

sion of foreign vessels. The trade with the Colonies had also increased in about the same ratio, viz: from £48,917 to £97,516.

EXPORTS.

The following table shows at a glance the value of our exports during the years ending Jan. 1st. 1849 and 1850:

	1849	1850.
Great Britain,	£1,348,424	£1,200,849
United States,	851,442	1,237,789
Colonies,	120,172	204,288
Other Countries,	1,525	27,070
	£2,327,564	£2,669,988
To which add for Ships built at Quebec and exported,	300,000	320,428
For under estimate on goods from inland ports,	171,209	255,520
	£2,698,772	£3,235,946

The most striking feature in this table is the fact that, for the first time in the history of the Colony, the exportation to the United States has exceeded that to the mother country; and that while exportation to the former country increased, on a comparison of two years by nearly 50 per cent. namely from 857,445 to 1,237,789, that to Great Britain fell off from 1,348,424 to 1,200,849, or something like 10 per cent. The following are some of the leading articles of export:—Copper and ore, 9,143, of which 3,645 was to Great Britain, and 5,500 to the United States; fish and oil, 36,512, of which 1,447 was to Great Britain, 7,735 to the United States, and 26,138 to other countries; products of the forest 1,360,634, of which 971,275 were to Gt. Britain, and 388,696 to the United States; agricultural produce, 157,580, of which 18,099 to Great Britain, and 122,663 to the United States; vegetable food, 1,046,034 to Great Britain, and 666,896 to the United States; manufactures, 6,676, of which 391 to Great Britain, and 4,870 to the United States. We notice among particular items the article of horses, 55,852; cows, 23,636; wool, 14,214; eggs, 387,343 dozens, value 6,448; and iron manufactures, 2731. All these went to the United States.

FREDERICTON.—The Head Quarters states that a most diabolical attempt was made to set fire to that city on the 7th instant. It appears that two boys who were seated on a pile of planks observed a man light a lucifer match, and deliberately set fire to the shingles on a barn. The boys immediately gave the alarm, and the fire was providentially extinguished before it made any head way.

The lady of Mr. Justice Carter expired at Fredericton, on the 5th instant. She was a daughter of the late E. W. Miller, Esq., and was in the 32nd year of her age. She is represented as being a person of a very charitable and excellent disposition, and her death will be severely felt by the poor.

The Head Quarters furnishes the following account of an accident which occurred near Fredericton on the 3rd inst:—

“On Friday afternoon last, H. J. Phair and W. W. Street, Esquires, Barristers at Law, left the residence of the former on a shooting excursion among the Islands in the River St. John, lying some two miles above this city. Mr Phair's servant boy, an English lad, named John Williams, requested his master to take him out with him, and they then left together in a canoe. A short time after sun down Mr Phair had occasion to reload his gun, and handed the paddle to the lad who sat in the middle. While in the act of loading the lad suddenly fell over the side when both gentlemen attempted to catch hold of him, and in doing so the canoe upset, and all three were left scrambling in the river in about ten feet of water, and with the exception of the lad, neither knew how to swim. Fortunately Mr Phair and Mr Street were able to get hold of the canoe, one at either end, and in this position they remained for nearly an hour paddling with their feet and hands until they reached the shore of one of the Islands almost exhausted, when they were taken to the main land by a person living on the opposite side of the river, who heard their shouts while in the water, and came to their rescue with a canoe. They saw nothing of poor Williams after the canoe upset. On Saturday, Sunday, and Monday, diligent search was made for the body of Williams, which was recovered on Monday afternoon and brought to town, where an inquest was held before Henry Fisher, Esq., Coroner, and a verdict of ‘Accidental Death by drowning’ returned. The body of Williams was taken charge of Mr Phair, who employed an Undertaker to have it properly prepared for decent interment. On the following morning a Hearse was in attendance, and both the gentlemen who had so narrow an escape of their own lives, followed the body to the grave.

Williams had no relatives in the Province. He was known to be subject to epileptic fits, and it is more than probable that it was in one of these fits that he fell overboard. His master, however, was not aware of the infirmity under which he labored.”

St. John.—The election of a member to supply the place of R. D. Wilmot, Esq., appointed Surveyor General, is to take place on the 18th instant.

THE RAILWAY.

The subject of Railways continues to receive from the Press of the different Provinces that consideration and attention which its importance demands, and which is necessary to the right understanding of the question.

The people of Saint John appear to be highly elated at the prospect of the speedy commencement of the European and North American line, through the exertions of Charles D. Archibald, Esq. It appears that this gentleman has drawn the wool over the eyes of the people of that city in a most effectual manner, and they are now crowing lustily over the fancied defeat of the Hon. Mr Howe's project, and the utter annihilation of the Halifax and Quebec Railroad. But we opine they reckon without their host. The plan proposed by that gentleman has taken too deep a hold upon the minds of the great bulk of the people of these Provinces to be set aside hastily, and without good and sufficient cause; and although Mr Archibald may have subscribed for stock to a large amount, that, of itself is not sufficient; and he and his friends in the “sainted city” may yet discover they constitute but a small portion of British North America, and that there are other interests to be consulted besides those of the city of St. John. But our friends appear to forget that the Facility Bill has not yet received the Queen's Signature, and that if the Provincial Government does not urge its immediate allowance, it is not likely that it will.

We regret exceedingly that Mr Archibald should have thrust himself forward at this time, with his crude and unauthorised scheme, as it must be evident to every person of ordinary capacity that the mode proposed by him is insufficient to carry out the undertaking successfully, and that the inevitable result must be, that the work, if ever commenced, will be stopped before it is half completed.

We hope the people of the North will not allow themselves to be led away by the specious reasoning of Mr A., as it is plain that he and the parties who have taken him by the hand, are determined to have the Portland line, and no other. We would not complain of this, did we believe them to be actuated by a sincere wish to forward the interests of the whole Province; but as their sole object appears to us to be to promote their own selfish views, we think it our duty to use our best exertions to thwart their unholy designs, and call upon all who love their country, to come forward and support the Halifax and Quebec Railway.

In our paper to day will be found a most able letter from Mr Howe to Mr Archibald, in reply to one published by the latter gentleman, in the Halifax Colonist of the 23d ult. Any person who reads this admirable document carefully, cannot fail to be struck with the manner in which the writer contrasts the terms offered by Mr Archibald's company, and the condition upon which the British Government will undertake the work. Mr Howe says:—

“One acre in 92, granted to the British Government, or one acre in 62, entrusted to a Provincial Commission, for public purposes, is something different (mark the italics) from 1 acre in every 7, granted to a Private Company, with the control of two great Railroads running through the Province of New Brunswick besides.”

The Legislature of Nova Scotia is to meet early in November, and we shall wait their action on this subject with much anxiety.

“THE POWER OF THE PRESS.”—Two or three weeks ago we acknowledged the receipt of a communication bearing the signature of “A Traveller,” calling attention to the dangerous state of the Bridge over Turner's Cove, in the Parish of Nelson. We passed over this same bridge a few days since, and found it newly covered with plank, which, although temporary, renders it perfectly safe for the present. So much for a sly “poke in the ribs.” It would be well if all public servants would evince as wholesome a regard for an expression of public opinion as the commissioners have done in this instance. We have heard it stated that this bridge was allowed to remain in a dilapidated state for so long a time, for the purpose of throwing the travelling on the opposite side of the river; but we do not believe it. Such an assertion is a base “inuendo,” and we would advise an immediate prosecution for libel.

There are now about ninety private steamers sailing under the Russian flag.

THE LATE GALE.

We regret to state that accounts of the most fearful nature have been received of the destruction committed by the gale which swept our coast on the 4th instant.

A gentleman who came from Richibucto on Friday last, states that on the morning of that day, a schooner arrived at that place from Prince Edward Island, the Captain of which reported that there were upwards of twenty two vessels lying wrecked between the North Cape and the East Point of that Island, and that eighty two bodies had been washed ashore. A great number of American fishing schooners were among the wrecked vessels.

We understand that one day last week, a fishing vessel was picked up adrift in the Gulf, about five miles off Richibucto Harbor. She was loaded with mackerel, and was named the Traveller, of Newburyport, apparently of about 75 tons. There were four bodies found when she was first boarded, and three more subsequently discovered; but from papers found in the cabin, it is thought her crew consisted of nine men, and that the other two will be found in their berths when the vessel is pumped out. She was brought into Richibucto, and information sent to the Custom House authorities of Newburyport.

Our informant states that the Gulf is full of floating mackerel, and pieces of wreck. We have not heard of any damage being done north of Richibucto, but we are apprehensive that when the Prince Edward Island mail arrives, we shall have to record a dreadful catalogue of shipwrecks and loss of life.

Since the above was put in type, we understand that a Pilot belonging to this port, who has just come in from sea, reports that there are upwards of one hundred vessels ashore along the coast of Prince Edward Island, and that the loss of life has been awful.

“POLITICAL.—An under-current in political matters is going on. We have heard that the office of Solicitor General has been offered to Martin I. Wilkins, Esq., and declined. But we hear that Mr Johnston and Mr Howe had an interview yesterday in the Province Building. What this consultation may end in we know not, but we shall soon see what we shall see!”

We clip the above paragraph from the last number of the Halifax North American. Can it be possible that Howe and Johnston, after all the strife and bickering of years, will consent to pull together in the same Government, and agreeing to bury the hatchet for the future, use their best endeavors to promote the welfare of their common country? We can scarcely credit it; but if such a coalition should be formed, and Mr Johnston induced to support Mr Howe's Railway policy, it would be a death-blow to Charles D. Archibald's company, and exercise a most important influence on the Quebec and Halifax Railway.

Deaths.

At Black River, on the 29th ult., Mr DUGALD CAMERON, in the 37th year of his age.

Ship News.

PORT OF MIRAMICHI.

ENTERED, October 6, bark British Princess, Crawford, Hull, 35 days, ballast, Gilmour, Rankin & Co; ship Marchioness of Queensbury, McCallum, do, 31 days, do. do.; bark Robert Watt, Waugh, Gloucester, 27 days, do, do.; brig Marsden, Evans, Liverpool, general cargo, Johnson & Mackie.

7th, schr Vine, Campbell, P. E. Island, ballast.

9th, schrs James Fraser, McRae, P. E. Island, ballast; Jane Ann, Mercier, Quebec, general cargo; brig Ann, Eliza and Jane, Newham, Larne, 41 days, ballast.

Several square-rigged vessels and schooners arrived on Sunday. No particulars.

CLEARED, October 6, brig Gipsy, Longstaff, Sunderland, timber and deals, Gilmour, Rankin & Co.; brig Fanny, McLean, Plymouth, do., Duncan & Loch.

7th, brig Mischief, Torney, Belfast, deals, Gilmour, Rankin & Co.

9th, schr Mary Ann, DeRoi, Quebec; ship Equator, Roberts, Liverpool, timber and deals, Gilmour, Rankin & Co.

10th, bark Saint John, Dick, Port Glasgow, timber and deals, Gilmour, Rankin & Co.; brig Symmetry, Bell, Newcastle, do., Duncan & Loch; schr James Fraser, McRae, P. E. Island.

PORT OF DALHOUSIE, RESTIGOUCHE, N. B.

ENTERED, October 3, bark Victoria, Morsehead, ballast; brig British Queen, Uiston, ballast, both to W. Hamilton.

4th, brig Sarah Fleming, Crossman, ballast, W. Hamilton.

9th, barks Harriet Scott, Easthope, Bideford, ballast, W. Hamilton; William, Irvine, Exmouth, ballast, A. Ritchie & Co.; brig Jane A. Milvain, Tullock, Swansea, ballast, do.

CLEARED, October 4, ship Adonis, McMillan, Greenock, timber, W. Hamilton; ship Mary Ann, Smith, Cardiff, do, do.

7th, brig Martha Sophia, Boudroit, Quebec, ballast.

10th, brig Harmony, Anderson, Troon, timber, W. Hamilton.

Quebec, October 2, cleared, schr Providence, Miramichi. Entered for loading, Victoria, do.

RICHIBUCTO.

On account of whom it may concern.

To be Sold by Auction, on FRIDAY, the 17th instant, at 10 o'clock in the forenoon, on the Wharf of John W. Holderness, Kingston, Richibucto,

THE HULL,

Masts, Spars, Sails, Rigging, Boats, Chains, Anchors, &c., of the Russian bark “Minerva,” J. H. MULLER, Master, stranded on the south beach at the Richibucto Harbour.

Also, at the same time and place, THE CARGO of the above Vessel, consisting of Pine and Spruce DEALS, specification of which can be seen on application to John W. Holderness, Esq., or

JAS. McDERMOTT, Auctioneer. Kingston, Richibucto, Oct. 9, 1851.

TO THE AFFLICTED.

Any person suffering from Chronic Rheumatism, Paralysis, Acute or Chronic Languid Circulation, Numbness, and Colds, proceeding from suppressed Perspiration, would find great benefit in trying the

Galvanic & Medicated Vapour Bath,

The best Remedy yet discovered for those distressing complaints.

WM. FORBES. Chatham, October 13, 1851.

LIFTING THE BUOYS.

TENDERS will be received at the Store of Mr Charles L. Hawbolt, in Chatham, until 12 o'clock, noon, on SATURDAY, the 15th November next, for

LIFTING THE BUOYS

In the Bay and River of Miramichi, and conveying them to such place as the Commissioner may direct.

C. L. HAWBOLT, Commissioner. Chatham, October 11, 1851.

NOTICE.

All persons having any just claims against the Estate of JOHN LYNCH, late of the Parish of Newcastle, Farmer, deceased, are required to render the same, duly attested, to the subscriber, within three months; and all persons indebted to the said Estate are requested to make immediate payment to

ALEX. GOODFELLOW, Administrator. Newcastle, 11th October, 1851.

Notice.

At a Meeting of the President and Directors of the Miramichi and Richibucto Electric Telegraph Company, held in Chatham, on the 2nd October, instant,

Resolved, That a call of Twenty per cent. on the Stock subscribed to this Company be paid to J. M. JOHNSON, Esq., on or before SATURDAY, the 18th day of October inst.

By order of the Board. J. M. JOHNSON, Secretary. Miramichi, October 6, 1851.

Notice.

All persons having any Accounts against the COUNTY, or any of the Parishes within the same, for the current year, are hereby required to hand in the same, with proper Vouchers, to the Subscriber, on or before the Sixteenth day of December next, in order that they may be examined, and reported on at the next January Term, and laid before the Grand Jury.

By Order of the General Sessions. ALLAN A. DAVIDSON, Auditor. Newcastle, October 3, 1851.

NOTICE—The Annual Meeting of the Miramichi Ladies' Auxiliary Bible Society, will be held in the Wesleyan Chapel, Newcastle, on WEDNESDAY, the 15th October, at 3 o'clock, P. M.

C. THOMSON, Secretary. BLANK CHARTER PARTIES and BILLS OF EXCHANGE For Sale at the Gleaner Office.