

ticular, the Eastern or river face, then the most assailable, was strengthened, the Wellesley bastion being entirely rebuilt, the glacis was raised, the ditch, which is 50 feet wide, cleared, martello towers erected, and each bastion (11 in all) mounted with nine guns. The defences of Delhi, therefore, can no longer be styled contemptible, though, no doubt, they are not such as to afford a chance of holding out against a sufficient army with proper batteries. As it is, the garrison probably exceeds the besieging force by two to one, even leaving out of account the armed inhabitants, in a population of 150,000, and who, in successive reports, have been, for many years past, noted as unfavourably disposed towards us. It is a significant fact that the garrison are able to encamp a force of 3,000 men outside the Ajmere gate, probably in the mausoleum of Ghazi Khan, which lies contiguous, and have made repeated sorties with very large bodies of men. If they can do this and man the wall which extends seven miles in circumference, their strength must be very considerable—at all events, much too large to allow of General Barnard hazarding a *coup de main*. It must be remembered, too, that the rains will greatly strengthen the position of the insurgents, by protecting the Eastern face of the city with the deep and rapid current of the Jumna, filling the ditch and adding to the sufferings of the besiegers. It will be well, therefore, without indulging in any gloomy anticipations as to the result, to realize fully the difficulties our troops have to encounter, and so better appreciate the merit of their final triumph."

The annexed description of the city is taken from a recent copy of the Lahore Gazettee:—

"The city is surrounded by a high crenelated wall, in a deep ditch and glacis. At the Cashmere-gate only is there anything of modern fortification; here there is a simple bastion with properly-out embrasures. It is enclosed, and forms the main guard. The city measures about two miles across, and is some seven or eight miles in circumference; on the East side the walls are washed by the Jumna. The palace is in a commanding position, and, though the walls are not calculated to resist heavy artillery, yet the place could scarcely be taken without a breach being made in them—that is, if the garrison showed any skill in its defence. The capture of such a place is a simple matter of time, and its fall might be calculated to an hour; but everything, of course, depends upon the plan of defence adopted by the garrison. It is possible that they may risk a battle outside the walls, in which case, after their defeat, they might be followed into the city and into the palace, and so Delhi might be taken by a rush; but as our force is so very small, and such mighty consequences hang upon the success of our attack, the very greatest risk would be incurred by having our men exposed to musketry fire from houses, for a native's fire from a loophole is more than a match for a European in the open. To scale the walls would be easy, but no object would be gained by pouring our handful of troops into a sea of houses, with streets barricaded; heavy loss would unquestionably follow. This mode of attack would be absurd, and would certainly end in discomfiture. There are two modes of attack, however, which could not well fail, and I fancy that one or the other must be adopted. The first is to attack the palace at once from the river side, for the water until the end of the month is so very low, and is little more than a stream which is fordable, that it would create no obstacle worth mentioning. The batteries could be erected on the sand, and the camp being across the river would be safe. By shelling the palace and breaking its new wall an assault could be made, and the fire of our guns would continue till our troops had fairly got in. The shelling would have destroyed all cover, and probably would have driven out the defendants, so that there is little doubt but that the assault would be successful. Having got possession of the palace the city falls at once. There is, however, a chance of the river rising suddenly, when the batteries would be destroyed, so that this attack entirely depends upon the river and the probability of its rise. The next and safest mode of attack, and the one that in all likelihood will be the one adopted, is to attack near the Cashmere-gate. The advantage is this, that our left would be protected by the river—a great consideration in a small camp. Our guns would soon render the main guard untenable, and to make a practicable breach in the wall between the Cashmere-gate and the river would be a very simple operation. Our advance would then be made in the open, and with little risk of loss from the fire of musketry from houses, for owing to the explosion in the magazine it is probable that from the church to the palace all has been levelled. Our object then would be to breach the palace in its North wall, mortars all the time doing their work. To storm the palace would close the proceedings. As the garrison have so few artillerymen it does not seem likely that their defence is to rest in their guns. They will trust to musketry fire from houses; in all probability they have undermined all the gates, and their plan will be to inflict upon us as much loss as they can while gradually falling back, when they will hope to escape with their treasure, dispersing in every direction immediately they leave the walls. It is scarcely to be expected that anything like a vigorous or a systematic defence will be shown, and for this very reason—it would be most unwise to risk valuable lives and run the chance of success by the sacrifice of 1,000 men, when the same results can be obtained by a moderate delay, with a loss of perhaps not 100. Thus you see that, while

it is possible that the place may be taken by a *coup de main*, it would be better to do it leisurely and surely, and therefore I think the public should have no apprehension of failure if they do not hear of its being captured at first sight. By proceeding deliberately on our part success under God's blessing is sure. We only hope that when the city is in our possession one of our first acts will be to level the walls both of the city and the palace."

**NOVA SCOTIA STEEL.**

WHILE at the residence of Messrs. Alex. and D. Fraser, at the mouth of the Matepedia, Canada East, a short time since, we met a gentleman from London, who had taken up his residence there for a few days, for the purpose of enjoying himself in fishing with the fly for salmon and trout. He is connected with the Nova Scotia Iron Works, and brought to the Messrs. Fraser, as a present from another gentleman connected with those works, who had also spent some time with them on a fishing excursion, but who is now in London, a beautiful collection of CUTLERY, manufactured from Nova Scotia Steel. It consisted of several pairs of scissors, two pairs of razors, in neat morocco cases, two large knives, for the use of Woods-men, containing two or three blades, a corkscrew, spoon, &c., &c., and several other articles. They were all neatly manufactured, and the gentleman informed us that the steel is considered in Britain, as fine an article of the kind as was ever seen. The Government intend (and we believe are now) using it in the manufacture of cannon, and for other warlike purposes. We congratulate our Nova Scotia neighbours on the prospect there is of their mines turning out so profitable.

**COUNTY BONAVENTURE.**

A Correspondent has furnished us with the annexed highly interesting and important piece of local news:—

"The proposed New Line of Road along the Valley of the Matepedia.—I am happy to inform you that the Government of Canada have ordered an exploration of a new Line of Road along the Valley of the Matepedia in the County of Bonaventure, to the River Cansapic a distance of about thirty-five miles. The exploring party returned last week, and report having found an excellent line, and nearly level for the whole distance.

"The line explored follows nearly the same course as that traced by Major Robinson, with very little deviation. We may therefore hope that this line now making by the Canadian Government will be the forerunner of a telegraph, and ultimately a Railroad through to the Restigouche and on to Halifax.

"Mr Meagher, the M. P. P. for the County of Bonaventure, accompanied by his brother, Joseph Meagher, met the party by request of the superintendent, on Thursday last, at the House of Daniel Fraser, Esq., at the Mouth of the Matepedia River, proceeded some distance along the line, and was highly satisfied with his visit.

"The party leave again in a few days, to measure and lay out the Road, preparatory to advertising it for sale in lots, &c."

**COUNTY GLOUCESTER.**

A Correspondent furnishes the following local intelligence:—

"There was launched a few days ago, from the yard of Mr Peter Degrace, Shippigan, a splendid clipper Schooner, of the burthen of 67 tons, New measurement, called the Maria Louisa. Although originally intended for the West India Trade, her enterprising owner, owing to the success of the schooner Union, built by the Chatham Association, has come to the conclusion of employing her in the Mackerel Fishery. She reflects great credit on the builder Capt. Lamartine Degrace, a native of Jersey."

**UNITED STATES.**

ALL the accounts we receive from this quarter, speak in high and buoyant terms of the crops. The intelligence furnished by the papers respecting Commercial affairs, is extremely gloomy—a very long list of firms that have recently failed, and many of them for large amounts, together with several Banks, appear in their columns. The tone of the United States press in reference to trade and commerce, is very unsatisfactory. The approaching winter is looked to with much misgivings.

**LOCAL.**

THE EXCURSION.—The inhabitants, more particularly the younger portion of them, indulged in a novelty on the evening of Thursday last—an excursion on the river in Mr Bell's steamer. The evening was all that could be desired, soft, balmy, and calm. The moon shone out bright and clear, and as if this did not afford sufficient light, the Aurora borealis

were extremely brilliant, flitting about in all directions of the firmament, as if in mockery of the denizens of earth, who were enjoying themselves in the mazes of the dance on board the steamer. The company was numerous, and all enjoyed themselves. The boat was tastefully decorated with coloured lamps, which had a very handsome appearance as she steamed up and down the river. Like John Gilpin and his wife, the inhabitants of our towns the present season, appear to have set their hearts on having a pleasant time of it, and Pic-Nic and Excursion have followed one another in rapid succession. The question now asked is—What is to come off next? This we cannot answer—we are not the originators of these things, only the chronicler of them, and as we are pleased at all times to see our neighbours and friends enjoying themselves in innocent and healthful amusements, it gives us pleasure to record all such indulgences.

PIC-NICS.—These follow each other in such rapid succession that we scarcely notice one before another is about to come off. Yesterday week, we understand, the scholars belonging to Mr Henderson's Church, in Newcastle, had one on the premises of Mr Rust, a short distance above Newcastle. The day was fine, and the party, old, middle-aged, and young, who attended, enjoyed a pleasant day.

On Wednesday the Shipwrights who are engaged in Messrs. J. Haws & Co's yard, had a Pic-Nic. They proceeded in Mr Bell's steamer to Mr Wm. Russel's Mill, on the Newcastle side of the river, where the company landed, and as the day was fine, they enjoyed themselves. They returned towards evening, all persons being fully satisfied with the excursion. Part of the Amateur Band was in attendance.

LAUNCH.—A Correspondent at Newcastle, has furnished us with the following account of the Launch of Messrs. Haws & Co's new ship, as well as a description of the vessel. It gives us pleasure to record the improvements that are constantly taking place in the construction of our vessels, and it is a pity that the parties who construct them, do not receive a greater remuneration than they do, for their industry, skill and enterprise.

"Before a large number of spectators assembled at the Ship-Yard of Messrs. John Haws & Co., on Wednesday morning, the 2nd inst., was most successfully launched, a very superior ship of 1057 Tons Old Measurement, and 1005 per Register, called the 'BEEFON CASTLE'."

"This vessel was constructed under the immediate superintendence of Samuel Laphorn, Esq., Lloyds' Surveyor, and is considered by many competent judges to be the best, and most completely finished ship that has been built on the shores of the Miramichi. Her frame and planking being of Haemetac, Birch, and Oak, of the choicest description, and of large size.

"The immense strength of this vessel, as compared with others built in the Colonies, is evident to any practical observer, she being traversely strapped with iron on the outside of timbers, according to Lloyds' new rule, and fitted with patent staple standard knees in her between-decks, as also with heavy iron Rider Knees in her lower hold, all of which are most efficiently secured, reflecting much credit on her eminent builders.

"In addition to the above named strength, she is diagonally trussed with Haemetac between-decks, which will be of invaluable benefit, and add greatly to her already most noble appearance.

"She will be fitted out and rigged with all the most recent improvements, such as Cunningham's patent self-reefing topsails, Redpath's patent pumps, Bentley & Miller's patent anchors, &c., &c., and in fact she has been rendered in every conceivable mode by her builders, a most complete ship. She has been built by contract expressly for the Calcutta trade, and is classed A. 1. at Lloyds', for 7 years, her certificate of classification being granted here."

THE SEASON.—The weather the whole of the past week, has been all that the most fastidious person could desire, for ripening and securing the crop. Wheat and Oats are being cut in all directions, and the reports respecting their yield, is extremely satisfactory. The potatoes are much larger and finer in quality than they have been for some years past, but in very many localities they are affected by some blight, but whether it is the "rot," as it designated, it is impossible yet to determine.

SONS OF TEMPERANCE BAZAAR.—It will be seen by an advertisement in another page, that the Bazaar, of the Sons of Temperance, in Newcastle, is to come off on WEDNESDAY next.—The object of the Bazaar, is to procure means to finish the Hall, which they have commenced in that town, a laudable undertaking, and we hope they will be liberally patronised. We understand the committee have obtained a selection of very neat fancy articles from Britain.

Such persons as have Lists of Subscribers for publishing of the Gleaner twice a week, will oblige us by forwarding them to the office, as we wish to ascertain whether the additional patronage bestowed, will warrant the undertaking.

COUNTY KENT.—We intend to send a Collector to this County in a few days, when we hope our subscribers will be prepared to pay up their arrearages.

WANTED.—As soon as convenient, at the Gleaner Office, the amounts due the Establishment, for subscription to the paper, &c., &c., to enable the Proprietors to procure their stock of material for the long winter season that is fast approaching.

THE LATE GALE.—It is gratifying to perceive that the papers on the other side of the Province have noticed our efforts towards relieving the wants of the widows and orphans of the Fishermen who lost their lives in the late gale, and are using their endeavours to stir up the benevolence of the people in their behalf. On this subject the Church Witness, published at St. John, remarks:

"It is a case of pressing need, which should call forth our warmest sympathies. Surely our many benevolent christian friends will not turn a deaf ear to the earnest entreaty of the fatherless and the widow, but will remember what He said 'it is more blessed to give than to receive.' We hope something will be done speedily. We can only now add, that we shall be very glad to forward any amount that may be entrusted to us, to the proper authorities."

THE INSPECTOR OF CUSTOMS for Canada East, MATHEW RYAN, Esq., arrived at Bowser's Hotel on Wednesday morning last, by stage from Bathurst, en route to Montreal.—Mr Ryan has just completed a tour of inspection, extending from Quebec to the Magdalen Islands, and travelled by land from Riviere de Loup to Gaspé Basin, a distance of over 400 miles, on which line the Canadian Government have several Custom House ports and outposts or stations. This journey included the famous Metis or Kemp Road, of which travellers tell us so much, and for the hardships of which Mr R. seems to have no special relish. Mr Ryan informs us that his course from Gaspé, was made much more agreeable by having met there the Canadian Man-of-War Cutter, "La Canadienne," on board of which he proceeded to the Magdalen Islands, and after a stay of four days was conveyed to our shore, landing at Caraque. At the latter place Mr Ryan was the guest for a night of the Deputy Treasurer, Mr Blackhall, and was, it would appear from the account he gives us, treated with particular kindness.

**BOWSER'S HOTEL.**

ARRIVALS DURING THE PAST WEEK.  
Duncan Bell, Toronto, C. W.; Mr Gumbleton, Castle View, Cork, Ireland; John McNaughton, Boston; A. Ross, Calais, Me.; Miss Smith, Nashuaux; A. C. DesBrisay, Dalhousie; John Bride, do.; M. Ryan, Esq. & Son, Inspector of Her Majesty's Customs, Montreal, C. E.; A. C. Washburn, Esq., Boston; U. Boultonhouse, Sackville.

**DEATHS.**

At the residence of his eldest daughter, Mrs Ward McDonald, Mill Creek, near Richibucto, on the evening of Thursday last, Mr ROBERT CAIE, late of Miramichi, in the 87th year of his age.

Mr Caie, with his family, emigrated to this place in the spring of 1820, from his native city, Aberdeen, Scotland. In that city and Murrayshire, he was long one of the earliest and most extensive timber merchants in the north of Scotland. Without the semblance of austentation, he was a most affectionate husband and father, a faithful friend, and strictly honest man. His last end—like his long life—was peace.

The funeral procession of the deceased will leave Richibucto on the morning of Sunday first, and reach Chatham on the afternoon of the same day.

The friends of the family are respectfully invited to join the procession on its way to the graveyard of St. Andrew's Church.

**LATEST BY TELEGRAPH.**

NEW YORK, Aug. 31.—The steamer Atlantic arrived yesterday. No decision had been made regarding a further attempt to lay the submarine cable the present season. A meeting of the Directors was being held on the subject the day the Atlantic sailed.

The crops in England had been damaged by storms, but succeeding good weather would probably counteract the effect.

Nothing politically important.  
Markets.—Consols 91 3-8 to 91 1-5. Sugar dull; 6d to 1s lower. Flour and Wheat slightly advanced. Corn dull. Other markets generally unchanged.

*To the Chatham Reading Room.*

NEW YORK, September 15.—The Steamer "Vanderbilt" arrived with Liverpool dates to 22nd.

India news important. General Baraard and Sir Henry Lawrence are dead. Cawnpore had been re-captured. There had been great massacre of Europeans there. Rebels were defeated in the third engagement.

The Gwalior Contingent had mutinied. The Transit steamer has been lost in the Straits of Sandy, but the troops on board were saved.—Sanguinary attack had been made on the Jews at Tunis.

The English Representative in Persia demanded the immediate evacuation of Herat by the Persian army.

Liverpool breadstuffs in the decline. Tea firm. Consols 90 3-4 to 90 7-8.