

last session, it was, we understood, granted not only in reference to the local wants of the country, but also in hopes that the arrangements would conduce to the quiet and independence of the Elections; and certainly under the new law there can be nothing to fear from violence. Strange however as it may seem, the very first Election under that law is conducted under a compromise of the Candidates, rather than by the choice of the people; and thus the very end of the franchise is defeated."

**THE SEASON.**—A sufficient quantity of Snow fell on Sunday last, to whiten the ground, and to give everything around us a wintry appearance. Ice of considerable thickness, formed in the brooks and on standing water. The weather is cold and disagreeable, warning us that season of frost and snow is rapidly approaching.

**EUROPEAN NEWS.**—The British Mail of the 4th October, was received here yesterday afternoon. It was brought to Halifax by the Caledonia, which vessel arrived at that port on the morning of Monday last, after a passage of 14 days. It is stated that she experienced very boisterous weather during the greater portion of her voyage. She had 114 passengers.

The news thus obtained, is not very important. The British government, it appears, have protested against the intended marriage of the Duke Montpensia with the Infanta of Spain; it has also given dissatisfaction to several other of the European powers, as well as to the people of Spain.

The Britannia had arrived home. She experienced very severe weather, and passed a number of disabled vessels.

The noble steam vessel Great Britain, has suffered a sad disaster—she got ashore on the 22d ult., off Dundrum Bay, on the coast of Ireland, and there appears but little prospect of her being got off. All her passengers were landed in safety.

Parliament, it was reported, would meet for the despatch of business on the 4th November.

We have devoted considerable space to the intelligence thus received, which will be found under the proper head—for particulars regarding the casualty which has befallen the Great Britain, we refer our readers to the shipping department.

**LIVERPOOL TIMBER MARKET.**—Willmer and Smith's European Times contains the following gratifying piece of intelligence respecting the Timber Market:—

"The arrivals from British America consist of 56 vessels, 26,623 tons, against 114 vessels, 62,786 tons, in corresponding month last year, showing a deficiency on the month of 36,163 tons, and on the aggregate of the year 56,970 tons, the whole of the deficiency of the import being from Quebec. The demand from consumers has been good, and it being now apparent that the fall import cannot be heavy, the prices have advanced, and all cargoes are readily sold as they arrive."

**POST OFFICE.**—Two mails a week will in future leave the Post Office here for Bathurst and Restigouche. They will be dispatched from the post office, Chatham, at 8 P. M. on Monday and Friday and arrive at half past four on the afternoons of Tuesday and Friday.

**ERRATA.**—In the "Extracts from works alluded to in the answer to the Bishop of Fredericton's Letter," please make the following corrections. 1st paragraph, 23rd line, for "diusively" read decisively; 33rd line, for "in," read on. 2nd paragraph, 6th line, for "mark," read make. 9th line, for "pious," read process; 20th line, for "romance," read reverence. 6th paragraph, 6th line, for "self-deacial," read self-sacrifice.

**Charlotte County.**—Papers by yesterday's mail state that James Brown, Robert Thompson, William Porter, and B. R. Fitzgerald, have been returned for this county.

**Marriages.**

At Chatham, on the 1st instant, by the Rev. John Sweeney, Mr WILLIAM DOBSON, of

Douglstown, to Miss ELLEN KENT, of Chatham.

On Thursday, 15th October, by the Rev. Wm. Henderson, A.M., Mr ANTHONY CAIN, to Miss ISABELLA RUSSELL, both of the Parish of Northesk.

On Friday, 16th October, by the same, Mr JOHN SMITH, to Miss ZIPPORAH WOODWORTH, both of the Parish of Northesk.

On Wednesday, 19th October, by the same, Mr JAMES McINNES, to Miss MARGARET GIGGY, both of the Parish of Newcastle.

At the West River, Picton, by the Rev. Angus McGilvery, Mr WILLIAM J. FRASER, merchant of Miramichi, to JESSE, daughter of William Mathewson, Esq.

**Deaths.**

At his father's residence, in Blackville, on Monday, the 12th instant, ALEXANDER, eldest son of Mr Daniel M'Graw, in the 28th year of his age, suddenly called to his last account, leaving a disconsolate young widow to mourn her loss. The deceased was ploughing in an adjoining field, within an hour of his death. He was married on the 1st and interred on the 14th instant. It is earnestly hoped that this awful and affecting event may be sanctified, and improved, as a solemn warning to surviving friends, and especially to the youth of his acquaintance. "Be ye therefore ready, also: for the Son of Man cometh at an hour when ye think not."

**Shipping Intelligence.**

**PORT OF MIRAMICHI.**

The following vessels have arrived during the week—brigs Pioneer, and Woodman; barks Regent, Virgilia, and Augusta, the latter dismantled; sohrs Jessie, Velocity, Elizabeth, and several others. Sailed—brig Eliza, schrs John, and Miscou, for Quebec, new ship Ferozepore, and others.

Captain Woodruff, of the bark Virgilia, at this port, spoke on the 21st September, brig Charlotte, of Yarmouth, Novascotia, with loss of mainmast, head bulwarks, sails, and several planks of sheathing off the bottom, in latitude 47 S. long. 40 W.

On the 28th, the brig Morgiana, of Belfast, in latitude 47, long. 44 44 W.

On the 3rd October boarded the brig Deemster, on the Grand Bank, waterlogged and abandoned; both lower masts gone below the top, and breaking up very fast. Took a few loose things off the deck, apparently she had been boarded before.

The barque Regent, Chutterbuck, passed on the 29th September, in long. 35 56, lat. 45 39, the brig Lord John Russell, dismantled; hailed, but no reply; had written on her quarter, "six days and no water;" blowing a gale of wind at the time; ensign flying union down. On the 2nd October passed a loaded bark, about 400 tons, waterlogged. On the 6th October, passed a large iceberg.

The barque Mary Ann Peters, McAlpine, which vessel grounded on the bar some time since, has returned to port, and is now discharging, for the purpose of undergoing repairs.

**LOSS OF THE BRIG RIENZI, OF BOSTON, AND SIXTEEN LIVES.**—The ship Minerva, at New York to Palermo, reports that on the 6th ult. discovered a wreck on the larboard bow, and the wind being light at the time, sent a boat to see if there were any persons on board. As the boat neared the wreck, (it being dark,) they heard a cry of distress, and succeeded in rescuing the survivors, whose names were James Dyer, 2nd officer; George Brenton, A. Lathe, George Brown and George L. Howe, seamen. The poor fellows were mere skeletons, one being delirious and would have probably died during the night, if he had not been relieved. They were all taken on board the Minerva, and their wants administered to.

The Rienzi sailed from Provincetown in April last on a whaling voyage, with a crew of twenty-two men, George P. R. of Fredericton; N. E., being one of the band. They were very successful, and were returning home with a full cargo, when they were dismantled and waterlogged during the late hurricane. Captain Small, his mate, and young son, about sixteen years of age, together with two boat steers, ship keeper, and steward were drowned in the cabin. Some of the crew were drowned in the fore-castle, and others were washed overboard.

No pen can depict the sufferings of the remaining crew. All the provisions they had for 10 days was about half of a peck basket of bread, which they succeeded in getting from the hold, it having been soaked in salt water for 48 hours. The day before they were taken off they caught a shark, by means of a bow line, the liver of which they eat raw; they tried to drink the blood but found it too

bitter. All the water they had during their stay on the wreck they caught by putting an old sheet in the rain, during the shower and wringing it when it became wet; in this way they procured about two quarts in all,—they were almost without clothing,—and for seven days the sea made a continual breach over them,—and they could keep only on the wreck by lashing themselves—with the exception of the last day they were on the wreck they had a day place whatever, and then only a small place at, the brig being entirely under water forward and amidships; on the 1st at about 8 A.M. they were passed by a brig steering to the eastward, she came so near that they could see men on her decks, and notwithstanding they made signal of distress by waving a piece of old canvass and an old sheet she passed on without taking any notice of them, which had she done two more lives might have been saved. They only saw one other vessel, which they think passed to far off to see them

From Willmer and Smith's European Times, October 4.

**SHIPS ARRIVED IN EUROPE.**

From Bathurst.—Sept 27th—Cumberland, Gravesend.

From Bay Chaleur.—October 1—Mary Ann, Lytham.

From Miramichi.—September 21—Sirocco, Sunderland. 29th—Hibernia, Wexford; Lord Mulgrave, Hull. 30th—Jay, Deal, and sailed for Sunderland. Oct. 2—Lady Mary Fox, Liverpool.

From Richibucto.—September 24—Anna, Gravesend; Hannah, Deal. 25th—Lady Constable, Liverpool; Asia, do. 28th—Bolden, Lynn.

From Shediac.—Sept. 26, Asia, Liverpool.

Newport, September 22—sailed, Galatea, for Richibucto.

The steamer Britannia, arrived here from Boston, passed five vessels lying to with loss of spars, sails, &c., on the 20th instant, and on the same day saw a brig with only lower masts and fore yard standing, on the 25th instant, passed a vessel under jury foremast, and with loss of maintopmast.

**Wreck of the noble Steam Ship Great Britain.**—It is with extreme regret we have to announce that this noble vessel has met with another disaster on her last outward passage from Liverpool to New York, and one which, we fear, may disable her from ever again crossing the Atlantic.

She left this port on the morning of the 22nd ult., taking 185 passengers, about 60 tons of valuable fine goods as freight, and about the same measurement of passengers' luggage. She took her departure, witnessed by a large concourse of spectators, amid the cheer of congregated thousands, and the roar of artillery. After clearing the Bell Buoy, she bore away for the Calf of Man, with the intention of running the north about passage between the Isle of Man and Ireland. The morning was beautiful, the wind was fair, the ship was in excellent trim, and she had abundant promise of a pleasant and rapid passage, and that under the command of an able and experienced captain, who had most successfully for some years navigated the Atlantic Ocean, to the satisfaction of his passengers, the commercial public, and the company by whom he was employed. For about ten hours the noble palace of iron—the largest that perhaps tenants the deep—was propelled by wind and steam at the rate of 12 or 13 knots an hour. In fact, it may be said that she had overran herself. At 4 to 5 o'clock in the afternoon, the island was distinctly visible on the larboard bow. Shortly after it set in to rain, and the wind increased, the ship making excellent progress, and the passengers uncommonly delighted with the vessel, and her admirable qualities as a sea boat. Night then closed in dark and wet, and the wind gradually freshened into a half gale; the log was repeatedly taken. The weather was thick and foggy, and the ship passed the Calf lights before dark, without being able to distinguish the lighthouse at the station. About half past nine o'clock at night the passengers were startled by an extraordinary noise on deck, and a cry of "stop her!—aground, aground," the breakers, the breakers!—we are wrecked, oh! we are wrecked!" A general fear prevailed that the ship was in collision with some other vessel; but it was soon found that she had stranded. The night was dark and stormy, the ship beat incessantly upon the sand, the breakers repeatedly breaking heavily over her, and one of the life boats was carried from its fastenings on the quarter. Alarms and cries instantly pervaded the ship, and apprehensions were general amongst the passengers that the ship would break up during the night beneath the force of the breakers which constantly burst over the decks. To add to the moment of wo, the lightning glared, the thunder bellowed portentously from a thick curtain of overhanging cloud, and the rain began to fall in torrents. The scene was one that baffles description. So far as the eye could pierce through the gloom, the sea was a general cauldron of foam, and the white spray lashing the sides of the ship, flew over all on board like snow flakes. As we said before, the ship had outstripped her captain's reckoning; and the light on St. John's point being mistaken for that on the Calf of Man, she went ashore at Rathmullin, in Dundrum Bay. Throughout the emergency Captain Hosken behaved with admirable self-possession, energy, and with the greatest kindness; and immediate-

ly after the ship struck he went down below, and by his assurance quieted the excited apprehensions of the passengers. His efforts were successful. A portion of the passengers returned to their berths, and slept till morning. Of the captain and ship the passengers speak in the highest terms. The ship, previous to her striking, displayed in the gale the most admirable qualities as a sea boat; and the captain subsequently to that occurrence, acted as well as man could act placed in a situation such as his. The passengers were all safely landed in the morning.

Captain Blagden, of the bark John and Mary, arrived at Quebec on the 12th ult., reports that he passed a large ship from Miramichi, with loss of main and mizenmasts, sails, and four men. Also, saw several vessels with loss of sails, spars, &c., and a great quantity of timber after the gale.

**Tenders will be received**

At the Office of the Subscriber, on SATURDAY, the 31st October, instant, at Three o'clock, P. M., for the following supplies for the use of the Lazaretto, on Sheldrake Island, to be delivered at the Lazaretto, free of expense to the Board, in such quantities, monthly, until the 1st of June next, as the Board may direct:—

12 barrels Canada Fine Flour, 8 cwt. Oat Meal, 1 barrel yellow Corn Meal, 3 barrels No. 1 Canso Herrings, 2 quintals Dry Codfish, 200 lbs. Butter, 60 lbs. Candles, 168 lbs. Soap, 1 cwt. Rice, 2 cwt. Pot Barley, 2 cwt. Sugar, 30 barrels Potatoes, 6 gallons Seal Lamp Oil, 40 lbs. Congou Tea. Also, 1500 lbs. Beef [Fore quarters] to be delivered in such quantities as may be required, not oftener than once a fortnight.

The whole of the articles to be approved of as delivered, by a person to be named for that purpose.

The Tenders to state the rates at which the different articles will be furnished, and also the gross amount of the Tender for the whole. Payment will be made in Cash, at the end of every 3 months, on the faithful performance of the Contract.

By order of the Board of Health,

GEORGE KERR, Secretary.

October 23, 1846.

**Stoves, Stoves,**

21, 24, 30, 36 inch Stoves, for sale by H. C. D. GARMAN.

October 22, 1846

—Also, just received—

Buffalo Robes, A few jars Preserved Ginger, Erums Figs, Butter Crackers, Apples, (Famuese) &c. &c. &c.

**Shediac and Bedeque Packet.**

The new, fast sailing schooner "OREGON," Captain WALSH, will ply between the above ports during the season, leaving Shediac on Mondays, at 9 A. M., after the arrival of the Saint John and Halifax mails, and Bedeque, P. E. Island, on Thursdays, at 9 P. M., after the arrival of the Charlotte Town Stage.

The Oregon has been built expressly for the above purpose, and is fitted up in a neat and commodious manner, and every attention will be paid to travellers. For Freight or Passage apply to Mr Rufus Smith, Shediac Hotel, or to the Captain on board.

JAMES WALSH.

Shediac, July 18, 1846.

**NOTICE.**—The Partnership existing between the undersigned, Alexander Cameron and James Cameron, carrying on Lumbering under the firm of ALEXANDER and JAMES CAMERON, has been dissolved by mutual consent. The business will be continued by James Cameron, in his own name, by whom all accounts owing by the old firm will be settled, and to whom all persons indebted to the said firm are required to make immediate payment.

ALEX. CAMERON, JAMES CAMERON

Richibucto, 29th July, 1846

**NOTICE.**—All persons having claims against the Estate of PATRICK TAYLOR, late of Chatham, in the County of Northumberland, Farmer, deceased, are required to leave the statement thereof at the office of J. M. JOHNSON, Junr., Esq., Solicitor, within one month from this date, and all those indebted to the deceased will make immediate payment to him.

JOHN M. JOHNSON, Executor

Chatham, 11th July, 1846.

**NOTICE.**—All persons having any just claims against the Estate of the late JOSEPH SIMPSON, late of the Parish of Alawick, Farmer, deceased, are requested to render the same within three months, duly attested, to Messrs STUART & DAVISON, Solicitors, Newcastle; and all persons indebted to the said Estate, are requested to make immediate payment to them, or to

WILLIAM SIMPSON.

Alowick, 7th August, 1846

**BLANKS.**

CUSTOM HOUSE, TREASURY, LAWYERS' and MAGISTRATES' Blanks for sale at the Gleaner Office.