CANADA.

PROROGATION OF PARLIAMENT.

Kingston, Sept. 18.

The alarming state of His Excellency's health prevented his closing the Parliament yesterday at the Government House, as had been announced by message in the morning. Both Houses adjourned till 12 this day, before which time the following appointment was made known through the Official Gazette :—

Government House, 18th Sept.

His Excellency the Governor General has been pleased, by Commission under his Seal at Arms, to nominate, constitute and appoint John Clitherow, Esq., Major General Commanding Her Majesty's Forces in that part of the Province heretofore Upper Canada, to be Deputy Governor for the purposes mentioned in the said Commission.

At a very few minutes after 12, Major General Clitherow, the Deputy Governor, accompanied by Captain Clitherow, A. D. C., and T. W. C. Murdoch, Esq., Chief Secretary to the Governor General, came into the Legislative Council Chamber, and terminated the session with the following Speech :—

Honourable Gentlemen of the Legislative Council, and Gentlemen of the House of Assembly:

In consequence of the severe indisposition of the Governor General, I have been deputed by him to signify to you Her Majesty's pleasure on the several Bills which you have passed during this Session, and to relieve you from further attendance on Parliament. In performing this duty, I beg to congratulate you on many important measures which you have been enabled to perfect, and on the general harmony which, notwithstanding the difficulties incident to the first meeting of a new Legislature, has marked your proceedings.

Gentlemen of the House of Assembly :

I thank you in the name of Her Majesty for the readiness with which you have voted the supplies necessary for the public service, and for maintaining the credit of the Province.

Honourable Gentlemen and Gentlemen :

I am confident that you sympathise with me in the deep sorrow which I feel for the illness of the Governor General, and in my hope that the suffering with which it has pleased Almighty God to afflict him may be but temporary. In the meantime I would urge on you the propriety, on your return to your homes, of endeavouring to carry out the great improvements now in progress; and of inculcating on those by whom you will be surrounded, an oblivion of past differences, as a hopeful spirit of enterprise and contentment for the future. In so doing you will best promote the best interests of your Country, and entitle yourselves to the gratitude of your fellow subjects, and may that Providence which has heretofore so signally protected this land, prosper your endeavours.

The number of Bills to which the Royal Assent was this day given, was 67; Reserved for the signification of Her Majesty's pleasure, 15; Previously sanctioned, 20; Total passed this Session, 102.

Previous to the prorogation, Sir Allan M'Nab brought under the consideration of the Assembly, the report on the Toronto petition respecting the Seat of Government and carried an Address to Her Majesty in favour of alternate Parliaments being held at Toronto and Quebec.

DEATH OF LORD SYDENHAM.

Montreal, September 21.

Official intelligence of the death of Lord Sydenham, Governor General of British North America, was received this morning in an Extra of the Quebec Gazette published at Kingston, and dated Monday, 20th instant. The following is a copy of the announcement :—

Kingston, Sunday, September 19, 1841.

It has pleased Almighty God to call to His Mercy His Excellency the Right Honorable Charles Baron Sydenham, of Sydenham, in the County of Kent, and Toronto in Canada, one of Her Majesty's Most Honorable Privy Council, Governor General of British North America, and Captain General and Governor in Chief of the Provinces of Canada, Nova Scotia and New Brunswick, and of the Island of Prince Edward, &c. &c. &c.

He expired this morning at 5 minutes past 7 o'clock, at the Government House, in this Town, after an illness of fifteen days.

In consequence of this melancholy event the administration of the Government devolves upon His Excellency Sir Richard D. Jackson, K. C. B. Commander of the Forces in British North America. His Excellency left Montreal yesterday for Kingston, to assume the reins of Government.

From the Montreal Gazette, September 21.

It is with deep sorrow that we perform the painful duty of announcing the demise of His Excellency, the Right Honourable Charles Poulett Thomson, Baron Sydenham and Toronto, Governor General of all Her Majesty's Provinces on the continent of North America. This melancholy event took place at Alwington House, near Kingston, on Sunday morning, at five minutes past seven o'clock, to the general regret of all Her Majesty's subjects in the Province; and, we much fear, to the no small detriment of the public affairs of the country, with every branch of which his Lordship was intimately conversant, and which he uniformly conducted with a vigour of mind and decision of purpose, which will ever reflect lustre on on his public character as Her Majesty's Representative in these Provinces.

His Lordship's last illness was severe, though of but short duration. On the 7th inst., while riding for exercise in the neighbourhood of Kingston, his horse stumbled and fell with him, by which his right leg was fractured near the ankle, and also received a severe contusion above the knee. The accident was unfortunate in every respect, and still more so in its fatal consequences; but it was not of a character to excite alarm, except in connexion with its anticipated influence upon the painful malady of the gout, to which his Lordship was, we believe, subject from early life, to which he had been a martyr almost ever since his arrival in Canada, and from a severe attack of which, he had scarcely recovered when the lamentable accident took place. The fears anticipated were but too fatally realized. The gout returned, as we are informed, with redoubled violence; and a painful illness of a few days, which his Lordship bore with fortitude, put an end to his mortal existence.

His Lordship, as Mr. Thomson, succeeded Sir John Colborne, now Lord Seaton, in the immediate administration of this Province, and arrived at Quebec on the 16th of October, 1839. On the 19th he assumed the reins of Government, and soon after visited this city, and other parts of the country, holding sessions of the then existing Legislatures of Upper and Lower Canada. On the 10th of August, 1840, Her Majesty was pleased to raise the late Governor General to the Peerage of the United Kingdom, by the titles to which we have already alluded, as a distinguished mark of approbation, no doubt, of the manner in which he conducted the important government entrusted to his care.

On the 20th of May last, his Lordship, while still in delicate health, left this City for Kingston, for the purpose of opening the first Session of the United Legislature of Canada, but which, from the alarming character his indisposition had assumed, he was only destined to close by deputation. It was intended that this ceremony should take place in His Excellency's apartments on Friday last; but his Lordship was unable to undergo the fatigue, and in accordance with the provisions of the Act of Union, a Commission was issued, appointing Major General Clitherow to be Deputy Governor, for the purposes therein mentioned, which we believe were confined to the giving the royal sanction to some of the Bills passed during the Session, referring others for the signification of Her Majesty's pleasure, and proroguing the Provincial Parliament.

This is not the time to speak at large of the true character and merits of the various public measures which will long render the short but important Administration of Lord Sydenham memorable in the history of this Province. It will be sufficient merely to observe, that the whole of them were directed to the great national and cardinal point of cultivating the resources of the Province; of laying the foundation of free and liberal institutions, which, if administered in the spirit in which they were conceived, cannot fail to render it happy and prosperous, and of perpetually cementing its welfare and its interests with those of the Mother Country. Above all, the deep interest, the unquenchable zeal, the patriotic ardor, the firmness of purpose, and the undeviating resolution and perseverance which at all times and on all occasions were exhibited by his Lordship, in carrying into effect the grand healing measure of the Re-union of the Provinces, justly entitle his memory to the lasting gratitude and reverence of his countrymen, both at home and abroad, and his tomb to be inscribed with the word "Union," as a beacon to direct a people, still somewhat divided, from the shoals and quicksands of jealousy and dissention.

In his official and private intercourse with the people of this Province, Lord Sydenham was of easy access, of unaffected manners, affable in conversation, which, without the least show of undue assumption or arrogance, he almost instantaneously, directed to the leading topic of business or discussion. As a practical man of business, it may safely be said that he had few equals. With these and other excellent qualities, which we stop not to discuss at the present moment, the death of Lord Sydenham will be sincerely and generally lamented in this Province.

About five o'clock of the evening preceding his death, his Lordship having made some alterations in his will, received the sacrament, and his household being summoned to his chamber, he bade them an eternal farewell, and prepared himself with calmness for his approaching end, which took place on the following Sabbath morning, the 19th instant, at five minutes past seven o'clock.

Lord Sydenham was entirely the architect of his own fortune; early in life he abandoned mercantile pursuits, and being elected a member of the House of Commons, he soon gave proof of his talents for public life, and was a strong and able politician of that school generally denominated political economists.

We have not space at this time to trace him through his, unhappily too short, career as a public character, but if the reputation of the deceased nobleman rested on no other ground than his administration of the government of this Colony, the justness and boldness of his gigantic views, and the constancy and ability with which he carried them out, would richly entitle him to rank high in the list of British Statesmen, to whose labours the country stands deeply indebted—Lamented in his death—Honored be his Memory.—*Quebec Mercury.*

The Montreal Courier states that the immediate cause of His Excellency's death was inflammation, at first in the limb affected by the accident, and ultimately extending to the throat, and terminating in lock-jaw. Until further instructions shall have been received from home, the administration of the Government devolves upon His Excellency Sir Richard D. Jackson, the Commander of the Forces in this Province, who, it is stated, will proceed forthwith to Kingston for that purpose.

It is said that it was the dying request of Lord Sydenham that his remains should be sent home for interment. If this be true, we have no doubt, but the request will be complied with by the present Administrator of the Government.—*Quebec Gazette.*

The following paragraphs are copied from the New York Commercial Advertiser of Saturday last.

Sir Richard Jackson has assumed the Government of British North America, vacant by the death of Lord Sydenham.

The deceased nobleman was sensible to the last moment of his existence, and endured his extreme sufferings with great fortitude and composure. He expressed a wish to be buried in Canada, and his remains were accordingly to be interred at Kingston yesterday.

His Lordship was unmarried, and the title becomes extinct. It may, however, be revived in favour of his brother—for we believe he has a brother in England.

The Courier.

SATURDAY, October 2, 1841.

We expected to-day to be able to give our readers some late intelligence by the English Mail which left Liverpool on the 19th ultimo; but the late stormy weather having delayed the steamer *Nova-Scotia* on her trip to Windsor until yesterday, she has not yet returned, and we have therefore no accounts from Halifax later than Wednesday afternoon, when the steamer with the Mail would only be ten days at sea.—The ship Acadian from Greenock, arrived at Halifax last Sunday night, in the short passage, for a sailing vessel, of seventeen days and a half, but unfortunately brought no late papers.

Resources of the Province.—At a time when the Timber trade, which has heretofore absorbed a large amount of capital, and afforded employment to a large portion of our population, is beginning to fail, the mind is naturally directed to the means New-Brunswick possesses, of sustaining her reputation for commerce and enterprise, and to the objects to which the industry of her inhabitants can be profitably directed.

That Shipbuilding and the exportation of all kinds of Lumber have become unprofitable to the merchant, as well as the manufacturer, is certain. These pursuits have already become ruinous to many,—a circumstance to be attributed, in a great degree, to the extent to which those branches have been pursued. Indeed the English market has been completely glutted with the wooden productions of North America. It should, however, by no means be inferred from these circumstances, that the Timber trade ought to be altogether abandoned; it should be continued with care, and kept within reasonable bounds. But such are the dispositions of men generally, that when the road to fortune appears open and free, they rush into it, until they absolutely prevent any advancement, and many are quickly trodden under foot. The rivalry which has existed in the Province, in the Timber trade, has, in many instances, been little better than madness, and the number of sufferers is not few.

This trade has, however, done much good to the country. It has brought capital into it—given lucrative employment to vast numbers of emigrants and others—built towns and villages—opened roads, and explored the fertile lands of the interior; and while some who have entered extensively and extravagantly into the business, have fallen before a depression in the trade—many of the more humble adventurers have become independent by it.

The minds of some men are like the elastic ball thrown against the wall: when they are suddenly checked they rebound in the opposite direction. Thus it is that there are now many persons who formerly built their hopes upon our lofty groves of Pine, who now decry all commerce in our native Timber, as injurious to the Colony. But this opinion we consider opposed to the advancement of the general interests of the country: the trade, we confess, should be brought under the influence of a spare regimen, but not starved; it should be reduced, but not destroyed; and the British Government should be careful to preserve the trade of her own Colonies and her own subjects.

There is no branch of industry that should not be encouraged; and when all the energies of our merchants are directed to one branch of commerce, or manufacture, even an inconsiderable change in the amount of its profits, will throw all into confusion. It becomes us then to view the country as it is, in regard to all its natural resources; and not to be alarmed because a sudden depression has come upon what has long been our chief articles of export. It would require but little labour to shew that our Fisheries are much neglected. The Agriculture of the Province also languishes, and does not supply our towns with one half of the food they require. Our Mines and Minerals have likewise been neglected; and our chief dependence for Iron, Coal, &c. has been upon the ballast of returning lumber ships. That Provincial prosperity can follow such a state of things is impossible, and until New-Brunswick will learn to employ other resources in her possession, than those derived altogether from her forests, she cannot prosper. In our Fisheries no improvement has been made, and the Americans are taking the riches of the ocean in the very mouths of our harbours, while the Coal, Iron, and other minerals, now known to exist in New-Brunswick, remain almost unexplored and unnoticed.

Agriculture is advancing but slowly, and unless a new impetus is communicated to it, many years will elapse before it will be adequate to the demands of the Province for bread. It is to this branch of industry the country must look for a necessary supply of provisions, while the Fisheries, Timber, and Mines, afford the elements of commerce, and, consequently, of strength and greatness. Both the fisheries and forests will in time fade away, but still the country will rise above these natural consequences, and the mineral kingdom, from her inexhaustible treasures, will supply the objects of commerce, the foundation of manufactures, and the basis of internal improvement.

It is true that in all new countries the progress of mining operations is slow; and this arises from the difficulties attending the discovery of useful ores, and the outlay often required to bring them into profitable employment. It is certain that the elevated condition of Great Britain is to be attributed to her vast and almost inexhaustible mineral deposits. From them her manufactories are supported—her commerce sustained, and her power increased beyond computation. It is equally certain that in this Province there is one of the most extensive Coal Fields in the world, with Iron and other important metals in abundance. But in order to bring these objects into successful operation, both money and labour are required; and hence it may be seen how important a part immigration is calculated to take, in promoting the welfare, and in increasing the value of the Colony. Probably with such views, His Excellency Sir William Colebrooke, our Lieutenant Governor, is zealously endeavouring to promote the settlement of our wilderness lands, by immigration, and to this great object, it is to be hoped, the energies of the present population will be aroused.

It cannot be expected that every mining project will be successful; this has never been the case in Europe. Of two Coal Leases obtained from the Provincial Government during the past year, one, we are informed, must prove abortive, from the lack of that knowledge which is so necessary to the miner, and which should in every instance be secured before expensive operations are commenced. It cannot be that the mineral resources of the Province are always to remain concealed in the earth, and in the country where Providence has kindly bestowed them. They have been given for wise and benevolent purposes, and will one day elevate the character of New-Brunswick as a manufacturing and commercial Colony, and render her a truly valuable appendage of the British Empire. Like almost all important and new undertakings, the Geological exploration, now in progress, (of which Dr. Gesner's letters, extracted from the *Royal Gazette* of Wednesday last, give some account,) has been condemned by many well-meaning persons. But it is gradually opening a field of enterprise; it is bringing foreign capital into the Province, and making the true character of the country better known abroad. These, besides the domestic aid it has already afforded in supplying Granite, Freestone, Limestone, Marl, &c. are abundantly sufficient to prove its utility. We therefore repeat it again, that whatever our jealous neighbours may proclaim in regard to the real condition of New-Brunswick, our soil, our fisheries, our mines, and our navigable rivers, are sufficient for our wants, and capable of rendering the Province one of the most wealthy and powerful Colonies in the world.

We have the disagreeable duty to-day of announcing the demise of the Governor General of these Provinces. Full particulars of this melancholy event will be found in extracts we have made from Canada and United States papers. There appears to be some disagreement in the statements with regard to the wishes expressed by the deceased nobleman as to where his remains should be interred. This, however, is a matter of no great moment. The removal, at the present time, of this talented and industrious statesman, from the scene of his successful labours, and when he was on the eve of returning to England, will, we fear, be felt by these Colonies generally, but especially by Canada, to whose interests he has devoted nearly two years of anxious solicitude and unabated zeal. Being from education and habit a business man, the personal knowledge he had acquired of the capabilities and wants of the Colonies would have been of essential service in the future proceedings of the Councils of the Nation in regard to measures for their improvement; but Providence, whose ways are inscrutable and past finding out, in its supreme wisdom has called him from the midst of his earthly labours, and the places which knew him once now know him no more for ever. Let us hope that the Canadas may find in his successor a Ruler equally capable to guide them in the road to happiness and peace, as zealous in his devotion to their interests, and as firm in carrying out the great and important measures now before them.

Mr. M'Leod's Trial.—This subject is now the all engrossing topic in the United States papers.—The Boston Courier, of Monday last, in speaking of it, says :—

"The Supreme Court of New York will be in session this week at Utica, for the trial of this individual. It will probably be one of the most *exciting* trials that ever took place in our nation, and its result is looked for with intense interest.—There is doubtless a numerous party in the State of New York, who will be exasperated to madness, and perhaps induced to perpetrate serious outrages, should M'Leod be acquitted; but we imagine that an immense majority look, or at least hope, for his acquittal."

With respect to the power of the General Government of the Union over individual States, an able writer in the New York Journal of Commerce remarks—

"The constitution has declared that 'the constitution and laws of the United States which shall be made in pursuance thereof, and *all treaties made, or which shall be made*, under the authority of the United States, shall be the *supreme law of the land, and the judges in every State shall be bound thereby*; anything in the constitution or laws of any State to the contrary notwithstanding.'"

We are surprised that, under this section, an end has not long since been put to Mr. M'Leod's imprisonment.

Another Ferry Boat.—A new Steamer, intended, by the City Corporation, to ply across the Harbour as a Ferry Boat, in conjunction with the *Victoria*, (which has been found to answer admirably well,) was launched from the Building Yard of Mr. M'Leod, in Carleton on Thursday last.—She was named the *Lady Colebrooke*, and is to be furnished with an engine of thirty horse power, precisely the same as that of the Victoria, built by Messrs. Fawcett & Preston, of Liverpool. This beautiful piece of machinery, which has just been completed by our townsmen, Messrs. T. Barlow & Co. (Phœnix Foundry) will be placed in the boat forthwith, and she will be in operation without loss of time.

"The Amaranth" for October, is just issued, and presents a choice selection of Tales for the amusement of the lovers of light reading. Among others, we are happy in noticing the Original Tale "Malsosep, or the Forsaken," by *Eugene*, a writer whose productions will doubtless afford much gratification to the numerous readers of the Amaranth. This periodical certainly continues to advance in public estimation.

"Hunt's Merchant's Magazine," for September, published in New-York, has been received. Its table of contents is as follows :—

Agricultural Commerce of the United States; Commerce of British India, viewed in its probable influence on the products of the Southern States; Sketches of Distinguished Merchants; Commercial Docks; Laws relative to Debtor and Creditor; The Suffolk Bank System; Articles on Mercantile Law, Book Trade, Commercial Regulations, &c.

Agricultural Committee.—At a meeting of the Agricultural Committee of the St. John Agricultural and Horticultural Society, held on Saturday last, Walker Tisdale and Alexander Wedderburn, Esquires, being requested to be respectively Chairman and Honorary Secretary for the branch of the Agricultural department of the Society.

Mr. Tisdale in the Chair ;

Resolved, that it is the unanimous opinion of this committee that more frequent intercourse should be established between the country members and the Directors resident in this City. The Committee will therefore meet regularly on Thursday in each week, at one o'clock, p. m. at Mr. Tisdale's office, Market square, and now invite the attendance of country members, and their correspondence and suggestions on any matter relative to agricultural interests.

Resolved, that an object earnestly entertained by this committee is to acquire the sense of the country members, what seeds, implements of husbandry, &c. should be prepared for the farming operations of the ensuing year, that the result of these inquiries may, with as little delay as possible, be laid before the general Board of the Agricultural and Horticultural Society for their consideration.

Resolved, that these minutes be printed in the City newspapers, and distributed for the information of the country members and Directors.

Walker Tisdale, Chairman.
Henry Cook,
Geo. G. Gilbert,
James Dunn, } Committee.
A. Wedderburn,
T. L. Nicholson,
A. Wedderburn, Secretary.

The Steamships.—The Bunker Hill Aurora has the following items :—

New arrangement for Winter.—Some new arrangements are to be made in the running of the Royal Mail Steamships between Liverpool and Boston, for the approaching winter season. Last year the ships only made one passage each way in the months of November, December, January and February. The arrangement for the coming season, we understand, will be as follows :—

One ship only will leave Boston in the months of January, February, March and April.

One ship only will leave England during the months of December, January, February and March.

Weekly Line.—We hear from England that the proprietors of the steam packets have entered into a new contract with the Admiralty, by which the Royal Mail is to leave England and the United States *once a week*, or four times a month, for the additional compensation (as reported,) of *eighty thousand pounds* per annum.

We are not informed when this new arrangement will commence, but probably in May next, as two ships for this line have been some time in progress.

Price raised.—We are authorised to say that the price of a passage from this port (or from Halifax) to Liverpool, in the Royal Mail Steam Packets, will hereafter be *one hundred and fifty dollars*, or £30 English.

West-India Steamers.—We learn by the contract of the "Royal Mail Steam Packet Company," with the Admiralty, that they are to furnish not less than fourteen steam vessels, of not less than 400 horse power, and four smaller vessels, of not less than 100 tons burthen.

The fourteen ships have been built, or are nearly so, in England and Scotland, seven in each.—They will average about 1400 tons burthen, and are of about 450 horse power. The following is a list of them, as nearly complete as we are at present able to make it :—

Steamships Forth, Capt. Feyrer, R. N.; Tweed, Capt. Franklin, R. N.; Trent, Capt. E. C. Miller, R. N.; Clyde, Capt. R. Ewing; Medina, Avon, Thames, Dee, Tyne, Shannon, Derwent, Medway.

The Forth is to be the first ship, and will leave England on the 1st of October. She is said to be a very fine ship, by those who have been on board of her. The cabins are all single, having only one berth in each. The dining saloon is below the deck. In these respects, the ships are all alike, and they are all built with round sterns. The Medina was built in the Isle of Wight, and arrived at Liverpool on the 2d inst. two days before the Caledonia left. The ships, it will be observed, are all named after the rivers of Great Britain.

The steamer Great Western, with about fifty passengers, sailed from New York on Saturday last, her appointed day, for Bristol.

The Journal of Commerce, of Saturday, gives the following as the shipments of specie from New York during the week :—

In the Gladiator for London,	$230,000
" Louis Philippe for Havre,	346,000
" Great Western for Bristol,	271,340
" Akbar for Canton via Liverpool,	250,000
	$1,097,340

(*From the Fredericton Royal Gazette, Sept. 29.*

The following Letters from Dr. Gesner to His Excellency the Lieutenant Governor, which have been handed to us for publication, contain much interesting and valuable details, in addition to those already before the public, of that gentleman's scientific labours in his geological researches in various sections of this Province :—

Saint John, 17th June, 1841.

Sir,—I beg leave to state, for the information of His Excellency, that I have just completed a section across the country from Saint Stephen's (Charlotte County,) to Fredericton, in the direction of the new road now opening between those places. I have examined the uninhabited country on the Magaguadavic River, Loon Lake, Oromocto Lake, and the wild lands adjacent.

Somewhat contrary to my expectations, I find there are large tracts of excellent land in this quarter, with occasional tracts of intervale. Many of these lands are as I believe ungranted, and would afford excellent situations for immigrants. On the south east side of the Oromocto Lake, and on the south side of the Magaguadavic, where it is crossed by the road, there is some rocky and elevated ground; but these ridges are met by excellent soils which are capable of successful cultivation. The rivers are navigable for canoes, and abound in fish, (trout, &c.) but the most important circumstance for the new settler, is the opening of the beforementioned road, whereby access can be had with the sea shore for fish, and finally for a market; and also with the capital of the Province.

The inhabitants (twenty-six families) in the Harvey Settlement are in a prosperous condition, and other villages might be established on some of the tracts alluded to.

These circumstances will be communicated to the Board of Emigration here, and I have taken this liberty, knowing the interest His Excellency feels in Emigration, the best means of improving the condition of the country.

The Coal Field is found to extend farther in this direction than was expected. The particulars concerning it and minerals in this quarter will be fully set forth in my report for the season.

I intend leaving town on Monday next to explore the Schoodic River along the American line to the Monument and Eel River, and will, if it shall seem necessary, communicate to His Excellency any thing of importance which may be discovered on that tour through the Wilderness.

I have the honor to be, Sir,
Your most obedient humble servant,
ABRAHAM GESNER.
To Alfred Read, Esq., Private Secretary, &c.

Saint John, August 5, 1841.

Sir,—I have the honor to inform you, for the information of His Excellency, that my explorations have been recently directed to parts of the Counties of Carleton and York.

The most important examinations have been those of three several deposits of excellent Iron Ore, on the farm of Colonel Ketchum at Woodstock. This ore was discovered by the inhabitants several years ago. It is a compact red hematite, which will yield from 50 to 60 per cent. of cast iron. —The united thickness of the beds is seventy-five feet. The situation of the ore in the original forest of the country, and its inexhaustible quantity, offer every advantage for the manufacture of Iron; and being placed on the American Frontier, and high road to Canada, its value is much increased.

Two remarkable Medicinal Springs have been found to exist on the Keswick River, about eighteen miles from Fredericton; the water has not yet been submitted to chemical analysis, but it is evidently calculated to relieve several kinds of disease.

Some singular discoveries have been made in regard to the change of level in the Saint John.—Below Woodstock, the river has deserted its ancient bed, which is upwards of thirty feet above the present channel. This circumstance accounts fully for the terraces or steps of the valley at Woodstock.

It affords me much pleasure to state, that there is every prospect of a good crop, and the inhabitants of new Settlements under their prosperity appear contented and happy.

I have the honor to be, Sir,
Your most obedient, humble servant,
ABRAHAM GESNER.
To Alfred Read, Esq., Private Secretary, &c.

Saint John, 27th September, 1841.

Sir,—Having recently made a Geological examination of the County of Kent, and a part of the County of Northumberland, I beg leave to transmit a brief report of my explorations, agreeably to the request of His Excellency the Lieutenant Governor, for whose satisfaction it is submitted.

Information had been received, that indications of Coal had been seen at the Tedish River, in the County of Westmorland, near the site where the probability of its existence had been previously noticed. Upon an examination of the banks of this river, the outcropping of coal measures was discovered, with a superficial stratum of coal, eight inches in thickness. The occurrence of the usual shales with a perfect and continuous stratum of coal, renders it almost certain that there are far more extensive deposits beneath, which, from the horizontal position of the strata, and thick covering of *detrital* matter, do not appear at the surface. Another outcropping of coal was discovered by my son, on a branch of the Cocagne River, in the County of Kent, and within two and a half miles of the harbour.

The superficial Coal stratum at this place is situated in the bed of the stream, three feet beneath the water, which renders its admeasurement difficult, unless the rocks were bored. It appears, however to be sufficiently thick to be worked advantageously, and the inhabitants are now preparing to raise a quantity of it for domestic purposes.

Outcroppings of Coal also appear on the Buctouche and Richibucto Rivers; but the situations where the upper coal stratum appears in this quarter are too numerous to admit of having their particular details given on the present occasion.

The discovery of Coal in this part of the Great New Brunswick Coal Field is important in regard to the proximity of this mineral to the site where the anticipated canal to unite the waters of the Bay of Fundy and Gulf of St. Lawrence will probably be fixed. The whole of the County of Kent is situated on this vast Coal Field, which in this quarter presents a broad level surface, not elevated upon an average more than twenty-five feet above the level of the sea.

A deposit of Bog Iron Ore was found at Richibucto, and which might be worked with the Coal in its vicinity.

Having examined the banks of the principal streams in the County of Kent, I next proceeded to the exploration of the Miramichi River in the County of Northumberland. Coal exists here also, and thin strata appear about five miles below Chatham, and on the Bartibog River. It also appears in the banks of the south-west branch of the river, and numerous other situations near Boistown, the Ranous Stream, and others.

The Rocks of this Coal Field will supply excellent Freestones, Flagging-stones, and Grindstones. They abound in the remains and impressions of plants which are analagous to those now growing within the tropics, and such as could only have flourished in a warm climate, being entirely different from any now living upon the surface beneath which they are buried.

The strata in general are covered by a deposit of *debritus* and beds of clay and sand, the whole averaging about four feet in thickness. The soil in general is light and sandy, and there are extensive tracts of a good quality of land. Almost the entire surface is capable of cultivation. Notwithstanding, there are occasional Carriboo bogs, and sandy barrens, unfit for settlement.

An immense tract of country bordering upon the Miramichi and its branches was overrun with devouring fires in 1825. The groves of pine were robbed of their foliage, and still stand in leafless trunks, amidst the underbrush and other kinds of wood, which are destined to succeed them.

As this part of the country is low and level, the rivers are navigable some distance from their mouths; and the streams are not broken by falls and rapids so as to prevent the passage of boats and canoes.

From the south-west branch of the Miramichi, we descended the Nashwaak to the River Saint John, and found that all the rocks along this stream belong to the Great Coal Field, the boundaries of which will be reported when its north-western limits have been ascertained.

The attention of the inhabitants heretofore appears to have been devoted almost exclusively to the transportation of pine and other kinds of timber, formerly abundant in this part of the Province. The best interests of the country do not appear to have been advanced—agriculture has been much neglected,—nor does the trade in timber seem to have been profitable to those who have been engaged in it.

The inhabitants are settled along the banks of the principal streams. Remote from these, the country is in its native wilderness state; except where the lumbermen have removed the largest trees, or such as were adapted to the English market.

Most of the rivers are lined on each side by tracts of excellent intervale. Many of these tracts still remain unreclaimed by the hand of industry. These intervales, like those on the upper part of the Saint John, are remarkable for their terraces, which have evidently been formed by the bursting of lakes, and changes in the level of the streams, by the lowering of their beds. Four of these terraces are seen at some situations, and there are instances where the former beds of the streams are now covered with graceful elms.

Some of the most extraordinary geological facts in this division of the country are seen in the evidences of changes of level. At Bathurst, the country has been uplifted, while at the mouth of the Miramichi the shore has been depressed within a comparatively recent period, and large peat bogs are now buried beneath the sea.

A visit was made to a mining establishment of an English company at Bathurst, conducted by Mr. Stevens, a most enterprising individual. The first efforts of the company were directed to the mining of Copper Ore, veins of which are evidently contained in the slates of Tete-a-gouche River.—At present the mining of Manganese is carried to some extent, and powerful machinery has been erected with sufficient water power, which will be directed to cleaning the ore, and other operations. The mine of manganese is situated eight miles from the town of Bathurst. The ore occurs in veins and disseminated masses in clay slate. Fifty tons were ready to be shipped at the time of my visit. The sterling price of the ore is stated to be £10 per ton.

This is evidently a mining district, and one of great importance to the country. I have also analysed two kinds of marl found in the County of Gloucester. They are superior in quality, and will soon be applied to agricultural purposes.

The Counties of Northumberland, Gloucester, and Restigouche, are evidently rich in mineral wealth, and I regret that my examinations could not be extended to them this season. My object has been to complete the geological exploration of all the southern and eastern parts of the Province, as far northward as the main south-west branch of the Miramichi and Woodstock, which I am in hopes of completing before the winter appears.

I have thus given a brief outline of my last exploration, the details of which must from necessity be omitted until the general Report for the season is made, which, with the present communication, I sincerely hope will prove satisfactory to His Excellency. I have the honor to be, &c.
ABRAHAM GESNER.
To Alfred Read, Esq., Private Secretary, &c.

Head Quarters, Fredericton, 28th September, 1841.

MILITIA GENERAL ORDER.

A Court of Enquiry, consisting of the undermentioned Officers, to assemble at Saint John on Monday the eleventh day of October next, at 11 o'clock, A. M., for the purpose of enquiring into such matters as will be brought before them.

PRESIDENT.
Major George D. Robinson, 1st City Militia.

MEMBERS.
Major J. V. Thurgar, City Rifle Battalion.
Captain C. Drury, 1st City Militia.

PROMOTIONS, &c.

2d Battalion Saint John County Militia.

Lieutenant John B. Pattison to be Captain, vice Fitzgerald, deceased.

Ensign Andrew G. Crookshank to be Lieutenant, vice Pattison, promoted.

John Colville Crookshank, Gent., to be Ensign, vice A. G. Crookshank, promoted.

By Command.
GEORGE SHORE, *A. G. M.*

Head Quarters, Halifax, Sept. 22, 1841.

MILITIA GENERAL ORDER.

His Excellency the Lieutenant Governor and Commander in Chief has been pleased to appoint Captain John Henry M'Nab, Extra Aide de Camp, to be Aide de Camp, vice Lieutenant Colonel Stephen Binney, superseded.

By command, Edward Wallace, A. G. M.

It had been rumoured in the City, for several days past, that a difference existed between His Excellency the Lieutenant Governor and His Worship the Mayor; but as it was supposed to be but of a trifling nature, and likely to be accommodated, no particular notice was taken of it until the above official notice appeared in the Royal Gazette, superseding Lieut. Colonel Binney, as His Excellency's Provincial Aide de Camp. This *public reflection* upon the character of our Mayor, hitherto highly and justly esteemed in public and private life, rendered it a duty imposed upon us, to make some enquiry into the circumstances which had led to this stretch of power on the part of His Excellency; we find them to be simply these: that His Worship conceiving, on the arrival here of the Prince de Joinville, that the respect which he believed to be due to his office, had not been paid him by His Excellency, led him, upon the receipt of a *private* note from Captain Grey, his Lordship's Aide de Camp, late on the evening of the 9th instant, requesting his attendance at Government House, for the purpose of being introduced to His Royal Highness, to decline the invitation. This refusal was conveyed in another *private* and *confidential* note to Captain Grey, which was considered fully warranted by previous intimacy; this communication, we are informed, was, contrary to the rules of etiquette, shown to several gentlemen then at Government House, and afterwards to His Excellency, who, instead of immediately returning it, upon discovering that it never could have been intended for his eye, took offence at some expressions contained in it, and refused to receive any explanation whatever on the subject except in writing, and through Captain Grey, a demand which His Worship, accompanied as it was by threats, very properly, we think, refused to comply with.

The above is a plain, and we believe a correct statement of the circumstances which have led to this rupture between His Excellency and the Mayor; and it now remains for the public to judge whether the extreme step which Lord Falkland has taken in superseding Lieut. Colonel Binney, as Provincial Aide de Camp, is one in which he is justified or not.—*Halifax Journal.*

We are informed that the barque Cleostratus, M'Kenzie, master, lately arrived at Pictou, 32 days from Clyde, with 22 passengers, had five cases of Small Pox on board, viz. four of the crew and one of the passengers; and that the Health Officer, under the direction of the Board, with indefatigable zeal, has taken every precaution to prevent the spread of the disease by the removal of the sick, &c. We also regret to learn that six of the passengers by the Lady Gray (out of 26 sick with the Typhus Fever, at Pictou) have died, notwithstanding the utmost attention and care of the Board of Health and officers.—*Halifax Herald.*

We perceive it mentioned by one of our contemporaries that His Excellency Lord Falkland is not likely to be disturbed in the Government of the Province.—*Ibid.*

Halifax, Sept. 29.—Sir Charles and Lady Mary Fitzroy, and Family, are expected here in a day or two from Prince Edward Island—their passages have been taken in the next Steamer for England.

The Right Reverend and Honourable the Lord Bishop of Nova Scotia, has arrived at his Seat, Clermont, from New-Brunswick.

The Hon. Robert Stewart, British *Charge des Affaires* to Bogota, and Lady, embarked on board H.M. Ship Vestal on Saturday, under a Royal Salute. The Vestal sailed yesterday for Jamaica.—*Jour.*

A most diabolical attempt was made on the 9th inst. to blow up one of the Locks of the Welland Canal—fortunately only one of the gates was destroyed—the other was closed by the rush of water, and the Settlements on the banks of the Canal below saved from inundation.

The Public Arsenals in Cayuga County and in Lockport, have recently been robbed of Cannon and Gunpowder. Governor Seward of the State of New York, by Proclamation, dated the 20th instant, has offered a reward of $250 for the apprehension of the perpetrators, and says—"these transactions, connected with other circumstances, indicate that some evil-disposed persons are engaged in collecting Ordnance, Arms and Ammunition, within the State, for unlawful purposes, and with designs dangerous to the public peace and the general welfare."

The St. Albans (Vermont) Messenger, states that a Colonel Grogan, who took an active part with the rebels during the rebellion in Canada, and is supposed to have since employed himself in setting fire to houses on the frontier, and committing other diabolical crimes, was taken forcible possession of by some British subjects in Alburgh, and carried across the line to receive merited punishment. The story, however, wants confirmation.

St. Thomas, Canada, 17th Sept. 1841.

A dreadful fire occurred here this morning about four o'clock, which threatened to consume the whole village. Fortunately its progress was checked, after great exertions. The following properties were entirely destroyed :—John Alexander's grocery, (where the fire originated); John M'Kay's store, and part of the goods; J. K. Woodward's range of buildings; R. Henley's grocery; B. & K. Smith's shop; a small building unoccupied, the property of H. B. Smith; tinsmith's shop; tailor's shop; Dr. Rose's drug store; Fraser's grocery; J. Mitchell's cabinet warehouse; Ferrier's grocery and dwelling; M'Callum's tailor's shop, Edmonson's watchmaker's shop; J. Westlake's store—goods mostly saved.

The appointment of Sir Howard Douglas as Governor General of British North America, is, we find, questioned by many, on the grounds that letters from persons in London and in a position to have the best information, do not mention Sir Howard as being the Officer selected, but, on the contrary, say that it is not the intention to confide the situation to a military man. However that may be, we are sure no one can be selected whose appointment would give more satisfaction to the mercantile body in these Colonies and to their correspondents in England than the gallant officer above referred to. Amongst other names mentioned as successors to Lord Sydenham we have heard those of Lord Canterbury and Sir Charles Metcalfe, but know not on what foundation these reports are grounded. Whoever may be the successor we see no reason to anticipate any change in the general line of policy followed by the Earl of Durham and Lord Sydenham, whatever alterations may be made in the mode of carrying it out and in some of the minor details.—*Quebec Mercury.*

[Correspondence of the N. Y. Com. Advertiser.]

Utica, September 22, 1841.

I see by your city papers that you have your full share of the excitement growing out of the M'Leod case, and as the time for the trial of that individual approaches, the excitement increases.

The Court opens in this city on Monday next, the 27th, but my opinion is that the trial will not be brought on at the commencement of the term,—perhaps it will be Wednesday or Thursday. It is generally supposed that Chief Justice Nelson will preside, but I understand that gentleman is too unwell to attend, and that Judge Gridley, of the 5th Circuit, will preside for him, unless Judge Bronson can be obtained.

You may be assured that Mr. M'Leod will have a fair trial; and, without entering into the question whether he should be brought to trial or not in this State, I believe he has nothing to fear from either the court or the jury. You know my opinion concerning him. From the opportunities I have had of conversing freely with those who were in authority in Canada at the period of the outbreak, I never believed he was of the party who crossed the Niagara for the purpose of destroying the Caroline.

That opinion is confirmed by the evidence just received from Canada, which was taken by commissioners appointed for the purpose.

The most we have to fear is for the personal safety of M'Leod after he is acquitted, as I have not a doubt he will be. If he wishes to return to Canada, I have reason to believe Governor Seward will adopt those measures of precaution which will ensure him a safe convoy to the frontier.

I perceive by your paper of Tuesday evening, that a bad spirit is again manifesting itself along the borders. It cannot now be instigated by Lett, for he is where he ought to have been long ago.—General Scott, if I am correctly informed, learned sufficient while on his recent Western tour to satisfy him that mischief was again brewing, but the steps which he took, I hope, will put a stop to any farther outrage.

It is certainly to be deplored that we have among us journalists who at this moment are endeavouring to create a sympathy for that notorious scoundrel Lett. No one denies that he fired the Great Britain, on board which was a large number of passengers,—that he blew up the monument erected to the memory of a brave officer, who fell, to be sure, while leading on an army against us during a state of war; but all who knew General Brock will say that he was not only a most honorable man, but one who did everything in his power to assuage the horrors of war.

Again the attempt to destroy the Welland Canal, by blowing up its bridges and its culverts, was an act which deserved the execration of every good man. And with a knowledge of these facts there are papers which say "he never committed but *one* crime, punishable by the laws of our country, and that an *accidental* one."

For the Commercial Advertiser.

I have read the well known letter of Mr. Webster to Mr. Fox, the British Minister, and also the remarks of Mr. Adams in Congress respecting the M'Leod case; and now can any politician tell me why that case has not been long since carried by habeas corpus to the Supreme Court of the United States and M'Leod thus discharged? Is it supposed that the case could not have been thus removed? If so, I will undertake to show that it could have been so. But I cannot believe, just now, that I should be at issue with Mr. Webster upon this point. Why then is the reason that it has not been done? Mr. Webster and Mr. Adams both admit that M'Leod should not be held as he now is by the State of New-York. Why then has not the Attorney General of the United States been long since directed to apply to one of the judges of the Supreme Court of the United States for the writ of habeas corpus to bring M'Leod before him, or before the full bench, of which he is a member? Will Mr. Webster say this cannot be done? Impossible. If he does say so, I will undertake to show that the difficulties, if any, are not in the Constitution of the United States. Will Mr. Webster or any of his friends, specify the objections he has had to bringing up the case *before* trial in the State of New York? A Respectful Inquirer.

[The question is very easily answered. M'Leod himself insisted on going to trial. His counsel wished to bring a writ of error, but of course the will of the client prevailed.—*Eds. Com. Adv.*]

We think the public may make up its mind for an acquittal of the prisoner. From a sure hand the information reaches us that the commissions sent into Canada have been returned to Utica, and opened, and that the evidence to prove an alibi is clear and overwhelming. A host of unimpeachable witnesses have so established the fact of M'Leod's presence elsewhere on the night of the Caroline affair, that his participation in that affair is out of the question.

Loss of the barque Florida, from Canton.—The barque Florida, Captain Faucon, of New Bedford, from Canton, May 19th, for New-York, went ashore on Absecum Beach on Tuesday morn. at 10 o'clock. It is supposed that the vessel and cargo will be a total loss. The crew and passengers were saved. The Florida was insured in New Bedford. She had a full cargo of teas, silks, &c., the greater part of which had been insured, but the policies were all cancelled at New-York the day previous to her going ashore. The vessel and cargo was valued at about $300,000. She was owned by T. S. & N. Hathaway, of New-Bedford, and was consigned to Grinnell, Minturn, & Co.

We have been favoured by the Times with an extra containing several letters from Canton, the latest of which is dated on the 14th. They confirm the news received in England by telegraph, from the overland mail. The Chinese were continuing their preparations for resistance. A large number of troops, said to be 60,000 men, had arrived from the North and West Provinces in the neighbourhood of Canton, and certain movements of these bodies of men had brought two or three British vessels of war within cannon shot of that city. The Chinese had been told that the first demonstrations of hostilities on their part would bring the English to Canton.—*Boston Post.*

The Florida.—We are told that portions of the cargo of this vessel have been picked up at sea by some of our coasting schooners, and brought here. The captains state that the waves, for miles around the spot where the Florida went ashore, are strewed with boxes, bales, &c. of teas, silks and shawls. One vessel arrived here yesterday with over sixty packages. The Collector, we understand, has taken the matter in hand.—*N. Y. American.*

Rescue at Sea.—In the "Journal de Commercio," of the 26th of July, published at Rio Janeiro, is the following account of a rescue of 193 souls from a burning ship :

The French whaler, Roland Captain Cozannet, arrived to-day at this port. On the 19th instant, in lat. 16 44, S. E., long. 33 35 East of Greenwich, at three o'clock in the afternoon, he came in sight of a vessel about eighty miles to the leeward, which from the mast head appeared to be on fire.

He lost not an instant in making sail for her, and fortunately reached her in time to save 193 passengers, among whom were 40 females. She proved to be the English barque India, on her passage from Greenock to New Holland, the mate of which, at two o'clock of the above day, had gone into the store-room with a light to draw some brandy, which had caught fire.

Captain Cozannet, notwithstanding a heavy sea and high wind, succeeded in two hours in transporting all the passengers and crew on board his vessel, except 18, who precipitated themselves into the sea, against the remonstrances of Captain Cozannet.

A Cast Iron Light House is now in course of construction at the establishment of Messrs. Branah & Sons, of London, which is intended to be shipped to Jamaica, and placed on Morant Point, to enable the mariner to avoid the Morant Keys, which lie at a considerable distance to the southward of the headland. This light house will be 18½ feet in diameter at the base, tapering gradually to eleven feet at the top, and will be one hundred feet in height.

Statistics of Religious Astronomy.—Was a railway built to reach the Planets, and furnished with trains of carriages, moving day and night by steam power, without intermission, at the safe rate of 30 miles per hour, they would, to get to the moon—240,000 miles—require a whole year; and as the planet Herschel (the remotest in our system) is 7000 times the distance of the Moon from us, it would demand this great number of years to arrive at Herschel, and perhaps as many more years (the distance is immeasurable,) to arrive at the nearest of the fixed stars.

Philadelphia Markets, Sept. 24.—*Flour and Meal.*—Since our report of Tuesday last, about 800 brls. superfine Flour, made of new wheat, were sold for export at $6 28½, and although most of the factors ask more, it is offered at $6 25.

Passengers in the Ship *Emerald* from Liverpool—Drs. Harry Peters, Jun. and John Bedell, from the University of Edinburgh, and Mr. W. Kenah, of this City.

In the Steamer *Saxe Gotha*, from Windsor—Dr. Walker and Lady, of this City, and others.

IMPORTATIONS AT SAINT JOHN,

For the week ending on Friday, Sept. 25.

(Furnished by George A. Garrison, Esq. Notary Public and Custom-House Broker.)

3020 bushels Wheat, 472 brls. Wheat Flour, 1263 do. Rye ditto, 336 do. Corn Meal, 50 do. Bread, 50 bags Corn, 60 casks Molasses, 14 do Refined Sugar, 20 do. Brandy, 34 do. Wine, 1812 tons Coals, 100 tons and 310 bags Salt, 19 chests Tea, 30 bags and 2 tierces Coffee, 250 barrels Pork, 77 brls. and 40 tierces Beef, 19 kegs, 14 boxes and 5 hhds. Tobacco, 940 boxes Soap, 30 do. Candles, 38 casks and 75 boxes Raisins, 14 bags Feathers, 24 kegs Lard, 10 bags Nuts, 240 brls. Apples and Pears, 100 do. Onions, 200 bundles Oakum, 60 brls. Coal Tar, 10,000 Bricks, 8 boxes Paper Hangings, 33 crates Earthenware, 12 casks Glassware, 204 boxes Glass, 5½ tons Copper Bolts, 10 tons Carron and Hollow Ware, 370 tons Bar and Sheet Iron, 585 bags and 5 casks Spikes and Nails, 55 tons Anchors and Chains, 795 packages British Merchandize, $10,000 in Specie, and a quantity of Wrecked Goods, &c. &c. &c.

Price of Flour, &c. at the City Mills.

Superfine Flour, 40s. 0d. per brl. & 20s. 0d. per hundred.
Fine do. 37s. 6d. do. & 18s. 9d. do. do.
Middlings do. 15s. 0d. do. & 7s. 6d. do.
Horse Feed, 2s. per bushel. Bran, 1s. 3d. do.

MARRIED.

This morning, by the Rev. Dr. Gray, Mr. Jesse Pickard, of Fredericton, to Annabella, eldest daughter of Mr. Ambrose S. Perkins, of this city.

At Smith's Creek, Studholm, King's County, on the 15th ult. by the Rev. Mr. Barratt, Wesleyan Missionary, Mr. Henry Haney, of Mill Stream, to Ann E., sixth daughter of Mr. John Blair, of the former place.

DIED.

On Monday morning, in hope of a joyful resurrection to eternal life, Ann, wife of Mr. Robert Pengilly, in the 31st year of her age.

In Portland, on Wednesday se'nnight, Alice, wife of Mr. Hugh Gallagher, aged 30 years.

Suddenly, at Yarmouth, N. S. on the 12th ult. Mrs. Ruth Scott, consort of Mr. John Scott, Sen. aged 70 years.

At Yarmouth, on the 22d ult. after a severe illness, Mrs. Bethia Davoue, wife of Mr. Leonard M'Cormack, of Digby, aged 35 years.

At Cranberry Head, near Yarmouth, on the 23d ult. Captain Robert Beveridge, late of the Brig *Haidee*, aged 32 years—leaving a widow and three children to lament their loss.

At the Quebec General Hospital, on the 15th ult. after an illness of three weeks, Mr. Patrick O'Hara, aged 104 years, retaining his faculties until within a few days of his decease. Mr. O'Hara emigrated to Quebec in the year 1818, from his native town, Ballymena, in the County of Antrim, (Ireland,) in which place he spent eighty years of his life, esteemed and respected by all classes. The last ten years of his life were passed in the General Hospital, under the care of the Ladies of the Convent attached to that institution.

At Montego Bay, (Jamaica,) on the 1st August, in the 39th year of her age, Margaret, wife of James Rait, Esq. Merchant of that place, (formerly of St. Andrews,) leaving a husband and seven children to lament their irreparable loss.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Sunday—Ship Emerald, Leighton, Liverpool, 42 days—S. Wiggins & Son, merchandise.
Lord Wenlock, Mitchell, Hull, 32—R. Rankin & Co. ballast.
Marquis of Abercorn, Newton, Cardiff, 33—J. M. Wilmot, coals and iron.—Spoke, on the 24th ult. lat. 43 21 N. long. 65 W. barque Lilius, of St. George's, from St. Thomas, bound to Sydney.
Clarence, Betts, Demerara, 37—J. Ward & Sons, ballast.
Brig Charlotte Ann, M'Lean, Philadelphia, 22—Thos. W. Robertson, flour and wheat.
Freedom, Stoke, Leith, 60—Robert Rankin & Co. coals, bricks, and iron.—On the 3d Sept. in lat. 45, long. 46 30, spoke barque Bee, of Glasgow, from Quebec, out 14 days—all well; Sept. 4th, lat. 46, long. 46 30, spoke the Don, from Liverpool, for Miramichi, out 30 days—all well; 11th, lat. 43 30, long. 61, spoke the Leander, Johnson, from Tatmagouche, out 8 days—all well.
Elizabeth Rowell, Wake, Liverpool, 44—John M. Wilmot, merchandise.
Schr. Brothers, Larkin, Boston, 2—Thomas & Sandall, assorted cargo.
Monday—Barque Sophia, Peock, Hull, 36—John Robertson, ballast.
Pons Ælii, Gardner, Cork, 36—Robert Rankin & Co. ballast.
Londonderry, Hattrick, Londonderry, 35—Robert Rankin & Co. 150 passengers.
Steamer North America, Mabee, Boston, 40 hours—James Whitney, passengers and merchandise.
Wednesday—Schr. Mercy Jane, Longmire, Philadelphia, 10—J. & R. Reed, flour.
Friday—Schr. Challenge, Valpey, New York; —C. M'Lauchlan, assorted cargo.

COASTWISE.

Saturday—Midas, Wilson, St. Andrews, molasses.
Only Son, Parker, Annapolis, potatoes & apples.
Margaret, Campbell, Dipper Harbour, fish.
Agenora, Butters, Digby, potatoes and fire wood.
Saxe Gotha, (s.) Vaughan, St. Andrews, passengers and baggage.
Sunday—Heroine, Bradley, Shepody, plaster.
Crown, Brown, St. Andrews, fish.
Union, Haviland, Musquash, deals.
Victory, Coleson, Yarmouth, ballast.
Minerva, Banks, Barrington, fish.
Swallow, Chute, Grand Manan, fish.
Pilgrim, Compton, Fishing Voyage, fish.
Mary Eliza, Cameron, Grand Manan, fish.
Quack, Roney, Grand Manan, fish.
Swan, Dunham, Grand Manan, fish.
Tuesday—Mink, Trafton, Musquash, hoop poles.
Nova-Scotia, (s.) Reed, St. Andrews, passengers.
Saxe Gotha, (s.) Vaughan, Digby, passengers, &c.
Wednesday—Loon, Pine, Digby, cattle.
Ariadne, Ray, Wilmot, sheep, &c.
Lark, Robisheau, Weymouth, fish.
Caroline, Landers, Wilmot, sheep, potatoes, &c.
Roseby, Nice, Grand Manan, fish.
Norna, Alexander, St. Andrews, fish.
Enterprise, Patch, Welchpool, fish.
Rose, Christopher, Fishing Voyage, fish.
Bee, Haines, Westport, fish, oil, &c.
Thursday—Saxe Gotha, (s.) Vaughan, Windsor, passengers, &c.
Flying Fish, Pehedore, Weymouth, lumber.
Victory, Evans, Mispeck, wrecked goods from ship London.
Pearl, Eastabrooks, Westmorland, butter, &c.
Temperance, Coffin, Barrington, fish and oil.
Nelson, Holmes, Beaver Harbour, fish.
Helen, Halcrow, Dorchester, staves, butter, &c.
Maria, Wane, Mispeck, wrecked goods.
Ruby, Irvin, Petticodiac, lumber.
Maid of the Mist, (s.) Henneberry, Quaco, ballast.
Friday—Meridian, Campbell, Truro, plaster.
Norval, M'Lean, St. Martins, ballast.
Catherine, Gates, Cornwallis, cattle and sheep.
Nova-Scotia, (s.) Reed, Digby, passengers, &c.

ENTERED FOR LOADING.

Sept. 25—Meteor, Brown, Hull.
Hebe, Wright, Cork.
28—Lord Wenlock, Mitchell, Liverpool.
Peruvian, Quick, Whaling Voyage.

CLEARED.

Ship Elizabeth Bentley, Hunt, Liverpool, timber, deals, &c.—N. S. Demill; Hebe, Wright, Cork, deals, lathwood, &c.—E. Barlow & Sons; Brig Horatio, Tiffin, Dublin, timber and deals—R. Rankin & Co.; Belle of Maitland, Lingley, Boston, plaster, &c.—J. & T. Robinson; Ida, Fields, Baltimore, plaster and fish—R. D. Wilmot; Caroline, Kirkpatrick, Sligo, deals—R. Rankin & Co.

Schr. Prudent, Billingsby, Quebec, assorted cargo—John V. Thurgar; Teazer, Noyes, New York, plaster, &c.—Thomas & Sandall; Galena, Abbot, New York, plaster—Thomas & Sandall; Collector, Anderson, Halifax, limestone—Master; James Clark, Beck, Boston, coals—Master; Mercy Jane, Longmire, Philadelphia, plaster—J. & R. Reed.

Shipwreck.—On Saturday evening last, during a heavy gale of wind from the Southward, accompanied by rain and fog, the ship London, Captain Bannerman, of and for this port, from London, went ashore near Cape Mispeck, a few miles above the mouth of this harbour, and became a wreck—crew saved. She was owned by Messrs. Eaton, Burnham & Co., and had a valuable cargo of merchandise for several of our City merchants. The ship having bilged soon after she struck, much of the cargo was entirely destroyed by the water which rushed in, while the remainder, consisting of silk, woollen and cotton goods, was greatly damaged.—The vessel and nearly all the goods were insured, but the loss will nevertheless be severely felt by those who have thus been deprived of a valuable portion of their fall and winter supplies.

Owing to the indefatigable exertions of George Ball, Esquire, (the Magistrate residing at Mispeck), the whole of the goods landed were secured without loss—a circumstance which speaks very favourably for the character of the inhabitants, and the judicious arrangements made by Mr. Ball on the occasion, as in many similar cases, in other places, wholesale plunder often follows. The services of a boat's crew of Her Majesty's Brig Racer, who tendered their aid to protect the property, were dispensed with, in consequence of the prompt and praiseworthy measures adopted by Mr. Ball.

The barque Londonderry, Capt. Hattrick, from Londonderry, with passengers, also passed the harbour on Saturday, and came to anchor at Mispeck, where she rode out the gale in safety, and arrived on Monday.

The new ship Glenlyon, Capt. Moore, which sailed hence for Liverpool about a month since, in returning to port, having sprung a leak at sea, was driven up the Bay the late high winds, and came to anchor at Quaco, whither assistance was sent to her, and she arrived off the harbour this morning.

Arrived at Quebec, 20th Sept. barque Lord John Russell, Daly, from London; 21st, ship Queen of the Ocean, Tilley, Liverpool; 22d, ship Albion, Moran, London, all of this port.—Cleared, 17th, barque Atlantic, Hardenbrook, of this port, for London.

BANK OF NEW-BRUNSWICK,
1st October, 1841.

A DIVIDEND of Three per Cent. upon the Capital Stock of this Bank, for the half year ending 30th ult. will be paid to Stockholders on or after the 30th inst.
R. WHITESIDE, *Cashier.*

Saint George's Society.

A REGULAR QUARTERLY MEETING of the Saint George's Society will be held at their Room in the *Saint John Hotel*, on Monday evening next, the 4th instant, at seven o'clock. *By order of the President.*
Oct. 2.

ST. JOHN'S LODGE, No. 632, on the Registry of the Grand Lodge of England, meets on Tuesday evening next, at 7 o'clock, at their Lodge Room in the Saint John Hotel.—*Regular Night.*
By order of the W. M.
Oct. 2. W. H. A. KEANS, *Sec'y.*

"Friendly Sons of Erin."

A REGULAR Monthly Meeting of the "Friendly Sons of Erin Society," will be held at the *Hibernian Hotel*, Church street, on Wednesday evening next, the 6th of October, at eight o'clock.
By Order of the President.
Oct. 2. JAMES WHITE, *Sec'y.*

Albion Union Society.

THE Regular Monthly Meeting of the above Society will take place at Mr. Nethery's, ("Hibernian Hotel,") Church-street, on Thursday evening next, at half-past 7 o'clock.
By order of the President.
Oct. 2. H. J. THORN, Sec'y.

MECHANICS' INSTITUTE.—The Regular Monthly Meeting, for October, will be held at the Hall, on Monday evening, 11th inst. at 8 o'clock.

☞ The Library will be open on Monday evening next, the 4th instant, from 8 to 10 o'clock, when Members who have Books in their possession belonging to the Institute will please return them.
H. J. CHUBB,
Oct. 2. *Recording Secretary.*

Bible Society Reports, &c.

THE Secretaries of the Branch Bible Societies and Associations connected with the New-Brunswick Auxiliary Bible Society, can be furnished by the Secretary of that Society with Copies of the Thirty-seventh Report of the British and Foreign Bible Society, and the Speeches delivered at the last Anniversary.
Saint John, Oct. 2, 1841.