried out:—

"I beg to enclose to you a copy of the Minutes of the Meeting held yesterday, relative to the projected line of Railroad from Halifax to Quebec, and a paper prepared by Captain Moorsom, at my request, to guide the leading men in the Colonies in coming to a sound judgment. I have aided the movement, and attended the meeting here, that the question might be fully considered, and put before the Colonies in the best aspects—but I have declined to incur any outlay, or to assume the responsibility of recommending the subscription of Stock till guided by the Letters I expect to receive the next boat from Halifax. In the three schemes for laying the Railroads in Canada, now in the progress of completion in the London Stock Exchange, the projectors came here with an efficient local direction, acts of incorporation, a survey of the line, estimates of the transit and profits, and part of the Stock subscribed for in the Colonies—the capitalists here had thus a guarantee that the local intelligence, the leading and wealthy men of the Colonies were satisfied the speculation was hopeful, and were ready to embark in the same boat. If once satisfied that the line is practicable, and that it is likely to yield a fair return, they would readily raise the capital required—but I do not think it will be done if our capitalists are not ready to contribute their quota to the expense. On the line from Hamilton at the head of Lake Ontario to Windsor, at the head of Lake Erie, the people of Canada have engaged to raise £100,000 out of the million it will cost—and I have it on the best authority, that Sir Allan McNab and Mr. Ewart have entered into an arrangement with Mr. Hudson, the Railway King, as he is called, and others, and that it is certain the capital will be got. The point to be considered in Nova Scotia is, what sums the Legislature and the People will, or ought to give to have this great Colonial enterprise completed.

"In New Brunswick they are ready to lay a line from Fredericton to the Grand Falls—but this is on the west side of the river. I saw a letter from Mr. Alfred Street, stating that the Legislature, if this line were in progress, would give a bonus £10,000 or £15,000 a year for 5 or 6 years, to the projectors, and that they would subscribe for it to the extent of £100,000. It is to send a prospectus of a company for the line by the next boat, and will convey a judgment that this local support will be given to the Provisional Committee for the larger line from Halifax to Quebec, for Captain Moorsom is satisfied that the line to the Falls would not

yet pay, and if they wish it to be profitable, they must connect it with a line to Quebec. Above the Falls it is clear there can only be a single line, and therefore from that point we can only have a common object. For the present, therefore, the friends of the two projects have agreed to act together, and I trust that no local prejudices between our Province and New Brunswick will operate to distract this union. It is clear that the line to Halifax is indispensable for the transmission of the mails: To secure independence, and a line of transit from Canada to the open sea of the Atlantic at ALL seasons of the year, there ought to be no unworthy jealousy—no balancing of interests between the two sister provinces, because it is as clear as noon day, that, if the line were once laid, the trade would adjust itself, and in summer the river and port of St. John, as the nearer port of shipment, would attract the exports and trade of the upper country. I have written to Mr. Alfred Street to-day, very fully on the subject, and hope that every effort will be made in our Press and Public Meetings, if any should be called, to produce and foster a united friendly feeling. The necessity for combination and harmony in the Legislature and public measures of the two Provinces become daily more apparent, if not indispensable, for the promotion of our best interests and prosperity.

"The tendency of these Railway speculations in Canada, by making Canada West the central ground for the transit of the products of the Western States, for it is the prospect of securing this trade that is the main temptation for capitalists to embark in them, with the ports of the United States as the terminus on the Atlantic, is to bind the commercial interests and the feeling of Canada and the United States into one; and if not counteracted by our policy in getting rival lines through our own country, there is no predicting what the fate of British North America would be in the event of collision. We ought to look to this as a matter of deep importance, and the consideration of these inevitable results ought to induce us to favour this project as one touching our commercial and pecuniary interests alone—it has a national and social bearing of commanding weight to us.

"If the Colonies move unitedly and earnestly, the Government might be induced to give a bonus to the line on being completed—but it is said here that the capitalists could not be induced to embark in it if the Government as a condition for their assistance, would seek to keep over it any future or stringent control. The interference of the Government is never permitted here in any private speculation embarked in with a view to profit.

"I have declined to express any opinion upon the practicability of this scheme, or its hope of yielding a return—but I really hope it will lead to some practical action, and put us on a level with the neighbouring States and Canada. If we do not move forward, we will soon be distanced in the road of improvement, of advancement, and of wealth.

"P. S. It is right to add, that Capt. Moorsom, at the meeting held yesterday, said he was ready to take Stock to the extent of £1000 to hold, not to sell. He said this as an earnest of his sincerity—he believes the Railroad will pay."

IMPORTANT DECISION.—The Fredericton papers announce that the Chief Justice has given judgment in the case of Doak and Hill, vs. the Speaker of the House of Assembly, confirming the former judgment for the Plaintiffs, in every particular.

VALUABLE HINT.—The Quebec Freeman's Journal contains the following recipe for curing wet potatoes. We do not know whether the remedy prescribed will prove effectual—it is well worth a trial:—

"Put into the pot a piece of Lime, as large as a hen's egg; and how watery soever the potatoes may have been, when the water is poured off, the potatoes will be dry and mealy."

UNITED STATES.—A New York paper of the 26th ult., contains the following account of a most daring and successful robbery committed on board the steamer Massachusetts, plying between Providence and New York.

"Yesterday Mr. Reuben Rowley, of Wrentham, Mass., left home by the cars for Stonington, and on his arrival there, took passage in the Massachusetts for this city. During the passage, and while near this city, he was accosted by a genteely dressed man who called himself Southgate, and represented himself an acquaintance to Mr. Rowley. In the course of conversation Southgate offered him a peach which Mr. R. ate, and shortly after was seized with dizziness, violent cramps, &c., with profuse vomiting. When the boat arrived here, Mr. Rowley found that his valise had been taken, containing Twenty Seven Thousand Eight Hundred Dollars in bank bills, all of Massachusetts banks.

"Mr. R. is a wealthy man, and the money belonged to him. It was contained in six packages—5 of \$5,000 each, and one of 2,800. It is supposed that the villain who assisted Mr. R. to the cabin, stole the check from his valise, which was nowhere to be found on his calling for it."

TIMBER TRADE.—We perceive by our late English Journals, that the British market is very largely overstocked with Colonial Timber. No sooner is there a prospect of obtaining in the mother country a remunerating price for our staple commodity, than strenuous exertions are made to send large parties into the woods. This causes an advance in wages, as is the case at present, far beyond its legitimate or intrinsic value—the permanent interests of the country are impeded—the market in the old country is glutted with timber, and as a natural consequence, the price rapidly declines, and ruin and bankruptcy follow as a matter of course. This is the history of the timber trade ever since we have been acquainted with it. When will the merchants learn wisdom? When will they be induced to husband our resources? If the same amount of business be done next year by the Timber merchants as during the present, there is reason to fear that another panic, similar to the one from which we have so recently emerged, will be felt throughout the British North American Colonies.

POTATOE CROP.—Some very seasonable remarks on this all-engrossing subject, will be found under our Agricultural head.

We copy below a Circular which has been circulated by the Secretary of the Gloucester Agricultural Society. We think much valuable information may be obtained in this way, and we trust other societies in the Province will be induced to adopt a similar measure.

Sir,
As the disease which so fatally affected the POTATOE CROP in neighbouring Counties, as well as in Europe last year, has appeared in this County the present season, to an alarming extent—it is considered very desirable that an enquiry should be made into its character and appearance, and the extent of injury it has occasioned in Gloucester, in order that it may be ascertained if any practical advice can be adduced to our Agriculturists, with a view to their benefit, in reference to the cultivation of this root the next season.

I therefore, have most earnestly to request that you will, by personal communication, and observation in your vicinity, enable yourself to answer fully and correctly the queries to be found on the opposite side of this Circular.

I am, Sir, your obedient servant,
HENRY W. BALDWIN.

ASSAULT IN ST. JOHN.—The New Brunswick of Saturday last, contains the following account of an assault perpetrated by the "leader of our Provincial Assembly," on the person of Thomas Merritt, Esq., Chamberlain of that city:

"It is seldom that we have been called upon to notice a more daring and premeditated attack on the life of a fellow creature, than that which we have to record this day, and which must sink the perpetrator still deeper in the estimation of every honourable man and lover of fair-play. On Thursday afternoon, about half past 3 o'clock, while Thomas Merritt, Esq., the City Chamberlain, was proceeding down Charlotte-street, and just after crossing Duke street, he was attacked by John R. Partelow, (then being near the residence of the latter,) who came up behind him armed with a large walking stick, with which he aimed a heavy blow at Mr. Merritt's head. The blow took effect on the side of his head, but fortunately his hat protected him partially from its effects. Partelow then continued his cowardly attack, and inflicted several severe blows on Mr. Merritt, bruising his arm, with which he endeavored to defend his head and body, in a most shameful manner. Fortunately two gentlemen who happened to be passing at the time, came up and interfered, otherwise the result would have been more serious, if indeed not fatal. Mr. Merritt states that he was passing along quietly without saying a word, and not dreaming of an attack upon him.

"The cause which led to this assault is supposed to have arisen from a letter published by the Chamberlain in the Colonial Advocate of the 13th instant, which letter we declined publishing at the time, because the important facts that it contains have been already brought before the public through the columns of this paper; but which we now subjoin, as many of our readers may not have seen this document."

STEAM TO HALIFAX.—A Cork paper contains the following piece of news.—"We understand that a Company, whose capital will be £500,000, has been formed to build an efficient class of Steamers to ply regularly between Bantry, Halifax and New York, as a first step towards making Bantry a Packet Station and Na-

val Depot. In aid of the project the lord of the soil has granted to the Company a site for a wharf, quays, stores, &c., at a nominal rent. It is proposed to perform the voyage from Bantry to Halifax in 7 days."

From the Fredericton Royal Gazette.
PROVINCIAL APPOINTMENTS.
William Bowser, and L. P. W. Desbrisay, Esquires, to be additional Commissioners of Buys and Beacons in the County of Kent.
Martin Cranney, Esq., to be an additional Commissioner of Buys and Beacons at Miramichi.
William Carman, John T. Williston, and John Fraser, (late of Inverness,) Esquires, to be additional Commissioners, for Sick and disabled Seamen for the County of Northumberland.
Martin Cranney, and James Johnson, Esqrs., to be additional Firewards for the Town of Chatham.
By His Excellency's Command.
JOHN S. SAUNDERS.
Secretary's Office, 20th October, 1845.

ARRIVALS AT MR. HEA'S HOTEL.
October 23, W. S. Compton, Esq. Charlottetown. 24th, James Fraser, Kouchibouguac: Joseph Harper, Baie de Verte: Mr. M'Kay, Dorchester: William Davidson, Kouchibouguac. 25th, William Carpenter, Esq. Bathurst: William Parker, Restigouche. 29th, William Ullock, Baie des Vents. William M'Donald, Esq. New Carlisle.

Deaths.

On Thursday morning last, at the residence of her daughter, Mrs. Joseph, SOPHIA, relict of the late Mr. Sacker Parker, aged 77 years. Funeral to-morrow, Sunday, at half-past 2, P. M., when the friends and acquaintance of the family are requested to attend.

Shipping Intelligence.

PORT OF MIRAMICHI.

Arrived, October 25, Lark, Howat, Pr. Ed. Island—J. Cunard & Co: New Messenger, Siteman, Halifax—Sundries: Stranger, O'Bryan, do.
27th, Assistance, Terrio, Quebec—do: Industry; Lavache, Quebec—do: Maid of the Valley, Boden, Newfoundland—W. Johnston: Marys, Douglas, Limerick—J. Cunard & Co.: Emily, Brooke, Bermuda—A. Fraser, Jun.
28th, Three Brothers, Oliver, Auchol—John Macdougall: Siberia, Watt, Halifax—Gilmour, Rankin & Co.
30th, Catherine, M'Leod, Pr. Ed. Island—do: Rebecca, Campbell, Belfast—do: May Flower, Baker, P. E. Island: George Ramsey, Dewis, Kinsale—J. Cunard & Co.: Three Brothers, Wilson, P. E. Island—Gilmour, Rankin, & Co.: Freedom, Thompson, do.—J. Cunard & Co.: Fly, Campbell, do.—Johnson & Mackie: Mentoun, Hamilton, Belfast—J. Cunard & Co.: Eclipse, Thacher, New York—Gilmour, Rankin & Co.
31st, Racer, Power, Halifax—M. Samuel: steamer St. George—P. E. Island.
Cleared—October 25, Peel's One, Askam, Hull: Constitution, Neill, Belfast: Seraphine, Affleck, Liverpool; Pacific, Anderson, Dundee.
27th, Civility, Gover, Bideford; Arab, Simpson, Belfast: Exporter, M'Pherson, Liverpool: St. Peter, Quebec.
28th, British Tar, Storey, London: Pomona, Templeton, Leith: Emma Zoller, Hanson, Torquay: Stranger, O'Bryan.
29th, Stentor, Scott, Hull.
30th, Prince Albert, Peebles, Llanely: Sir Francis Bond Head, Allan, Falmouth: Liffey, Koonan, Cork: Mary, Randall, Limerick. Planter, M'Calloch, Belfast: Dou, O'Brien, Kinsale: Meoca, Hobe, Penzance: Ruby, Stockoe, Gloucester.

PORT OF RICHIBUCTO.

Entered—October 23, schr. Hertford, Picot, Quebec. 27th, Sygnet, Gallong, Pr. Edward Island. 28th, brig. Warrior, Mutch, ditto: schr. Relief, Powell, Miramichi. 29th, schr. Fox, M'William, Halifax.
Cleared—October 22, schr. Gaspé Packet, Brulot, Quebec. 27th, bark Chieftain, Walker, Gloucester: schr. Hertford, Picot, Quebec: 28th, brig Carteretta, Tredeax, St. John, N. F.: Martha Harrison, Cole, Harbour Grace, do: schr. Relief, Powell, Picton. 29th, schr. Sygnet, Gallany, Pr. Ed. Island.
The Brig British Union, from London, for this port, after being at sea 17 days, put back to Falmouth, on the 23d ult. from stress of weather; she sailed again the next day.—Charlottetown Gazette.