

was quite a flurry of snow, which whitened the streets for a short time.

**RAILROADS IN BRITAIN.**—The railroad mania still continues, and some of the London papers, it is stated, have realized in one week £3,000 by inserting Railroad advertisements. The Editor of the Halifax Morning Post says, that by the last mail from Britain, he obtained a double extra sheet of one of the London Morning papers, which contains forty-eight closely printed columns, entirely filled with railway advertisements.

**A GREAT CATCH OF MACKAREL.**—The Halifax Times of Tuesday last says.—“Near 3000 barrels of Mackarel were taken yesterday by the fishermen in the coves to the Westward of Halifax.”

**NEWFOUNDLAND.**—The papers from this Island, furnish the pleasing intelligence that the Cod Fishery had proved much more successful than was at one time expected. Herrings, too, are plentiful. Accounts from the Labrador received at Carbonar, represent the fishery on this coast to be very satisfactory. A light house has been recently erected on Gallantry Head, just above Cape Noir, on the southern part of St. Pierre.

**A HINT.**—The Halifax Times, after copying a notice from our paper regarding the contemplated Railroad from Halifax to Quebec, remarks:—

“We hope soon to hear of a public meeting in Miramichi, and generally in all places through which the line would pass or run near to, in favour of an object of such importance.”

**FIRE IN CHATHAM.**—About 11 o'clock on the morning of Monday last, the large building in the Ship yard of Messrs. Cunards, in Chatham, occupied as a moulding loft, &c. was discovered to be on fire. The alarm was given, and in a short time a large concourse of people had assembled near the premises. Every exertion was made to stop the progress of the flames, but it proved unsuccessful, and the building was consumed; a large portion of its contents, however, were saved.

The inhabitants, as is their practice on such occasions, worked well and willingly, by which means the fire was confined to the building in which it originated, although it was surrounded with very combustible materials, which are to be found at all times in timber and ship yards. We cannot refrain from speaking of the manner in which the wives of the men employed in the steam mill and ship yard turned out: they brought water in their washing tubs, buckets, and the boilers belonging to their cooking stoves, and performed other essential service.

We would recommend to the immediate attention of the Fire wards, the necessity there exists for procuring a larger supply of Buckets; the small wooden American pails would answer most admirably for supplying the engine, and the cost would be trifling. We would also suggest to them the propriety of at once adopting measures for procuring another Engine of greater power than the one we have at present. There is another thing which should be done, and one which we consider of paramount importance, namely, the sinking of wells in the streets of the town. Every year two or three reservoirs or wells should be sunk, for what is the use of buckets or engines if water cannot be procured. We give them the credit to say, that this season some progress has been made in this business, and the beneficial effects were sensibly felt when the Methodist Chapel was threatened with destruction.

These improvements, we are aware, will cost money, and that some parties will grumble not a little, when the tax gatherer calls to collect their portion of the expenses—but this should not retard

them in performing works so necessary, which becomes more apparent every time we are visited with this dreadful scourge, and which must prove of essential service to the public.

**COUNTY OF GLOUCESTER.**—There was launched from the building yard of Messrs. Cunards, in Bathurst, on the 17th instant, a fine ship named the Louisa, of the burthen of 895 tons, old measurement, and 1033 new. She was built for the Southern trade, is constructed of the best materials, and is considered to be a first rate vessel.

**COUNTY WESTMORELAND.**—The dwelling house owned and occupied by Samuel Black, Esq. in Sackville, we understand, was totally destroyed by fire, on the morning of Sunday last. A very small portion of its contents was saved. Snow fell of sufficient depth at Shediac, on the morning of Tuesday last, to allow parties to take a drive in their sleighs.

**COUNTY RESTIGOUCHE.**—There was launched from the building yard of Messrs H. & J. Montgomery, on the 17th inst., a splendid copper-fastened Barque, of 700 tons, called the Naomie. Competent judges say that the superior workmanship, and beauty of model, make her a first class ship, surpassed by none ever built in this Province.

We are glad to learn that the rot has not seriously affected the Potatoes in this County.

**DEPUTATION OF THE CHURCH OF SCOTLAND.**—The Halifax papers state, that the Reverend Gentlemen forming this Deputation, arrived in the Cambria from Boston, on their way home. On their arrival they were presented with an Address from the Lay Association of that Church. The Revd. Gentlemen expressed themselves highly gratified with the reception they had met with in their tour through the Colonies, and the very favorable result of their mission.

**THE STEAMER GREAT BRITAIN.**—A gentleman at Holmes Hole, under date of the 13th instant, furnishes the following account of the arrival at that port, of the above-named steamer.

“The Steamship Great Britain, Lieut Hosker, 17 days from Liverpool for New York, with 105 passengers, put into this port this morning for coal; having lost foremast and injured her propeller. A vessel is now along side of her with coal, and after taking in a supply she will proceed on her passage. The Great Britain fell into the Eastward and came up over Nantucket Shoals. Her mammoth dimensions rendered her indeed the “world’s wonder,” and her unlooked for arrival here has produced quite an excitement in our village.

“Tuesday 14th.—The Steamship proceeded on her voyage at 3 o'clock this morning.

**HALIFAX AND QUEBEC RAILROAD.**—We have much satisfaction in copying in another column, the proceedings of the Provisional Board in London, on the 1st instant. The only thing which detracts in any way from the pleasure we have in giving this article publicity is, that the parties have by resolution, bound themselves to adopt a particular route. We cannot refrain from saying, that it would have been a much wiser plan had they refrained from saying anything on the subject until a proper survey of the ground was made by disinterested and competent parties.

**THE FISHERIES.**—The following important and highly satisfactory Despatch, on the subject of allowing the Americans to Fish in the waters of the Bay Chaleur, was received by Lord Falkland, by the last steamer:—

Downing-Street, 17th Sept, 1845.

MY LORD,—Her Majesty’s Government have attentively considered the representations contained in your Despatches, No. 321 and 343, of the 17th June and 2nd of July, respecting the policy of granting permission to the Fishermen of the

United States to fish in Bay of Chaleurs, and other large bays of a similar character on the Coasts of New Brunswick, and Nova Scotia, and apprehending from your statements that any such general concession would be injurious to the interests of the British North American Provinces, we have abandoned the intention we had entertained upon the subject, and shall adhere to the strict letter of the treaties which exist between Great Britain and the United States, relative to the Fisheries in North America, except in so far as they may relate to the Bay of Fundy, which has been thrown open to the North Americans under certain restrictions.

In announcing this decision to you, I must at the same time direct your attention to the absolute necessity of a scrupulous observance of those treaties on the part of the Colonial authorities, and to the danger which cannot fail to arise from any over-strained assumption of the power of excluding the Fishermen of the United States from the waters in which they have a right to follow their pursuits.

**STEAMER ST. GEORGE.**—The company have disposed of this boat. She will arrive on her last trip on Saturday next, when, after taking in coal, she will proceed to Quebec, where the parties who have purchased her reside.

**PR. EDWARD ISLAND.**—We have been favoured with the following extract of a Letter, dated at Flatt River, on this Island.

“You have no doubt heard of the failure that has taken place in the Potatoe Crop in this Island, it is truly a lamentable case and I can truly say without exaggeration, that for thirty miles North of me, and fifteen miles east along the seaboard with a few exceptions they are a total failure: for my own part I would take twenty bushels for all I expect to get out of my field; but we have great cause to be thankful to a Kind and Provident God, that although the Potatoe Crop has failed, He has been pleased to bestow on us, an abundant crop of Grain, of as good a quality as ever I believe, grew on the Island, for which we cannot be grateful enough to Him who does all things for our good. If report be true the Potatoe crop, is not so much damaged to the West of Charlotte Town, to the North side of the Island and to the East end.”

**The Fredericton Mail.**

**CANADA.**—We perceive by the Canada papers, that there has been another fire in Grifinstown—the damage done was trifling. Four houses and stores were consumed by fire at Hamilton, on the 9th instant.

The Quebec Freemans Journal of the 10th instant, contains the following distressing intelligence respecting the health of the Governor General: The Montreal Shield of the 11th instant makes no mention of the circumstance.

“From a gentleman who arrived by this morning’s boat from Montreal, we have learnt that His Excellency the Governor General lies most dangerously ill, and that the disease under which he is labouring, presents very alarming symptoms, so much so, that fears are entertained for his recovery. His throat is now affected.”

**NEW-BRUNSWICK.**—The Fredericton Head Quarters contains the following paragraph:

“The Reindeer, steamer, which left here on Friday morning last, arrived at Woodstock the same evening, and we understand that on Saturday morning she left Woodstock with a number of passengers, with the intention of proceeding as far up the river as might be found practicable; perhaps within a few miles of the Grand Falls.

“While we were going to press, the Reindeer has returned.—She left Woodstock on Monday at half-past 7 a. m., and arrived at the mouth of the Tobique at half-past 5 p. m.—Left the mouth of the Tobique on Tuesday at 10 a. m. and reached Woodstock at half-past 2 p. m.—Left Woodstock to-day, at a quarter past 9 a. m., and reached the wharf here at a quarter to 3 p. m. without meeting with the slightest accident or obstruction in the river.”

The Loyalist of Thursday last gives publicity to the following rumour:

“A rumour is in circulation here, that Mr Reade will succeed Colonel Hayne, as the Agent of the Land Company, in order to make himself “one of the people; that upon the first vacancy Mr Saunders will be elevated to the Bench, and that Mr Reade will then be appointed once more to the Secretaryship. Whence this rumour came, or what truth there may be in it, we know not.”

**ARRIVALS AT HEA’S HOTEL.**

October 18—Mr and Mrs Hayes, Charlotte Town, 19th, Mr Longworth, do. 20th, Mr Dickson, Bathurst. 22d, Mr Alder Traeman, Sackville. 23d, Mrs Coughlan, Caraquet: Mr Pierce Quilty, Kouchibouguac: Mrs McMillan, do.

**Marriages.**

At Chatham, on Monday the 20th inst., by

the Rev. John Macbenn, M. A., Mr SAMUEL Low, Junior, to Miss SOPHIA MOAR, both of the Parish of Alnwick.

At Campbellton, County of Restigouche, on the 15th inst., by the Rev. James Steven, JAMES STANLEY MORSE, Esquire, Barrister at Law, to SARAH, third daughter of Alexander Campbell, Esq. of Campbellton.

At Newcastle, on Thursday, the 23rd inst., by the Rev. Samuel Bacon, Rector of St. Paul’s, Chatham, WILLIAM MACFARLANE, Esq., Merchant of Chatham, to JANE, eldest daughter of John Nesmith, Esq.

**Deaths.**

At Bathurst, on Monday the 13th instant, PATRICK COUGHLAN, Esq., Barrister at Law, aged 45 years.

At Richibucto, on Sunday morning, the 19th instant, JOHN M. DU VERNET, Esq., Attorney at Law, in the 26th year of his age.

**Shipping Intelligence.**

**PORT OF MIRAMICHI.**

Entered, October 17—ship Pons Eli, Monk, Aberdeen—J. Cunard & Co.  
18th—schr Elizabeth, Poirier, Sydney—Johnson & Mackie.  
20th—schr Temperance, Sire, Quebec—Gilmour Rankin & Co.  
22nd—schr Saint Peter, Mercier, Quebec—Johnson & Mackie.  
Cleared, October 17—schr John, Connor, Dungarvon. 18th—brigs Sylvanus, Robson, Newburgh: Aurelia, Arness, Cork. 20th—brigs Talisman, Popham, Eideford: Whitwell Grange, Smith, Pill, for orders. 21st—schr Temperance, Sire, Maria: brig Planter, Doeg, Newcastle: barque Renewal, Youens, Newcastle. 22nd—brigs Amethyst, Carter, Torquay: Alexander, Bell, Southampton. 23rd—brig Lord Ravensworth, Newholm, Hull: barques Brothers, Stephens, Teignmouth: Clio, Halerow, Hull: schr Laurel, Conway, Newfoundland: brigs Astrea, Perkins, Leith: Sylph, Walsham, Hull.

**PORT OF DALHOUSIE.**

RESTIGOUCHE, N. B.

Entered, October 9—schr Temperance, Casey, New Carlisle, 2 days; goods—W. Hamilton; schr Packet, Ray, Halifax, 10 days; sundries: barque Burrell, Foster, Liverpool, 39 days; salt—A. Ritchie & Co.: schr Defiance, Curry, Halifax, 18 days; goods—sundries.  
18th—barque, Eilerslie, Harvey, Grangemouth, 30 days: ballast—A. Ritchie & Co.  
20th—barque Glasgow, Somerville, Grangemouth, 32 days; ballast—A. Ritchie & Co.  
Cleared, October 13—schr Temperance, Casey, New Carlisle—ballast. 14th—schr Dart, McGongan, Pr. Ed. Island; goods—T. McNutt: barque William Glen Anderson, Forbes, Greenock; timber & Deals—A. Ritchie & Co. 15th—schr Defiance, Curry, Halifax; salmon—J. Samuel; schr Packet, Ray, New Carlisle; goods. 16th—brig John Hall, Thwaites, Grangemouth; timber—A. Ritchie & Co.

**PORT OF RICHIBUCTO.**

Entered, October 11—brig Martha Harrison, Cole, Newfoundland.  
20th—schr Gaspé Packet, Brulot, Quebec.  
Cleared, October 11—brig True Blue, Stapleton, Newfoundland: schr Sarah, Campbell, P. E. Island. 10th—brig Ann, Kelly, Newfoundland. 11th—schr Elizabeth Ann, Allain, Quebec. 14th—schr Perseverance, Curry, Halifax. 15th—schr Margaret, Betts, Charlotte Town: brig Sisters, Darnton, London. 18th—barque Oakbrook, Lawson, Hull. 21st—brig Albion, Farlong, Lytham.

**PORT OF SHEDIAC.**

October 12, arrived, brig Demerest, Pattison, Cork, 33 days.  
Sailed, October 14—barque Marchioness of Clydesdale, Fergusson, Greenock.

**HALIFAX,** October 14—cleared, schr Fox, McMillan, Buctouche. 17th—brig Racer, Power, Miramichi. 18th—schr Primrose, Glawson, Bay Chaleur.

**ST. JOHN,** October 12—arrived, brig Albion, Leslie, Halifax.

**FULLERTON.**—There is a rumour in circulation, that this criminal will not suffer the extreme penalty of the Law, but will be transported.

**LOST.**—A few days ago, between St. Michael’s Church, and Saint Mary’s Church, a valuable

**GOLD BRANCH.**

The finder will be rewarded by leaving it at the GLEANER OFFICE.