

integral part of our civil constitution, and that all who do not sit under the smiles of this high political patronage, must bide their loss as they well can. We deny the existence of a legal religious establishment in this country. In this ordinary sense, we repudiate the term of dissent. We maintain that the civil constitution of New-Brunswick and the explicit instructions of the Home Government, which we honor and gladly obey, recognize no such ecclesiastical ascendancy as a religious establishment involves. The pressure of the evil may be small enough at present—so small as to occasion the astonishment of some, that men who, like ourselves, profess to be friends of peace, should moot the question, and embody the principle of perfect religious freedom in our evangelical union. But as we are not wholly ignorant of human nature, so are we not entirely unacquainted with the insidious approach of ecclesiastical ascendancy in other lands, or the significant changes which have been recently going on in this. The time for the formation of an Association, not of an aggressive, but of a defensive character, does appear to us to have arrived. We feel it our duty to utter the words of patriotic and friendly warning to all eager and reckless aspirants after ecclesiastical ascendancy in this young and free colony.—We know of nothing that could so soon and so easily throw our social institutions into fearful confusion, and endanger connexions which at present, all truly loyal subjects in this country, so highly and so justly value, as the accomplishment of an object which a certain party (we believe a very small one) is eager to secure. Let us not be misunderstood. Our resistance is to the principle of ecclesiastical ascendancy—or the denomination as such. With diocesan episcopacy we have no contest. The rights of episcopals we value as much as we do our own. They have as much right to the full exercise of their form of church-government and their modes of worship, as we, respectively, have to ours. But ecclesiastical ascendancy—or the maintenance of civil privileges for one denomination of Christians, which are denied to others, we resist, find it in this Province, in whatever sect we may. And who will undertake to show that our principle is unfair, unchristian, or unwise? Whatever may be said of the continuance of this principle in old countries, where the inhabitants are familiar with its exercise, who that really understands our social and relative condition, will calmly and openly advocate its introduction into this Province? Ecclesiastical ascendancy has never allied itself with vital Christianity—and is an impassable barrier in the way of general Christian union. Between denominations that are content with an equality of civil privileges, a spirit of Christian brotherhood can and does exist. They can meet and inflame their common love to evangelical truth; but between the party that asserts and studiously maintains its ascendancy, and other religious communities, Christian union cannot exist."

EXAMINATION OF THE NORTHUMBERLAND GRAMMAR SCHOOL.—On Monday day last, the 2d instant, the examination of this excellent seminary, took place in presence of the Trustees, and a considerable number of Ladies and Gentlemen. There were classes in English Reading, English Grammar, Geography, English History, Latin, Greek, Arithmetic, and Mathematics, and in all these branches of education, the pupils acquitted themselves in a manner that elicited the warmest approbation of all the visitors. We have often attended the semi-annual examinations of this school, and on each occasion we have left with the impression that Mr. Millar's system of instruction was an admirable one, and that much success has uniformly marked his professional labours. The readiness with which questions were answered—the facility with which problems were solved—and the neatness which characterized many of the specimens of penmanship that were exhibited, gave to us an irrefragable evidence of the diligence and scholastic talents of the teacher, and of the care and attention of the scholars. If all the Grammar Schools in the Province were equally efficiently conducted, they would certainly prove an inestimable benefit to the rising generation, and would well earn the support they receive from the Provincial chest. The last examination of this school, if it did not enhance, has undoubtedly sustained its former high character.

MELANCHOLY ACCIDENT.—Private letters from Restigouche state, that Captain Pypon, of the Railway Surveying party, was unfortunately drowned in that river on Wednesday week. He was crossing that river in a canoe, accompanied by his servant man and a boy, when the frail vessel in which they were voyaging

unfortunately upset. The man succeeded in reaching the shore, and the boy took refuge on the bottom of the canoe, from which situation he was shortly afterwards rescued. Captain Pypon, it appears, swam after his portmanteau, and being much exhausted, was unable to reach the shore, and thus terminated his life and important labours.

The body of the unfortunate gentleman was shortly afterwards recovered. Lieutenant Henderson, with the remains of his friend, passed through Newcastle on Thursday last, on his way to Fredericton, where we presume they will be interred.

Mr. Pierce.

Please publish the enclosed Letter from the Lord Bishop of Fredericton, in your next paper.

E. WILLISTON,
Secretary to the Meeting.
Fredericton, October 3rd, 1846.

Sir,

I have been favoured by you, through the Post, with the perusal of a very lengthy document, containing the opinions of yourself and other Gentlemen on various Theological subjects, and on my conduct and duties. Having perused it agreeably to your desire, I take the liberty of returning it to you again through the same medium by which it was sent to me.

I am, Sir, Your obedient servant,
J. FREDERICTON.

E. Williston, Esq.

MORE MAIL ALTERATIONS.—The following Circular has been published by order of the Deputy Postmaster General:

On and after the 1st November, the Northern Mails between Peticodiac and Campbelltown, will be despatched according to the following time table, viz:

Peticodiac to Campbelltown.—Mail dispatched from Peticodiac, 8 45, P. M. Due at Shediac, 11 25, P. M. Sundays and Thursdays.

Due at Richibucto, 5 50, A. M. Due at Chatham, 8 45, P. M. Mail despatched from Chatham, 8, P. M. Mondays and Fridays. Due at Bathurst, 5 20, A. M. Due at Dalhousie, 4 35, P. M. Tuesdays and Saturdays.

Mail dispatched from Dalhousie, 8, A. M. Due at Campbelltown 10 40, A. M. Wednesdays and Sundays.

Campbelltown to Peticodiac.—Mail dispatched from Campbelltown, 4, P. M. Due at Dalhousie, 6 40, P. M. Sundays and Thursdays.

Mail dispatched from Dalhousie, 8, P. M. Mondays and Thursdays.

Due at Bathurst, 7 A. M. Due at Chatham 4 35, P. M. Tuesdays and Fridays.

Mail dispatched from Chatham, 8, A. M. Due at Richibucto, 2 40, P. M. Due at Shediac, 9 5, P. M. Due at Peticodiac, 12, midnight. Wednesdays, and Saturdays.

Some weeks since we were put in possession of the above Circular, but by some mishap or other, we mislaid it, containing the winter arrangements between the Bend of Peticodiac and Campbelltown; and we now publish it above for the information of our readers. Well pleased with all save one part of these arrangements, our remarks shall be brief.

Why close the Southern mails so early as Seven or half past Seven o'clock? Because, says the Post Office Surveyor, ample time must be allowed to secure the certain arrival of our mail at the Bend by a prescribed hour. Granted—but we maintain that the long period between, say 10 o'clock, and the hour next day at which the Saint John coach for Dorchester usually reaches the Bend, is quite long enough to warrant such a change. It is allowing the Courier full four hours longer than he is allowed during the spring and fall. Now are not the roads generally as bad during these months as they are in the winter, and are not our mails as important during the former as they are during the latter period. Little in the way of letter writing can be done during our cold winter mornings before 7 or half-past 7 o'clock. By half-past nine, however, our mercantile friends could complete, if not fully prepare their correspondence. And their letters would bear date one day later than

they can conveniently do under the existing regulations.

We confess that in making these remarks, we write *feelingly*, for if the Deputy-Postmaster General be not pleased to make the alterations thus suggested, we shall be in an awkward predicament, as the Southern mail frequently does not arrive until late in the evening preceding the morning of its departure, and of our going to press. Besides, we suspect that mails to be despatched at eight require the Postmaster to be at his post by six o'clock—an hour at which to kindle fires and close mails during stormy winter mornings is not at all pleasant or agreeable, more especially as the hour for receiving the Southern and despatching the Northern mails may detain him in the office the preceding evening until past midnight.

We understand that a petition will be forwarded to Mr. Howe on the subject—we hope so.

An Umbrella, left at the News Room, Chatham, will be delivered to the proper owner.
3rd Nov. 1846.

Marriages.

At Blissfield, on the 29th ult., by the Rev. John Turnbull, Mr. JOHN McRAW, of the Parish of Blackville, to Miss MARJORY GREEN, of the Parish of Blissfield.

Deaths.

At New Carlisle, Bay of Chaleur, JAMES SHERAR, Esquire, in the 76th year of his age, for many years a Magistrate for that district. Friends at a distance will please accept this notice.

Shipping Intelligence.

PORT OF MIRAMICHI.

Entered, October 17—schr Siberia, Watt, Halifax—general cargo; Lord Exmouth, Dixon, Canso.

19th—brig Pioneer, Seagur, Sunderland, 53 days—J. Cunard; barques Regent, Chatterback, Hull, 44 days—do: Aurora, Harwood, Limerick, 35 days—Gilmour Rankin & Co.: Augusta, Wilson, Sunderland, 53 days, do: brig Woodman, Park, Fleetwood, 46 days—J. Cunard; bark Virgilia, Woodruff, Londonderry, 50 days—do: bark Chieftain, Walker, Portsmouth, 49 days—Gilmour Rankin & Co.: brig Hawthorn, Bell, Cardigan, 44 days—do; bark Idea, Howell, Tralee, 40 days—J. Cunard: schr Velocity, Shelnut, Halifax—general cargo.

20th—bark Elizabeth, Hill, Hull, 43 days—Gilmour Rankin & Co.: schr Jessie, Challis, Limerick, 33 days—J. Cunard.

24th—brigs True Blue, Stapleton, Newfoundland—master: Sirius, McKinnon, Glasgow, 37 days.

22nd—schr Leader, McGrath, P. E. Island: Zabine, LeBlanc, Quebec.

23rd—schr Henry Carman, Campbell, P. E. Island.

24th—brig Chilion, Miller, Boston, 16 days, general cargo—Wm. J. Fraser.

26th—schr Nymph, Duggan, P. E. Island: Catharine, McLeod, do: Armada, McQuarrie, do.

27th—schr Robert, O'Neill, Belfast.

29th—brig Rebecca, Campbell, Belfast, 42 days—Gilmour Rankin & Co.

November 3rd—schr Prince of Wales, Eisan, Montreal.

Cleared, October 17th—schr Lord David, Corriveaux, Quebec: brigs Mosley, McKay, Cork; Emma Zoller, Prowse, Exeter.

19th—brig Mariner, Russell, Port Glasgow: schr Elizabeth, McKay, P. E. Island; bark Zion's Hope, McPherson, Liverpool: schr Phoenix, Caldwell, New Carlisle; brig Victoria, Price, Liverpool.

20th—brig Hepsa, Henderson, Newcastle: schr Miscou, Coulson, Quebec.

21st—schr Duck, McCarthy, P. E. Island; ship Margaret, Hansan, Torquay.

22nd—brig Emerald, Kerswell, Dartmouth: brig John, Connor, Waterford; brig Eliza, Cheasty, Cardiff; schr Siberia, Watt, Halifax; schr Lord Exmouth, Dixon, Canso.

23rd—brig Gratitude, Forrest, Mumbles.

24th—barque Orynthia, Watson, Liverpool: brig Trade, Plewes, Southampton; schr Velocity, Shelnut, Halifax.

26th—brig Terra Nova, Percy, Newfound-

land; schr Catharine, McLeod, P. E. Island; barque Saguenay, Tramuck, Liverpool; brig Jane, Mulcahey, Limerick; barque Recovery, Graham, Weymouth; schr Neptune, Tracey, Newfoundland.

27th—brig Leander, Pearse, Torquay; schr Zabine, LeBlanc, P. E. Island; brig Alarm, Leonard, Cork; schr Henry Carman, Cameron, P. E. Island; schr Victoria, Cosgriff, Newfoundland.

28th—barque Rafael, Brown, Liverpool.

29th—brig Wm. Wilberforce, Dennis, Ilfracombe; schr Leader, McGrath, P. E. Island.

30th—schr Armada, McQuarrie, P. E. Island; brig Lune, Andrews, Newcastle, Lady of the Lake, Taylor, Newfoundland; schr Nymph, Duggan, P. E. Island.

31st—brig Talisman, Wellinger, Sligo; schr Robert, O'Neill, P. E. Island.

November 2—schr Eagle, Hayes, Liverpool.

3rd—brig Jane, Holly, Newfoundland; ship Frankfield, Mitchell, Liverpool.

4th—brigs Pomona, Templeton, Leith; Glancus, Banks, Newfoundland; Wm. Wright, Curley, Cork.

Report from Captain Martin, of the barque Lord Glenelg, recently arrived at Richibucto from Cork.

On the 19th September, being in latitude 49 N. longitude 40 10, encountered a very heavy gale from the South and West, which suddenly veered round to the North West, and was followed by a tremendous heavy sea. On the 23d fell in with the barque James & Mary, Canor, from Tralee, bound to Quebec. On going on board found the crew and passengers suffering severely from the want of water, and some of the crew very much bruised and hurt. From Captain Connor learned, that they had encountered the gale of the 19th, in latitude 48 N. longitude 42 W. when a heavy sea broke on board, carrying away their boats, bulwarks, and stanchions, and sweeping every thing off the deck, when the ballast shifted, and threw the vessel on her beam ends. They cut away the main and mizen masts to endeavour to wear the ship round; but without success, when they were compelled to cut away the fore mast, and let the lee anchor and chain run overboard to prevent the vessel from going over altogether. From the 19th until the 23d, they were constantly pumping, and trying to keep the vessel afloat, during which time they had pumped out nearly the whole of the ballast. On examination, found the whole of the top sides had started considerably outwards. The whole of their provisions and water being lost, the crew quite exhausted, the Captain considered he had no alternative but to abandon the vessel, which was done, by placing the whole of the passengers (29 in number) and the half of the crew on board the Lord Glenelg, and the rest of the crew on board a French brig, bound to Marseilles, which had come to their assistance. Captain Connor returned home in the Britannia, Halifax Mail Steamer, which also stopped to render assistance. Captain Martin reports that he subsequently fell in with great quantities of wreck, masts, spars, &c. On the 1st October passed about three miles to leeward of a very large iceberg.

PORT OF RICHIBUCTO.

Entered, October 12—brig Sylph, Raisbeck, Liverpool, general cargo—L. Desbrisay: schr Primrose, Dugnet, Quebec, master.

14th—schr Velocity, Shelnut, Halifax, general cargo—Holderness & Chilton and S. Wathen.

16th—brig John and Eleanor, Tillman, Leith, 56 days—Holderness & Chilton.

17th—schr Mary, Fidler, Miramichi, general cargo—Holderness & Chilton and L. Desbrisay; brig Colonist, Deming, Sligo—L. Desbrisay.

19th—barques Salus, Elliot, Newcastle; Commerce, Halliday, Sligo; Lord Glenelg, Martin, Cork; brig Salisbury Harrison, Britain, Hartlepool—all to L. Desbrisay; schr Susannah, Boudo, Magdalen Islands, general cargo—master.

20th—schr True Love, Arseneau, Dalhousie, general cargo—master: Princess Victoria, Gobul, Quebec—master.

23rd—schr Mayflower, Furneaux, P. E. Island, oats—Holderness & Chilton.

26th—schr Relief, McNutt, Miramichi, general cargo—D. Wark and others.

30th—brig Ann Davies, Hughes, Beaumaris, Holderness & Chilton.

Cleared, October 12—schr L'Italienne, Quebec—ballast; schr Lady, do: Primrose, do: oysters: St. Helene, do: oysters: brigs Esther, Cardiff, timber: Thomas Hanford, Liverpool, do.

14th—schr Relief, Miramichi—iron.

16th—brig Choice, Hartlepool—timber.

17th—brig Montreal, London—timber.

20th—schr Princess Victoria, Quebec—oysters: brig Palemon, London—deals, &c.

23rd—schr Jane Isabella, Newfoundland; do.

24th—schr True Love, Montreal—oysters; barque Olga, Hull, deals.

30th—new bark Ellen, Stratford, Liverpool, deals.

November 3—brig Margaret, Hull, deals.

4th—brigs Sylph, Liverpool, deals; John and Eleanor, Grimsby, deals. 5th—bark Shamrock, Bristol, do.