

Poetry.

A SKETCH FROM NATURE.

The setting sun, in crimson vest arrayed,
Was softly shedding his last mellowing beam
All o'er the smiling land;—twas then I strayed
Alone to wander on the pebbly beach,
And muse in silence on the beautiful scene—
So grand, so fair, and yet so tranquil all,
That fancy could not form a happier land!
Far as the eye could reach the ocean seemed
To lie reposed in gentle slumber sweet;
And on its azure bosom lay reclined
Full many a happy isle, that felt secure,
Like babes upon their mother's breast!
The birds had hushed their all-enlivening voice,
And man and beast reposed from daily care;
No sound, save now and then the swelling note
Of some far distant plover, was heard
Beside the hum of buzzing insect tribe.
Such was the scene;—but whilst I musing stood,
The sun had gone to shine on other lands;
Those very clouds which had but now surpassed
In gorgeous splendour all the lofty flights
Of man's imagination, now were clad
In sable grey. The pale ascending moon
Now shed a silvery radiance all around,
And every trembling beam appeared to kiss
The waters lull'd beneath its mellow light.
In breathless admiration there I stood,
And hope would fain persuade me that the scene
Was doomed to last. But lo! the winds arose,
The clouds, which late seemed void of motion, now
Ran fiercely o'er the sky; the struggling moon,
Usable to pierce through the closing night,
Is hid, and all its friendly light withdrawn.
The ocean, roused by strong impelling storm,
Now roars in wrath terrific,—its wild waves,
With fury indescribable, rise up
And seem to mingle with the sky, and now,
Hurled down into the vast abyss, they fall
Disclosing far the horrors of the deep!
The gloomy clouds that shrouded all the heavens
In torrents burst, the vivid lightning flashes,
And transient shows the terrors of the night;
Loudly and long the rolling thunder peals—
The elements of nature are convulsed—
The tempest grapples with the ocean force,
And each in turn their horrid strength display;
Uncustomed to resistance, the wild waves
Impetuous surge against the impending shore,
And there, destroyed by their own fury, die
In clouds of foam.

How awful! yet how grand!
A scene of terrible sublimity!

Fond man! how vain, how small thy greatest works
Compared to Him who bade the sunbeam shine,
And at whose word the howling tempest roars!

Miscellaneous.

STEAM NAVIGATION BETWEEN ENGLAND AND ORIENTAL INDIA

ARRIVAL OF THE "ORIENTAL" IN THE
PORT OF SOUTHAMPTON.

The intelligence we had the pleasure of communicating some weeks since of the selection by the Peninsular and Oriental Steam Navigation Company of the Port of Southampton as their East India Packet Station, was heartily welcomed here, and our subsequent announcement of the "Oriental," the first of the line of steamers to Alexandria being shortly expected in our waters, induced the most anxious curiosity to witness her arrival. On Saturday the firing of her guns announced the entrance into our harbour of this most magnificent model of naval architecture, by the side of which our Island steamers looked like cockboats, and even our largest vessels seemed to shrink within their due proportions when viewed in company with the huge but graceful leviathan of the waters. On her passage up from Liverpool where she was built, she gave promise of earning the sobriquet of "the Oriental Clipper," her average speed up channel having been twelve miles per hour, with all her stores, live stock, and the greater part of the coals for the voyage to Alexandria, on board. From the position she took in anchoring she appeared to great advantage, being opposite the High Street of the town, and from her colossal proportions catching the eye from all points. As we announced would be the case last week, Captain Soy admitted the public to inspect the vessel, and on Monday and Tuesday she was visited by multitudes. The town being full of company, the opportunity of examining the floating palace was eagerly seized by them, and, together with our townspeople, enabled the watermen to reap a most productive harvest. On entering the ship, visitors were requested to contribute a trifling sum for the benefit of the "Shipwrecked Fishermen and Mariners Benevolent Society," of which a branch association is established at this port, and we are happy to state that the receipts of Monday and Tuesday amounted to £21 6s. 6d. On board the company received all kinds of civilities and attentions from the commander and his officers, and wandered at their pleasure through all the apartments of the magnificent structure.

The Oriental is of 1670 tons admeasurement, with engines of the best construction, by Messrs. Fawcett, Preston, and Co. of 450 horse power. She is of a universally admitted beautiful model, and constructed throughout without regard to trouble or expense, of the choicest materials and on the most improved principles, to ensure swiftness with the greatest strength and security. Mr. Wilson, the builder, has, indeed, in this instance, further confirmed his title of the appellation of one of the first builders in England; for if we look to the fine proportions of the Oriental, her fastenings, and her large body, within an apparently small compass, we know of no vessel that approaches her. She has a handsome figure head, and an emblematically carved stern, and looks beautiful on the water.

In order to celebrate the placing the first vessel for the India transit at her station, the Directors on Wednesday, gave a superb entertainment on board the Oriental, to about 120 guests. It had been stated in some of the papers that Lord Minto and the other Lords of the Admiralty now on their official tour of inspection would have been of the party, but erroneously so—we wish they had—they would have found that Her Majesty's Navy does not possess such a splendid nor so commodious a vessel.

A special train was engaged for the conveyance of the Directors and their guests by the Southampton Railway, and on their arrival, a Steamer was placed at their service, and as they entered the Oriental, Targett's band, of about thirty performers, played "Rule Britannia" with exquisite effect, and the guns of the steamer thundered forth appropriate accompaniment. The company were welcomed on board by B. M. Wilcox, A. Anderson, and F. Carleton, Esquires, the managing directors, and among them were several of the East India

Directory, and their ladies, the Directors of the Southampton Docks and Railway Mr. Ewart and several others M. P.'s, Dr. Arnott, and other scientific gentlemen, M. Valzella, of Lisbon, the Mayor of Southampton (P. Breton, Esquire.) Mr. Law, the banker, Lord and Lady Grosvenor, &c., Captain Grindlay, of the East India Company, was accompanied by two native gentlemen of Delhi, whose bronze countenances and picturesque costume could not be contemplated without the thought arising that the speedy communication now being established would render the natives of India no more strangers to the land of their conquerors—they will visit us—imbibe our tastes and habits and it may be hoped that through the closer union that may be expected to ensue, we may have a stronger tie to the all-glorious of our India subjects than any other agency can produce. One of the native gentlemen is named Kurreen Khan—he is of the tribe who, from Ghaznee, originally conquered India, and founded the Afghan or Pat-han dynasty;—the other is his secretary, and Captain Grindlay acted as their interpreter. They expressed their pleasure and astonishment at all they witnessed on board, and Kurreen Khan expressed his hope that, by the means of the Oriental, his countrymen would become even more acquainted with the genius and enterprise of Englishmen. To the enquiry "whether such a stupendous vessel did not excite his admiration," he happily replied "I am too overpowered to be able to admire it." The Oriental weighed anchor a few minutes after one o'clock, and passed down our beautiful water, the company admiring the rich views presented to them on either hand; the New Forest with its endless woods and foliage lit up by the fitful state of the atmosphere in a thousand varying hues on the right and on the left the ruins of Old Netley, and the elegant rural seats peeping out amidst the landscape; the joyous freight soon passed the Castle which three hundred years ago was sufficient to protect the ligges of Southampton from invasion, and ran down the Solent till past the Needles, from whence the Oriental retraced her course. It had been intended to go round the Island, but lest the sea at the back of the Wight should spoil the appetites for dinner of the numerous ladies on board, the idea was given up; but such was the steadiness of the Oriental—so imperceptible was the motion, and the almost noiseless working of her machinery, that no inconvenience could have been sustained. The company, however, of running back close to Cores and Ryde, and then crossed over to the magnificent harbour of Portsmouth, where she rounded the Vanguard, and displayed the ease and celerity of her manoeuvres to those who could and did appreciate them. The day was splendid, and the numberless yachts and vessels of all rigs and sizes with which the sea was dotted, presented a most interesting coup d'œil, which the company could enjoy, while promenade the spar deck, at their ease, the whole working operations of the crew being on the main deck beneath.

The time in which the trip was accomplished is a point of some moment, and we, therefore, particularize it. The whole distance passed over was sixty-four miles, and the time occupied five hours and eleven minutes, giving a rate of twelve miles an hour, including all departures from ordinary course, and clearly establishing one point—that the "Oriental Clipper" will be the sobriquet of our first Alexandrian liners.

On the return of the Oriental to her moorings, a superb entertainment took place in the grand saloon. To the recherche talent of the Floating Cuisine were added the exquisite finish of the London artiste. Withers provided such unimaginable cates, that we will not attempt to describe them. The wines were exquisite. The various loyal toasts were accompanied by the band. "Prosperity to the Peninsular and Oriental Steam Navigation Company;" "the Directors;" and "the Mayor and Corporation of Southampton," received all due honors. Time, the inexorable task-master, at about seven o'clock, issued his fiat, and the departure of the gratified company ensued. The paddle-boxes—not the yards—were manned; music and cheering were interchanged. A myraidon steamer honorably presented by W. J. Le Feuvre, Esq. conveyed the gratified visitors to the shore, and after a few moments of progression to the Railroad Station, the company started at twenty-five minutes past seven and arrived in London at a quarter to ten.

The Oriental will leave Southampton for Alexandria, on the 1st of September, with her Majesty's mails and dispatches for Malta, the Ionian Islands, Patras, and Alexandria, touching at Gibraltar, and will make the passage, under ordinary circumstances, as follows:—To Gibraltar in five days, to Malta in nine days, to Alexandria in fourteen days. Another splendid steam-ship, the Great Liverpool, of 1540 tons and 464 horse-power engines, will arrive in Southampton next month, and will depart on the 1st of October for Alexandria, and will, with the Oriental, keep up the monthly communication.

The vessels will start, on the return voyage from Alexandria, about the 20th to the 25th of every month (according to the time of arrival of the East India mail steamer, at Suez,) proceeding home by Malta and Gibraltar, and making the passage, under ordinary circumstances, as follows:—Alexandria to Malta in four days, Gibraltar in nine days, Southampton in fifteen days. The time allowed for stopping is six hours at Gibraltar, and twenty-four hours at Malta, on each passage out and home.

ROUTE THROUGH EGYPT, TO AND FROM ALEXANDRIA AND SUZ.—From Alexandria passengers are conveyed to Atfe on the Nile, by track boats, on the canal of Alexandria—a distance of forty five miles. At Atfe a steamer is stationed on the Nile, by which the passengers proceed to Cairo—a distance of about eighty miles. The time occupied in this part of the journey varies according to the state of the Nile; but is generally performed in from ten to twenty hours. From Cairo to Suez and vice versa, a distance of seventy four miles, the journey is performed in carriages, donkey chairs, on camels, or on horseback, according to the choice of the traveller. The time usually required for passing between Cairo and

Suez, including a reasonable time for repose at the station houses on the road, where beds, refreshments, &c., will be found, is from sixteen to twenty four hours. Arrangements are in progress which will still further improve the transit through Egypt. By the present means, however, passengers for India may, without extraordinary exertion, reach Suez in time to embark with the mail in the East India Company's steamers for Bombay. The steamer from England will in general arrive at Alexandria on the 15th or 16th of the month, and as the steamer from Bombay does not usually arrive at Suez until from the 19th to the 22d of the month, sufficient leisure for visiting the Pyramids, &c., will be afforded.

SUFFERINGS OF THE CREW OF THE MODESTE, AND MASSACRE OF TROOPS.

The splendid corvette the Modeste, of eighteen guns, was launched and fitted out at Woolwich about November, 1837, under the command of Mr. Harry Eyres (a commander in the Royal Navy, the whole of the crew being composed of "Woolwich lads," and ordered to the coast of Africa, where she has been cruising for nearly three years for the suppression of the slave trade; she has been most successful, having captured several vessels, and liberated upwards of a thousand human beings. The third vessel taken by the corvette Modeste (as stated by a gallant officer on board Her Majesty's ship) was leaky, in want of provisions, and under repair, when captured. Captain Eyres sent Mr. Pearce, the mate of the Modeste, as prize master in her to Majazabo Bay, a place in Madagascar, to await his arrival, as he was on the look-out in the other quarters. The young officer in charge made the appointed rendezvous, and anchored. The next day it blew a strong gale, and the vessel parted from her cables and drove upon the rocks, the surf breaking over them in a most awful manner. She immediately split, and filled with water. The natives of the coast, consisting of various tribes, are a ferocious and treacherous people, sparing neither sex nor age when, under such circumstances, the whites are thrown among them. What, then, must be the feelings of those on board a vessel going to pieces, with certain death before them and almost as little hope from the natives on shore? The latter view of the melancholy alternative did not, however, daunt the crew, and one gallant fellow dashed into the boiling surge and reached the shore with a lawyer, which he secured to a projecting rock; by which means, and cutting the gunwale away, the officer in command, Mr. Pearce, succeeded in getting out the long boat; not one on board the vessel disobeyed orders, but cheerfully and respectfully assisted, heart and hand, in first rescuing twenty-two slaves, mostly children, from an inevitable death if abandoned, and safely landed them, the remainder of the crew remaining with the vessel, although every shock threatened instant destruction. The mate and his crew then abandoned the wreck, but before they had reached 20 yards from the vessel, the directing hawser was carried away, the surf capized the boats, and dashed the gallant fellows on the rocks. It blew a hurricane all night, and although in the morning the wind moderated, the rain continued without intermission. A cask containing damaged oatmeal was observed on the shore. Some monkeys shortly appeared, which were soon despatched, and their flesh, stewed with the meal, afforded the means of maintenance. Six days this dreadful state endured with never ceasing torrents of rain, without a shelter. The sea, however, at last drove the remains of the brig so high on the rocks, that at low water the commander could get on the wreck, when he found that the rocks had gone through her in three places, the deck had been forced up, and that she had parted amidships. A few sails were obtained, with which a tent was rigged. Provisions now began to fail, the oatmeal being nearly expended, and the monkeys so shy, as not to come within even a "hail," when two days afterwards Pearce fancied he descried a sail, which turned out to be the Modeste; it was, however, getting dark, and as the Modeste was wholly ignorant of the state of the shipwrecked crew, she stood off and on, so that they were doomed to pass another dreadful night, with the apprehension of her being blown off or quitting that part of the coast in pursuit. It afterwards appeared that the corvette intended first going to the other side of the island to water, and then to join Pearce's brig; but heavy gales drove her so near the place of rendezvous, that the captain determined on running in, to supply provisions; the rain had ceased the last day, and the party were now even without a drop of water. Daylight discovered them, and they were taken on board, where prompt humanity soon restored them. A court of inquiry was shortly after held for the loss of the vessel, when Pearce and his gallant few were "honorably acquitted," and the utmost praise most liberally bestowed upon him for his conduct and the preservation of his hands. The Modeste then proceeded to Bambatooka, and to the Governor a representation was made of occurrences, when he despatched a party of troops overland to recover the remaining stores, &c. They were attacked by one of the tribes, and (with the exception of five only of the poor fellows) indiscriminately murdered. It appeared by the report of the survivors that the natives had not seen the wreck until the rain had cleared up, and had not come down to that part of the coast until the day after, Pearce and his party had left her. Some short time after, the Modeste captured a schooner in the act of running into a port, as it afterwards appeared, for provisions. Night coming on, Pearce was sent with four men to take charge, the captain (Eyres) meaning the next morning to overhaul her; a tremendous gale came on during the night, and the capture being on a lee shore, the corvette was obliged to leave her and make the best of her way clear of the land; but the prize being a small vessel, and a dull sailer, after every exertion, was obliged to let go all her anchors. Here poor Pearce had so to endure, nearly, as he had previously encountered, for the vessel plunged her masts clean out of her, and swept her decks, carrying her long boat from the bows, her own crew had got drunk, and the four stout-hearted Modeste fellows were continually at the pumps keeping her free; fortunately the schooner, previous to

her detention, had purchased anchors and cables of a vessel double her tonnage, or she never could have weathered the gale. On examining her provisions, nothing but dry rice was on board, and not a drop of water. Five days the party were exposed to a burning sun, and the only means of slaking their thirst, was by applying their lips to the decks for the dew which had fallen during the night. At length the Modeste hove in sight (but too late to save the life of the captain of the schooner,) and took Pearce and his men, with the "skeletons" of the schooner, on board. The Modeste afterwards made some captures, among which a beautiful brigantine, in which he placed Pearce as her commander, and he was fortunate enough to capture a small vessel with twenty-two slaves. The Modeste and the brigantine met at the Cape of Good Hope, where the gallant Capt. Eyres introduced Mr. Pearce to the commander-in-chief, the Hon. Rear Admiral Elliott, at the same time recounting his sufferings and services. The Modeste was immediately ordered to join the fleet assembling to co-operate against the Chinese.

NEW BRUNSWICK IN CHANCERY.

Tuesday the fourth day of August, in the year of our Lord one thousand eight hundred and forty.

Between Lesh Hendricks, and Samuel Hallett, Plaintiffs, and

Edward Lake, Defendant.

FORASMUCH as the Court was this present day informed by Mr. G. Rotsford, being of the Plaintiff's Counsel, that the Plaintiff on the third day of October last filed their Bill in this Court against the Defendant, as by the Certificate of the Registrar appears, and took out process of Subpoena, requiring the Defendant to appear to and answer the same, but that the said Defendant departed from the Province after the cause of action upon which the Suits commenced accrued, and hath not since resided within the Province, as by Affidavits appears; and the said Certificate and Affidavits being now read, and the truth of the above allegations being made out to the satisfaction of the Court, it is ordered that the Defendant do appear to the Plaintiff's Bill on or before the thirtieth day of January next.

By the Court.
D. LUDLOW ROBINSON, REGR.

NEW BRUNSWICK IN CHANCERY.

Tuesday the seventh day of July, in the year of our Lord one thousand eight hundred and forty.

Between Charles Lee, Francis E. Beckwith, and Henry B. Rainsford, Plaintiffs, and

Thomas Baillie, William Hall, Robert Power, Robert W. Crookshank, William Walker, Peter Duff, John M. Wilnot, the President, Directors and Company of the Central Bank of New Brunswick, and Robert Rankin, Arthur Pollok, John Pollok, Allan Gilmour, James Gilmour and Alexander Rankin, Defendants.

FORASMUCH as this Court was this present day informed by Mr. Wilnot, being of Plaintiff's Counsel, that the Plaintiff on the second day of June last had filed their Bill in this Court against the Defendants, as by the Certificate of the Registrar appears, and took out process of Subpoena, requiring the Defendants to appear to and answer the same, but that William Hall, one of the said Defendants, resides in Devonshire, England, and has never been in this Province, and that the said William Hall cannot be served with such process, as by Affidavit appears, and the said Certificate and Affidavit being now read, it is ordered, that the said Defendant, William Hall, do appear to the Plaintiff's Bill on or before the first day of January next; and it is further ordered that this order be published in the Royal Gazette for the space of three months.

By the Court.
D. LUDLOW ROBINSON, REGR.

[First Published in Gazette, July 15, 1840.]

NEW BRUNSWICK IN CHANCERY.

Saturday the eleventh day of July, in the year of our Lord one thousand eight hundred and forty.

Between Mary Nichols, Administratrix and Noah Disbrow, Junior, Administrators, de bonis non of Samuel Nichols, deceased, Plaintiffs, and

David Hatfield, Peter Hatfield and Robert Ray, Defendants.

FORASMUCH as this Court was on Tuesday last informed by Mr. Kinnear, being of Plaintiff's Counsel that the Plaintiff on the sixth day of April last, had exhibited their Bill in this Court against the Defendants as by the Certificate of the Registrar appears, and took out process of Subpoena requiring the Defendants to appear to and answer the same, but that Peter Hatfield one of the Defendants left the Province some time in or about the year of our Lord one thousand eight hundred and thirty eight, and has not since resided within the jurisdiction of this honorable Court, and that from the best information the Plaintiff can obtain, the said Defendant, Peter Hatfield is now residing at Sierra Leone, in Africa, as by Affidavit appears, and the said Certificate and Affidavit having been read, His Honor doth this present day order that the said Defendant Peter Hatfield do appear to the Plaintiff's Bill on or before the first Tuesday in July next; and it is further ordered that this order be published in the Royal Gazette for the space of four months.

By the Court.
D. LUDLOW ROBINSON, REGR.

[First Pub. 8th July, 1840. Am. Ir.]

NEW BRUNSWICK IN CHANCERY.

Saturday the eleventh day of July, in the year of our Lord one thousand eight hundred and forty.

Between Francis E. Beckwith, Plaintiff, and

John Hilditch and Mary Hilditch, his Wife, Defendants.

FORASMUCH as this Court was this present day informed by Mr. Robinson, being of the Plaintiff's Counsel, that the Plaintiff on the fourteenth day of May last filed his Bill in this Court against the Defendants, and sued out process of Subpoena, requiring the Defendants to appear to and answer the same, but that the said Defendants are now residing and for a long time past have resided at or near Montreal, in the Province of Lower Canada, and cannot be served with such process, all which by Affidavits appears; and the said Affidavits being now read, it is ordered that the said Defendants do appear to the Plaintiff's Bill, on or before the thirty first day of October next; and it is further ordered that this order be published in the Royal Gazette for the space of three months.

By the Court.
D. LUDLOW ROBINSON, REGR.

[First Published in Gazette, August 19, 1840.]

By the Honorable Joseph Cunard, one of Her Majesty's Justices of the Superior Court of Common Pleas for the County of Northumberland, in the Province of New Brunswick.

To all to whom these presents shall come, Greeting: NOTICE is hereby given, that upon the application of Pheneas Williston, William Williston and Alexander Williston, to me duly made, according to the form of the Act of Assembly, in such case made and provided, I have directed that the Estate, as well real as personal, of Charles B. Brymer, late of Chatham, in the County of Northumberland, Black Smith, (which said Charles B. Brymer is departed without the limits of this Province, with intent and design to defraud the said Pheneas Williston, William Williston and Alexander Williston, and other Creditors of the said Charles B. Brymer, if any such there be, of their just dues, or else to avoid being arrested by the ordinary process of the Law, as is alleged against him,) to be seized and attached, and that unless the said Charles B. Brymer do return and discharge his said debt or debts within three months from the publication hereof, all the Estate as well real as personal of the said Charles B. Brymer, within the Province, will be sold for the payment and satisfaction of the Creditors of the said Charles B. Brymer. Dated the 3d day of August, 1840.

JOSEPH CUNARD, J. C. P.

CARMAN & WILLISTON, Attys. for Pet. Credito.

[First Published in Gazette, August 19, 1840.]

POST OFFICE.

Fredericton, Sept. 5, 1840.

List of Letters remaining in Office at this date.

A
Mr. Samuel A. Akerly, James Adams, Geo. Anderson, Peter Ackerman, Mrs. Mary Allen.

B
Duncan Barber, Gracill Barr, Mrs. Grace Brown, Mr. Ereen, J. Brewer, G. F. Bertou, Lewis Bloodworth, James Bresland, Thomas Boulter, William Bell, John D. Bradley, John Burns, Thomas Brown, Samuel Bird, Miss Bleain.

C
William Crowe, William Camron, Jerry Connor, Mary Crowsbey, Richard Carman, (2,) John Cambridge, James R. Cliff, William Copeland, James Craig, Mrs. Ruth Clark, Miss P. Close, Isaac Comsay, Edmund P. Cliff, Patrick Cunningham, Patrick Canott, George Carcharne, John Carmichael, Michae, Crowley, Mr. Clinmans, John Clayton, Robert Combs, Pierce Cote, (2,) Daniel Cleugh, Andrew Crookshank, Isaac Cote, Mary Campbell, (2,) Bridget Clancy, Joshua Currie, John S. Coy, O. Currier, David Carson, Thomas Cassidy, (2,) Nathaniel Cameron, John Crawford, Bridget Cooney, John Campbell.

D
Justus Dunham, Henry Dougherty, E. R. Doherty, James Dyon, Mr. Nathaniel Doyen, Mrs. S. M. Duff, Patrick Dolan, Catharine Dolter, William Delaney, Asa Dow, (2,) Miss E. Dugan, (2,) Mr. Davis, Matthew Duffy.

E
John Evans, James Edments, Samuel B. Estey, Thomas Edgar, Robert Elliott, Miss Ann Evans, John Erismstrong, Miss M. Ewing, R. J. Edgill, John Elliott, Daniel Egan, John Elkin.

F
Patrick Fenham, Miss E. Ford, James Fry A. H. Fling.

G
Joseph Gamble, Thomas Gray, John Graham, John Gunley, Patrick Golden, F. M. Gorden, (2,) Mr. Graham, Catharine Gallagher, Mr. Gibson, Charles Good, Thomas Gibson, Mr. Gabel, Gilbert Graham, W. Golober.

H
James Hennessy, Thomas Heney, George Hamilton, James Hodge, James Henderson, (2,) John Holman, Mr. Hunnat, Aaron Hart, Thomas Herbert, Lawrence Hughes, Mrs. Barbara Hallett, James Harrison.

I & J
John Johnston, (2,) Xenophon Jonett, (3,) J. William Johnson.

K
Charles Kewer, Isaac and Mr. Kilbern, Berned Kuncy, (2,) Mrs. Keating.

L
Moses Laurence, Thomas Leary, (2,) Mr. Lane, John Lindsay, E. H. Lambard, Ruth Long, John Lint, William Late, (2,) William Leane, W. M. Leggett, Thomas Longstaff.

M & Mc.
John Maher, David Monteith, Messrs. Miles & Smith, (2,) Rev. John Magee, (2,) Master Charles M'Alhure, John M'Donald, Mr. Maury, John F. Moeller, Hugh S. Millar, Elizabeth Mullhollin, Nancy M'Laughlin, Jas. Macdroy, John M'Donald, James Miles, Mrs. Sarah M'Kay, Hugh Montgomery, John Melton, Anthony M'Mahon, Mr. Mackintosh, John L. Marsh, (2,) Patrick Monaghan, (2,) Richard B. M'Nele, Adam M'Farlin, Alex. M'Lauchlin, William Monaghan, Frances Miller, Thomas M'Cafferty, Charles Moor, James Miles, Robert M'Lean, Edward M'Ginley, Mary Mintian, John Melony, Alex. Mackintosh, William Moor, Edward M'Gibson, Jas. More, Alexander Mitchell, James A. Miles, P. M'Sorley, Charles Marsh.

N
Mrs. Nash, Mr. North, Jr. Morgan Nason, David Nason, Mary Nealy, Thomas Nowman, Thomas Neven, Charles Nevers.

O
Mr. O'Nale, Hugh O'Callaghan, Honora O'Leary, John O'Connors.

P
William Parrell, Cyrus Perkins, William Porley, Mrs. C. Phillips, Thomas Poppers, Captain J. H. Pilsbury, William Perley, Jas. Payne, David Pickard, (3.)

R
Andrew Rice, John Rowen, (2,) Samuel Reynolds, (2,) Daniel Reed, Miss Mary Ann Rigby.

S
Michael Sick, Mrs. Solven, John Scott, Mr. Sansour, Hugh Sands, Eleanor Simot, Mr. Smith, Ezekiel Sloat, John G. Sellund, Wm. Smith, Ezra Slack, Thomas Summons, D. Shay, Catherine Scallen, Adam Stein, Mrs. M. Seconson, William Scallon.

T
Alexander Truscott, John Thomlinson, John Topham, (2,) Robert Tait, R. Tulley, (2,) Michael Tunley, Benjamin Tibbitts, Stephen Tracy, Augustin Tanguare, H. Topham, J. Tomlinson.

U & V
Charles Upham, Thomas V. Vance.

W
Nicholas Wheeler, Sr. John B. Whalen, Samuel Walker, Nehemiah Wright, Mr. Woodforde, (2,) John Walker, Wm. Weade, Thomas Wilson, Bridget Walsh, Geo. Woods, (2,) Stephen White, John Wood, Thomas Watkins, Thomas Walsh, J. Wright, Mrs. Ann Wake, Mrs. Wivell, Rev. J. Wivell, Miss Wake.

N. B. Persons asking for any of the above Letters, will please say they are advertised.
W. B. PHAIR, Post Master.

NOTICE.

IF this should meet the eyes of SETH GRISWOLD and JOHN GRISWOLD, sons of JOHN GRISWOLD, late of Litchfield, in the State of Connecticut, and Grand Nephews of SETH GRISWOLD of Queensbury, in the County of York and Province of New Brunswick, deceased, and if they will come to this Province of New Brunswick, and apply to DAVID N. ROBERTS, IRA INGRAHAM or LEWIS HUESTES, of the said Parish of Queensbury, Executors of the last Will and Testament of the said SETH GRISWOLD, deceased, they will hear of something to their advantage.
Queensbury, October 29 1839.