

In the summer the Northern Hemisphere, inclines from the plane of the elliptic to the equator; the atmosphere, in consequence falls back by its gravity, from the pole and accumulating in dense masses as it approaches the lower degrees of latitude, it acquires a high degree of temperature; from the warmth penetrating it, and the matter of heat being accumulated and intercepted, it becomes a powerful conductor to the regions in contact with it. This hypothesis is novel, but it affords a much more scientific explanation of the high temperature of our summers, than all that arises from localities, the clearing of forests, draining of morasses, and cultivation of the soil.

I am sensible I attack a popular prejudice, supported by many learned authorities, in attempting to underrate the influence of these circumstances, in the amelioration of climate. In comparing however, existing facts with those on Historical record—this influence will be found very slight, or at least, doubtful. How can we account for the gradual declension of the temperature at Hudson's Bay and Lapland, wherein, every voyage of discovery, the range of the thermometer is less?—not by the circumstance above mentioned for the plough never turns up the soil in these regions, nor are the forest shrubs interdicted in their growth by the hand of man.

Much of the increased warm temperature of France and Germany has been attributed to a course of cultivation, connected with Agricultural improvements. According to Caesar, corn did not ripen in the northern Provinces of the former, on account of the cold, while the Reindeer, and the Elk were common in Germany—and Pliny informs us the Ass could not thrive in Gaul, on account of the climate.—"ipsum animal frigoris maxima impatiens: ceterum, non generanter."

A passage in the 14th Book of the Commentaries, describes the particular delight the Inhabitants of Gaul had in purchasing all kinds of labouring Cattle when imported into their territories, and their not considering any price too extravagant—"Quin etiam iumentis, quibus maximi Galli delectantur, quaque impensis, parant pretio."

But the present ameliorated condition of these climates is to be ascribed to a process of Agriculture, how are we to account for that of England remaining stationary, or not progressing in a similar ratio? Tacitus, in his life of Agricola, and Caesar, in his commentaries, describe the climate of Britain, then overgrown with woods, as being fruitful in vines; that the inhabitants went about unclothed; and that the harvest was finished early in August. The language of the former is—"Solum præter oleam ortumque et cætera calidioribus terris oriri suavia, patium frugum, secundum, tardiuscunt, cito provenerunt."—Vita Agricola, 6b, Elziv. ed.

At the present day, when the ancient forests have disappeared, & the soil has been put into a state of cultivation, the ordinary temperature of England is not congenial to the vine, while there are numerous tracts of its deterioration; and even the discoveries of the ancient trees felled by the Romans, show that a species existed formerly, that now only grow in warmer climates.

From the writings of the Roman Historians and Poets, it appears that the Tiber was commonly frozen over during winter.

While the swift Gondola, and barge, now traverse this delightful river at all seasons, in the days of Augustus, the floating barque, and its master's pleasures, were interdicted for a long interval, by the rigour of the climate.

We may imagine Horace, who makes so many beautiful allusions to these excursions in his Odes and Epistles, anxiously wooing in his winter dormitory the approach of the "maiden spring" when he may again visit this Tuscan Villa,—with a few select friends.

But who, after a perusal of the Georgics, can entertain a doubt, that in the days of Virgil, agricultural improvement was not carried to a higher degree, than at present?—and yet, the climate of Italy has been ever since, meliorating.

A more scientific and natural hypothesis, I conceive may be advanced, for the melioration of climates in the northern latitudes, during the winter, in which, the declension of the temperature is chiefly noticed.

According to the sun's position in the elliptic, the Atmosphere will take a direction, either to one or the other of the poles. In accounting for the increased temperature of this province in the summer, I have already exhibited the effects of its direction to the south, but as the atmosphere accumulates at the north pole, while the sun ascends from the northern tropic, it forms a dense mass, and surrounding the earth in a declined plane, its quantity is not only greater in winter, but it deflects and averts the cooler medium of the pole, and becomes itself, a genial conductor of heat to the regions in the vicinity.

This method of accounting for a diminished temperature in the northern latitudes, is the more rational, from a fact established by Lord Verulam that atmospheric masses, or condensed vapours, reflect the sun's rays upon the earth;—and upon this principle I have formed the present hypothesis.

In applying the same to the climate of this Province, it will be found to explain its diminished temperature, more rationally, than the operations of husbandry, or any incidental localities. With the exception of a few isolated and scattered cultivated spots, *rari sparsim* the native forests and morasses in the interior of this Province, still subsist as primeval relics.

"To whose dread expanse
Continuous length and wondrous depth,
The Sun ne'er pierced."

while the climate is sensibly meliorating, uninfluenced by the adventitious progress of husbandry.—Were I to adduce any immediate local cause for this improvement, it would arise from the geographical position, and geological structure of the Province. The great height of the northern parts, which secures it from the exposure of the north winds, chilled in their passage over immense mountains; the lateral direction of its highlands which defend it from the northeast wind; the proximity of the St. Lawrence, the great moisture constantly exhaling from its interior woods, and marshes, together with the line of mountains extending over the whole of the northeast continent, about three hundred and fifty miles from the sea coast, tend to diminish the temperature of the Province.

BRUNSWICKUS.

(To be Continued.)

NEW-YORK, Oct. 15.

We are authorized to state that an application has been made, by some enterprising individuals, to His Majesty's Consul in this City, to submit to His Excellency the Earl of Dalhousie, a plan for cutting a Canal between St. John's and Montreal.

OCTOBER 22.

Atlantic Steam Company.—The stupendous project of navigating the Atlantic sea by steam having at length attracted general attention, and it being admitted that its accomplishment is in some degree, interwoven with the moral advancement and happiness of mankind, it becomes the duty of all to throw whatever light they may possess upon the subject, and to state every fact they may know either for or against the measure. In the early part of this affair when the public mind was unsettled, we were unwilling to make any statements that might tend to mar the brilliant prospects held out by the company—convinced as we were of the utility that would attend its accomplishment; but as public opinion is now enlisted in its behalf sufficiently not to give up the project without a fair trial, we beg leave to make a statement, which we would rather had come from some other person, relating to the operation of the American navigation laws.—It is intended that the Packets from Valentia shall touch at Halifax. Now by the present laws of the United States no British vessels, from a British colony in this hemisphere, can enter the American ports without paying the foreign tonage duty, which upon one of those packets will amount to 1000 dollars. Again, no British vessels from a British colony can bring into the ports of the United States any articles except of the growth, produce, or manufacture of such colony under penalty of confiscation, thus effectually preventing those packets from bringing freights of British goods. These facts we fear will startle those who have not maturely considered the matter. But a difficulty must be known, to be removed. It may be said that Mr. Huskisson has decided, in behalf of his Majesty's government, that American vessels having passengers only may enter the colonial ports without paying the foreign tonage duty of one dollar per ton, (which is the fact,) and that the American government will, or ought to reciprocate the same with British vessels:—granted; but even then the Valentia packets must come without freight. They could however bring the goods to Halifax and deposit them there for reception by American vessels, (Halifax being a free, and warehousing port) and which would operate favourably for the Steam Company about to be formed in Boston; but the unloading of the goods at Halifax, would we fear independently of the difficulty in approaching that coast in the winter season, cause too much delay to the passengers bound to New-York. There is we own, reason to hope that some of these laws will be done away with at the next session of Congress in reciprocity of the late British Colonial Trade Acts, although we fear the privilege of bringing British goods *via* the colonies, in British vessels, cannot be conceded as the reciprocity in this respect is not conceded in the Colonial Trade Acts just alluded to. If the Valentia packets could defray their expenses by passengers only, and could procure the carrying of the government mails they might then touch at Halifax, and enter an American port free of all charges whatever. But after all we are clearly of opinion, that it will be necessary, and most advantageous, to run, one line direct with goods and passengers from Valentia to New-York, and another to Halifax, and Quebec. The steady, and rapid increase of trade between the countries, we are satisfied, would be sufficient to defray the expenses. We have not made these statements as our readers will readily believe, with a view to prejudice the undertaking, but to point out the best, safest, and most efficient way to carry it into successful operation.

NOVEMBER 5.

LAKE ERIE AND ATLANTIC CANAL.

We do not know what name among the many now in use, will be ultimately adopted for this great channel of communication, the above, however, strikes us as the most comprehensive and explanatory of its object, and we employ it accordingly.

It is not our intention to enter into any detail of the events of yesterday, for to do so with any justice to the subject, would far extend the limits, which, according to the

plan of our publication, we find it expedient to appropriate to local objects; and as all the minutiae will doubtless be given in other papers of the city, a repetition of them on our part seems unnecessary.

We shall then briefly state that on the 26th of October, the last excavations were made, and the waters of Erie bidden to follow to the sea: that on the 4th of November boats from the inland oceans of America arrived at New-York, which memorable event was celebrated with every demonstration of congratulation and joy by the people, and that the great originator, supporter and patron, of this stupendous work De Witt Clinton, having traversed the entire route, arrived himself, and received the homage of a grateful people.

The processions through the City were beautiful and appropriate, and upon a scale of unexampled magnitude; but the aquatic procession to Sandy Hook (where the ceremony of mingling the waters of the Lakes with those of the Atlantic took place) was beautiful in the extreme. It consisted of upwards of twenty steam boats and other craft, all gaily dressed, and was conducted with the utmost order and regularity. The Governor, the Corporation, &c. &c. were on board the boats. The President of St George's Society, Thomas Dixon, who represented His Majesty's Consul, (he being absent from the City) was also present. His Majesty's sloops of war Kingfisher, Lt. Henderson, and Swallow. Lt. Baldock, now lying in the Harbour, engaged in the Packet Service, fired national salutes of 24 guns early in the morning, and on the return of the procession from Sandy Hook repeated them, which were acknowledged by all the boats with three cheers. The Chancellor, on board of which was His Excellency the Governor, passed near the Packets, the band playing "God save the King," which gratifying compliment was replied to by three as hearty cheers as ever were given by British Tars.

In the evening the City Hall, City Hotel, and other places were brilliantly illuminated, but we were particularly struck with that of the New-York Coffee-House, it was very splendid, and in accordance with good taste. Mr. Sykes prepared a sumptuous dinner of which 200 persons partook.

FIRE IN BOSTON.

[From the Eastport Sentinel, of Nov. 19.]

Boston was visited by another destructive fire on Thursday last.

The fire commenced about 12 at night, at a building on the South-side of Court-street—said to have been the second building East of the old Court-House.

It burnt down Court-street, on both sides (from as far up as where it first commenced, and Tudor's Building next above on the south) to the buildings next to Cornhill, (Washington-street.) It spread on the South, through to the 2d house on Cornhill-square—destroying the back buildings of the range on the square. The old State House and Joy's Building were in danger.

The loss by the fire is estimated at about 200,000 dollars, of which Messrs. Wells, & Lilly lost 60,000; on which there was no insurance.

4,104 dols. 50 cents, were collected in the several Churches in Boston, on Sunday last for the sufferers by the late fires in New-Brunswick, and upwards of 3000 dollars have been subscribed at Merchants-hall, &c. At Roxbury 141 dollars was collected at Rev. Mr. Gray's Meeting-House.

Horse Racing.—The New-Yorkers have been touched to the tune of 120,000 dollars, by the Virginia Jockeys, in the issue of the late great Race between the Southern Mare Flirtilla and the Northern Horse Ariel. Ariel beat the first heat, but Flirtilla the two others, thereby winning the enormous bets which were pending, and recovering, for the Southerners, the money they lost by the memorable race between Eclipse and Henry.

Quebec, Oct. 17.—The first Division of the 79th Regiment, (or Cameron Highlanders,) under the command of Lieutenant-Colonel Brown, landed from the Cato Transport, this day.

Oct. 31.—This day the remaining part, of the 79th, has arrived in the Maria Transport, and H. M. Ship Romney; and the

1st division of the 37th Regt. under the command of Major Bruce, embarked on board the Cato Transport, which sailed for England, yesterday.

FREDERICTON, (N.B.)

TUESDAY, 29th November, 1825.

Alms-House and Work-House.

COMMISSIONER FOR THE WEEK,

CHARLES LEE, Esquire.

SAVINGS BANK.

TRUSTEES NEXT WEEK,

HENRY G. CLOPPER, ESQ.

JAMES TAYLOR, ESQ.

GEORGE MINCHIN, ESQ.

[P. S. to the Gazette.]

Notice By Authority.

A Committee consisting of the under-mentioned Gentlemen having been established at Fredericton, for the purpose of corresponding with other parts of the Province, and collecting and arranging such information as may be requisite for ascertaining the amount of losses sustained by the late fires throughout the Province generally, in order to form a just and equitable principle of distribution of the Funds which may be raised for the relief of the sufferers.

The Committees in the several Counties and Parishes of the Province are requested to transmit to this Central Committee, under cover to

Henry G. Clopper, Esq.

the Secretary, all Reports and Information which it may be in their power to communicate respecting the amount of Losses sustained, and contributions for relief made in their respective districts.

NAMES OF THE CENTRAL COMMITTEE.

The Hon. George Shore,

The Hon. Thomas Baillie,

The Rev. George Best,

The Rev. James Somerville,

E. W. Miller, Esq.

Wm. J. Bedell, Esq.

Wm. Taylor, Esq.

H. G. Clopper, Esq.

Fredericton, November 29, 1825.

Civil Appointment.

Robert Doak to be Supervisor of the Great Road of Communication leading from Fredericton to Restigouche—in the room of Allan Mc. Lean, Esq. who has left the Province.

There is no man, who has had the least experience in this Country, but must be sensible, that one of the greatest grievances, under which we labour, is the scarcity of Mechanics, and in consequence of that, the exorbitant rate of Wages, and the extreme difficulty, not to say impossibility, of being able to accomplish, in reasonable time, any work public or private. This is an universal complaint (and more particularly at this time) as there is scarcely any one in the community, who is not subjected less or more, to great inconvenience, and forced to suffer many privations, from being either not able to procure the number of Mechanics necessary for their respective purposes, or from the laziness, insolence, and indifference of those whom he has employed. Statistical evils of this kind, in a gradually improving Country, commonly remedy themselves, as a high rate of Wages, naturally induces an increased supply of Workmen, until there be a just balance struck, between the wages of the Mechanics, and the value of the labour performed by him; and which prevents at all times, a supply of Artificers amply sufficient for every purpose, for which they are wanted. This principle, although a general one has hitherto, been prevented from operating in this Country, by owing to causes, obvious to every one, who has any experience, or thought upon the subject.—But when we consider the progressive state of the Colony, the great number of buildings, which in all probability will be erected here, and in other parts of the Province, in the course of the ensuing summer, there can be little doubt but that, upon a just representation of the high Wages, that are paid to Mechanics, and the advantages which the Country affords, many persons of the foregoing description, would be willing to emigrate from the Mother Country, as having thereby, a fair prospect to meliorate their condition of life. There will be commenced at Fredericton alone, next spring, a Government-House, a College, Barracks, for—men, a Military Hospital besides many private Houses, which will have to be erected anew, in consequence, of the late destructive fire. Apprentices Mason, Brick-Layers, Plasterers, and Carpenters, earn, at the rate 12s. 6d currency, which is equivalent to nearly 10s. sterling per day; and to this high rate of Wages, we may add the certainty of employment, and that the Carpenter and Mason, in particular, can work at their respective trades, through the whole year. In countries which have been long settled, and where there is consequently, a surplus of men of every craft and profession, the Mechanics are often thrown out of work, and in consequence obliged to spend the scanty pittance, which he may have laid up for the future