

was made in two or three instances by the Constitutional party, but this was almost immediately suppressed, and Miguel triumphed in every quarter of the realm. It has been mentioned that his usurpation was frowned on by the other European powers. The several representatives of different courts then in Lisbon, immediately withdrew, to signify their disapprobation of his acts.

Feeling sufficiently established at home, Don Miguel's first attention was directed to Madeira and the Azores, to secure a similar acknowledgement of his authority in those Islands. Accordingly he sent out officers of his own appointment, and demanded the recognition of King Miguel. In neither case was his attempt at first successful. Valdez, the Governor of Madeira, offered prompt resistance, and issued a proclamation calling on the inhabitants to unite with him in maintaining the rights of Don Pedro, and the constitution. Miguel being thus disappointed and frustrated, has declared the Island in a state of blockade, and will doubtless use every exertion to reduce its inhabitants to a more submissive temper. The Azores, it is said, were at first equally disinclined to yield to the new order of things, but subsequent reports leave us in some doubt of their present disposition.—*Atlas*

### THE ROYAL GAZETTE.

FREDERICTON, OCTOBER 28, 1828.

#### ALMS HOUSE AND WORK HOUSE.

COMMISSIONER FOR THE WEEK, D. L. ROBINSON, ESQ.

#### SAVINGS BANK.

##### TRUSTEES NEXT WEEK.

HENRY G. CLOPPER, ESQ.

JAMES TAYLOR, ESQ.

MR. PETER FISHER.

#### CIVIL APPOINTMENTS.

CHARLES J. PETERS, Esquire, Attorney General.

ROBERT PARKER, Esquire, Solicitor General.

ROBERT PARKER, Esquire, Judge of the Court of Vice Admiralty.

JOHN EDGETT, AND CHARLES F. AILSON, Esquires, Coroners in the County of Westmoreland.

WILLIAM BLACK, Esquire, Mayor of the City of Saint John.

#### COMMISSIONERS OF ROADS.

##### WESTMORELAND BYE ROADS.

Charles Steves—10l. for the road from Job. Steves' to the back settlement.

John Kelly—15l. for the road from Wallace's to John Kelly's.

Robert Hopper—40l. for the road from George Colpitt's to M'Latchy's Bridge.

George Cochrane—20l. for the road from Shearman's to the North River.

John Crandall—10l. for the road from Robert Scott's to the North River.

William Chapman—20l. for the road from M'Latchy's to Wrights, above Stoney Creek.

Ralph Mitton—15l. for the road from George Colpitt's Mill, to John Parkin's, a part of which to be expended on the road leading to Robert Mitton's.

William Kay—10l. for the road from John Gildart's, jun. to Thomas Colpitt's Mill.

John Parkin's—10l. for the road from John Parkin's to Thomas Colpitt's Mill.

David Akerly—20l. for the new road by David Oliver's from New Horton to Cape Enrage.

Thomas Pearson—15l. for the road from Cape Enrage to German Town Lake, near James Kenny's.

George Rogers—20l. for the road from Hopewell to the Caledonia settlement.

George Rogers—15l. for the road from George Rogers' to the Woodworth settlement.

John Edgett—25l. for the road from Widow Hamilton's, in Hopewell, to the lower settlement in Hillsborough.

William Calhoun—15l. for the road from John Calhoun's, in Hopewell, to Steves' Mill Stream.

William Calhoun—20l. to assist in building a Bridge over the Creek near Martin Cole's, in Hopewell.

John Steves—10l. for the road from Waldon's Creek to the Milton settlement.

William Kay—15l. for the road from John Boyd's Shop to Stenson's Creek.

Daniel Tingley, jun.—20l. for the road from Daniel Tingley's, jun., in Hopewell, to Thomas Dixon's.

William Wiley, Esq.—15l. for the road leading to the Irish Town Settlement, from near the Bend of Peticodiac.

Henry Steves—15l. for the road from the main road in Hillsborough to Henry Steves' Mill.

Simon Legere, and John Babinot—35l. for the road from Sackville to Beaujoggan.

Laurent Babinot—15l. for the road from great Chemogue to Teedish River.

Laurent Babinot—10l. for the road from Teedish to Cape Bald.

John Keillor, jun.—10l. from the road in Dorchester to D. Grossman's, in Sackville, by Will. Mitton's.

Thomas Taylor—10l. for the road from Will. Bateman's to Shediac River.

Benjamin Charters—10l. for the road leading to Bonum Gould's, in Dorchester.

William Crane, sen.—40l. for the road from Thomas Townsend's to the Bay Verte.

Bill Chappel—15l. for the road from Bay Verte to Tignish.

George Oulton—40l. for the road from Bay Verte to Chemogue.

Joseph D. Wells—20l. for the road from Chemogue to Will. Peacock's.

Jos. D. Wells—20l. for the road from Jolicœur to the head of the Lakes.

Edwin Botsford—30l. for the road from Westcock to Cape Maranguin.

Jesse Ayer—20l. for the road through the settlement back of Mill Pond.

Jos. Bowser—20l. for the road from Mrs. Richardson's to Beech Hill.

Edwin Botsford—20l. for the road from Main Road to Westcock Hill.

Will. Wilbur—20l. for the road from Israel Stiles' to the Fish wear.

Jonathan Hicks—15l. for the road from Point Migic to Estabrooks' Island.

Eliphalet Reed—20l. for the road from Agreen Tingley's to Beech Hill.

A Meeting of the Servant Society took place, at Mrs. Saunders', on Saturday the 25th instant, and the sum of £5 was appropriated to the rewarding of several Servants who brought the required Certificates.

The President was also pleased to appoint Mrs. HENRY SMITH a Directress, in the room of Mrs. SAUNDERS.

ANNE ODELL, SECRETARY.

October 28.

The chief particulars of the latest accounts from the seat of war are comprised in two Bulletins of the Russian army, one dated the 7th of August, descriptive of operations against CHOUMLA; and the other, four days later, explanatory of those which have taken place against VARNA; and from the intelligence they embrace, it appears that the armies of the Czar, although so numerous and powerful, have some formidable obstacles to overcome ere they can prosecute their march any further towards the Turkish Capital. The Choumla Bulletin does not contain any thing of much importance, except that that fortress is stated to be in want of provisions, and that the Seraskier, Hussiem Pacha, had received official notice from Constantinople, that they could send him no reinforcements, as all the troops whose presence was not necessary in the Capital were to be sent to the Morea. The Varna Bulletin is of a different complexion; and although we have already copied, in another place, a short account of each; yet this being of rather an interesting nature, (if, indeed, any thing relating to human bloodshed can with propriety be so termed;) at least, what is generally thus designated; we will here quote it entire for the information of our readers.

#### OPERATIONS AGAINST VARNA.—July 30 (August 11.)

"From the 5th to the 11th, we constructed, at the foot of the heights occupied by our troops, five redoubts, which covered the space between the sea and the plain, which lies before the gulf. Besides, we stopped during the night of the same day to construct a sixth redoubt, on the very border of the gulf, which will terminate our line of blockade on the northern side.

"On the morning of the 7th, the enemy made a vigorous sally to drive us from our position; but after a murderous conflict, which lasted until sunset, they were repulsed, and retired into the place, after having suffered a severe loss.

"On the same day a frigate and a bomb-vessel commenced bombarding the fortress; they continued this operation with success, notwithstanding a vigorous fire from the place. These vessels will, when necessary, be relieved by others.

"During the night of the 7th to the morning of the 8th, Admiral Greig detached some long-boats, under the command of a Captain of the Second Rank, Melikhoff, Chief of his Staff, to seize on the Turkish fleet stationed under the fortress.

"Favoured by the obscurity of the night, Captain Melikhoff advanced in complete order and perfect silence, keeping close to the side of Cape Galeta. He made the round of the gulf; and having passed under the sterns of the enemy's flotilla, he advanced rapidly against it. The enemy did not remark the manœuvre of our boats until they were within half-a-musket shot of them.

"A tremendous fire of artillery and musketry, which the flotilla commenced at once, could not stop our intrepid sailors; they rushed with their accustomed bravery, and loud hurrahs, on the Turkish vessels, captured them all without exception, notwithstanding a desperate resistance, and towed them off to the fleet, under a tremendous fire of grape-shot from the place.

"Fourteen vessels, two armed boats, five pieces of cannon, a great quantity of ammunition, and 45 prisoners, amongst whom is the commander of the flotilla, are the fruits of this audacious enterprise, which was crowned with the most complete success under the eyes of the Captain Pacha who commands at Varna.

"We had, in this affair, 4 killed and 27 wounded. Among the latter are three officers and a marine. The loss of the enemy is much more considerable. Besides those killed during the action, he lost most of the men on board the vessels, for, in endeavoring to escape by swimming, the greater number were drowned.

"On the 9th the enemy made a fresh attempt to dislodge us from our position; but thanks to the able dispositions of the Aid-de-Camp General Prince Menschikoff, and the brilliant valour of our troops, he was repulsed and pursued to the foot of the ramparts.

"The regular Turkish infantry made four charges on the 14th regiment of Chasseurs and the second battalion of the 13th. Each time the enemy was received with the bayonet and driven back to the gates of the town without receiving from us a single shot. This conflict, which lasted the whole day, only occasioned us a trifling loss.

"In this sortie we had no more than 37 wounded, and 25 killed or missing. Unfortunately the brave Colonel Læventhell, commanding the regiment of Nizoff, lost his left arm in the affair.

"The enemy has been employed two whole days in burying his dead, which proves the magnitude of his loss. Aid-de-Camp General Prince Menschikoff has sent to the south side of the fortress of Varna, which is not invested, corps of partisans to destroy the convoys which might try to penetrate into it from beyond the Balkan."

In another page will be found an account relating to Choumla by the Traveller Dr. Walsh, and which at the present moment will doubtless be read with interest; and such of our readers as may at this time be anxious for further information on this important subject, we beg to refer to the *New-York Albion*, of the 11th instant, which contains a map of the Seat of hostilities, and the principal roads through the Turkish provinces of Constantinople, with references to the chief places laid down therein; from which we extract, as being applicable to our purpose, the two following notices of Choumla and Varna:—

"CHOUMLA. This famous fortress, 120 miles N. N. W. of Constantinople, is situated on the northern terrace of the Balkan, enclosed by mountains on all sides except the east, and defended on that side by vast entrenchments and redoubts in the form of a crescent. The hills here are very precipitous and high, and covered with thorns and briars: Here, in 1810, the Russian General Kaminsky was repulsed after a most sanguinary and obstinate assault. From these mountains, soon afterwards, the Vizier Ahmed came impetuously down into Bulgaria, forced the Russians under Kutusoff across the Danube, and pursued them into Wallachia. Here Hussein Pacha is now awaiting the onset of the Russians.

"CHOUMLA contains about 60,000 inhabitants. It glitters from afar with domes and minarets, and its vast ramparts, three miles in length, flanked by watch-towers, frown defiance upon the plains below. The hills around it are covered with beautiful gardens and rich plantations.

"VARNA, now besieged by the Russians, is the great sea-port of Bulgaria, and a powerful fortress. In the year 1444, the Turks defeated the Hungarians at this place, and slew their king, Ladislaus IV."

In addition to this description of Choumla, which seems to invest it with no ordinary degree of importance, the reconnoitering detachments of the Russians had observed that the enemy had upon a chain of heights which touches their flank, vast intrenchments flanked by bastions; and the following observations from the *London Courier*, evidently tends, when taken in union with other circumstances, to strengthen the opinion before expressed, viz., that the Russian armies have many serious difficulties to surmount before they can issue a single Bulletin, even from the walls of Constantinople.

"It should seem as if the Turkish force had been underrated, for we find that reinforcements are on their march from the interior, to join their Russian army. The Imperial Guards have already passed the Danube, and have been reviewed by the Emperor. More troops will follow them, and the Russian frontiers will be occupied by the army of Poland, under the Grand Duke Constantine. The Odessa letters of the 10th, swell the Turkish force at Choumla to between 120 and 140,000 men, with 1,400 pieces of cannon.