THE Weekly Chronicle.

Terms—15 shillings per annum ;] "Nec Rege, Nec Populo, sed utroque." [12s. 6d. if paid in advance.

Vol. III. SAINT JOHN, (N. B.) FRIDAY, SEPTEMBER 14, 1838. No. 2.

The Chronicle,

Is published every Friday afternoon, by Lewis W. Durant & Co. at their Office in Mr. D. M'Millan's building, Prince William Street.

Terms—15s. per annum, or 12s. 6d. if paid in advance.—When sent by mail, 2s. 6d. extra.

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Weekly Almanack.

September.	Sun R.	Sun S.	Moon.	H. W.
15 Saturday,	5 39	6 11	2 3	9 12
16 Sunday,	5 40	6 9	3 10	10 18
17 Monday,	5 41	6 8	4 15	11 0
18 Tuesday,	5 42	6 6	Sets.	11 34
19 Wednesday,	5 44	6 4	6 22	ev. 2
20 Thursday,	5 45	6 2	6 38	0 39
21 Friday,	5 46	6 0	6 57	1 9

First quarter, 26th. 5h. 9m.

Public Institutions.

Bank of New-Brunswick.—Robt. F. Hazen, Esq. President.—Discount Days, Tuesday and Friday.—Hours of business, from 10 to 3.—Notes for Discount must be left at the Bank before 3 o'clock on the days immediately preceding the Discount days.—Director next week: Hugh Johnston.

Commercial Bank.—Charles Ward, Esq. President.—Discount Days, Tuesday and Friday.—Hours of business, from 10 to 3.—Bills or Notes of Discount must be lodged before 1 o'clock on the days preceding the Discount days.—Director next week: W. O. Smith.

City Bank.—Thomas Leavitt, Esq. President. Discount Days, Mondays and Thursdays.—Office hours, from 10 to 3.—Bills or Notes for Discount must be lodged at the Bank before one o'clock on Saturdays and Wednesdays.—Director next week: Thos. Merritt.

Bank of British North America.—(Saint John Branch.)—R. H. Liston, Esq. Manager. Discount Days, Wednesdays and Saturdays. Hours of Business, from 10 to 3. Notes and Bills for Discount to be left before 3 o'clock on the days preceding the Discount Days. Director next week: James Kirk.

New-Brunswick Fire Insurance Company.—John M. Wilmot, Esq. President.—Office open every day, (Sundays excepted) from 11 to 1 o'clock. [All communications by mail, must be post paid.]

Savings Bank.—Hon. Ward Chipman, President.—Office hours, from 1 to 3 o'clock on Tuesday's. Cashier and Register, D. Jordan.

Marine Insurance.—I. L. Bedell, Broker. The committee of Underwriters meet every morning at 10 o'clock, (Sundays excepted.)

Miscellany.

PETER PIVOT'S LETTERS FROM NEW BRUNSWICK TO HIS FRIENDS AT THE DEPOT.

NO. IX.

You ask me for some account of the Indians of this province; and I know you to be too well informed upon the subject, generally, to expect in the description any portion of that romance which formerly belonged to every sketch of Indian character. They are of the Milicite tribe, which has never, I believe, been remarkable for any of those warlike qualities and that lofty spirit which formerly distinguished the "Five Nations," and other powerful tribes in North America. They are, however, a very superior race to the Micmacs, who inhabit Nova Scotia, and the shores of the Gulf of St. Lawrence: they are expert fishermen and hunters, and, with common industry and foresight, might still obtain a comfortable livelihood—according to their own rude notions of comfort—from the woods and rivers of the country; but they are to the last degree improvident, and, like their northern brethren the Esquimaux, it is pretty frequently either a feast or a famine with them. Nature, or, what has been aptly termed second nature, "habit," has fortunately endowed the Indian with astonishing powers of endurance both of hunger and fatigue: accompanied only by his dog, he penetrates fearlessly into the deepest recesses of the forest, traversing the wilderness to his selected hunting-ground, with surprising speed and unerring skill: if he fall in with game, he feasts; if not, he simply tightens his broad leathern girdle, as often as the vacum caused by fasting may permit, and, thus stifling the pangs of hunger, he pursues his way, at a long jog-trot, until he reaches the objects of his search, or sinks down reduced to the necessity of staying the immediate demands of nature by such wild berries or herbs as he can always resort to in extremity. Such is the hard and lonely life of the native hunter, but it is a life which with all its privations, he prefers to every other; and it would seem less difficult to tame the tiger or hyena than to persuade him to renounce it, and submit, upon any terms, to the usages and occupations of civilized society: yet it must be said, in his defence, that the encouragement held out to him to attempt to gain his bread by agriculture has not hitherto been very great, and the gains of a succesful winter in the woods are often sufficiently large to justify his predilection for the chase—for, if the wild animals are now less numerous than formerly, the value of their skins and furs is proportionably increased.

The first opportunity I enjoyed of seeing an Indian assemblage was on the first day of the year, when all within reach are in the habit of presenting themselves at the Government House at Fredericton, to receive the annual presents, which are still provided for them at this season. The deputation, on the occasion alluded to, consisted of about one hundred men and women, decked out in their best and gayest attire; and they were received with great ceremony by his Excellency and family, surrounded by the principal inhabitants of the place. The party marched into the drawing-room, in single, or, as we should say, in "Indian files."—the men by one door led by old Thoma, their chief, and the women by another, headed by their "lady governess." There is even yet about the Indian, fallen as he is from his ancient character, an air of dignity that seems to be inherent in him: his movements, if not graceful, are at least free from anything like awkwardness or "*mauvaise honte*," and he tenders his hand to his European brother, of whatever rank, with the freedom and confidence of an equal. For the ladies I cannot say so much: nothing can well be more ungraceful than their shuffling gait, or more unbecoming than their costume; and, if it were not for their eyes, which, with scarcely an exception, are large, black, and expressive, I should not be far wrong in saying that one seldom sees a plainer race of women than the Milicite squaws.

Old Thoma made a short "palaver," not in the figurative and impressive language of his native tongue, but in bad and broken English; and, instead of the lofty sentiments and impassioned eloquence of the Indian sage, we were treated with a dry detail of grievances, ending with the usual begging petition: the game, he said, was getting scarce; their fishing-stations had been destroyed by dams and saw-mills: while they were still without titles to the lands which the Government had reserved for them; they had, moreover, suffered much from sickness; and it was, therefore, hoped that the annual presents would be made as liberal as possible. After the party had been treated with cake and wine, they favoured us with a dance, which consisted in circling round with a slow shuffling step to the discordant harmony of a reed and drum, the dancers joined in chorus at stated intervals. This stupid exhibition afforded no amusement; and the chief declined allowing his young men to perform the war-dance, as too exciting, and liable to lead to mischief and disorder. The fete concluded with the presentation of guns to the most expert hunters—the distribution of blankets, and other aid so frequently required by these poor wanderers, being left to the judgment and discretion of commissioners appointed to a general superintendence of their affairs.

A week or two after this we took a drive to the winter camp of the Indians in the woods. The permanent Indian village, which stands on the bank of the river, is, indeed, but rarely occupied by these migratory beings: in summer their encampments may be seen on every lake and stream, frequented by the shad, the salmon, or the gaspereau: and in winter they invariably retire to the woods, where they are sheltered from the cutting winds and driving storms of that inclement season. When we started on this excursion the thermometer stood at 15° under zero; but the day was fine, and the sun shone brightly through a clear, still atmosphere, with a degree of warmth strangely at variance with the rigorous winter-scene around us. Our route lay up the frozen river, which we found in admirable sleighing order—smooth, crisp, and shining as a polished mirror, the result of a brief and recent thaw, succeeded by intense frost; and the path we followed presented the novel appearance of an avenue of spruce-trees growing apparently from the ice—a novelty, however, for which we were indebted to the Statute Labour Act, agreeable to which the track is thus defined at the beginning of winter, in order to confine the travelling to it, and secure a good, well-beaten road throughout the season. On such a day, and on such a rail-road, a comfortable sleigh and good team, nothing is wanting but a pleasant companion to make a drive delightful: spirits partake of the elasticity of the air—and the very horses, acknowledging its invigorating influence, accomplished with ease their twelve miles within the hour.

At Indian Village, the head-quarters of the tribe, but wholly deserted at this season, we ascended the bank, and left the river behind us. Entering the forest by a narrow path, we had the good fortune to witness in perfection that splendid spectacle known here under the title of a "silver thaw," and nothing certainly can be more singularly beautiful than the effects produced by these sudden and rapid transitions from thaw to frost: the forest presents the appearance of one glittering mass of crystal, broken into figures of every possible variety and shape, and tinged by the sun's rays with every colour of the rainbow; but let your imagination form from this imperfect sketch what picture it may please, it must still fall far short of the reality.

Another hour of painful ploughing through the deep untrodden snow, interrupted by many a violent shock from hidden stump or stone, brought us to a warm and sheltered glade, where a cluster of wigwams marked the Indian bivouac: the smoke curling above the spot, and the sharp bark of the half-wild dog, alone indicated that the camp was occupied; but on nearer approach we observed a group of the children of the tribe amusing themselves in their own staid and grave manner—so different from the hilarity and mirth which habit has taught us to associate with the sports and pastimes of the young: some were shooting with bows and arrows, which they handled with great dexterity; some were practising with small spears, such as are used in spearing salmon; others were employed on miniature imitations of the different implements of the chase in use among the elders of the tribe; while all seemed to be busy, in one way or another, preparing for the great business of their after lives.

The Indian wigwam is a wretched contrivance, shaped like a sugar-loaf, and formed of slight poles covered with the bark of trees, having a large opening at the top for the egress of smoke: these rude huts are arranged in family groups of three or four with a low fence around them for the accommodation of such domestic animals as the party may possess. The hunters of the tribe were absent, but in the wigwams we found women, children, and a few old men squatted round the fire, which occupies the centre of the domicile—the squaws employed in making baskets and other trifling articles for sale—and the little papoos, where there was one, pinioned up in its wicker-work cradle, generally standing bolt on end, with the demure face of the little urchin alone visible, and watching the proceedings of the family group. The dormitory is formed of a layer of dried grass and leaves, with a few old rugs and skins; and the household goods and chattels rarely exceed what may be conveniently transported in the family canoe from one station to another.

The squaws were not seen to advantage in their domestic avocations: their party-coloured garments were old and slovenly arranged, and it must be owned that there was a great want of cleanliness both in their persons and abodes: there is something, however, always soft and pleasing in the countenance of the young Indian female; and occasionally an individual of rare beauty may be seen among them, but under the drudgery and hard labour to which they are subjected, the most favoured of them become prematurely old.

What surprised me most, in conversing with the elders of the tribe, was the deep interest they appeared to feel in the progress of the Seminole war. The moment the subject was alluded to they seemed to throw off their habitual apathy and solidity, and to evince something of the fire and eloquence of their ancestors. They assured me that councils had been held by the adjoining tribes upon the subject and that "they were all for war." How far this declaration may benefit their brethren in the south, or affect events at such a distance, I leave others to decide. To me it always has appeared that a special interference of Providence in favour of this unhappy and ill-used race can alone prevent their extinction at no distant day, in a country once exclusively their own.

NO. X.

With a winter's experience to guide me, I may now venture to offer some remarks upon the society and amusements of the country.

The single regiment which is stationed in New Brunswick has one wing quartered at Fredericton, and the other at St. John, with a small detachment at St. Andrew's. The barracks at St. John are very good, while those appropriated to the accommodation of the officers at Fredericton are indifferent; but the latter station is, notwithstanding, generally preferred.

St. John, although a bustling sea-port, containing a large body of wealthy and respectable merchants, affords little or no society to the officers of the garrison. Those of the merchants who are wealthy are too much engrossed in their mercantile pursuits and occupations to devote any part of their time or income to less important objects, even if their tastes and habits were not otherwise opposed to gaiety and social entertainments. The fogs, too, which prevail for so many months in the year, render the city anything but agreeable as a residence to a stranger.

At Fredericton, on the other hand, there is a very pleasant, small society, composed of the families of gentlemen holding public offices, and the circle is enlarged by others unconnected with the Government, who have settled in the vicinity, either from a preference to the situation, or from the desire of being near the head-quarters of the province.

The hospitalities of the place commence with winter; and, including the weekly entertainments at Government House, provide a round of dinner-parties and soirees during the season, which neither the drifting storms of snow, nor any degree of severity in the cold, are allowed to suspend or interfere with; even when the mercury has disappeared from the index of the thermometer, the ladies fearlessly expose themselves, sometimes in open sleighs, to the rude blasts of an almost polar winter,—and in the sudden transitions from an open air to an over-heated room they must often experience a change of temperature of some 85° or 90°—and, again, at midnight, they sally forth without alarm, to encounter the like vicissitudes. The ordeal of such a fashionable season must certainly appear alarming to a stranger; but custom reconciles him to it, and he is encouraged to persevere by observing that no people are more robust and healthy than those who thus brave the rigours of the climate.

The chief out-door amusement during winter is sleighing; and tandum-clubs are formed at the different garrisons for the encouragement of this exercise and pastime: pic-nics are got up; and even the ladies of the place, often under the guidance of some very tyro in the art of driving, boldly encounter all the dangers of the drive, such as being frost-bit, or, if on the river, being "landed," as Paddy would say, in an air-hole, or large opening in the ice, which in the hardest winters is to be found at intervals along the river, and is not always perceptible to the inexperienced until it is too late to avoid it: serious accidents, however, seldom happen: warm skins and careful wrapping afford a sufficient protection from the frost; and, at any rate, if fortunate in an attentive companion, there is no great cause for apprehension, as the judicious application of a handful of snow to the part affected by the frost will at once arrest the evil. The worst that can result from rapid driving is a pitch into a snow-wreath—while, even in the more alarming case of driving into an air-hole, we may usually compound for a good wetting, whatever may become of the unfortunate equipage and horses.

The country people and stage sleighs which travel on the river are, or always ought to be, provided with a strap round the necks of the horses, which, when an accident of this kind occurs, are first choked to prevent their floundering and ensure their floating, and they are then drawn, without much difficulty, upon the ice. When the sleighing is good, and the day not over cold, nothing can be more exhilirating than a drive along the smooth and glassy surface of the frozen St. John. The horses scarcely feel the collar, but bound over the elastic ice with prodigious rapidity, and the longest journeys are performed with ease and expedition.

There is rarely any good skating for more than a day or two in the beginning of winter, as the glare ice disappears with the first fall of snow, and that which is produced after a thaw (an unusual change in a Fredericton winter) is generally too rough and uneven to encourage this healthy and graceful exercise. Skates are, however, in common use among the boys of all the large towns, where the snow is trampled to a hard consistency by sleighs, horses, and foot-passengers, and they may be seen flying along the streets, not without some risk to the more staid pedestrians; but there is another amusement of the rising generation, called "coasting" in the phraseology of the country, still more annoying to their older brethren. Wherever there is a hill or declivity, a "*montagne Russe*" is speedily prepared and the little urchins, seated upon boards and small hand-sleds, descend these inclined planes with amazing velocity, crossing streets, and upsetting every person they encounter in their progress. It is, indeed not less surprising than a proof of dexterity in the lads, that so few accidents do occur from this practice. They are constantly to be seen passing within a few feet of horses at full trot, and they have even been known to pass without injury between a horse's legs.

I do not think that there is anywhere a worse shooting-country than this part of North America. The tame and stupid partridge affords no sport, at least in a sportsman's idea of the term, for a whole covey may be shot upon a tree, one after the other; and the only precaution that is necessary for the performance of this murderous feat is to begin with the lowest bird, that he may not disturb or alarm the rest of his companions in falling to the ground. There are nominally three kinds of partridges in the country, the birch, the beech, and the spruce, so named from the trees which they frequent and feed upon; but the two first are scarcely to be distinguished from each other. Their plumage is a shade lighter than that of the English partridge: they are also larger, and their flesh is white, and not unlike in taste and appearance to that of a common pheasant. The spruce patridge is a size smaller, and much darker both in flesh and plumage: his legs are feathered to the toes, and he bears a strong resemblance to the red grouse. These birds are still numerous in most parts of the country, and the markets are well supplied with them for at least six months in the year. In the spring, however, their flesh becomes to a certain degree poisonous, from their feeding on a particular berry which abounds at that season in the woods; and at this period all prudent people refrain from using them. Hares are likewise numerous, but, inhabiting the thickest of the forest, they afford no sport; great numbers are, however, taken in snares, and hawked about the town by boys and people from the country, who gladly dispose of them for about a shilling a pair. The New Brunswick hare is much smaller than his English congener, and, like the mountain hare, becomes quite white in winter. His flesh is white, and rather tasteless.

It must be owned, however, that there is good sporting for a week or two in autumn, when the snipes come in; and the woodcocks, which breed here, have attained maturity. Then, indeed, snipes are so abundant at Gagetown, and other marshy districts, that a good shot may bag his forty couple in a day of as fine large birds of the species as are anywhere to be met with. The woodcock is a handsome bird with a red breast, and he is somewhat smaller than the European cock. They come in flights early in spring, and generally breed in the immediate vicinity of clearings. The young birds are full grown about the latter end of August; and from that period to the middle of November, when they take their departure for a milder climate, a constant war is maintained against them from all the military stations in the province. They are not, however, very plentiful, and from four to five couple are considered a good day's sport. Fortunately for the preservation of these birds, few of the sportsmen of the smaller villages and settlements are sufficiently expert in the use of the gun to risk their ammunition at a flying shot; and they are therefore seldom, if ever, exposed for sale.

There is also tolerable wild-fowl shooting in the season, but one must be indifferent to cold and discomfort to enjoy it. The black and blue-winged duck are brought in considerable quantities to market, and are both excellent; while the brandt, which are plentiful upon the Gulf shore, may be pronounced equal in flavour to any wild-fowl in the world, not even excepting the celebrated canvas-back of the United States.

The larger game, once so numerous, are, it is asserted, becoming every year more scarce; but this I am inclined to doubt, as I can see no good or sufficient reason to warrant the assertion. Settlement has certainly not advanced in this province to the extent to disturb them in their haunts, while their inveterate enemies, the Indians, are rapidly diminishing in numbers. It is, however, certain that the moose, or American elk, has rarely been seen of late years in the province: but he is a migratory animal, and the fact that they are still numerous in the adjoining peninsula of Nova Scotia, from which they cannot emigrate, sufficiently proves that their disappearance from New Brunswick must be ascribed to other causes than the progress of clearing or the effects of man's hostility.

Carraboo and deer of different kinds are to be found in considerable numbers all over the province; and to those who do not fear to encounter the fatigues and privations of a residence in the woods, they sometimes afford good sport, although, to say the truth, the chase is not always successful, nor the aggregate result of the winter hunting-parties very destructive to the wary race against which they are directed. The carraboo, when adorned with his lofty antlers, is a majestic animal. He is evidently of the rein-deer species, and nature has wonderfully adapted him for traversing with rapidity and ease the snowy regions he inhabits, and for eluding the pursuit of his enemies, while his expanding hoof enables him to pass swiftly over the deepest snow: his back sinews, cased, as it were, with bone, are so well protected, that he suffers little injury from the crust or frozen surface of the snow, which proves so fatal to the moose and smaller deer; and his senses of smelling and of hearing are, like all his species, so acute, that he is only to be approached with the utmost care and caution. Indeed, if there should be the slightest crust upon the snow, it is quite useless to attempt to get within shot of him.

The hunting-season is in winter, and, when parties are formed, one or two Indians usually accompany them, whose duty it is to select the bivouac on an eligible spot, in the vicinity of some favourite resort of the game, and where, well sheltered from the wind, with an immense fire and a good supply of skins, the hunters may remain for days together, without experiencing any ill effects from the cold. Deer of every kind are often found in what the Indians call a yard; that is, a space of more or less extent, according to the strength of the herd, trodden down by the animals until it assumes the form of an enclosure surrounded by walls of snow; and these self-made traps sometimes prove very destructive to their occupants, when attacked with the cunning of the wily Indian; but the caraboo are much more frequently killed in the frozen morasses, and barren or extensive plains, which are at all seasons the favourite station of these animals, yielding, as they do in great abundance, the berries, herbs, and wild grasses upon which they feed. The native hunter usually conducts the operations of the chase; and, with only the track of game to guide him, the sagacity with which he forms and executes his plans seldom fails to conduct him to his object. With the stealthy caution of the cat, he draws upon his prey, availing himself of every inequality of the ground, and, above all things, taking care to approach the herd up-wind; and, if hunting by himself, he will generally creep within thirty or forty yards of his object before he trusts the result to the accuracy of his miserable weapon; but there are few unpractised Europeans who would succeed in approaching so near; some awkwardness or imprudence would betray them, and it is not every man who can bring down a caraboo at eighty or a hundred yards, even with one of Purdey's best rifles.

Moose-hunting is conducted in another way. The hunters in this case must run down the game: and deep snow, with a thick crust, are almost certain guarantees of success, when good dogs and resolute walkers are once upon his track; but it is not every winter that produces that sort of weather which is best suited to the chase. To enjoy this sport, it is necessary to cross the Bay of Fundy, where these noble animals are still numerous, and, as many people believe, upon the increase; a belief that may very fairly be admitted, if we are to form an opinion on the subject from the few which are annually killed by the hunting-parties, whether native or European, which go out in quest of them. The bivouac and preliminary arrangements are the same as in New Brunswick; and, the Indian having found the track of game, his well-trained and sagacious dogs are slipped upon it. The hunters follow on their snow-shoes, and, if circumstances favour them, will sometimes run the moose down in the course of a few hours. At other times, when the snow is free from crust, and not sufficiently deep, parties have been known to follow him for days together, without getting even a view of him. Upon the whole, it must be owned that the moose-hunting is a very uncertain sport; but it must also be confessed that fatigue, trouble, and former disappointment are forgotten, and repaid when we do succeed in bringing to bay this monarch of the American woods, measuring nineteen or even twenty hands in height, and crowned with his towering and majestic antlers.

But, independent of the winter-hunting, the moose are exposed to the attacks of their enemies at other seasons; and it is perhaps in autumn that they suffer most, when they are allured to their fate by the Indian's deceitful imitation of their cry. In moose-calling, success mainly depends on the judicious selection of a station, on perfect concealment, and on the calmness of the weather, to prevent discovery from the animals' keen scent. The sportsmen must forego not only fire, but even the indulgence of a cigar; and it certainly requires some resolution to sit out a chill September or October night, under such circumstances, in expectation of a shot.

The party having reached its ground, and taken post, the Indian uses his call, which, if there be a moose within hearing, will generally be answered, and eventually bring the victim within reach of the sportsmen. It is a fine thing to see the gigantic beast trotting up, in expectation of meeting his mate, towards the spot where the party lies in ambush. Disappointed in not finding the object of his search, he hesitates—suspicion is awakened, and he gradually reduces his pace to reconnoitre. At length he halts—he is evidently alarmed—and now the fatal volley tells him that his fears were too well founded. This part of the sport is not without excitement; for a bull moose, if not brought down, will, at such times, not unfrequently charge furiously, and he is no plaything to come in contact with, one blow of his foot being quite sufficiet to lay the strongest man prostrate.

The flesh of the moose is tender, and well tasted. The tongue and head are considered delicious, and from the moufle, or muzzle, a rich soup is made, not much inferior to turtle-soup.

The carraboo venison is, at certain seasons, almost equal to the English fallow-deer; but the smaller deer are held in no estimation, and are indeed scarcely fit for table use.

There are no other wild animals which afford any sport. The wolves follow the moose into the adjoining state of Maine, and are now rarely to be met with, even on the frontier.

The bears are chiefly taken in traps, or killed on their marauding excursions in the neighbourhood of the back settlements; while the loup cervier, or small lynx, is seldom seen. He inhabits the thickest parts of the forest, and is said to be so exceedingly fierce, that he will not hesitate to attack those who assail him. I may thus conclude, as I began, by expressing the most unfavourable opinion of the field-sports of New Brunswick.

THE LATE SIR PULTENEY MALCOLM.

It is with great regret that we have to announce the demise of one of the best and bravest officers in the service, Admiral Sir Pulteney Malcolm, G. C. B., and G. C. M. G. who died on Friday, at East Lodge, Enfield, in the seventy-first year of his age. Our readers can hardly have forgotten the eloquent defence of Sir Pulteney, made by Sir James Graham in the House of Commons, when assailed with such vindictive and envious rancour by Sir Edward Codrington. The gallant admiral had been for some time past in a declining state of health, arising probably from the combined effects of age, and long and severe service. He was born on the 20th of Feb., 1768, at Douglan, near Langholm, on the Scottish border, of which place his father, Mr. Robert Malcolm, was minister. He entered the naval service Oct. 20, 1778, as midshipman on board the Sybil frigate, commanded by his maternal uncle, the late Sir Thomas Pasly, whom he accompanied to the Cape of Good Hope. On their return, they were both removed to the Jupiter, 50 guns, which formed part of the squadron under Commodore Johnson, in the affair at Porto Prayo, and at the capture of a fleet of Dutch Indiamen in Saldanha Bay. In 1782, the Jubiter conveyed Admiral Pigot to his command in the West Indies; and Mr. Malcolm, after serving several months with that officer, was by him promoted to the rank of lieutenant, March 3d, 1783. During the ensuing peace he was employed on various stations in the Scipio, Pegasus, Bellerophon, and Vengeance, and at the commencement of the revolutionary war, we find him serving as lieutenant of the Penelope, of 32 guns at Jamaica. In that ship he assisted at the capture of the Inconstant, frigate, and Gælon, corvette, both of which he conducted in safety to Port Royal. He also commanded the boats of the Penelope in several severe conflicts, and succeeded in cutting out many vessels from the ports of St. Domingo. Mr. Malcolm's next ship was the Europa, of 50 guns, bearing the flag of Rear-Admiral Ford, by whom he was made a commander in the Jack Tar, April 3, 1794. When Cape Nichola Mole was taken possession of by the British, at the invitation of the French royalists, he had the direction of the seamen and marines landed to garrison that place.

On his return to England, in October of the same year, Captain Malcolm was advanced to post rank, and was, the ensuing month, appointed to the Fox frigate. In 1795, he escorted a fleet of merchantmen to the Mediterranean, after which he went to Quebec. We next find him convoying a fleet to the West Indies, on which station he captured La Modeste of 20 guns. In 1797, the Fox was employed in the China seas, under the order of Capt. Cooke, of the Sybille, on which station she displayed great activity. On the 13th January, 1798, having learned that a Spanish squadron, of four sail of the line, and the same number of frigates was at Civita, but that only one of each class was ready for sea. Mr. Malcolm and Capt. Cooke so disguised their vessels that they were allowed to anchor near the island of Corriggidore, under French colours. On the next day, as the Fox, who was ahead of her consort, was working up Manilla Bay towards the town, a boat came alongside with an officer to inquire who and what they were. By the aid of her pilot, who was a good French and Spanish scholar, Captain Cook informed him that the frigates belonged to Monsieur Serci's squadron (the pupil of Suffreing), that they had been cruising on the coast of China, and had entered Manilla Bay for refreshment as well as to form a junction with the Spanish squadron, a part of which it was hoped would accompany them to sea! The Spaniard told them their wants would be supplied, but that it would be impossible to get any of the ships ready in less than two months as they were in want of every article of equipment, and their crews were sickly and inefficient. After nearly an hour's conversation, in the course of which Captain Cook extracted all the information which the officer, the admiral's aid-de-camp, had to communicate, he was made acquainted with his situation; to render the joke the more complete two other boats had come out with compliments and congratulations, to inform the supposed Frenchmen that launches were getting ready with anchors and cables, to assist them into port. The officers were, of course, invited to join their messmates in Capt. Cook's cabin, where they were all secured. The English seamen having exchanged clothes with the crews of the Spanish boats, proceeded in those very boats and others belonging to their own ships, to take possession of 3-gun vessels, lying just without the river leading to the town. These prizes mounted one long gun, four swivels, rowed 88 oars, and had on board 150 officers and men. This transaction, which could be seen from the shore, appearing rather unaccountable, a fourth boat was sent off, with the captain of the port, to know why the others were detained, and to say that unless they were immediately restored, the authorities would consider them enemies, and act accordingly. The weather had hitherto been perfectly calm, but a breeze now springing up, they thought it time to sheer off with their prizes, which they did having first allowed the officers and men to go ashore in their own boats. After an unsuccessful attempt on Sambangen, on the island of Majendiano, and the loss of several of their men, the Sybille and the Fox went together to China. It was in the course of this year that the Duke of Wellington, then Colonel Wellesley, of the 33d, took a passage with Captain Malcolm in the Fox to Bengal. On June 18, 1798, Captain Malcolm was appointed to command the Suffolk, of 74 guns, bearing the flag of Vice-Admiral Ranier, commander-in-chief in the Indian seas. He afterwards removed with the same officer into the Victorious, where he continued to serve as his flag-captain during the remainder of the war. In January, 1804, Captain Malcolm was appointed to the Royal Sovereign, whence he removed into the Kent, 74, attached to the fleet under the command of Lord Nelson. On the 16th of March, 1805, Captain Malcolm was appointed to the Donegal, in which he accompanied his gallant chief in his memorable pursuit of the combined squadrons of France and Spain to the West Indies. On his return from thence to the Channel he was sent under Sir Robert Calder to reinforce Admiral Collingwood, off Cadiz, where we find him when Nelson arrived from England to resume his former command.

On the 17th Oct. 1805, four days previous to the decisive battle of Trafalgar, the Donegal being short of water, and, in consequence of the extraordinary length of time she had been kept at sea, greatly in need of a refit, was ordered to Gibraltar. On the 20th, Captain Malcolm received information that the enemy's fleets were quitting Cadiz. His ship was then in the mole nearly dismantled; but, by the greatest exertions, he succeeded in getting her out before night, and on the 23d joined Vice Admiral Collingwood in time to capture El Rayo, a Spanish three-decker, forming part of the division under Admiral Gravina, which on its return to port after the battle just alluded to, had been immediately ordered to sea again for the purpose of attempting the rescue of some of the disabled prizes.

We extract from "Brenton's Naval History of Great Britain" the following account of his services subsequent to the battle of Trafalgar:—

"The Donegal, Captain P. Malcolm, was lying in Gibraltar Mole refiting, when the enemy put to sea, but she sailed on the 22d, and worked through the Straits in a gale of wind, with her foreyard, for a part of the time, towing alongside. On the 23d she fell in with the Victor and Temeraire, both of them, of course, disabled, the gale continually blowing, with a heavy sea. At daylight in the morning of the 24th, Captain Malcolm bore up to assist a hulk, and sent some men aboard of her; after which he ran down to another. This last was lying at anchor off the shoals of San Lucar, and had Spanish colours flying. On a shot being fired at her she hauled down her colours and surrendered. The Donegal came to an anchor alongside of her, and sending an officer to take possession, found it was the Rayo, of 100 guns, which had sailed the second time with Gravina, as stated in Admiral Collingwood's letter of the 28th of October, so that the unfortunate Spanish Admiral had better have remain'd in port. But if it be true that Gravina had lost his arm, it was not probable that he was on board the Prince of Austria on this occasion. At this time Rota Point bore S. E., distant fourteen miles, and Point Regla E. by S., distant nine miles. In the course of that and the following day the Donegal received on board 460 Spanish prisoners. One of the hulks being on fire, blew up. The weather at this time was very tempestuous. The Rayo drove, but brought up again. The Donegal reefed her courses, ready for any accident, and endeavoured to bend the sheet cable, but the sea ran too high to open the hawse-holes. Four hulks now lay at anchor on the coast, in sight of the Donegal. At one o'clock on the 25th, the Rayo drove from her anchors but brought up five miles further in shore. On the 26th the weather became more moderate; all the hulks had the signal of distress flying. On Sunday the 27th, the Royal Sovereign anchored near the Donegal, in 17 fathoms water, having lost all her masts and bowsprit. The Mars anchored also, with the loss of bowsprit, foremast, and topmasts. Euryalus to windward, with Vice-Admiral Collingwood's flag flying; ten sail of the line in company. The Melpomene anchored near the Donegal, when the latter hoisted out all the boats, and sent them to take the officers and crew out of the Argonauta, a Spanish prize, which had been taken possession of by the Defiance. On Monday, the 28th, it blew strong again, when at ten o'clock in the morning, the Rayo drove again from her anchors, and went on shore seven or eight miles N. N. W. of San Lucar, where the ship was totally lost, and numbers of Spaniards, with some of the English officers and crew, perished in her. The sequel of the services of the Donegal may be found in the *Gibraltar Chronicle* of the 9th November, 1805, and if it be more honourable to save than to destroy, Captain Malcolm had his full share of the glory of the battle of Trafalgar."

We need hardly add that Captain Malcolm's conduct obtained the unqualified approbation of Nelson's successor. The Donegal remained off Cadiz under the orders of Sir T. Duckworth, until the close of 1805, when she accompanied that officer to the West Indies in quest of a French squadron that had sailed for that quarter. The result of the battle fought off St. Domingo is too well known to render it necessary to refer to it more particularly in this place. The Donegal had twelve men killed, and thirty three wounded. After the battle she proceeded to Port Royal with her prizes, and thence to England. On their return the ships were dispersed by a heavy gale: Captain Malcolm, however, aware of the defective condition of one of the prizes, Le Brave 74, kept close to her, and it was fortunate he did so, for when the weather moderated she was found, in addition to having lost her masts, to have ten feet water in her hold. As there seemed no prospect of saving her, he removed with great difficulty the crew, and then abandoned her. A most complimentary letter was addressed to Captain Malcolm on this occasion by General Carmichael and several other military officers who were passengers in Le Brave. On his arrival in England Capt. M. was honoured with a gold medal for his conduct at St. Domingo, and, in common with the other officers, received the thanks of Parliament. He was also presented with a splendid sword by the Patriotic Fund. In the summer of 1808 Captain Malcolm escorted the army under Sir Arthur Wellesley from Cork to Portugal. Some days after the arrival of the transports in Montego Bay, the troops were all landed in safety, notwithstanding a heavy surf. The same good fortune attended Captain Malcolm's exertions in disembarking the various reinforcements which afterwards arrived. For his exertions on this occasion he received the warm thanks both of Sir Arthur Wellesley and Sir John Moore.

The Donegal (the discipline of which although perfect, was so entirely free from severity that it obtained the *soubrique* among sailors of the "happy Donegal") was subsequently attached to the Channel fleet, under the command of Lord Gambier, and after the memorable defeat of the French ships in Aix Roads, April 11 and 12, 1809, Captain Malcolm was entrusted with the command of a squadron, and subsequently commanded the blockade of Cherbourg, on which station the ships under his orders captured a number of French privateers; and on one occasion drove three frigates on shore, near Cape La Hogue; but the protection afforded them by the batteries rendered it impossible to attempt their destruction with any chance of success.

On the Donegal being paid off in 1811, Captain Malcolm was appointed to the Royal Oak, a new 74, in which he continued off Cherbourg until March 1, 1812, when he removed into the San Josef 110 guns, as captain of the Channel fleet, under Lord Keith, which honourable post he held, occasionally commanding a detached squadron, until June 1, 1814, when he hoisted his flag in the Royal Oak, and proceeded with a body of troops under Brigadier-general Ross, from Bordeaux to North America.

Soon after his arrival in that quarter, he accompanied Sir Alexander Cochrane on an expedition up the Chesapeake, and regulated the collection, debarkation, and re-embarkation of the troops, &c., employed against Washington and Baltimore, a service requiring indefatigable efforts, and which he performed in a manner that called forth the warmest acknowledgments of the commander-in-chief.

In the attempt made upon New Orleans, December, 1814, and January, 1815, by the naval and military forces under Sir A. Cochrane and Major-General Pakenham, Sir Pulteney superintended the disembarkation of the army, and the various services preformed by the boats in conjunction with it. The manner in which he executed these duties may be gathered from the official despatches relative to that event, wherein Sir Alexander says, "It is a duty that I fulfil with much pleasure, assuring their lordships that Rear-Admiral Malcolm's zeal and exertions upon every occasion could not be surpassed