

THE GLEANER:

AND NORTHUMBERLAND, KENT, GLOUCESTER AND RESTIGOUCHE
COMMERCIAL AND AGRICULTURAL JOURNAL.

OLD SERIES]

Nec araneorum sane tactus id eo melior, quia ex se fila gignunt, nec noster vilior quia ex alienis libamus ut apes.

[COMPRISED 13 VOLUMES

New Series, Vol. XI.

Miramichi, Monday Evening, October 27, 1851.

No 1.

Patent Artificial Slate,

AND
Unchangeable Metallic Paints;
PROOF AGAINST FIRE AND WATER!

*Manufactured by the Patentee in Colchester,
Nova Scotia.*

The Artificial Slate is the Product of a Mixture of Mineral Substances known to be the best non-conductors of heat as well as the most indestructible; the chemical affinity of which converts the surfaces of materials covered, into a Coating of Actual Slate—proof against Fire and Water. Thus are the laws of nature made to accomplish results as surprising as they are useful, by rendering wooden fabrics as durable as brick or stone, and less impervious to moisture, and consequently preventing decay and destruction from corroding influences hitherto supposed unattainable.

The principal ingredients are Allumina, Silicia and the Oxides of Iron. The adhesive quality of the latter not only binds and attracts the particles together, but the substance covered also. The longer exposed to the weather the more powerful the attraction, and consequently the harder the slate. As various shades of color are obtained, Brick buildings may be made impervious to moisture, and the fashionable colours of either *Prestone or Granite*. The oil must be evaporated by the action of the weather before it is fire proof, which will take from nine to twelve months.

The Metallic Paints, Purple and Red, are offered as *weather and water proof solely*. Their base being Iron, secures them from galvanic action so fatal to lead and other paints on Iron work—and their chemical combination makes it impossible that any change should take place from atmospheric influence or the action of salt water and sulphuretted hydrogen, so prevalent in sea ports and tidal harbors. They surpass all paints yet discovered in *Cheapness and Durability*, which renders them pre-eminently adapted to the covering of all kinds of iron work, such as Shipping, Mills, Bridges, Steam Machinery, Railway Cars, and Iron Railing. The Metallic Paints have been analysed by Professor Hays, of Boston. The following is an extract from his Certificate:

"As a permanent pigment, this mineral must rank with the most INDESTRUCTIBLE and UNCHANGEABLE bases. For covering Metallic Ware its composition shows that it is eminently fitted.

A. A. HAYES, *State Assayer.*

Directions.—ARTIFICIAL SLATE, mix the powder with pure boiled linseed oil and a little spirits of Turpentine, to the consistency of very thick Paint, and apply with a common brush, being careful to keep the mixture well stirred while putting it on. One pound will cover ten square feet with two coats.

If shingles have been on for years, it will be necessary to sweep off the moss and lint with a stiff broom; two or three coats of this material will make a perfect slate roof, proof against fire and water.

☞ The Metallic Paints are mixed and put up like an ordinary Paint.

JOHN ROSS, *Patentee.*

CERTIFICATES.

St. JOHN, June 24, 1850.

J. W. M. Irish, *Agent.*

Dear Sir.—We have much pleasure in saying, agreeably to your request, and we hope it will assist you in bringing the "Patent Metallic Iron Paint" favorably under the notice of shipowners generally, that we have had several new vessels painted with the purple, and found it all that it is represented by the Patentee's printed circular. One of our vessels was painted with it in October last; she went from here to Liverpool, from Liverpool to Mobile, and in April last we saw her in the latter port looking more like having come out of the painter's hands than having performed the voyages just mentioned.

Yours, &c.

WM. & R. WRIGHT,
Shipbuilders and Owners.

St. JOHN, N. B., June 26, 1850.

John Ross, *Esq., Patentee of the Purple Metallic Iron Paint.*

Sir,—I have just painted a New Ship with your Purple Metallic Iron Paint, and I have much pleasure in stating that I never painted a ship with so small a quantity of Paint and Oil, and look so well. From its adhesive qualities and the manner it covers the wood, I have no doubt but it will be more durable and much cheaper than any other paint used for such purposes, and would recommend it to the public generally.

Yours, &c.

ROBERT G. MORGAN.

St. JOHN, N. B., July 20, 1850.

John Ross, *Esq.,*

Sir,—I have lately Painted a new brig with your Metallic Iron Paint, and have pleasure in stating that I never painted a vessel to look so well at so small a cost, and am fully persuaded it is the best article in use for ship or iron work, and would recommend it to the public generally. It only wants to be tried to prove its cheapness and durability.

Yours, &c.

JOHN KIRK.

St. JOHN, N. B., July 23, 1850.

John Ross, *Esq.,*

Sir,—I have used your Patent Metallic Paint, and find it has given perfect satisfaction. I think it is a superior article for any work exposed to the action of salt water, as it stands and wears well in any climate, I do highly recommend for ship work iron covered buildings, &c.

The Artificial Slate Paint, if it was more generally used we should have less fires in our city than we have had. It also preserves the shingles from rot—the cheapness of your Paints is highly in their favor if nothing else.

G. F. THOMPSON, *Painter.*

John Ross, *Esq.,*

Sir,—We have great pleasure in bearing testimony to the superior qualities of the Metallic Paint. We tried it on the steamer *Maid of Erin*, in March, and since our new ship the *Lady Blaney*. We consider it cheaper and more durable than any other paint we have ever used.

W. PARKS & SON,
THOMAS PARKS,
Owners "Maid of Erin."

MESSRS. JOHNSON & MACKIE are the Agents for the Counties of Northumberland Gloucester, Kent and Restigouche.
Chatham, June 23, 1851.

NEW GOODS,

BRITISH AND AMERICAN.

Ex Pollok, from Glasgow. *Londonderry*, from Boston, and *Curlew*, from Halifax, viz:
Grey and white COTTONS, stripe Shirtings, Gingham, blue and white Warps, red and white Flannels, Kersey, superfine black and slate Kersey, etc.; superfine BROAD CLOTHS, Duck, osenaburg, huck, ticking, printed cottons:

LADIES' DRESS MATERIALS,

in black and colored Orleans, Balmoral checks, Alpaccas, Shots and Coburgs; wadding, fringe, muslins, handkerchiefs, shawls, lace and edging, bobbinet, cap fronts, flowers, gloves, Hosiery, braces, cloth and glazed Caps, Sou'-westers, black velvet, crape, caaban, ribbons, neck ties, moleskin, drill, carpet, red and stripe Shirts, drawers, summer coats, trowsers and vests; American satinets, cassi nets and doeskins.

Shoe thread, LINES and TWINES, whips, wax table cloths, paint, putty, whitening, OILS, turpentine, mustard, epsom salts, Jamaica ginger, indigo, nutmegs, sulphur, borax, salt petre, peppers, allspice.

Chests and boxes fine CONGOU TEA, Tobacco, rice, bread, crackers, raisins, currants, Coffee, ground and unground; saleratus, fine salt, dried apples, vinegar, pickles, lemon syrup, Townsend's Sarsaparilla, essence peppermint, lemon, and cloves, oil of peppermint, vermifuge, pain killer, hair oils and fancy soaps, Sole and Upper LEATHER, calf skins, red lining and binding skins, cork soles.

P. L. and Tampico Hats; paint brushes, scrubbing and stove brushes, wool cards, oil cloth, cloth jackets and trowsers, a choice selection of

PAPER HANGINGS:

Chairs of all kinds, looking glasses, scythe stones, brooms, pails, window blinds, draws, knobs, lamps, hatchets, axes, scythes, snaths, rakes, hoes, steel spades, forks and rakes chain traces, knives and forks, spoons, hammers, hand saws, cross-cut and mill saws, scales and weights, locks, hinges, carry and mane combs, whip thongs, Window Glass, Gunpowder, Shot; cast steel for axes, Sanderson's best shear steel, axe iron, round iron, nails, spikes, blacking, tumbler, glass lanterns, trunks, Lozenges and mixed Confections, starch, soap, candles, loaf sugar, neat's foot oil, pitch and Rosin, sperm candles, pipes.

FLOUR, CORN MEAL, RYE FLOUR, MOLASSES in hogheads and tierces, SUGAR, and many other articles not enumerated, offered by the subscriber, wholesale and retail, at his usual low prices, for Cash or approved credit.

☞ Please call and see.

WM. J. FRASER.

Chatham, May 17, 1851.

Interesting Extracts FROM LATE BRITISH PAPERS.

Extraordinary Confessions.—Some time since, the New York Express stated that lately at Halifax, Nova Scotia, a private of the 1st Royal Regiment, then in garrison, about to return to England, appeared at the Police Office, and voluntarily confessed to having murdered a young woman, about eight years ago, at Norwich, in England. The man gave his name as Thompson, a native of Dumfriesshire, Scotland. His victim was a young woman, with whom he had been on terms of intimacy, and the crime was perpetrated by drowning her in what he termed a canal. The crime had so preyed on the offender's mind, that he at length determined to give himself up to justice, and allow the law to take its course. Subsequent occurrences have confirmed the truth of the principal circumstances narrated. Thompson has arrived in England, and is now in Winchester jail, and one of the superintendents of that district, Mr Hubbersty, late of the Norfolk constabulary, has been over to the city instituting inquiries. Thompson gives the name of his victim as Hannah Barber, and both he and the girl were well known to many people still living in Norwich, the crime having been perpetrated so recently as 1846. Thompson himself states that it was in the month of August of that year, and Mr Hubbersty has learned from several sources that Thompson was at that time a private of the regiment of Carbineers, then lying at Ipswich, having just left Norwich, and that a girl named Hannah Barber had shortly before been rejected by one of the band of the same regiment, in consequence of her intimacy with Thompson and other men; that Thompson got a day's leave of absence, and came down to Norwich; saw the girl there again, and walked out with her in the evening.

It appears, also, that a Mr J. Taylor, of Pockthorpe, well remembers that, between 12 and 1 o'clock one night in the same month, while bobbing for eels in the river, near St. George's Bridge, he heard some blows struck, and immediately afterwards a splash in the water. He also distinctly heard the footsteps of a person running away. He unmoored his boat as quickly as possible, and hastened to the spot, and succeeded in rescuing a young woman from a watery grave. After she recovered herself a little, he placed her on the steps leading to the house of Mr Brooks, builder. Mr Taylor, together with Mr Rix, a brewer, who came up at the time, attempted to learn from her her name, but she positively refused to tell, or to reveal any of the circumstances connected with the event which had just occurred. She shortly afterwards left the spot, no one knowing who she was, or whither she went. Two or three persons now state that they have seen Hannah Barber in Norwich within the last twelve months, but have no knowledge as to where she is to be found. She is said to be a country girl, and her visits to Norwich were only occasional. It is very desirable that she should be found, in order that it may be ascertained whether she is really the girl whom Mr Taylor rescued. Under any circumstances, however, it appears probable that Thompson's victim escaped the death to which he has till now thought he had hurried her. Shortly after August, Thompson left the Carbineers, and joined the 1st Royals, who were lying in Canada, whither he was sent to join them; and he has, doubtless, been living since that time under great mental suffering.—*Lynn Advertiser.*

Confession of a Murder.—A few days since, a private soldier of the 40th Regiment, at present stationed in Cork Barracks, made a confession to one of the persons employed in the military prison, to the effect that he had committed a murder in England ten years since. A private investigation took place yesterday, at the Police Office, before Mr Sugrue, when the soldier made the following statement:—"In the July of 1841, he was walking in a place called Ash, in Kent, when he met a young woman named Betsy Court, whom he suspected of having some money. He demanded the money, which she refused to give; an altercation took place, and the result was that he dragged her into a field and murdered her with a razor. He hid the body in a corn field, and the growing corn concealed it from view until the harvest, when it was discovered by the persons engaged in reaping. The soldier, whose name is Frederick Kent, and who is an Englishman, was upon this confession transmitted to the county jail, where he remains to await the result of inquiries into the truth of his confession.—*Cork Examiner.*

The Soldier's Return.—A number of years ago, we forget just how many, a young couple got married, as other young couples continue to do at present. In due time two chil-

dren were born unto them, and to all appearance things were moving on smoothly, but somehow they discovered they were not exactly "made for each other." The result was the husband enlisted and was sent off to India, leaving his wife to shift for herself and the two children. Whether her sorrow for this bereavement was of short or long duration we know not, but certain it is that after some time she became the helpmate of another, and by him has had a pretty large family. All this of course was under the impression that her husband was defunct, she never having heard of him since he left. This was all very good, but like most things in this world, it was too good to last. A few days ago as the worthy couple were sitting by the fire enjoying a friendly chat with one another, a stranger entered, and without preface or apology claimed the widow as his long-lost Mary! and so in truth she was, for she recognised the stranger as her faithless soder laddie. Matters for a few minutes looked serious; but the gudeman of the house became anxious to settle the affair quietly, and at the same time give the stranger a fair chance, proposed a toss-up for the fair one, remarking at the same time, though he lost, the loss was not so great as might be imagined. This offer the son of Mars declined, but proposed as his ultimatum a surrender of all claims upon the lady for the consideration of one half-mutchkin. This moderate offer was at once agreed to, and the aqua vitae sent for and duly discussed; other half-mutchkins followed, and the long and the short of it is, the three spent a glorious night in commemoration of the soldier's return.—*Perth Courier.*

THE LOSS OF THE STEAMER PASHA.

From Singapore we have unhappily received the announcement of the total loss of the Peninsular and Oriental Company's steamship Pasha, on her voyage from China to Calcutta, on the night of the 21st July, off Mount Formosa, about 80 miles distant from Singapore, in consequence of a collision with the same company's steamer Erin. It is represented that Mr Miller, in steering the Pasha off W. by N., and W., thought he would run clear away from the shoal, and altogether out of the way of the Erin, as her course must have been seen. It is also stated that had the Erin, instead of porting her helm held her course, she would have gone three or four miles astern of the Pasha. The Erin's light for some short period was lost sight of, it is said that it was being trimmed, and it would seem that it was unknown on board of either vessel that the other was a steamer until a blue light was burned on board the Pasha, this was answered by the Erin, when it was ascertained that they were both steamers. The Pasha's helm was still kept to the starboard, and nearly all the time the Erin's was kept to port. It is alleged that at one time the Erin's mast-head light was observed abaft the Pasha's starboard paddle-box, the Erin steering as if to communicate with the Pasha, which, it would appear, the latter was striving to avoid. Perhaps in the end this desired "speaking" may prove to have led, in a great measure, to the unfortunate event. Both vessels steamed on, and shortly after midnight they came in close company. The engines were stopped and reversed, but a collision was inevitable. They came together with a force that may best be imagined, from the circumstance that the Pasha went down within 7 or 8 minutes after she was struck. The ill-fated vessel received the shock just before the starboard paddle-box, the stem of the Erin going almost over her. The masts of the Pasha fell at the moment of the collision, and the scene that ensued at this awful juncture may possibly be conceived. With the exception of the watch on deck, including Mr Miller, the master, the third officer, Dis. Briscoe and Fox, and the engineers, most of those on board were asleep below. The rush on deck is described to have been of the most frightful description. It was quickly observed that the Pasha was fast filling, and every one was doing his best to preserve his life; some climbed the Erin's bow, others threw themselves into the sea, and were picked up by boats from the Erin, while several got into the quarter boats of the Pasha. Unfortunately, however, these could not be got clear of the davits, and before the unhappy creatures who had taken to them as a means of rescue could get away from them, the Pasha went down in twenty five fathoms, dragging the boats with her. Some of the poor creatures were seen struggling in the water, but before aid could reach them they disappeared. The Erin sustained considerable damage, and her preservation may be greatly attributed to her water-tight compartments. She lingered about the spot where the Pasha went down until nearly 4 o'clock, in order to pick up anything that might turn up of the wreck. She then made for Singapore, which she reached in the course of the afternoon of that day