

[illegible]

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf from an old book. The paper has a slightly textured appearance with some minor discoloration and small dark spots or smudges scattered across its surface. A prominent vertical crease or fold is visible on the left side, suggesting it was once part of a bound volume. There is no text or other markings on the page.

Agriculture, although of late years much improved, is still in a very backward state. The British settlers never properly scraped a scanty subsistence from the soil; and the refugees who followed them, although they were not so much attached to the soil, were still but slovenly farmers, clinging tenaciously to the scraps of interval along the margins of the rivers, and considering the uplands as unexplored territory. It was not till the late war came, however, the increased demand for food, and attention has at length been turned with the most encouraging results to those neglected lands. It is now hoped that the New Brunswickers will not only learn to allow themselves to be dependent on a foreign market, but also to compete with Upper Canada in the production of wheat; they may certainly raise grain enough to feed themselves; and with the aid of the more fertile and more fertile soil of England, and an invigorating climate, they enjoy advantages which, taken altogether, are not likely to be found in any other part of British North America.

There is an excellent breed of horses in the country; and an officer may mount himself as well for twenty-five as for one hundred pounds. I have nowhere met with better hackneys than the New Brunswicke; they are strong, active, and enduring, and so well adapted to the service of the army, as the forest and pastures, where an English horse would run the risk of breaking his own legs and his rider's neck at every step. A horse's keep is here no points at all, with oats proportionately cheap. The bad roads, that cannot be mended, detract largely from the pleasure of riding; and the general character of the population, speaking of an indifferent character; and while this important branch of administration is left exclusively to provincial management at present.

There is perhaps in greater detail the present organization of our North American colonies than the total want of connection with the mother country. In the seacoast provinces are, for all useful purposes, as much cut off from any intercourse with the Canada as if they were situated in distant islands. The means of communication for the year they are at present incapable of affording each other any aid if the fate of both depended on it; it is with difficulty that even the weekly newspapers sometimes come, and sometimes fail to come, and sometimes in canoes across the desolate wilderness that still separates the lower from the upper province. The want of communication with the mother country, it operates most injuriously both upon settlement and trade, and when viewed professionally, it does indeed appear incredible that, with the expense of a few millions of pounds, the Government of America to stimulate exertion, Great Britain should evince such apathy upon a point so seriously involving the efficiency of its empire. It is true, that the several divisions of this force, enabling them to co-operate and act in unison, there exists not a path of communication, and the only means of communication to Quebec; and in the event of future war, we should probably be again obliged to have recourse to the desperate expedient of carrying by company upon snow shoes, up the frozen rivers and across the frozen lakes, which interfere, but under a change of circumstances, might be rendered of great service. The want of extreme hazard,—the Americans, who are actually able in the importance of the subject, having while we have been asleep every opportunity of increasing their power, and of extending their empire, and any such movement in detachment as was made by the 104th regiment during the late war could not be repeated again, and the British would not be able to take their northern forests have already been traversed by an army, and I am not the man to deny that what General Arnold effected with his army of British soldiers, but the march of that officer from the Tennessee to Quebec is one of the most remarkable exploits of the history of the world, and it is not surprising that he was, failed in carrying more than one-third of his original numbers through that march of difficulty and privation. 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"I have already given you, I fear, a surfeit of
 your return, and I do not perhaps be sorry
 to learn that I purpose to close the subject in my
 with a brief outline of the provincial govern-
 ment, and a short notice of the country, and
 company me in a ramble up the country, visit-
 ing progress the farm-house of the settler, the
 city of the woodman, and the wigwam of the
 Indian."

From the London Athenaeum, Sept. 16.
RETURN OF CAPTAIN BAC.
 Captain Bac's own Narrative of the Voyage,
 the welcome intelligence of the safe return of
 Captain Bac and his crew; after an absence of fif-
 teen months, during which they were exposed to
 the most extraordinary perils, and the interest
 felt by the public in the fate of this
 officer and his intrepid crew, will cause the
 following authentic account of the voyage, which
 has been published, to be read with interest.
 We need hardly premise, that H. M. S. *Terror*,
 under the command of Captain Bac, sailed from
 England in June 1836, in the intention of
 proceeding to Repulse Bay or Anger Inlet,
 on the north-western shore of Hudson's
 Bay, to ascertain the truth of the reports
 supposed to exist in the Arctic Sea, with
 the view of ascertaining the existence of the
 ice on the coasting along and determining the
 northern shores of America. The following
 is a brief outline of the voyage, which was
 commenced on the 1st of June 1836, and
 terminated on the 1st of September 1837.
 On the 1st of June 1836, as the expedition
 which I have just returned, originated with the
 Geographical Society, and was undertaken
 in effect by His Majesty's Government, I feel
 it incumbent on me to offer to the Society an
 outline of the principal events which occurred from
 the departure of the ship, to the return to Lough
 Swilly on the night of Sunday the 1st
 instant.
 In a statement of this description, it would be
 impossible to enter into the detail of all the
 extraordinary, and I may say, unparalleled
 circumstances, which had marked the course
 of the whole of our voyage, and which had
 enabled us to enter the sea, and to the public
 in a more complete form; but, in the meantime,
 I will endeavour to give a brief outline of the
 principal events, which occurred, and which
 will, I trust, be found to be an authentic
 and very brief, and will contain of extracts
 selected from the original journal, which will
 give a correct impression of the singular occur-
 rences to which we were witness.
 On the 1st of June 1836, we took our
 departure from Lough Swilly, and sailed
 for the Atlantic, in the morning of the 1st
 of July 1836. We fell in with the ice, and
 the following day we first saw the coast of
 Labrador, and entered the Gulf of St. Lawrence
 through Hudson's Straits, and on the 6th saw
 the ship's company, apparently bent with
 the North Bluff. By keeping close in with
 the coast, we were enabled to pass the ice
 and the following day we were ourselves hampered.
 The ice was compact, and covered the horizon
 to the distance of several miles, and was
 of a dark blue colour, while to the north-west
 it presented a favourable appearance; I had, therefore,
 no hesitation in proceeding in that direction. At
 10 o'clock, on the 11th, we were again
 not get sight of Baffin Island till the 23d, when
 we also saw Southampton Island to the south-west.
 Two days of westerly wind at this crisis
 would have enabled us to reach the coast, but
 the ice prevailed, and packed the whole body
 of ice in such a manner, that it was
 our duty to retrace our course, and to
 land, and up Sir Thomas Roe's Welcome, was
 of the question.
 On the 20th, we were drifted by the ice to
 the north, and on the 21st we were
 at our point, and here we were within forty
 miles of the coast, and the *Hecate* and *Fury*
 passed the point, and the *Hecate* and *Fury*
 worked to the southward towards Southampton
 Island, whither we were attracted by the
 appearance of lanes of open water. Sept. 4.
 On the 4th, we were again
 of strong breeze would have led through
 Strait to our destination. During the
 day, we were again
 land, passing within three miles of Cape Comfort
 a bluff headland, rising about 1000 feet above
 the sea. Sept. 20. We were nearly
 the coast, and the *Hecate* and *Fury*
 on the 22d, being within twenty-five miles
 of the Duke of York's Bay, we tried to cut
 through the ice, but found it impracticable,
 as it closed immediately on our
 under our own guidance, but being closely
 beset, and to fro according to the wind
 and the current, we were again
 in 53.40, our extreme western point, and
 ninety miles from Repulse Bay. Sept. 27. A
 rush of ice from the eastward lifted the ship
 seven feet from the water, and the ice
 Sept. 9. A clear channel in shore as far
 as Cape Comfort, for the space of twelve
 hours, and again on the 10th, we were
 could not see advantage of the ice, though
 to employ an object the ice-axes, and
 every other implement literally supplied
 by Government, and the crew were
 of both officers and crew were strained
 to the utmost, and in vain.
 Sept. 17. The thermometer fell to 9° below
 zero. On the 18th, in the beginning of
 November the ship was hoisted in, and every
 arrangement made for meeting the rigour
 of winter; snow walls were
 built up to the height of 10 feet, and
 to and fro of the high land of Cape
 Comfort—at times came so close to the
 rocks as to excite alarm for the safety
 of the ship.
 On the 19th, the ice from the westward
 drove us off shore 14 miles to the eastward
 of Cape Comfort, from which point the
 coast no longer appeared, and we were
 driven to the south-east for the distance
 of about 120 miles, as far as Sea Horse
 Point, the eastern extremity of
 Southampton Island. The general
 character of the coast was a low, sandy
 beach, 750 to 1000 feet above the sea.
 On Christmas Day the first symptoms
 of severe cold were experienced, and
 the thermometer fell to 10° below
 zero. At one time twenty-five men
 were suffering severely from it, but
 eventually only three persons fell
 victims to this dreadful disease; viz.—
 on the 21st, on the 22d, and on the 23d.
 In January, during a calm, our
 fire of ice was a fearful crash, and this was
 the commencement of a series of
 shocks, that nothing but the greatest
 strength of the ship could have with-
 stood, and the ship, could have with-
 stood as it was, the vessel strained
 in every direction. Feb. 18. Early
 in the morning the ice was so
 of the ice, that the ship was
 of thirty feet high, were rolled
 towards the ship, which complained
 much—the decks were separated—the
 masts were broken, and the ship
 was forced to give way—iron bolts
 partially drawn, and the whole frame
 of the ship trembled in every
 direction. Yet this was not our
 worst disaster. On the 15th
 of March while drifting to the south-
 eastward, of a strong point, since
 apparently named "Terror"
 the ship was driven to the south-
 west, took the ship astern, and
 although buried to the hulk of the
 anchor in a dock of ice, which was
 the pressure, that she was forced
 upon it, and at the same time
 the ship was carried away, and the
 stern lifted seven feet out of the water. The same
 night, a second rush of ice, of
 the ship on the ice, so that her
 forefoot was quite out of the water—her
 stern was threatened by an
 overwhelming wave of ice, fifty
 feet high, but the ship was
 saved, and the water poured
 through the stern frame—and
 the ship leaked and strained in
 every direction; provisions were
 got on deck, the ship was
 of the most extreme; and in
 the darkness and silence
 of the night, we calmly awaited
 the anticipated coming of our
 doom, which had been the
 result of our voyage.

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CHRONICLE.

OCTOBER 20, 1837.

ber, of this port, which arrived on
20 days from Liverpool, we have
with London dealers in the variety
which we have selected largely
expression. We are happy to ob-
servations of those who have
have taken place, and in every
general were assuming a more
ing appearance.

Az. Aug. 24.—The plague is en-
terally in Roumelia, and Bulgaria,
gle town.

This intrepid Gallie Navigator,
ly to England with his gallant crew
of useful voyage of discovery, has
letter to the Royal Geographical
an interesting but brief account
voyage, will be found in this day's

LONDON, Sept. 19.
market has been exceedingly pros-
perous, and general business transac-
tions; the free trade accounts, con-
packages, which commenced on
will not conclude until Tuesday
(the present time), been numerously
and country dealers; the bidding
announced, and the teas have sold
at even higher prices than the
merchandise sale by 3d to 3d per lb.; the
last merchant's sale has been at
fine Congo, 5d to 6d; Java, 5d to
Tawaksy, 6d on Souchong, and
Canton Dishes in 2d cond; ad-
3d; Fokien, 1s 6d, 1s to 1s 9d; Con-
3d to 1s 1d, 1s 6d, mid; 1s 6d, 1s
2d, fine 2s 11d to 3s; Tawak-
very fine 3s to 4s; 7s 12d; B. 1s
13d.

ghier of the Dyke, on the 13th inst.
in Syria, and the 18th June
from Jerusalem.

In the evening of the Queen's arri-
ve magnificent display of fire-works,
pieces of which was the exhibition
of the name of our beloved Queen;
influence of the raining powers,
engineers were detained, and the
in, all that burnt brightly were the
which excited a strong feeling in
superstitious wives and daughters
whomists who were at dinner in the
hall.

of Waterford, who some time since
serious injuries in what his Landship
he plotted to cut off the head of the
and has arrived, we understand,
One of the Marquis's party arrived
et here on Tuesday, and left us
We believe the vessel which
Marquis's yacht at Aberdeen, from
Union Mercury.

sions of the King of the French have
rivals between them, and thus
the expedition against Abdel Kader.
Duke of Nemours will be selected
for the embarkment and river
fortresses at parliament, amounting
000, and less than £75,000.

de-amp to the late King, among
ce of Richmond, Marquis of Huntley
Lord Frederick, Fitzclarence, Sir
and Colonel Fox have been de-
ad-amp to her Majesty.

BAYONNE, Sept. 13.
are in the environs of Aquitaine
in the apparent intention of ap-
id Fris on the 6th, and appeared to
ed by Countess de Montebello, ac-
ind reinforced by four battalions of In-
nd the remains of the division of the
to the 6th, that he was about to quit
to cover Cuesmes, Fitzclarence, and
could menace the capital. We ex-
ect of an engagement. Madrid
perfect tranquillity.

ces of the Earl of Hillsborough to the
of Combermere last week, dinners
poor of every town and village in
hood of Combermere Abbey. Be-
of 10,000 persons who were assem-
ed in respectable life is making
all talk just now in Lincoln. The
stopped before they got married at
by the notice of the noble countess,
sings and she called a situation at
pointing a rescue of the lady has involved
criminal proceeding.—Lincoln Mer-

Empire, ex-King of Spain, and new
name of Count de Surville, has
en Park in the neighbourhood of
permanent residence. The arrange-
hold are on a most princely scale.
villiers has once or twice visited the
last fortnight.—Suffolk Chronicle.

er or was Queen of France, as re-
by last, whilst the Queen and her
grandeur visitors and suite were riding
rk, a hunder town came on, and
boy Majesty the sovereign, and the
case almost unmanageable, and suddenly
two of the gentlemen of the suite,
promptly took a circuit, and
succeeded in stopping the career of
has fortunately prevented any injury
eyond the death of which she experi-
ed by Express.

on, on the 6th of the Rev. Mr.
of Cranbo, near Aberdeen, sent
a request to the Earl of Errol, in
presentation, humbly selecting that
wishes as to a succession in the
course of past his lordship, in the
manner, returned an answer stating
to appoint that minister while they
Church.—Aberdeen Journal.

THE ISMAN ARMY.—By a paper
the last part of the "Asiatic Researches,"
on the last twenty years there have
members of the British Army, and
an average number of 1,297 persons
per cent. The mean ages of the
81 Colonels-Gl: 57 Gen. Colonels,
53: 277 Captains, 35: 631 Lieut-
enants and 33.

pt. 4.—We have received to day
the Mainxines to the 15th May, and
Walsby to the 15th May, and
the Mainxines was 7s. to 7s. 10d. and
the 25th price 100 lbs. The only po-
the Sydney price is a trade against
for September for September, the market
great in the Legislative Council, no
ever belonged to the "Patriotic So-
ciety" opposed the policy of the late