

liver all other effects of the said Mathias G. Valentine, which they, or either, or any of them may have in his, her, or their hands, power or custody, to us, or some, or one of us aforesaid: And we do desire all the Creditors of the said Mathias G. Valentine, on or before the same day, to deliver to us, or to some, or one of us, as aforesaid, their respective accounts and demands against the said Mathias G. Valentine, in order that right and justice may be done pursuant to the form of the Act of Assembly in such case made and provided.

Given under our hands at Fredericton, the 21st day of November in the year of our Lord one thousand eight hundred and twenty-five.

M. G. Clopper,
Wm. Taylor,
John Simpson, } Trustees.

A MINERALOGICAL DESCRIPTION OF THE PROVINCE OF NEW-BRUNSWICK,

WITH A
METEOROLOGICAL MEMOIR.

(Continued.)

quo maxima motu
Terra tremat: fugere fera, et mortalia corda

Per gentis humilis stravit pavor.
Far shakes the earth; beasts fly, and mortal hearts
Pale fear dejects.—VIRGIL.
With feverish hope, and chilling fear,
The lifted hands and eyes implore relief—

The furry bear moans in his lonely den,
First faint with fear, then swells to wondrous
wail

Having given a general History of our Atmosphere, and of some peculiar Phenomena, connected with its temperature, I proposed closing this Meteorological Memoir, with my former Papers; but the importance of some facts communicated subsequently by a gentleman of science and intelligence in the vicinity of the recent conflagration at Miramichi, constitutes claims for Scientific investigation, which cannot be omitted in a Physiological History of the Province.

To display the great outlines of the Catastrophe, is not my design: to account for it upon a rational Hypothesis, becomes a sole and paramount object.

Si quid novisti rectius istis.

Candidus imperti; si non, his utero mecum.

While the structure and formations of the Province, convey indubitable traces of some terrific and sublime Dismemberment,*—of a Ruin, whose Monuments survive the tradition and fearful tale; the Domain of Geology excites, still, only a retrospective interest. Not a reminiscence—not a clue, exists, to hand down the horrors of the scene, or what number of unfortunate beings sunk in the vortex of the decomposed and volcanic rocks,—all is conjecture—a sea of doubt and uncertainty, without even a glimmering of Legend to penetrate it; while every valley, precipice, chasm, and crag, may be viewed as a simulacrum of the Aborigines.

In giving some new and important facts to the Science of Meteorology, connected with a recent Phenomenon, which has swept the Atmosphere with a beam of sublime destruction, more fatal in its train than any Sirocco blast on record: and whose vestiges, more durable than those of the late Inundation in Russia, are now attracting the sympathies of the population of this Hemisphere; I am happy, in not having to notice a single circumstance, that militates against the established Theory.

The process, itself, after a careful Investigation, I have not found strictly analogous to the scientific principles of the same, and an analysis, less accurate than that, attempted in the present Memoir, while it could not supersede might embarrass the hypothesis of Atmospheric Science. I have, however, supplied matters for a free inquiry and discussion, and without the obscure and isolated hint, the Ptolemaic, Tyohonic, and Newtonic Systems, might have been

"a baseless fabric."

While the present Investigation, ostensibly is addressed to the scientific reader, it is necessary to premise to the more general class, that a recurrence to the Pneumatic Chemistry of the Atmosphere, is of especial importance in order to determine its precise condition at the period to which I have alluded above. The three following *Idiosyncrasies* of the catastrophe, communicated from the scene, claim particular attention, as, upon them, *a priori*, depends the character of the present Hypothesis.

I. The flame spread in *horizontal volumes*, with slight detonating flashes contracting and increasing its base, in *plane*, while at a distance, and receding farther from combustible substances.

II. Ignited masses were detached from the greater volume, and occasionally took a direction at *different angles from the winds*,—while their general course was in streaks.

III. The colour of the flame, was totally *disimilar from that of common combustion*, resembling precisely, that evolved from the union of certain gases.

As my great aim is to draw up a correct theory from ascertained facts, these particulars of the scene, will be regarded as the Primary Data upon which the following observations are grounded.

The atmosphere being only another term for a chemical fluid, that surrounds this terrestrial globe, any alteration which takes place in it, must it is apparent, be referred to certain charges and combinations of its constituents.

It is by pursuing this natural process, that light will break in upon the origin of the late awful Phenomenon, and such important facts be communicated to science, as may justly entitle it to be regarded as an *Æra*, valuable to future writers on Meteorology and Atmospheric Physiology.

Let us now proceed to inquire upon what rational hypothesis, the Phenomenon can be reduced, bearing in mind the peculiar *Idiosyncrasies* of the same given above.

While Dr. Beddoes, Sir Humphrey Davy, and some Foreign Chemists, have demonstrated by a course of Experiments, that the constituents of the Atmosphere are the same in every situation and climate, and that they combine in the following proportions.

Oxygen,	21	by measure, or 20 32 by wt.
Azote,	78 5	 76 55
Vapour,	1 42	 1 13
Carbonic Acid	0 08	 0 10

It must however be observed, as the circumstance is of material importance, in the present inquiry, that there may be an excess of one, or other of the Gases, which combine with, and pervade it.

On the summit of one of the loftiest elevations of the Andes, Humboldt found the proportions of Oxygen, which in the common Air is 20 32, diminished to 0 20 parts.

This fact merits, I conceive, a more particular attention than has been given it in any Treatise on Atmospheric Physiology, as it fully discloses, that the most important gas in the process of sustaining life and vegetation, may be dephlogisticated to a great degree.

It is further to be observed, that Winds vary the density, and Humidity, the gravity and electricity of the Atmosphere; so that its physical qualities may change although the component parts be never altered.

I have now to request the reader to observe, that while the common Air comprises proportions of Caloric, Vapour, Electricity, &c. there may exist, in different quantities, whether in the crowded city, or in the field, extraneous matters, as carbonic acid gas, hydro sulphate, hydrogen and hydro-carbonate gases, and also, impurities arising from exhalation, and decomposition of animal and vegetable substances.

BRUNSWICKUS.

(To be Continued.)

VIENNA, OCT. 16.

[From the *Moniteur* of Sunday.]

The demands of the United States, relative to the passage of American vessels through the Dardanelles and the Bosphorus, seem long to have engaged the attention of the Divan. It is affirmed: that the result of the deliberations, has been the refusal of the demand. The motives of this refusal are not known, but what seems to have been the chief motive of the Divan for taking this resolution, is the rejection of similar applications made by other Powers, so that the Porte would act with great inconsistency if it now granted to the United States what it refused to Denmark and Sweden.

Yet some uneasiness is felt at Constantinople for the future intentions of Commodore Rogers, the Commander-in-Chief of the American squadron in the Archipelago. It seems that while he was at Smyrna he intimated that the United States would consider the refusal of their demand as proof of a hostile disposition on the part of the Porte towards the American flag. It is feared, therefore that the American squadron may join the Greeks. These fears how-

ever, seem ill founded, for the American Commander has certainly no instructions to begin a war with the Turks; and by joining the Greeks, to attack either the Captain Pacha or the Egyptian squadron, he would commit an act of hostility which would place him under a very serious responsibility. He must at least first send a report to Washington, and wait for the answer, meantime the present campaign will be over.

The Porte shows likewise some uneasiness at the arrival of the Emperor Alexander on the coast of the Black Sea, and at the grand review which he will make of all the corps of his troops scattered in the adjacent provinces. It is affirmed that confidential explanations have been asked of M. de Minziacky, who lost no time in dispelling the alarms that might have been felt. But these explanations have not produced the effect that was expected from them.

The Turks are extremely distrustful, and are always afraid of the Russians. Their Statesman cannot appreciate the generosity and moderation of the Emperor of Russia, and are always fearing there is some concerted purpose. But from the positive assurances of Baron Outensels, who has the ear of the Divan, they would still believe that the Court of Russia, is the secret ally of the Greeks.

BRUSSELS, OCT. 25.—One of the principal mercantile houses of Liege has received the following extract of a letter from Port Mahon (Minorca.)

"Port Mahon, on board the Minerva,

Oct. 5, 1825

"The Dutch frigate, the Diana, from Smyrna, has just returned, and brings the following news.

"The Greeks are triumphant. The Egyptian fleet has returned to Alexandria, and the Turkish fleet to Constantinople.

The Greek fleet has taken nearly sixty transports, all Austrians and this important capture only cost them some mistics."

ARRIVAL OF CAPTAIN PARRY.

PORTSMOUTH, OCT. 22.

A telegraphic message was received here on Monday last, of the return of Capt. Parry from his third arduous attempt to search out a North-West Passage to the Pacific Ocean.

On crossing Bassin's Bay, the passage of the Hecla and Fury was so much interrupted by ice, that they were 58 days in getting through 500 miles of close packed ice.—On the 11th of September, last year, they reached Lancaster Sound, and in passing up Barrow's Straits, a continuance of calm frosty weather allowed the young ice to form, that at first the progress of the ships were greatly impeded, and at last finally stopped. They kept struggling until the 21st of Sept. endeavouring to get on, when all further progress appeared closed for that season, the appearance of the land and severity of the weather indicating the near approach of winter, when Capt. Parry deemed it advisable to look out for some secure spot for the ships to winter in. A small bay on the South side of Barrow's Strait promised shelter; but as soon as the people had commenced cutting a canal, the current set into the Bay and drifted the ships and ice out again. A succession of strong easterly gales, with damp weather, cleared the Strait of ice, and enabled the ships to proceed without interruption to Regent's Inlet, and on the 27th September they arrived at Port Bowen, where they passed the winter of 1824. This dreary season was passed on smoothly and quietly, the ships' companies being amused by readings, scenic representations, and now and then hunting a bear. On the return of the sun they employed themselves seeking for minerals, &c.—The spring brought birds and plants, which afforded constant employment to the officers in preparing such specimens as had been collected, for conveyance to England; and although the place was barren and dreary in the extreme, still considerable amusement was afforded thereby, until the ships were enabled to move again. In the early part of July last, the ice cleared away from the mouth of the Inlet, and on the 20th the ships got out, all the crew in good health, except one case of scrofula, which ultimately proved fatal, and one man (seaman) fell into a hole in the ice and was drowned. The eagerness of the season, the rapid breaking up of the ice, and the continued good health of the crews of

the ships, promised a favourable summer for their operations, and so raised were the hopes of all that success would be complete. When, unfortunately, within ten days after their departure from the ice, whilst working down the west shore of Regent Inlet, the ice drove the Fury against the shore and injured her bottom so much that after great exertions to release her, Capt. Parry gave directions that the crew should move into the Hecla with so much stores, &c. as could be stowed away, and finally determined to return to England. The passage homeward was tedious and rather stormy, and the Hecla met nothing but three Greenland ships among the ice.

None of the letters yet received from the ships says that any human beings were seen, or that much additional information had been gained.

FREDERICTON, (N. B.)

TUESDAY, 13th December, 1825.

Alms-House and Work-House.

COMMISSIONER FOR THE WEEK,
HENRY SMITH, Esquire.

SAVINGS BANK.

TRUSTEES NEXT WEEK,

HENRY G. CLOPPER, ESQ.

JAMES TAYLOR, ESQ.

MARK NEEDHAM, ESQ.

Amount deposited Yesterday, £24 9 2

[P. S. to the Gazette.]

Fredericton, 12th December, 1825.

MILITIA GENERAL ORDERS.

3d Batt. King's County Militia.

To be Lieutenants in the Rifle Company,

James Fairweather, gent.; Rufus Mill,

gent. By Command,

GEO. SHORE, Adj. Gen.

The English, Nov. Mail arrived here on Sunday last—London dates to the 5th.

The following letter from the Hon. Mr. Justice Fletcher, has been received by the Central Committee for relieving the distresses occasioned by the late calamitous fires throughout the Province, and we doubt not that its contents will be generally read, with the warmest feelings of gratitude to our benevolent fellow subjects in that part of British America:—

Sherbrook, Lower Canada, Nov. 11, 1825.

GENTLEMEN,
YOU will perceive, from the enclosed paper that a number of persons here have left it their duty to endeavour to raise a subscription in this district for the same purposes for which you are associated.

The scarcity of Money in this new Country, is such that all business whatsoever has been hitherto carried on principally by barter of such articles of produce as each might be enabled to supply, and we fear therefore the result of our endeavours will by no means correspond with the urgency of our wishes; we have determined however, with the experiment in the hope that our unfortunate fellow subjects among you will accept even our affectionate commiseration, though it should appear that our means of alleviating their distresses are but too feeble. Had we been situated nearer the Banks of the St. Lawrence, we could probably have sent you a considerably larger and in articles of Provisions, than we shall be enabled to offer in money.

My object in addressing you at present is to request that you will have the goodness to point out in what manner it will be most convenient to you, that we should transmit you any sums, which we may be enabled to collect. Should you, as I think, very probable, have already opened an account at any of the Banks at Quebec or Montreal, or appointed an accredited agent in this Province, there can, of course, be no difficulty; nor can there be any, if you possess the means of immediately reducing Bills on either of those Banks, at a few days sight into Cash, without the delay and trouble of sending them back for payment, in which case you will do me the favour of naming the Person to whose order you would choose that they should be made payable. The whole amount of our subscription will, as I fear be but very trivial, but considering the present state of the intercourse between Quebec and New-Brunswick, it may perhaps be eligible to avoid the risk of loss which might possibly be incurred if we were to transmit you the ordinary paper currency of our Banks, through the medium of the Post.

I have the Honour to be,

Gentlemen,

Your Obedient & Faithful Servant,

[Signed]

J. FLETCHER.

The principal Committee or Association

for the relief of the Sufferers by the recent

Conflagrations in New Brunswick,

A Public Meeting was again held at the County Court-House on Saturday last, when the Petitions to the Legislature, praying for the repeal of the prohibitory Laws relating to "Steam-Boat Navigation," were read and approved of. They were signed by every person present, and are now left at the Store of Messrs. JAMES TAYLOR, Senr. & Co. where the Public at large are requested to call and sign them.