

their yield. Thirty to thirty-five bushels of wheat, and two to three tons of hay, seemed to me no exaggeration of much of the crops per acre. The Potatoe crop in this district would have been a fair one but on account of the rot, is—as in too many parts—a complete failure, not perhaps a fourth part will come to use.

Before I returned to Chatham, I examined a field of Turnips on Mr John Rennie's farm; they covered nearly an acre, and were composed of Swedish, Scotch yellow, a sugar loaf shaped turnip, and a few red tops. By as accurate an estimate as I could make at the time, they would produce fully two hundred and fifty barrels per acre, by much the heaviest crop I have yet noticed in this country; yet the ground would evidently have produced a good deal more had part of it, being new land, been fully prepared. Many of these turnips weighed over seven pounds.

As I am satisfied many practical observations well worth the notice of your readers, may be made from the various subjects of this letter, I intend to offer these, with your permission, in another communication soon.

I remain, Sir, yours truly,
A FARMER.

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY NOV. 15, 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.

EUROPEAN NEWS.—We have made an encroachment on the space usually devoted to Literature, to present our readers with some highly instructive and interesting articles from the British Journals, on several subjects which now engage the attention of parties in the old world. We have also made some extracts of a miscellaneous nature from our British files.

LARCH.—In another place we have inserted an interesting communication from the St. John Courier, pointing out the value of the above named timber for ship building. The durability and value of this timber for ship building, has been fully appreciated in this part of the Province, and we know of one mercantile house, which has during the last three years, built fifty sail of vessels, from 60 to 1000 tons, which were constructed principally of this wood.

HALIFAX AND QUEBEC RAILWAY.—Another meeting on this important subject, was held at Halifax on Saturday last, at the Mason Hall. The High Sheriff filled the chair. Persons of all shades of Politics attended, and all spoke in favour of the practicability of the enterprise, and the beneficial results which will result to the North American Colonies should it be undertaken and carried out. The following Resolutions were unanimously adopted:—

Resolved, that this meeting gratefully acknowledges and are fully sensible of, the courteous reception given to their communication by the Right Honorable Lord Metcalfe, Governor General of British North America, and his assurance that he will heartily co-operate with the people under his government in any measures calculated to promote the important project of the Atlantic and St. Lawrence rail-road.

Resolved. That this meeting is gratified by the assurances of His Excellency Sir William Colebrooke, Lieutenant Governor of the Province of New Brunswick, that he anticipates the most cordial support to the undertaking of the Atlantic and St. Lawrence Railway, and that he will bring the subject under the consideration of the Legislature of that Province as soon as practicable.

Resolved. That this Meeting, fully sensible of the exertions of the promoters of this great project, are of opinion that it should be viewed more as a National object than one of Provincial or individual speculation, and can be best and most speedily effected by the combined

action and cordial union of the respective Legislative Bodies of British North America, which alone will insure the countenance and support of the Imperial Government, and liberal contributions of Capitalists, and in the judgement of this meeting the Legislature when convened should have this subject submitted for its deliberation, that such steps may be adopted as will exhibit to the public its practicability, and insure success to the undertaking.

Resolved, That the Provisional Committee be authorized to prepare and present a memorial to His Excellency to submit this measure to the favourable consideration of the Legislature of the Province at its next meeting.

Resolved, That this meeting most highly appreciates the vigorous expression of opinion by the citizens of Quebec on the subject of the proposed Railway from the Atlantic to the St. Lawrence, and to ensure more efficient co-operation, extends the Provisional Committee, by adding thereto the following gentlemen, with full power to correspond and promote this object also to increase their number at pleasure.

Present Provisional Committee.—Honbles H. H. Cogswell, M. B. Almon, Michael Tobin, S. Cunard, Speaker of the Assembly, Messrs. Wm. Pryor, junr., Jas. F. Gray, James B. Uniacke, W. A. Black, Esqrs.

Persons added 8th November, 1845.—James McNab, M.P.P., Joseph Howe, M.P.P., A. M. Uniacke, M.P.P., L. O'C. Doyle M.P.P., George R. Young, M.P.P., the Mayor of Halifax, John H. Anderson, Wm. Stairs, Jno. E. Fairbanks, Hon. E. Kenny, Wm. Murdoch, Hon. Enos Collins, J. N. Shannon, Joseph Starr, A. W. Godfrey, John Esson, Wm. Lawson, jr., John Slayter, Michl. Kearney, Thos. Williamson, James Thomson, Archibald Sinclair, Conrad West, D. Creamer, John Northup, Thos. Ring, E. H. Lowe, John Tempest, M. G. Black, Alex'r. Keith, John Strachan, Wm. Skerry, John Duffus, J. W. Bars, E. Billing, T. C. Kinnear, J. Tremain, J. Gibson, A. Gesner, A. S. DeWolfe, J. Allison, Jos. Bennett, T. Smith, Col. Buttler, David Allison, Hon. Hugh Bell, Jas. Donaldson, and Thos. Bolton, Esqrs.

Resolved, That the inhabitants of the respective Counties of Nova Scotia and of Prince Edward Island, be requested to call Public Meetings, and appoint Provisional Committees to acquire and transmit statistical and other information on the subject of the proposed Rail Road.

Resolved, That the thanks of this meeting be given to the Provisional Committee, and that their Report be adopted.

Resolved, That the Secretary of this Meeting be instructed to convey, through Mr. Bridges, the thanks of this Meeting to the gentlemen in London, who have devoted their valuable services in promoting this undertaking.

The Novascotian furnishes the following extract of a letter from Quebec, dated on the 23rd of October:—

"Mr M will be able to give you an account of the public meeting held this day, of the Citizens of Quebec, at which he was present, to express an opinion about the Halifax and Quebec Railroad. It was attended by nearly all the most influential people and every thing passed well. A Committee of Correspondence was appointed. I attended a private meeting of a few gentlemen a few days ago, to frame the resolutions, which we passed unanimously. People here are sanguine about the commencement of this gigantic undertaking, should it be supported and encouraged by the Imperial Government, and there is no doubt by the Provincial Governments of Canada, New Brunswick and Nova Scotia would largely contribute to foster a scheme of such undoubted importance to these Colonies. I confess that the magnitude of the work contemplated, appeared to me at first an absurdity; but come to the conclusion that it would open up a most valuable district of Country, and increase the trade and resources of these growing colonies to an incredible extent. The best and most satisfactory plan for maturing this project, and inducing British Capitalists to move in the matter, by whom alone we can expect to have the stock subscribed for, would be, for the Imperial and Provincial authorities to co-operate in guaranteeing an interest of say 3 1-2 to 4 per cent to the stockholders for 15 or 20 years on a capital of 3 or 4 millions sterling, which would probably be sufficient to finish the work. This would be an annual expense of say £150,000 stg. per annum, which would leave a small sum to be defrayed by each colony, and be well spent money."

MAIL STEAMERS.—It is stated that the shares in the British Mail Steamers, which originally cost £1,000, are now selling at £2,500. An advance almost unprecedented.

POST OFFICE.—We perceive a notice in the St. John papers, from the Deputy Post Master General of this Province, stating that British Newspapers, heretofore, chargeable with full Letter Postage on being re-posted, may in future be sent by mail to any place in the British Colonies, at the rate of a half penny each.

THE OREGON QUESTION.—We are indebted to the New York Albion of the

10th inst., for the following intelligence respecting the Oregon negotiation:—

"Rumour from Washington for some time past have been unfavourable to the process of friendly negotiation; and it is hinted that in the next annual message to Congress, the President will reiterate the expressions of exclusive right to the Oregon territory, which in his Inaugural communication gave so much offence to Great Britain.

"We cannot pledge ourselves for the accuracy of these rumours—nevertheless they come to us in such a shape that we can scarcely doubt them.—This state of things has not arisen from any backwardness on the part of England to bring the question to an amicable conclusion, for it would appear that she has made every concession consistent with her dignity and her undoubted rights; and has, in fact, manifested a spirit of accommodation worthy the approbation of every good man. The tone of the official journal at Washington is not friendly. * * The just claim of England too, to a portion of this territory has been actually admitted by the United States by the treaty of joint occupancy. Each party has, by that instrument, in our opinion, receded its claim of exclusive right and recognized the rights of each other. Under such circumstances we cannot see the justice of either, in setting up a claim for the whole, for neither can have the whole without a violation of those rights which constitute the broadest principles of justice. * * Since writing the above we have observed the following in one of the morning papers. The same report has been rife in this city for the last week. Such a proposition on the part of Great Britain very much surprises us; and we are still more surprised to hear that the cabinet at Washington has refused to accept it. We do not, be it understood, vouch for the truth of the rumour.

"Great Britain now proposes to leave Oregon in the joint occupancy of the American and British authorities for fifteen years, and after the expiration of that time, to submit the question of Government to the inhabitants, leaving them to be Americans or British as they choose, or to be independent, and to form a Government of their own."

"The Commercial Advertiser contradicts the above rumour so far as it assumes that the proposition emanates from the British Government. It intimates, however, that such a proposal has been made or suggested here, and that it may meet the views of the government of Great Britain."

LAUNCH.—From the building yard of Messrs. Cunards, in Chatham, on the afternoon of Thursday last, a fine bark named the Cambria, of the burthen of 498 tons old, and 545 new measurement.

THE SEASON.—The weather during the last fortnight, has been very wet, and unusually mild for the season. Two days ago a change took place—the wind has blown cold from the north and north west, and ice has formed during the nights, in the gutters. Yesterday sufficient snow fell to whiten the ground, and things out of doors have assumed a wintry appearance.

PRINCE EDWARD ISLAND.—From conversation with some individuals from this Island we understand that in several districts the Potatoe crop has been entirely destroyed by the rot; and the wheat, which was housed, it was supposed, in good condition, has been seriously affected by the weevil. To save the grain from utter destruction, the farmers are thrashing it out, and as fast as they possibly can, kiln drying it. By these means they are in hopes to put a stop to the ravages of this destructive insect.

The Governor, with the advice of his Council, fearing that much distress will ensue from these distressing dispensations of Providence, has prohibited the exportation of all kinds of produce from the Island.

PASSENGERS.

In the new ship Louisa, Carpenter, commander, from Shippegan, to Liverpool, Great Britain—Rev. William Leggett, William Stevens, Esq. and Lady, Mrs. Carpenter, and Family.

In the new bark Ouzelgally, Captain Robinson, at Bathurst, for Dublin—Mrs. Robinson and Family, and Rev. A. C. Somerville.

ARRIVALS AT MR. HEA'S HOTEL.

October 31, William Smith, Fredericton; Wm. Turner, Quebec; John Bagley, Quebec. Nov. 1, Z. Phinney, Richibucto; Elijah Phinney, Annapolis. 7th, Joseph Carr, Esq. Houlton. 8th, Dixon, Dorchester. 10th, W. Stevens, Esq. Bathurst; Alex. McNeill, Esq. do. 11th, John Little, Kouchibouguac; Henry Gitchell, Bay du Vin; William Ullock, do.

12th, John L. Fraser, Kouchibouguac; L. Des Brisay, Esq. Richibucto.

Marriages.

On Monday, the 10th inst. at St. Mary's Chapel, Chatham, by the Reverend Samuel Bacon, Rector, Mr Charles Morris, of the Parish of Chatham, to Miss Sarah Gunn, of the Parish of Glenelg.

On Thursday, by the same, Mr John Baldwin, of the Parish of Chatham, to Miss Jane Blackmore, of the Parish of Northesk.

At the Parish Church, Shediac, on the 11th inst., by the Rev. George S. Jarvis, D.D., Mr Martin R. McHaffey, of Shediac, to Miss Frances Baker, of the former place.

At Bathurst, on Monday evening the 5th inst., by the Rev. H. Russell, Mr Roderick McCraw, to Miss Eliza MacIntosh, of Dalhousie, County of Restigouche.

Shipping Intelligence.

PORT OF MIRAMICHI.

Entered—November 3, Amber, Walsh, Picton—Johnson & Mackie; Providence, Macquarie, Pr. Ed. Island, do.: Ann Rankin, MacArthur, London—Gilmour, Rankin & Co.

November 4, Duck, Ready, Pr. Ed. Island—Master: Ivanhoe, Blumpled, do.

November 6, John Henry, Tobin, Halifax—general cargo. Favourite, Munroe, Picton Johnson & Mackie. Clio, Price, Pr. Ed. Island. Elizabeth, Mackay, do.—J. Cunard & Co.—Reinzer, Howes, New York—Gilmour, Rankin & Co.

November 7, Annabella, Forrest, Boston.

November 10, Herald, M'Leod, Pr. Ed. Island: Idea, Howell, Limerick—Gilmour, Rankin & Co. Abbottsford, Lock, Limerick—do. Irish Lass, Cohill, Pr. Ed. Island—Johnson & Mackie.

November 11, Mary, Peno, do.—Duncan & Loch.

November 14, Pearl, Hall, Halifax—general cargo. Victoria, do.

Cleared—November 3, Lord Stanley, Dodds, Bristol. November 4, steamer Saint George, Matthews, Quebec; Margaret, Codner, Torquay; Waterloo, Eison, Halifax. November 5, New Messenger, Sitenian, Halifax; Athelstone, Robson, Port Talbot; Manilla, O'Bryen, Sydney; Eclipse, Thacher, P. Ed. Island. November 6, Catherine, M'Leod, do. November 7, Three Brothers, Wilson, do.: Elizabeth, Bell, Bangor. November 8, Rebecca, Campbell, Belfast; Providence, Picton; Amber, Walsh, do.; Elizabeth, Mackay, P. E. Island. Nov. 10, Clio, Price, Picton. Nov. 11, Mary, Douglas, Limerick. November 13, Maid of the Valley, Boden, Newfoundland; Fly, Campbell, Pr. Ed. Island.

PORT OF RICHIBUCTO.

Entered—November 1, brig Enterprise, Dairie, Glasgow—D. Wark. 2nd, schr. Mary, Fiddler, Halifax.

Cleared—Oct. 31, bark Northumberland, Collins, Cork. Nov. 3, schr. Mary, Fiddler, Bedeque. 7th, bark William Bryan, Heiter, Bristol. 8th, bark Llan Rummy, Ward, Hull.

PORT OF DALHOUSIE,

RESTIGOUCHE, N. B.

Arrived—October 25, sch. Marse Dolphin, Blais, Quebec, 10 days—goods. Nov. 1, schr. Primrose, Glawson, Halifax, 10 days—goods, to H. & J. Montgomery. 5th, bark Lady Falkland, Smith, London, 38 days—do. 10th, sch. Henry Carman, M'Kay, P. E. Island—produce, to William Hamilton.

Cleared—Oct. 27, brig Thompson, Burton, Preston—timber and deals. 28th, sch. Marie Dolphin, Blois, Quebec. Nov. 1, bark Burrell, Foster, Liverpool—timber. 12th, Ellerslie, Harvey, Cork—timber.

PORT OF SHIPPEGAN.

November 5—Arrived, ship Louisa, Carpenter, Bathurst—J. Cunard & Co.

Almanacks for 1846!

Just Received, and for sale by the subscriber

CHUBB'S NEW BRUNSWICK

ALMANAC FOR 1846.

by the dozen, or single.

MOSES M. SARGEANT.

Newcastle, Nov. 13, 1845.