

STEAM IN THE GULF.

We have much satisfaction in being enabled to announce that Major Norton has it in contemplation to touch every alternate trip of his steamer at Miramichi and Shediac. It appears by the Navigation Laws that no foreign vessel can trade between two ports in a British Colony, and it was to obviate this difficulty that the Assembly was requested to join with the Council in an Address to Her Majesty, which they in their wisdom declined doing.

The inhabitants of Miramichi did not expect Mr Norton to perform an impossibility, but they could not see why Shediac was to be visited each trip and their port left out entirely. We hope, however, to see the impediment removed at the next session of the Legislature. From the same cause Gaspé will be left out of the arrangement if the Canadian Legislature does not receive the sanction of the Home Government for the vessel to touch at that port and Quebec.

We copy the following description of the steamer which Mr Norton has purchased, and intends putting on the route, from the Pictou Chronicle. She is expected in that port about the 14th June:—

"The *Osprey* is a side wheel steamer, built in 1848, lengthened and rebuilt in 1850; has run but one trip to Charleston since she was newly coppered; is about 185 feet long on deck, 27 feet breadth, 20 feet hold; by builders measurement is about 1000 tons, and registers 607 tons; has two decks, sitting saloon and officer's rooms, on deck; state rooms between decks are capable of accommodating about 100 passengers, and room for 60 steerage passengers.

"The ship is built in the best manner, of the best material, copper fastened and newly coppered; equipped and furnished in the best manner, with cabin, state room, pantry and table furniture, including plate, &c.

"Has single engine, 52 inch cylinder, and 7 feet stroke, two tubular boilers; and Pilsen's fresh water condenser; has iron water tank, and Worthington's patent fire engine, &c. The engine is about 250 horse power.

"As an evidence of the good qualities of the steamer, we copy the following testimonial, given by her late commander, Captain John Power:—

"In reply to your note, asking my opinion in regard to the good or bad qualities of the steamship *Osprey*, of which I have had the command for the last six months, I feel proud in having the opportunity of expressing to you an unbiased and disinterested opinion.

"The *Osprey* is at present the most weatherly, and decidedly the best seaboat I have ever been on board of, and although I have had considerable experience as a ship master for the last twenty years, in sailing vessels and steamships, both in the Pacific and Atlantic oceans, I have never yet been on board a vessel that gives such entire satisfaction to passengers and seamen in heavy weather, as the *Osprey*, since she was lengthened and improved."

THE HALIFAX AND QUEBEC RAILWAY.

Last week we gave the conversation which took place in the House of Commons on the subject of the Halifax and Quebec Railway, and announced, from the London Times, that Messrs. Hincks and Chandler had an interview with Lord Derby on the previous day. We are indebted to the New Brunswick for the following report of what transpired on that occasion. We cannot see from what has transpired, how our contemporary draws so favorable a conclusion as he does. We are inclined to think that the abandonment of the North-eastern route will be fatal to the project:—

"By the English mail yesterday, information was received from the Hon. Mr Chandler, to the effect that on the 30th April, (the day the Mail closed) he and the Hon. Mr Hincks had had an interview with the Right Hon. the Earl Derby, the Premier, of a very satisfactory character.

"His Lordship began by stating the advantages of the northern line for the proposed railway, as regards colonization and the fisheries, and also in a military point of view. Mr Chandler in reply said, that there was a very general objection in New Brunswick to that line, and alluded to the large majorities in the Legislature by which the route by the valley of the St. John had been sustained, and expressed his doubts whether a majority of the Assembly of this Province could be induced to aid any other line. He pressed upon Earl Derby the commercial superiority of a line passing through the city of St. John, a great shipping port, possessing a harbour that was never frozen, at the mouth of a great navigable river; and he and Mr Hincks urged the importance of connecting these Colonies together.

"No question was raised by the Earl of Derby as to the guarantee of funds for the Halifax and Quebec Railway, the only difficulty, on his Lordship's part, appearing to arise from the question of route; and at the close of the conference, Earl Derby said, he should wish to hear Mr Howe on the subject, but in the meantime he desired it to be understood, that he did not consider his objection to any other than the northern route to be insuperable. His Lordship asked if a practicable route by the valley of the St.

John, on the eastern side of the river, could be found, would that be objected to; to which Mr Chandler and Mr Hincks replied, that if competent Engineers should decide that such a route was practicable, it might be done.

"In addition to the above we may state, that private letters from London say Mr Chandler has seen Mr Hume on the subject of parliamentary aid, by guarantee or otherwise, to the Great Trunk Railway; and Mr Hume has expressed himself favourable to the undertaking, and said that any vote in its aid will not be opposed by him.

"We presume that with such favorable intelligence as the above, we may safely congratulate the people of New Brunswick generally on the successful progress of the negotiations for the Halifax and Quebec railway, to which every inhabitant of the Province is more or less interested. There now seems very little doubt as to the funds being forthcoming for this great Colonial and National undertaking, and the sole matter of detail, the question of route, being satisfactorily settled, an early commencement may be reasonably expected."

NEW MAIL ARRANGEMENTS.

By the Fredericton mail we obtained a Circular from the General Post Office, detailing the new Postal arrangements throughout the Province. We give below extracts therefrom, by which it will be seen that after the 31st instant, we shall have three mails a week to and from Halifax, St. John and Canada.

On and from Monday the 31st instant, there will be a Tri-weekly Mail from Halifax thro' to Canada by way of Amherst, Saint John, Fredericton, Woodstock, &c.; and also from the Bend of Petitcodiac to Newcastle, Miramichi.

The following table shews the arrangement on the Branch Line from Bend of Petitcodiac to Campbellton.

Wednesday, Friday, and Sunday.—Due at Richibucto, at 0 40, a. m.; despatched from Richibucto at 1 10, a. m.; due at Chatham, at 7 50 a. m.; due at Newcastle, at 9 50, a. m.

Wednesdays and Fridays.—Mails for the North despatched from Newcastle at 11 a. m.; from Chatham at 1, p. m.; due at Bathurst 10 20, p. m.

Thursdays and Saturdays.—Due at Dalhousie, at 7 30 a. m.; due at Campbellton at 10 40 a. m.

Sunday and Thursday.—Despatched from Campbellton, at 8, a. m.; due at Dalhousie, at 10 40, a. m.; despatched from Dalhousie, at 12, noon; due at Bathurst, at 8 40, p. m.; despatched from Bathurst, at 10 p. m.

Mondays and Fridays.—Due at Chatham, at 10, a. m.; due at Newcastle, at 0 20, p. m.

Mondays, Wednesdays, and Fridays.—Despatched for the South from Newcastle, 2, p. m.; from Chatham, at 4, p. m.; due at Richibucto, at 10 50, p. m.; despatched from do. at 11 20, p. m.

NEW CATHOLIC BISHOP.

The Fredericton and St. John papers say—that letters have been received from Halifax announcing the appointment of the Very Rev. Dr. CONNELLY, of that city, successor of the late Dr. Dollard, as Roman Catholic Bishop of this Province.

NEW ROUTE OF TRAVEL FOR THE FASHIONABLE TOURIST.—The following extract under the above head is copied from "Our Country," a paper published in the city of New York.

"A friend informs the writer that, through the enterprise of our countryman, Major B. H. Norton, the active and energetic Consul of the United States at Pictou, Nova Scotia, a new route of travel will be opened up the ensuing summer, whereby the travelling public of the United States will have a fine opportunity of visiting the British Colonies.

"Major Norton has obtained, in aid of a line of steamships to run between Pictou and Quebec, touching at Prince Edward's Island and New Brunswick, from the Government of Nova Scotia £500 per year, for three years, New Brunswick, £500, Prince Edward's Island £200, and strong assurances that the Government of Canada will grant from £1000 to £1500 in aid of the project.

"We understand this gentleman has recently visited Philadelphia, and made arrangements to purchase the beautiful and fast sailing ocean steamship *Osprey*, lately on the line between Philadelphia and Charleston, and that she will probably be put on the line in June.

"The route will be to take the new line of Steamers from Boston to Halifax, from thence to Pictou by Hyde's new line of six horse post coaches, and by the steamer up the Gulf of Saint Lawrence, touching at the intermediate ports, to Quebec and home by the Lakes, thus affording the traveller an excellent opportunity of visiting the various Provinces in a brief period, as the time occupied on the route will be only thirty hours to Halifax, ten hours to Pictou, and seventy five hours to Quebec."

NEW VESSELS.—The past week has been a busy one among our shipyards, no less than three vessels having been put afloat during that time. On Wednesday morning last Mr William Johnston led off by launching a very fine ship of the burthen of 528 tons, new measurement, named the *Gomel*. On Thursday morning Messrs. John-

son & Mackie launched the beautiful ship *South Sea*, 827 tons, old, and 950 new measurement; and on Saturday morning the same enterprising firm launched a handsome schooner of 124 tons new measurement, named the *Coral*. She is built for William J. Fraser, Esq., who we understand, intends employing her in the fisheries. All these vessels are very creditable specimens of naval architecture, and reflect much credit upon their respective builders.

NEW TELEGRAPH OFFICE.—A Telegraph office was opened at Shediac by Mr Stevens, Superintendent, on Thursday week.

THE SEASON.—The weather still continues unusually warm and dry, and our farmers have been kept busily occupied, as there has been no interruption to out-door avocations.

FIRES IN THE WOODS.—For some days past extensive fires have been raging in the woods in our vicinity, and our town at intervals, as the wind shifted, has been enveloped in smoke—this was particularly the case last evening. We are apprehensive we shall hear of the destruction of property.

Those fires generally have their origin in the settlers clearing their lands, who should be extremely cautious, before they ignite their piles, that they are at such distances from the adjoining woods and fences, to prevent the possibility of their communicating therewith; but unfortunately, little attention is paid to this matter, and hence the destruction yearly of large quantities of wood, which is every season becoming more valuable, and frequently of houses, barns, cattle, and other property.

A Correspondent at Bathurst writing last evening at half-past 7 o'clock, informs us that Tatagouche Bridge, by Blackstock's mills, which was built last year, has been burnt; and it was reported that three or four houses had been consumed. He reports that the fire was still raging, and that the wind was very high.

BY TELEGRAPH

TO THE MIRAMICHI NEWS ROOM.

St. John, Friday, May 21.

The Steamer *Ann Augusta*, night boat from Fredericton, was run into by the steamer *Transit* when off Harding's Point, this morning. The *Transit* struck her abreast of the boiler, which at once exploded. A number of persons were badly scalded. Two of the firemen, it is thought, cannot live. One passenger, named Bryson, is badly burnt but will recover. The whole number not yet known. The night was dark. One of the firemen, named Corrigan is since dead.

The weather here is still fair. No rain.

The barks *Commerce* and *British Queen* arrived yesterday from New York. There had been another action at the Cape of Good Hope, and a number killed. It is stated that the Kaffirs are perpetrating horrid cruelties upon the unfortunate captives who fall into their hands. Mr Meagher's escape is not confirmed.

Friday, 6 o'clock, P. M.

The *Europa* sailed from New York, for Liverpool at noon on Wednesday with 170 passengers and \$575,000 in specie in freight. The first public act of the new Captain General of Cuba was to order all the stores to be closed on Sundays. He is very popular.

DORCHESTER, Friday, May 21.

The Sheriff has declared A. J. Smith duly elected for the County of Westmorland, by a majority of 114, as follows:

Smith.	610
Chapman,	496
Gilbert.	474

St. John, Saturday, 8 o'clock, P. M.

By the Steamer *Creole* just arrived, I have Boston papers of yesterday morning. General Cathcart arrived at the Cape on the 31st of March, and would proceed immediately to the seat of war.

The Colonists deplore the removal of Sir Harry Smith. A letter from Capetown says 49 bodies from the Birkenhead had been washed up and interred. About £1000 had been subscribed for the relief of the sufferers by the wreck of that vessel.

There had been a colliery explosion at Shields, by which 21 persons were instantly killed; 200 persons were present at the time.

The steamer *City of Manchester* left Liverpool on the 5th, for Philadelphia, with 333 passengers and 200 tons freight.

The yacht *Titania*, which sailed a match with the *America*, was destroyed by fire on the 5th instant, at Cowes.

The Governor of Massachusetts had vetoed the Liquor Bill.

SHIP NEWS.

PORT OF MIRAMICHI.

ENTERED, May 18, schr *Lady Sale*, Bowdrot, Boston, general cargo, W. J. Fraser and G. E. Letson.

19th, brig *Messenger*, Bushe, New York, general cargo, Gilmour, Rankin & Co., and others; schr *Mary Ann*, Forrest, Boston, do., Wm. Muirhead and others.

20th, schr *Mary Elizabeth*, McLeod, P. E. Island, oats, Gilmour, Rankin & Co.

21st, Norwegian bark *Henrick Wergeland*, Prebensen, Norway, 50 days, ballast, Gilmour, Rankin & Co.; brig *Mariner*, Campbell, Port Glasgow, 38 days, general cargo, Gilmour, Rankin & Co.

CLEARED, May 19—schr *Hubert Pare*, McFarlane, Caraqueet, ballast.

19—brigs. *Messenger*, Bushe, Bathurst; *Caroline*, McKinnon, Liverpool, deals, W. J. Fraser.

21—schr *Villager*, Watt, Halifax, shingles &c., John Begnal; Prussian bark *Georgine*, Janholt, Larne, deals, Gilmour, Rankin & Co.; brig *Hewson*, Nichols, Stockton, timber and deals, Gilmour, Rankin & Co.

PORT OF DALHOUSIE.

ENTERED, May 1—brigs *Wear*, Guthrie, Limerick; *Emma Zoller*, Barter, Torquay; *Maria*, Sibson.

All in ballast, for Messrs. Ritchie & Co.

15—brig *Czar*, Gardiner, Dundee, ballast.

18—brig *Ann Miller*, Kircudbright, ballast, Messrs. Ritchie & Co.

CLEARED, May 13—schr *Martha Sophia*, Boudroit, Shingles, Halifax, Messrs. Ritchie & Co.; *Prudent*, Audette, Shingles, Halifax, W. Hamilton.

PORT OF BATHURST.

ENTERED, May 12—schr *Priscilla*, Lamarre, Flour and Pork, John Woolner and others.

23—brig *Peerless*, Mearns, Newfoundland, ballast, Ferguson, Rankin & Co.

17—brig *Gipse*, Cochrane, general cargo, Ferguson, Rankin & Co.; schr *Sylph*, LeBeuff, Flour and Pork, &c., G. & A. Smith.

19—bark *Henry Hood*, Port Glasgow; brig *Fame*, Miramichi.

CLEARED, May 8—bark *Exhibition*, Leslie, ballast, Richibucto.

17—schr *Priscilla*, Lamarre, shingles, Thomas Miller.

PORT OF SHEDIAC.

ENTERED, May 6—Norwegian bark *Bellina*, Anderson, Arendal, Norway, 36 days, Moses Welling.

13th—Norwegian bark *Traffic*, Jaanson, Arendal, Norway, 26 days, W. H. & R. C. Seovil.

22nd—brig *Emporium*, Call, Newfoundland, 10 days, Shediak Manufacturing Company. Captain Reports a number of the missing sealing vessels have returned.

For Sale,

Together or separate, the *DWELLING HOUSE* and *SHOP* occupied by the subscriber in the town of Richibucto. Possession given in July.

W. BOWSER,

Richibucto, 22d May, 1852.

Fresh Garden & Flower Seeds

AT WM. J. FRASER'S,

Chatham, May 21, 1850.

3w

Wm. J. Fraser

Is now opening at *Cunard's Store*, a Large and Well Selected Stock of

BRITISH AND AMERICAN GOODS, low for Cash or approved Credit.

Chatham, May 21, 1852.

6w

List of Letters for April.

Received at the Post Offices in CHATHAM and NEWCASTLE, and remaining for delivery, 15th May, 1852.

CHATHAM.

Bowser John W	Mills Thomas
Bannan Edward	Mahoney Mary Mrs
Campbell Alex.	Miskille Peter
Black River	McDonald Isaac
Conway M Napan	black river
Creighton James	McNaughton D
Cussack Honora	black river
Desmon James	McIntosh Amos
Emerson Maria	McLeod Kenneth
Goldsmith John	O'Neil Andy
Hunter Robert	Sarrazin Paul
Hutson David	care of John Curry
Hanney Mary Miss	Sutherland William
Kerr Cunningham	Swanson C
Richibucto Road	Whelan Thomas
Laughlan Mary	White Ellen Miss
Lowe James	

NEWCASTLE.

Philip King, Shipwright.
Winchester Whitfield.
Persons asking for any of the above letters will please say "advertised."

JAMES CAIE, P. M.

BLANKS

Of various kinds for sale the Gleaner Office.