

procured) life became extinct. Thus was a respectable member of the community hurried to an untimely grave. As chance had it there was scarcely a person on the spot, but three witnesses were sufficiently near to be quite cognizant of the occurrence and of the parties, which they have fully testified to before the Coroner's Jury, which had been immediately summoned for the distressing investigation, owing to facts having transpired that the deceased had come to his death by violence. The verdict of the Jury is that the deceased came to his death in consequence of a kick or kicks inflicted upon his body by Samuel Johnston, which verdict was not given, until a "post mortem" examination had taken place before medical men, which amply corroborated the suspicions entertained as well as the evidence already taken before the Jury. The perpetrator of the horrid act having made an attempt to escape under cover of night was overtaken about five miles distant, and remains now in the County Jail, to stand his trial at the next sitting of the Supreme Court for the County. A heart rending occurrence of this nature, being as new as it is shocking in our little community, has cast the sable hue of gloom over its society, which this horrid act has stripped of one of its oldest members, one who had filled for some time the office of 'Clerk of the Peace,' and up to his death that of Colonel of the Militia, but still better known to the community for that urbanity, generosity and integrity, which were the traits of his character, and which secured for him the regard of many of those amongst whom he had been so old a resident. The deceased was the nephew of old Parson Munro, one of the oldest Ministers of the Church of Scotland in Nova Scotia, and at his death had just nearly attained his 63rd year.

Canada.

Kingston, Aug. 12th.—The weather for the past week has been very hot, the thermometer ranging from 84 to 88 in the shade. The fall wheat is now all safely harvested in good condition, and is a capital crop. There is yet some spring wheat out in this district. The weevil has done some damage to the wheat in this vicinity, and as the ravages of this insect increase every year if it be not checked, it behoves our farmers to look out for this new enemy, and especially be careful in preparing their seed wheat, lest they should unwittingly aid in taking the bread out of their own mouths.

Montreal Gazette, Aug. 14th.

We regret to hear that the Quebec Forwarding Company's Steamer, Quebec, sank on Monday night, at St. Ann's, in fifteen feet water. A woman and child who were on board were unfortunately drowned. The cargo consisted of a valuable assortment of dry goods. The vessel was insured in the Montreal Insurance Company.

New Brunswick.

Fredericton Head Quarters, August 20. The Montreal Herald says, that the public will be glad to learn that the Lieutenant Governor of Nova Scotia has sent one thousand pounds for the relief of the sufferers in Quebec, and that the grant will be laid before the Legislature at its next Session for approval. There is little doubt from the spirit already evinced in Nova Scotia that Lord Falkland will in this instance be sustained.

Could it be possible for New Brunswick to do any thing in this way? We regret to learn that the Hon. Col. Shore's Coachman, whose name was Nugent, went out last evening in a Cabriolet to amuse himself and has not since been heard of. The canoe has been found but nothing has been heard of the man, and it is feared he must have fallen into the river and drowned.

Accident.—We are informed, that last week a Frenchman, whose name we did not hear, got into the current at the Grand Falls, in a canoe, and horrible to relate, was precipitated over the highest pitch in the Falls in presence of his Father who witnessed the awful scene. The body of the unfortunate man was seen below the Falls, but in a position as rendered it impossible to recover it.

Fredericton Reporter, August 22.

The Rifle Companies commanded by Major Wilnot turned out on Monday last, and made it is said, a complete riddle of their unfortunate Targets on the occasion.

We believe these men would have given an excellent account of themselves on a more trying occasion.

We have been informed on good authority that His Royal Highness Prince George of Cambridge, has received the appointments of Lieutenant Governor in Nova Scotia, and Major-General commanding the Forces in that Province—relieving Lord Falkland and Sir Jeremiah Dickson. His Royal Highness's last appointment was that of Major General on the Staff at Corfu. He will now assume the Civil and Military command of Nova Scotia.

St. John Newbrunswick.

Shocking Occurrence.—On Thursday, a person named Andrew Ferguson, killed his wife by choking her. It appears that a quarrel had arisen between them relative to a trifling sum of money which had been abstracted from his pocket, and after beating her and kicking her he finally strangled her. A Coroner's Inquest was held on the body, and a verdict of Willful Murder returned against Ferguson, who is now in jail awaiting his trial.

The Politician.

The Colonial Press.

From the St. John Newbrunswick. Nova-Scotia, New-Brunswick, and Canada Railway & Land Company.

We received by the last Mail, the following prospectus of this Company, for which we are indebted to our attentive Correspondent in London. It will be seen that it is entirely different from the one published in some of our Provincial papers, a short time ago, and purporting to have been issued by the Company:—

Capital: £3,000,000, in 120,000 Shares of £25 each. Deposits: £1 7s. 6d. per Share.

Provisional Committee:—Sir R. Brown, Bart, 14, Pelham Place, Brompton; P. S. Butler, Esq. M. P., 37, Jermyn street, and Lodge Park, Kilkenny, Chairman of the Waterford and Kilkenny Railway, Director of the Huron and Ontario Railway, &c. &c.; Capt. F. W. Hamilton, Grenadier Guards, 59, Gloucester Place, Portman Square, Director of the Huron and Ontario Railway, of the East India Railway, &c.; Capt. W. Richardson, 6, Charlotte street, Bedford Square, Vice Chairman of the Westford and Valencia railway, &c.; Edward Hoare, Esq., 29, Percy street, Bedford square; W. H. Greene, Esq., Regent street, and Sion House, Kilkenny, Director of the Waterford and Kilkenny railway, of the Huron and Ontario railway, &c.

This great undertaking is projected in the conviction that a chain of Railway and steam communication to and from all parts of Great Britain, in connexion with projected Railways to the West of England, will necessarily facilitate and increase commercial and passenger intercourse with the continent of British America. The proposed line, 700 miles in length, will connect the port of Halifax, in Nova Scotia, through Fredericton and St. John, in New Brunswick, with Quebec, from which a Line is already chartered to Montreal and the U. States. The Port of Halifax is not much more than 2,000 miles from Galway or Valencia and is between 500 and 600 miles nearer Great Britain than any Port of the United States. The line of Railway will cut off a circuitous and dangerous navigation of a thousand miles by the St. Lawrence, which is closed by the ice for six months in the year, and the communication between Great Britain and any part of Canada will thus be effected in eight or nine days.

The following data are submitted to exhibit the probable traffic and revenue. The shipping between Great Britain and our Colonies in British America at present exceeds the aggregate foreign shipping of Great Britain with the whole of Europe. The population of Canada, New Brunswick, and Nova Scotia in 1841 was about 1,300,000, and the immigration into those Colonies in 1842 was 54,123 souls. The total value of imports into those Colonies in 1842 exceeded £4,400,000, and their exports amounted to more than £3,000,000, sterling. The tonnage exported to Great Britain alone was 541,451 tons; imported from Great Britain, 446,842; total, 988,293 tons. Of the more important imports from Great Britain and from the United States may be enumerated—coals, about 50,000 tons; sugar, upwards of 20,000,000 lbs; cotton and linen manufacturers, 35,000,000 yards; grain, principally from the United States, 400,000 bushels; flour, 300,000 barrels; provisions, to the value of £400,000; wine and spirits, about 3,000,000 galls, while the exports embrace—coals (Nova Scotia), 20,000 tons; gypsum, 65,000 tons; grain, chiefly to Great Britain, 200,000 bushels; flour, 350,000 barrels; fish to the value of £1,000,000 sterling; timber, 800,000 tons. From a tabular resume of the trade of New Brunswick which appears in the last number of Mc Simonds's Colonial Magazine, (August, 1845,) compiled from local information, it appears that in that district alone the value of imports in 1844 amounted to £827,000, being an increase over the preceding year of not less than £212,000, or Thirty per Cent. The export of timber from St. John and Miramichi in the same year amounted to nearly 300,000 tons; the total imports to 345,000 tons,

and exports to 250,000 tons, exclusive of the traffic at St. Andrew's Harbour. New vessels were registered at Saint John in 1844 to the extent of 13,000 tons.

Of this immense traffic, not only conveyed to its first destination by the Saint Lawrence, but distributed over the interior, it is not too much to assume that at least one tenth will be transferred to a Railway open at all periods of the year. It may also be fairly presumed that the passenger traffic will be very extensive, among a population already equal to that of Scotland, and in immediate and prospective Railway communication with the U. States, containing a population of eighteen millions.

The following is submitted as probably an under Estimate of the gross return:— 5,000 Passengers—say half the distance, or 360 Miles, at 1d. per Mile £75,000 Goods—100,000 Tons, half distance, at 1d. per ton per mile. 150,000 £225,000

Double this from certainty of increased Colonisation and Traffic from Railway facilities. £450,000

From which deducting the necessary amount for working expenses, there will remain a certain Revenue of at least ten per Cent. on the Capital. It may be mentioned in corroboration that the only existing Local railway, viz: from Montreal to Saint John's, in Canada, actually returns ten per cent. at this time.

In addition to the advantages to arise to the proprietary from Railway Traffic, it is contemplated that the Company shall become the owners by pre-emptive purchase of Blocks of Land of 20,000 acres at each station; which property, when improved, and cleared under the superintendance of the Company, cannot fail, with the stimulus and encouragement to settlement and production afforded by Railway access, to produce a large return.

The accuracy of the foregoing Estimates will not be doubted by any one who considers the vast resources which are presented by the British Colonies in North America. That country indeed, of all portions of the British Dominions, is unquestionably the most legitimate field for British Capital and enterprise. From vicinity, similarity of climate, mineral wealth, in particular its abundance of Coal and Iron, its Fisheries, Trading facilities, Timber and Agricultural Productions, it must with Railway transit, afford an effective and permanent outlet for surplus British labour and capital.

Great facilities exist for the construction of an economical railway on the site indicated, in the abundance of Timber and other material; and it may be anticipated that the whole of the Land necessary for the Works will be obtained free of expense.

From data on which the Board can rely, a railway of Iron might be laid down less than £4,000 per mile. This Line, however, will be constructed of Timber, prepared by Payne's process, the expense of which system will not involve so much as half of that Estimate; whilst expensive cuttings will be to a great extent avoided, and the periodical working greatly reduced, by the adoption of the principle and method proposed.

Steps have been taken by the Provisional Board to secure for this undertaking the support of the Home Government, and that of the several Legislatures of Nova Scotia, New Brunswick, and Canada; and communications have been opened with the Colonial Governments, with the view of securing the necessary Acts, with the usual powers and restrictions of liability. In these Acts, power will be taken to extend the Line westward as population advances towards the Pacific.

Life Assurance.

NATIONAL LOAN FUND LIFE ASSURANCE SOCIETY OF LONDON.

CAPITAL.—£500,000, sterling. Empowered by Act of Parliament. Board of Local Directors, at Halifax, N. S., THOMAS R. GRASSIE, Esquire, Chairman. John Strachan, Esq.; Hon. Samuel Cunard, Thos. C. Kinnear, Esq; John Duffus, Esq.; and Jonathan Allison, Esquire. Standing Counsel—The Hon Attorney General. Solicitor—J. C. Halliburton, Esquire. Manager and Agent—Frederick R. Starr, Esq.

The subscriber, as Agent for Northumberland, Kent, Gloucester, and Restigouche, is prepared to give every information, as to the Society's rates of Premium, mode of Insurance, &c. &c.

The importance of Life Assurance, whereby a man may, by a small saving from his annual income, provide for his family at his decease, cannot be doubted. And this society offers to the public advantages over other similar Institutions, as in addition to a subscribed capital of £500,000, sterling, it is formed on the mutual and joint stock principle.

The premiums may be paid annually, half-yearly, or quarterly, and two thirds of the premium may be borrowed by the assured. This system has in many instances afforded effectual aid to the policy holder, in enabling him to sustain his policy, and to carry out his original intention of providing for his family.

WM. CARMAN, Junior. Chatham, 6th May, 1845.

LIST OF LETTERS

Remaining in the Post Office, Chatham, July, 1845.

- Ann & Mary captain Mameluke brig captain James Stewart
Aurelia ship captain Manderson Mrs Mark Christiana
Anderson George Murphy James care of John Noonan
Anderson Thomas Mainimoy Frances
Byrne Mary Mary Isabella for John Prichard
Borchell Mrs Susan Martin Angus blk river
Bolam John saddler Moys Richard captain
Bryan Dennis Murphy James mill cove
Batilus J. sandy point do Marks Nelson
Barlett — Chatham Munnard Robert
Cribbs George Marshall C Chatham
Callay Patrick care of Mr D. Lacy Markinson John care of J Martindale
Conde Samuel Miller Thomas
Cotton James R. McKenzie G carpenter
Cassidy Margaret care of cMillan John care of Edward Fitzgerald
Carroll Daniel black river cLairigan James
Cassidy Margaret care of cInnes Donald
Chapman James cRae John Chatham
Campbell M. care of cStreny John Napn
Cameron D. Lochaber cConnell George
Davis Ann care of cElvemy J Napn
Dickson Isaac care of cNeil Archibald
Davidson J. Nelson care of J. Russell
Dorothy brig captain cMahon James
Duncan Timothy cRae Alex Glaneil
Donovan Timothy cDonald James ship carpenter
Dalton Thomas cMahon Richard
Doherty James care of J. Noonan
Dwyre M. Chatham cDonald Donald
Duffy M. Blackville cDonald Allen pilot
Daley M. bay du vin cLean Hugh lower
Doyle Patrick buy du vin
Dickson John farmer cDonald Roderick
Egan John bartibogue shoemaker
England John cPhee Con shipyard
Eagle brig for Peter cLea Donald
Fair Elizabeth cBlack river
Francis Joseph A. cJenkin Sidney
Foley Patrick care of cCopher Ronald
James White Orr George cDonald Angus
Fowler William cEscumiasse
Pashey James bartibogue cQueen Patrick
Friendship ship of Chatham
Geddis Samuel O'connor Thomas
Grattan Michael O'Neal Andrew
Gibson James Orr George
George barque for Dublin
William Fletcher Pollard James
Grieve Geo. at Joseph Palestine ship captain
Hains M. Chatham Johnson
Humb-r banque 2 Power Catharina care of Mrs Joseph
Hughes Andrew Parcell Edward
Henrich Jeremiah Phillips James
Hunt Stephen Ross barque captain
Harrington John Ryan Wm lower Peti-
Hennessy Michael cotian Miramichi
Hays James Regent bark W North
Henderson James bay Reilly Dward cooper
Hays John Robertson Charles
Hogg Richard Chatham Rainsberry Mrs C
Healey Edmund blackriver
Henry Wm smith Runter Stepha (or Kanter)
Harrigan M. Robinson Samuel
Handkerson W. Smith Paul Miramichi
Johnstone David bay du vin River
John White brig for shoemaker
M M Maddrel Sullivan Thomas
Johustone Thomas Shannon Thomas
care of Alex McDonald Smith Mrs Ellis
John White brig Smart James
W. Beagle Squeer George
Iodine brig of Sundland Thompson Robert
Ivestone brig of do back lots 2
Kellow E Miss Chatham Do Joseph Chatham
Kavanagh Pat care of Taylor W care of M.
S J Eros Cranney Esq.
Keary John Taylor James bay du
Kelly — via
Keefe John care of Tobin Patrick
Luke Pike Taylor Thomas
Keenan Patrick Washburn Mra sawmill
Leslie Robert Nelson Woods James Nelson
Lord Wenlock barque captain Wick John
Lane Thomas Wick Mary
LeBuffe Robert Walsh Thomas
(money letter) Wallis John
Murphy James Whitmore Thomas
JAMES CAIE, Postmaster.

Travellers take Notice.

The Subscriber begs to intimate that he has opened as a House of Entertainment, That lately occupied by Mr James Fraser; where he promises to use every exertion for the promotion of the comfort of Travellers: the house has attached to it commodious Stabling. JAMES BEATTIE Kouchibouguac, August 1, 1845.