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River (at the head of the Grand Lake,) with the Richibucto River; and we are pleased to hear that enquiries have been set on foot by our enterprising townsman M. H. Perry, Esq. (to whose industry and perseverance the public are already much indebted for some of the beneficial institutions lately established in this City) to ascertain the nature of the country along the proposed route, and the distance between the heads of navigation on the Salmon and Richibucto Rivers. So far as yet ascertained, there are no obstacles to steam navigation from Saint John to about seven miles up the Salmon River, as far as M'Donald's; and the Richibucto is also navigable twenty miles up. A Rail Road to connect these two points is all that is wanting in order to open a ready communication and an extensive trade with Richibucto, Miramichi, Bay de Chaleur, Prince Edward Island, and all other parts of the Gulf of St. Lawrence—from which St. John is at present cut off—as well as to open a route for great commercial intercourse with Quebec and Montreal.—Instead of a journey to the Eastern part of our own Province, being, as now, considered a thing not to be lightly undertaken, we should, on the establishment of this Rail Road, with good steamers, conceive it no wonderful affair to breakfast in the City and sup at Miramichi or Charlotte Town.

A highly respectable Gentleman of Richibucto, who has been called on for information, says, in reply—
“From what I know of this side of the Portage between Salmon and Richibucto Rivers, I feel confident no natural obstacles present themselves; on the contrary, the land is unbroken, without hills or deep ravines, being of an easy and very gradual ascent, and on the other side, I am told, it is even more level than on this. Vessels not drawing over ten or twelve feet, may go within three miles of the head of the tide on this River; the current is not at all rapid. Coal may be had in abundance five miles from where the projected Road would start from on this River. Indeed I think this route in every respect, affords very great advantages for the construction of a Rail Road; and the sale navigation up this River and down the Grand Lake, as compared with the Bay Verte Harbour and Bay of Fundy, gives this route, in my opinion, a most decided preference. The distance from the head of navigation on this River to the head of navigation on the Salmon River, will, I conceive, be about twenty-six miles. Mr. Layton has been appointed to make an exploration for a Road between the two Rivers, and the interest which he feels in the contemplated project will cause him to make such observations as will enable him to afford very useful information. A Rail Road, completed, would be of incalculable advantage to this part of the Province, and would, I think, in the course of a few years be productive. Indeed there is no telling, nor can we at present estimate the advantages to be derived from connecting the Gulf of St. Lawrence and Bay of Fundy, via St. John, by means of a Rail Road. The people in this quarter would, I am sure readily join in an undertaking which is so eminently calculated to be of great advantage to us. Capital is all we want in this Province, to call into operation the resources of the Country.”

In answer to some queries which were proposed to William John Layton, Esquire, Deputy Commissioner of Crown Lands at Richibucto, he replied—
“The project of a Rail Road, connecting the tide waters of the Richibucto with the navigable part of Salmon River, is, in my opinion, not only practicable, but seems to have been intended by nature. Vessels of ten feet draught can, without the slightest difficulty, ascend this River about 22 miles, from which point to M'Donald's, about 5 miles below the Gaspereau on Salmon River, I know of no obstacle or difficulty along the whole route. I am intimately acquainted with the features of the land watered by the Richibucto and Salmon Rivers, from being in the habit of traversing that district of the country for the last fifteen or sixteen years, and I can most confidently assert that no ridges of any considerable elevation occur to break the general level. The rivers and brooks doubtless flow through ravines but those ravines are only natural beds formed by the incessant action of the waters upon the generally soft and penetrable soil. The distance on a straight line can scarcely be more than 30 miles, although I am not prepared at this moment to name that distance as correct. The Richibucto is navigable for steamers of the largest class about twenty-one miles, and for ships of 17 or 18 feet draught about twenty miles. The country across from the head of the tide to where the salmon River is navigable, consists neither of what may be called decidedly rock nor sand. The surface soil is a light loam, inclining to redness in colour and sandiness in consistence. Wherever rock shows itself, which is only on the banks and bottoms of the rivers and streams, it is composed of a hardish sandstone, I believe of secondary formation, and often exhibiting specimens of pudding-stone. I have never seen on Salmon River or on the Richibucto, a single specimen of granite or any other hard stone, excepting a few specimens of quartz in the beds of the rivulets. Along the whole route there can be no lakes to cross, and the rivers are only Salmon River and its tributaries, the Lake Stream and the Little and the Great Fork Streams. It depends upon the route pursued, whether the two latter streams will cross its path. The assistance likely to be afforded for the project from this place, will of course be the utmost that the people can afford. You may consider yourself authorised to put me down at £200 in shares, and no exertions of mine shall at any time be spared to promote a purpose so well calculated to advance the interests of the Province generally and of this place in particular.”
With such decided testimony in favor of the undertaking, we conceive there can be

but one opinion as to its practicability. The advantages which would be derived from carrying it into effect, even as they appear on a first view, are immense, and would tend greatly to the increase and prosperity of St. John, and bring the Eastern part of the Province and its great resources into immediate notice. Many new branches of business, not even now contemplated, would be developed, and wealth would flow upon us from a thousand channels. One great and important advantage on this route would be, the great facility for procuring an abundant supply of Coals, at the lowest possible rate, for supply of Steamers and Locomotives; as it is well known they can be had of good quality at the Mines now working on the Salmon River, and that Coals are to be found in many places cropping out on the banks of the Richibucto. These Coals would enable Steamers to run at a cheaper rate than in almost any other part of America, and would give the route a decided preference over all others, and defy competition.

Many persons will no doubt be alarmed at the expense of a Rail Road, judging from what they have cost in other countries; but in England, it must be remembered, large sums are swallowed up in Parliamentary and law expenses, and that both in England and the United States one great item in the cost of Rail Roads is the damages paid to owners of improved lands for crossing their property, and the various expensive purchases which must of necessity be made—nearly all of which would of course be saved in this country. Timber also constitutes a large portion of the expense of a Rail Road in the United States, much of which would be saved in this Province, as the greater part of what would be required could be had on the route at a comparatively trifling expense.

We wish to draw public attention to this project, as one not only feasible but important in its consequences. When we consider the efforts that are now making to establish Rail Roads to Quebec from Boston, Portland, and, lastly, from Saint Andrews, let us also be on the alert, and use the advantages with which nature has gifted us, in order to secure a portion of the trade of the Saint Lawrence, and at the same time develop the resources of our own country.

We trust that influential persons in the Eastern part of the Province will exert themselves to procure all the information in their power, and that before the next meeting of the Legislature a sufficiency will be obtained to authorise the establishment of a Company for carrying the desirable object into effect in a manner worthy of its importance.

THE COMET.—This interesting luminary is making accelerated progress through our system, and may be described by the eye, unassisted by artificial aid; but with a glass of very small power it can be seen to great advantage. It may be sufficient for ordinary purposes to say that it rises in the N. N. E. about ten o'clock P. M. and reaches its meridian altitude, near our Zenith, a little after six A. M., consequently it may be most conveniently examined from two till five o'clock in the morning. At half past 3 the Pleiades (or seven stars) are on the meridian; and then almost due East, below the bright star Capella, the Comet may be discovered. The moon light will interfere with its brilliancy for a few days.—*Ibid.*

We observe that the Editor of the Nova-scotian suggests the propriety of converting some of the unemployed capital of Halifax into a Rail Road, between that place and Windsor. We have no doubt but this speculation would more than realise his fondest anticipations. It is much to be regretted that the thousands which were spent upon the Shubenacadie Canal, had not been laid out on a rail road to the Eastern counties. Had this been the case, the various mineral and agricultural products of Truro, Cumberland, and Pictou might ere now be travelling on to the capital at the rate of fifteen miles an hour, and at less expense and risk than they are now conveyed by water.—*Pictou Bee.*

ST. JOHN'S, N. F. Sept. 22.
CONFLAGRATION.—This devoted town has been again visited with another calamitous fire. On Sunday evening last, between the hours of 7 and 8 o'clock, flames were observed bursting from the roof of a house occupied by a person of the name of Crane, a Cooper, residing nearly opposite the premises of Messrs. Rennie, Stuart & Co. In a few minutes the destroying element had extended to the adjoining houses, and soon afterwards, the whole block of buildings fronting on Water-street, and occupied by Mr. M. Pope, Mr. J. Collen, Mr. P. Doyle, of the Globe Tavern, and others with the houses on both sides of Walgrave street, were enveloped in flames. Happily, there was no wind, and, by great exertions and with much difficulty, the fire was prevented from extending in Water-street, to the houses occupied by Egan and Kenny, Mr. Palk, &c. and to the houses of Mr. Funcheon and others at the head of Walgrave street. The extensive premises of Messrs. Rennie, Stuart & Co. being built of stone, fortunately prevented the flames extending to the south side of Water-street.—Such however, was the great heat from the burning pile opposite, that the wooden water-shutes on these premises were burnt away, and some of the lead on the roof melted. We cannot too highly praise the indefatigable endeavors made by the Military, the Fire Com-

panies, and Inhabitants generally, to arrest the progress of the flames, which about 10 o'clock, was accomplished—but not before about 60 tenements were reduced to ashes, and it is stated at a rough calculation, from 70 to 80 families (mostly very poor people) thrown homeless, and many of them entirely destitute, on the charity of the world. One or two distressing accidents, we are sorry to say occurred: a soldier belonging to the Royal Veteran Companies, fell from the roof of a house, and was so much injured that he almost immediately expired: another man, of the name of Norris, was run over by one of the fire engines, and very seriously injured. But for the early hour at which the fire broke out, it would doubtless have been far more extensive and more calamitous in its effects. We have not yet heard of any estimate of the loss of property sustained—it must however be very considerable.

The fire is said to have originated by some children who had been amusing themselves with kettles which had sought shelter under a bed, among some shavings, and whether they had been followed by the young urchins with a lighted candle in their hands, the immediate consequence of which was discovered at too late a period to prevent all the calamitous results which have arisen from it.

—The melancholy event of the death of THOMAS, son of C. P. Wetmore, Esquire, of this place, which it is our painful duty to report, became the subject of investigation before a Coroner's Inquest, who returned a verdict of Accidental Death.

—We regret to state, that accounts reached us yesterday of the destruction by Fire of the new and elegant Wesleyan Chapel in Woodstock, early on Monday morning last, but we have been unable to ascertain correctly the particulars respecting this unfortunate occurrence.

—ERRATUM.—In the preamble to the Resolutions of the Temperance Society in our last Gazette, read the 26th of February instead of the 28th February.

Died.

On Thursday, the 1st October, Charles Peters, infant son of Charles P. Wetmore, Esq.; and on Thursday, the 8th, his second son, Thomas, in the 5th year of his age. The latter, a most promising child, was killed by the accidental discharge of a gun.

SHERIFF'S SALE.

To be sold by Public Auction, on Saturday the sixteenth day of April next, between the hours of twelve and five o'clock in the afternoon, at the Court House in Dorchester, ALL the Real Estate of Thomas Edgett, situate in the Parish of Hopewell. The same having been taken by virtue of two Executions issued out of the Supreme Court. W. P. SAYRE, Sheriff. Dorchester, 8th October, 1835.

LAND FOR SALE.

FOR Sale, on SATURDAY the 14th November next, at Mr. NEEDHAM'S Auction Room, if not disposed of at private sale: The front half of Lot No. 21, in the Nashwalk Block, containing 100 Acres, more or less; bounded on the upper side by Lands formerly owned by Nathaniel Gibbs, and on the lower side and rear by Samuel Cooper. For further particulars apply to JAMES HALE. Fredericton, October 14, 1835.

CENTRAL BANK OF NEW BRUNSWICK, 2d October, 1835.

A GENERAL MEETING of the Stockholders of the above Bank is requested to assemble at the Banking Rooms, on MONDAY, the 7th day of December next, at 12 o'clock at noon, to take into consideration the expediency of petitioning the General Assembly at the next Session of the Legislature for an increase of the Capital Stock. H. G. CLOPPER, PRESIDENT.

CARD.

MR. WILLIAM SIMPSON, APOTHECARY and DRUGGIST, will be found at home at his old Stand, in Carleton Street—where he would respectfully solicit a share of that patronage which on a former occasion he so liberally enjoyed, and hopes it shall not be wanting on his part to merit a continuance of the same. Fredericton, October 7.

AUCTION.

VALUABLE REAL ESTATE For Sale. To be sold at Public Auction on Monday, the second day of November next, at 2 o'clock:

ALL that certain piece or parcel of LAND, situate in the Parish of Kingsclear, being part of the Farm belonging to the Estate of the late Thomas Wetmore, distant about 3 miles from Fredericton, and known as the Kingswood Property, fronting upon the River Saint John—containing 160 Acres, more or less; being marked upon the Plan of Division of the Farm as Lot No. 1.

References to the Office of C. P. Wetmore, where the Plan may be seen. CHAS. P. WETMORE, } Executors. T. C. LEE, } October 7th, 1835.

NOTICE.

ALL Persons who have had KETTIE & YOUNGER'S ALE during the Summer, in and about Fredericton, would confer a favour on the Brewers by forwarding the empty Casks to the Subscriber, as well as enable them to renew their Stock in this place. R. CHESTNUT. Fredericton, 6th Oct. 1835.

Blanks of various kinds for Sale at this Office.

In the matter of } NOTICE is here-
Augustus Clarke, } by given, that
an Absconding Debtor, } on application to
me, in due form of law made, by Messrs. Gil-
mour, Rankin and Company, Creditors of
Augustus Clarke, late of Bathurst in the
County of Gloucester, Lumberer, an abscond-
ing or concealed Debtor, I have directed all
the Estate, real and personal, of him, the said
Augustus Clarke, within this Province, to be
attached; and unless he the said Augustus Clarke
shall return and discharge his debt or debts
within three months after the publication of this
notice, all his said Estate, real and personal,
will be sold for the payment and satisfaction of
his Creditors.

JOSEPH READ, J. C. P.
WILLIAM END, Solicitor for Petitioning
Creditors.
Bathurst, September 19, 1835.

[First published in Gazette, Oct. 7, 1835.]

THE SUBSCRIBER.

Begs leave to inform the Inhabitants of Fredericton and its vicinity, that he has opened a Store in the Brick House belonging to G. Minchin, Esq. on the corner of Queen and Regent Streets—where he offers for sale a great variety of

Fall and Fancy Goods,

Just received from London—consisting of: SILK VELVET, plain and figured; Gros-de-naples; figured Silk; French Saranet; Chables and Chables, Mantuan Fen-Genosee and figured Gause Dresses; Saxony Clothes; Thebet and Foulard Shawls; plain and twill Calico; Silk Plush; black Lace and Blond Gause Vails; Pelletreons; Ruffs; Swans Down and Hair Stocks; Linens; Table Covers; Gingham; Merinos; Shawl Dresses; Silk Stockings; Lace, Nett, and Bobinet; Quillings and Quillinet, with a variety of other articles, which he offers for sale at reduced prices.

ALEXANDER M'TAVISH.
Fredericton, Oct. 7, 1835.

FOR SALE.

50 SIDES Sole LEATHER; 14 Sides Harness LEATHER; 5 dozen Sheep SKINS.—Apply to ASA COY.

7th October, 1835.—2w.

FOR SALE.

At the Munday House, on the Nerepis. A YOKE of OXEN, of middle age, in good condition, kind in the yoke, and every way qualified for the Lumber Woods. September 14, 1835.

NOTICE.

ALL Persons are hereby cautioned against purchasing a Note of Jand, drawn by Robert Henry in favor of Patrick Graham, given sometime in April last, for £12 6 0, as the said Patrick Graham has received full payment and satisfaction for the same from the Subscriber. ROBERT HENRY.

Magundy, Parish of Prince William, 5th October, 1835.

40 BARRELS

FAT GIBBED HERRINGS, Received and for sale low for Cash, by SPAFFORD BARKER. Fredericton, Sept. 28, 1835.

PROTECTION INSURANCE COMPANY, Of Hartford, (Connecticut.)

THE Subscriber having been appointed Agent for the Protection Insurance Company will insure Houses, Stores, Barns, and every sort of Goods and Wares against LOSS OR DAMAGE BY FIRE at the most reasonable rate of premium. The subscriber will also attend to the renewal of any Policies issued by the former Agent in this place. JAMES TAYLOR, AGENT. Fredericton, Sept. 25, 1835.

NOTICE.

THE Co-Partnership heretofore existing between James A. Phillips and Stephen B. Hennigar, under the Firm of JAMES A. PHILLIPS & Co. is dissolved this day by mutual consent. All Persons to whom the late Firm are indebted are requested to render their Accounts for adjustment at the Store of the late Firm in Woodstock, and those persons indebted to the said Firm are requested to make immediate payment to Jas. A. Phillips, who is fully authorised to collect the same. JAMES A. PHILLIPS, S. B. HENNIGAR. Woodstock, 1st September, 1835.

CIGARS.

The Subscriber has received:— 6000 REAL Havannah CIGARS, of the very first brand, in boxes of 250 and 500 each. —ALSO— 8000 good Jamaica and American ditto, in boxes of 100, 250 and 500 each, which he can recommend, and offers for sale at moderate prices. H. JACKSON. Fredericton, Sept. 7, 1835.

NOTICE.

THE Co-Partnership of JAMES TIBBETS and BENJAMIN TIBBETS, under the name and title of JAMES TIBBETS & Co. is this day dissolved by mutual consent. All Persons therefore having any legal demands against said Firm are requested to present the same for adjustment, and all Persons indebted to said Firm are requested to make immediate payment to BENJAMIN TIBBETS, who is hereby fully authorised to settle all accounts. JAMES TIBBETS, BENJAMIN TIBBETS. Andover, 17th August, 1835.

POST OFFICE, Fredericton, 5th Sept'r. 1835.

LIST OF LETTERS Remaining in this Office at this date.

A George Anderson Miss Mary Allen, John Armore, George Alexander, William Allinshaw.

B Nelson Brittain, Benjamin Bourne, Wm. S. Bent, John Branfield, John Brewer, Geo. Butler, Anthony Blaikie, Anthony Baker, Mrs. Stephen Blair, Thomas Barker, Zachariah Brown, Wm. C. Brown.

C Richard Coffee, John Coigley, Mr. Cobbet, John Croke, Thomas Cluff, Wm. Caverhill, Mrs. Wm. Caverhill, George Wm. Cleary, John Campbell, Mrs. Cockreen, Jos. Crandell, Bridget Clancey, Patrick Clinton, Isaac Clarke, Rev. A. Crawley, Benjamin Cousud, Francis Carren, Edward Cliff, Wm. Callag, Pat. Clinton, Charles Cox, James Cox, John Cox (2).

D Wm. S. Dibblee, Wm. Davis, John Dyer, John Dow, Asa Dow.

E Thomas Elwood, James Edmond, James Eastey, Mrs. John Ervin, John Edwards.

F Barney Feeny, John Freymour, James Flynn, John Frame, John Fraser, Patricia Finnigan (2), Patrick Freel.

G Thomas Griffin, Phebe Green, Anthony Gallagher, Clement Godin, Mrs. Sarah Gill.

H Mrs. Hilsgrrove, Echabod Honlam, Jonathan Hodsdon.

J George Johnson, Rees Jones.

K Robert Kilpatrick, Wm. Kenne, Dermist Keefe, Pat. Kelly, John Knight.

L James Lock, Zenas Lane, James Langir, F. Wm. Ladds, Jos. Love, Ephraem Lomhard, Isaac Laurence, Seth M. Leach, Jas. Lowry.

M James Miller, Mrs. Glen Marshall, M'Zerv, Wm. Moffit, John M'Carney, Mrs. J. T. Murray, George M'Candless, Cornelius Mead, Wm. M'Knight, David Monteith, Robert M'Callough, Hugh M'Master, Wm. P. Melvin, Wm. Mitchell, Thos. M'Guire, Wm. M'Dewitt, Henry M'Dead.

N William Newcomin, W. D. Nash, John Nixon.

O Mr. O'Rylev, Andrew O'Connors, Patrick O'Neal (2), Francis Orr, Timothy O'Sullivan (2).

P Squire Peabody, Miss Harriet Putnam, Frederick Pore, David Phillips, Anchbrend Poslin, James Power.

R John Rankan, John Ritchie, Dan. Ross, Thos. Richards, Walter Roulston.

S Andrew Steward, Miss Mary Smith, Mrs. Henry Smith, Henry Smith (2), Francis Scott, Alfred Shaws, William Scott, John Scott, Peary Smiler.

T Samuel Thomas, Wm. Turnbull, Thos. Torrens, John Turner, William Tucker, John Trenchor.

W Adam Wyes, Thomas Walsh, Joseph Westall, Samuel Watson, Thomas Worley, Nathaniel Walker, Elijah Whitlock, Chas. Wiggins.

Y Ann Young, Capt. A. Yerxa, John D. Young.

BOOTS AND SHOES.

Just Received: 88 PAIRS Men's Strong Hide BOOTS; 100 pairs ditto ditto SHOES; 12 ditto ditto Calf ditto.

The above having been manufactured in the Province, are warranted of the best quality. Also—375 lb. Cotton WARP.—Apply to ASA COY. Fredericton, 1st September, 1835.

TEMPERANCE RECORDER.

THE above Journal is published at Halifax once a fortnight on demy paper, will be delivered at the Store of Mr. John T. Smith, Fredericton; immediately after the arrival of the mail on Saturdays,—price Five Shillings per annum, payable in advance, free of postage. The Recorder has a wide circulation throughout Nova Scotia, and is taken in various parts of this Province; and besides being devoted to the temperance cause, contains a summary of political intelligence and domestic occurrences. It is also a very entertaining and instructive family paper; and as such is recommended to the favourable consideration of the public, and in particular to the support of the members of temperance Societies, and the friends of the cause generally in New Brunswick.

EDMUND WARD. Fredericton, Sept. 30, 1835.

A Meeting of the Creditors of Edward Kermott is requested to be held at the Office of Mr. Samuel Grosvenor, in Woodstock, on Thursday the 24th December next. RUFUS S. DEMILL, JOHN S. M'BEATH, SAM'L F. GROSVENOR, Trustees. Woodstock, 23d Sept. 1835.