

turned to the selection and immediate promotion of works beneficial to commerce and agriculture, to roads ascertained to be necessary and useful in their particular localities, to the drainage of lakes and rivers connected with inland navigation, such as those of Lough Gowna and Ballyconnel, now in progress under 5 and 6 Victoria, chap. 89.; and, above all, to thorough-draining, which might be applied with the happiest results to almost every townland in this country, and, by its means, employment brought home to the door of the labourer, while the improvement of land would in future amply remunerate the landowner and tenant for their present outlay, and enable them to bear the burthen of additional taxation.

Government arrangements for the Relief of Ireland.—Six of her Majesty's steam vessels and two ordnance lighters are at present employed on the coast of Ireland, carrying Indian corn meal and ship biscuit to various points on the coast. The steam-sloop Stromboli has proceeded from Cork to Tarbert with between 800 and 900 sacks of Indian corn meal, and having discharged the same into the steamers Alban and Pluto, will return to Cork for more "bread stuff." The steamers Alban and Pluto take the cargo from the Stromboli, and convey it to Limerick for distribution. The Dee was at Cork on Saturday last, loading with Indian corn meal, for Tarbert and Limerick. The Rhadamanthus, with 1000 sacks of Indian corn meal, and as large a quantity of sea biscuit from the naval stores at Cork as she could stow, arrived at Dingle on the 17th, when it was placed under the charge of the government commissary for the Dingle Relief Committee. The Rhadamanthus returned to Cork. The Swallow, Mr. Bryant master, has arrived at Cork, for the conveyance of Indian corn meal, having being placed at the disposal of the commissioners by the Admiralty. In addition to the above, the Comet, Captain Johnstone, has been sent to Ireland with money. She arrived at Cork, and having delivered some of her specie to the branch bank of Ireland, proceeded on Saturday from Cork to Tralee, Limerick, Galway, Westport, and Sligo, distributing the money at the various branch banks of Ireland for the relief of the distressed inhabitants. The 44-gun frigate Madagascar (measuring 1100 tons) has been fitted up at Cork as a store-ship; when laden with Indian corn and other provisions she will be towed to the Shannon, and moored at the island of Foynes, about 20 miles from Limerick. The steamers will carry the provisions from this point up the Shannon. The government have ordered the Andromeda, 44-gun frigate, (1200 tons) and the Andromache 26-gun ship (700), to be fitted at Plymouth dockyard for the same purpose as the Madagascar. Arrangements, it is understood, have been made to put into active operation the Royal William victualling establishment at Plymouth, for the purpose of grinding Indian corn and manufacturing biscuit.

Menai and Conway Bridges.—The stupendous bridge crossing the Menai Straits which is to be called the Britannia Bridge, will be supported on four piers, and the distance between the central piers will be 450 feet. The weight of the metal is estimated at 1200 tons, and it will be constructed of wrought iron. At a discussion of its merit before the British Association, Mr. Eytton suggested that it would be better to strengthen the tube by inverted iron arches, to protect it from the action of the wind. Dr. Robinson said that, though the bridge might be quite strong enough to bear a dead weight, he thought the engineers ought ascertain what was likely to be the resilient force on the sudden rushing of the engine on to the bridge. He apprehend also that the vibrations might be cumulative, and increase as the train advanced, until they produced a serious effect. At the same time he trusted to the skill and caution of the engineers, that they would make the tube sufficiently strong, and with respect to the calculated action of the wind at 50lbs. to the square foot, he thought they had exceeded all possible effects of storms by one half: for a wind acting with the power of 50lbs. to the square foot, must be moving with the velocity of 110 miles in an hour. During the severest storm that he had known, the velocity of the wind was not more than fifty miles an hour. Mr. Fairbairn, in reply to these and other remarks, said that not one sixth of the estimated breaking weight could be placed on the bridge. The plates on the outside at the top would be nine sixteenths of an inch, and those inside would be half an inch thick. The bridge from bank to bank, would consist

of one regular tube, riveted together and resting on the supports. To avoid the effects of vibration, it was intended to lay the rails on vulcanised India rubber about two inches thick. The tube would be elevated to its position in compartments, to be afterwards riveted together when fitted. The first compartment nearest the pier would be raised on pontoons at high tide, and fitted into a rest at the bottom of a groove in the pier, up which it would be elevated by hydraulic pressure. The only risk to be feared in fixing the bridge was a high wind during the raising the first compartment, for when that was fixed the remainder would not be attended with risk. With respect to the strength of the bridge to bear a lateral pressure, he said that had not yet been tried, but it would be efficiently tested on the model bridge.

Rebuilding of Hamburg.—The commercial edifices of this noble city are nearly rebuilt. The ecclesiastical structures requiring a larger amount of money, and greater architectural knowledge, have only just been commenced. The imposing ceremony of laying the foundation stone of Saint Nicholas Church took place on the 24th, in the presence of about thirty thousand persons, who were assembled within the area, as well as the street leading to the spot. The greatest order prevailed; the immense concourse presented an interesting spectacle from the roofs of houses in Neuenburg and the Hopfenmarkt—an awning was put up for the chief magistrates and the diplomatic body. Besides the coin, &c., usually placed in the foundation stone, a Bible and Prayer Book were deposited in it, together with a copy of the speeches made on the occasion, an account of the conflagration of Hamburg, by which the former church of St. Nicholas was destroyed, as well as several printed and official records. Medals of the church, and also a small statue of Luther, were inclosed with the various articles in a glass cylinder, which was hermetically sealed, and placed in the foundation stone.

The War in the Caucasus.—The St. Petersburg journals contain fresh accounts from the theatre of war in the Caucasus. The enemy are 10,000 strong. The works begun this year on the whole line from the Caspian to the Black Sea, are advancing rapidly. The new fortress of Jaryiksen, notwithstanding the interruptions which have taken place will be in a state of defence in the course of next summer.

Colonial Appointments.—The London Gazette announces the following appointments made by her Majesty:—The Right Hon. Sir Charles Edward Grey, Knt., to be Governour of the Island of Jamaica; Lieut.-Colonel William Reid, Governour of the Islands of Barbadoes, Grenada, St. Vincents, Tobago, and St. Lucia; Captain Charles Elliot, Governour of the Bermudas, or Somers Island; and the Right Hon. Sir Henry Pottinger, Bart., Governour of the Cape of Good Hope.

FALL GOODS!

The Subscriber has just received by recent arrivals from BRITAIN, a portion of his Fall Supply of British Goods:

- among which are—
 - Fur Caps and Gloves,
 - Ladies' Cloth Boots,
 - Blankets, Flannels,
 - Pilot and Beaver Coats,
 - Flannels Shirts, Drawers, &c.
- And is daily expecting from HALIFAX, an additional quantity of

West India Produce,

which he will sell at his Store in CHATHAM, on the very lowest terms.

WILLIAM JOHNSTON.

Chatham, October 2, 1846.

FARM for sale.

The subscriber offers for Sale the FARM on which he resides, situate on the South side of NAPAN River, about two miles below the road from Chatham to Richibucto. The Farm has a front of 77 rods, or thereabouts, and contains about 250 Acres, of which about 50 are cleared and under cultivation. The quality of the soil is excellent, and a large proportion of the ground has been well manured. The property will be sold altogether, or will be divided into two Farms, to suit intending purchasers. The title is unobscured, and possession will be given on the 1st May next, or sooner, if required.

For terms and other particulars, apply to the subscriber on the premises, or at the office of GEORGE KERN, Esquire.

COLIN CAMPBELL.

Napan, September 26, 1846.

JUST RECEIVED,

And for sale by the subscriber, FIVE CASES OF BOTTLED PORT WINE, of 2-1-2 dozen each; which can be recommended as a superior article.

WM. ALBRO LETSON.

Chatham, August 26th 1846.

NOTICE.

Mr James A. Pierce, Editor of the Gleaner, Sir,—You will oblige me by copying into your paper the Rules and Regulations relative to the duties of Pilots, and the Rate of Pilotage in and for the Harbour of Miramichi; and also the Regulations established for the river and harbour of Miramichi, both herewith. I am induced to give this publicity, as a number of Pilots have violated the Regulations, and as I have no wish to prosecute them for infractions of the Law, if the duty be at all done. I give this notice in the hope that the parties interested will govern themselves from this time strictly in accordance with the rules, as stated herewith, which will relieve me from the unpleasant task of enforcing the penalties. I am, your obedient servant,
JAS. McCULLAM, Harbour Master.
Newcastle, 16th October, 1846.

REGULATIONS

FOR THE

River and Harbour of Miramichi,

In the County of Northumberland, in the Province of Newcastle, 1846.

J. McCULLAM, Harbour Master.

By the Provincial Statute of 3rd Geo. 4, Chap. 28, Sec. 2nd, it is enacted—"That no Master or Commander of any Ship or Vessel shall unload or throw overboard any ballast or rubbish, in any road, port, or harbour, in this province, or land the same in any other part of such road, port, or harbour, than shall be appointed by the Justices of the Peace for the county in which such road, port, or harbour may be, in General Sessions, under the penalty of twenty five pounds for each and every offence.

And by the 3rd Section of the same statute, it is enacted "That when Ballast is discharged in any of the Ports or Harbours of this Province, into boats or lighters, there shall be a sufficient piece of Canvas or Tarpaulin, reaching from the Ballast port or gunwale of such ship or vessel, to the boat or lighter, to prevent any part of such ballast or rubbish from falling into such Port or Harbour, under the penalty of Ten Pounds for each and every offence.

The following Regulations are established for the River and Harbour of Miramichi.

1. Every vessel discharging Ballast shall haul in close alongside of a wharf, to be provided for that purpose by the Consignee or others interested in such vessel and discharge their ballast on said wharf, and that no part of such ballast shall be allowed to fall into the harbour.

2. Any vessel discharging ballast, which shall not haul in and discharge her ballast on a wharf, shall haul into such place as shall be appointed by the harbour master, with consent of the owner of the land, and there discharge her ballast by means of a slip from the gunwale of the vessel, or by wheel barrows, or such other means as shall be deemed most necessary by the harbour master, for carrying the ballast to the inside of the present ballast heaps, that are above high water mark, and the vacancies may be filled up under the direction of the harbour-master.

3. Any vessel of such draught of water as to prevent them from discharging their ballast shall in all cases lay opposite to, or in front of the place where they are landing the same, and such vessels shall take ground at low water, and shall carry their ballast ashore to some place appointed for discharging their ballast and all vessels shall be moored stem and stern, so as to prevent them from swinging, and all ballast shall be discharged from the side opposite to the shore where the same is to be landed.

4. No vessels, except when lying at ballast berths, or alongside of wharves to use any shore fast, vessels lying abreast of Beaubair's Island to be moored at sufficient distance from the same, to leave a free passage for rafts, &c.: vessels lying on the south, from the upper part of the lands occupied by A. Davidson, Esquire, down to Canadian Marsh, to moor as close as they can on the south side.

Port Wardens—Richard Hutchison, James Johnson, Alex. Fraser, Jun., Leonard Hawbolt.

New Brunswick, Northumberland County.

The Justices of the Inferior Court of Common Pleas, for the county of Northumberland, and the Port Wardens for the Harbour of Miramichi, do establish the following to be the Rules and Regulations, and Rates of Pilotage in and for Miramichi Harbour and River, viz:

PILOT'S FEES.

Station 1st. For every ship or vessel from the outside of the Outer Bar, or Southern end of Fox Island to any part of the river, not higher than Beaubair's Point, in the South West or North West branches, at the rate of Ten shillings per foot, (pilotage) for every foot of water such ship or vessel draws at the time, and Six shillings per foot for the Pilotage of any ship or vessel outwards.

Station 2nd. For every ship or vessel from the South East point of Portage Island, Indian Church, or any part of Bay du Vin Island, to any part of the river, not higher than as before mentioned, Five shillings per foot.

Station 3rd. For every ship or vessel from Beaubair's point, upwards, to the head of the navigation, in either branch, Two shillings per foot pilotage, for every foot such vessel may draw at the time, and the same rate for vessels down either of the branches as far as Beaubair's point.

And in order to encourage the Pilots, and

induce them to be diligent in discharge of their duty, it is established that the Pilot who shall first offer his services outside of the harbour or Outer Bar, being within the Pilot Ground, which is established to extend five leagues outward from Escuminae Point, to any ship or vessel inward bound, the same shall be entitled to one half the rate of pilotage. Vessels outward bound may employ whom they please of the Branch Pilots.

And whereas vessels coming into the harbour may be in distress, for want of a Pilot, either from the Pilots being pre-engaged, or neglecting their duty, and when persons (who have no branch) exert themselves in assisting vessels in distress, by bringing them within the Outer Bar, and out of danger, the Branch Pilots might take the vessel and pilotage from them, which would have a tendency to discourage persons from lending such aid as they otherwise would do, it is therefore ordered, that any person acquainted with the harbour, who will go on board, and conduct such vessel into safely, shall be entitled to the fees for pilotage, for the distance he may bring such vessel; and when a Branch Pilot comes on board, he will be only entitled to fees for the remaining part of the distance such vessel has to run as above established. The Pilots, all and each of them, are to attend their duty when required, and at all times to be sober, and ready to assist vessels in distress off the harbour, or in the river; any pilot refusing this part of his duty, shall, on proof thereof, forfeit his branch, and be rendered incapable of serving in that office, ever after; such part of the foregoing as are meant to establish fees of Pilotage, shall not extend to coasting vessels belonging to the port, or any other coaster which does not draw six feet of water; that no person shall presume to offer himself as a Pilot to pilot any ship or vessel in or out of the harbour (except in the case above mentioned) but such as are authorized and appointed by the Justices as Branch Pilots.

That every Pilot Boat be numbered, and each Pilot record the number of his boat in the Office of the Clerk of the Inferior Court of Common Pleas, who is required to mark the same on the branch, which number the said pilot shall cause to be painted in large black figures, not less than twenty inches long, and of proportionate width and thickness, on the most conspicuous part of the mainsail, foresail, and jib of his said boat; any Pilot found outside the Harbour after the first day of June, in a Pilot Boat, the sails whereof are not marked and numbered agreeable to the foregoing Regulations, to forfeit for each and every offence the sum of Forty Shillings.

That every Pilot shall call on the Harbour-Master for the Harbour Regulations, relative to Ballast, &c. and shall grant receipt for so many of the said Regulation as may be furnished him, one copy of which said Regulations it shall be the duty of said Pilot to deliver to the Master of every vessel of which he shall take charge, immediately after his going on board, (taking a receipt for the same) and shall also offer his Branch Certificate to the Master for his perusal.

NEW BOOKS.

- T. VONDY, Jun., has now on sale—
- The Forest of Arden, by Rev. W. Gresley 5 6
- Coniston Hall, a Tale of the Jacobites, by the same, 5 4
- Siege of Lichfield, by the same, in which "The Triers" may see their own portrait, 2 3
- Tales of the Village, 3 vols., by F. E. Paget, 5 10
- The Christian's Day, by do. 4 8
- Luke Sharp, do. do. 3 4
- St. Artholin's, or Old Churches and New by do. 4 8
- Milford Malvoisin, or Pews and Pewholders, 6 0
- Tales of the Village Children, 6 in a packet, by do. 2 8
- How to spend Sunday well (card) by do. 0 2
- Tales of the Town, by Rev. H. Bellairs, 6 8
- Wandering Willie, the Sponsor, 0 3
- Old Robert Gray, 0 4
- Dermot the Unbaptized, 0 4
- The Sum of the Catholic Faith, 0 3
- Danger of neglecting to go to Church, 0 2
- Isaac Pinchpenny, 0 8
- Daily expected, Prayer Books, with the Rubrics in red. The Hymns and Canons of the Church, Keble's Christian Year, and other English Church publications.
- Chatham, October 23, 1846.

Notice:

All persons having any legal demands against the Estate of HUGH MURRO, Esquire, late of Somerset Vale, in the County of Gloucester, deceased, are requested to tender their accounts, duly attested, within Three Months from this date, to the undersigned, Francis Ferguson, at his Office in Bathurst; and all persons indebted to the said Estate are requested to make immediate payment to the said Francis Ferguson.

GEORGE A. MURRO, } Administrators.
FRANCIS FERGUSON, }
ROBERT GORDON. }

October 16, 1846

BUOYS!

Tenders will be received at the store of the subscriber, in Chatham, until the 15th November, at One o'clock P. M., for

Lifting the Buoys,

In the River and Bay of Miramichi, and conveying them to such place as the Commissioner may appoint. Particulars made known on application to the subscriber.

L. HAWBOLT, Commissioner.
Chatham, October 16, 1846.