

PRESCOTT, Nov. 16, 1838.

Sir,—I have the honor to acquaint you for the information of his Excellency the commander of the forces, that I came down here yesterday from Kingston, with four companies of the 83rd Regiment, two 18 pounders, and a howitzer, and moved up from the town to a position about 400 yards from the wind mill, and adjoining the houses occupied by the brigands. They did not move or come out of the houses to oppose my advance. The 18 pounders opened, with good effect, upon the stone buildings near the mill. Capt. Sandom, with two gunboats, in which he carried two 18 pounders, took up a position below the wind mill, which he cannonaded, but not with much effect.

After cannonading these buildings for an hour or rather more, and observing the brigands to be quitting them, and endeavouring to escape, I ordered the troops to advance. Very little resistance was offered by the party occupying the wind mill, but a smart fire was opened upon us from the buildings. It being dark before the troops got round the buildings; and the brigands in the wind mill having displayed a white flag, they were summoned to surrender themselves unconditionally, which they did. Eighty-six prisoners were immediately secured, and sixteen others who were wounded, were removed from the mill as soon as conveyances could be found. A large supply of arms, 26 kegs of powder, and 3 pieces of ordnance fell into our hands.

Some of the brigands effected their escape from the buildings when darkness came on, and hid themselves in the brush-wood on the bank under the mill. I directed the militia to scour the bank, and several prisoners were thus secured. Among others, a Pole, calling himself General Van Sault, who, it is understood, was the principal leader. All the buildings adjoining the mill were destroyed, but the latter I directed to be occupied by a company of militia, and propose that it should continue to be so, or entirely demolished.

I am happy to say, this service was performed with the loss of one man only, of the 83d Regiment.

I have the honor to remain, sir,
Your most obedient servant.

H. DUNDAS.

Lt. Col. 83d Regt. Commandant.

Captain Goldie, A. D. C., Montreal.

STEAM NAVIGATION.—A more useful or fascinating lecture than that pronounced before the Mechanics' Institute on Wednesday evening last by G. R. Young, Esq. we do not expect to hear for some time to come. The importance of the subject discussed, the value of the facts adduced, and the genuine earnestness evinced by the speaker, all tended to give the greatest eclat to the lecture. With steam navigation the interests of this country are identified. If steam ships continue to run from England direct to the United States—if their number should be greatly increased, (and multiply, we think, they must and will) and if such splendid modes of conveyance for passengers and goods are not to be established at this port, the sooner the inhabitants of Halifax decamp for some more favoured place the better. How will our merchants be able, without the advantages of steam navigation, to compete with those who enjoy its benefits? The enterprise and good fortune of other towns, in such a case, must of necessity ruin the interests of this community. And what wise man would remain here to be ruined? But we must not allow our zeal for steam navigation to transport us beyond the subject of the admirable lecture of Mr. Young. That subject, the importance to this town of steam navigation from England to Halifax, was treated in the most lucid and convincing manner. After the fair inferences from undoubted facts, with respect to other countries, were drawn, not a doubt could remain in any mind but that such steam navigation is the *sine qua non* of our provincial prosperity. From a letter which was read by Mr. Young at the meeting, it appears that the directors of the British and American Steam Navigation Company are prepared to entertain the project of conveying the mails by steam ships to Halifax, when Government desire it, and that the board is anxious to ascertain if our merchants and other monied men are willing to take stock in the Company. The views which Mr. Young so energetically expressed as to the folly of those sectional feelings which have too long prevailed in our midst, we could wish, were realized by every inhabitant of this province. Of politics we cannot say much, but this much we can say, that if there is as much party feeling, and jealousy, and shyness, in the politics of the land, as we have witnessed in its religion, most miserable is the condition of the country. A better state of things, however, we hope has dawned upon us, and we trust the time is at hand when our esteem for an individual will not be abridged, because his views in politics are the antipodes of our own, and when we shall not have the infinite littleness of soul to consider a man in the light of a fool or a hypocrite because he reads not the Bible according to our standard and system. Acting in the spirit of the motto, "UNITED WE STAND, DIVIDED WE FALL," and exerting our best energies for its accomplishment, the great, the indispensable requisite to our elevation and prosperity, steam navigation, will be secured and perpetuated

to this community. The subject of the lecture for next Wednesday evening is, ON CREATION by REV. C. CHURCHILL.

We have been requested by Dr. Creed to correct two particulars mentioned in our notice of his lecture on the Ear; and as there are some words in our article which might induce the belief that we gave an abstract of the lecture, employing the precise terms and descriptions of the lecturer, we are most happy to attend to the suggestion. Whatever errors we may at any time commit, when pointed out to us, we shall consider it a duty, and we trust, feel it a pleasure, to retract. Of the mistakes in the present instance, Mr. C. remarks, "the first is that 'across the membrane of the drum a fine thread of a nerve is drawn'—this is incorrect—the membrane alluded to is in common with all the other parts supplied with an infinite number of minute filaments of a nerve, from whence their sensibility is derived—but not from a single thread." The word *thread* we employed as synonymous with *cord*, but Mr. C. has taken it as a synonyme of *filament*. And in the latter sense, perhaps, the greater part of our readers would understand it, although by a reference to works of practical anatomists we find they sometimes employ it when writing on the nerves, in the former. We adopted the term *thread* in preference to that of *cord*, because the latter term conveys, at least to popular readers, an idea that a nerve is a very large object. Our piece was written in great haste, and we must admit, in this particular part, is devoid of that precision of style which is one charm in all good composition. Of course no person can suppose that a nerve is a single thread or filament, and hence if we had said, a fine thread or cord of a nerve was distributed on the inner side of the drum head, instead of "drawn across it," it would have been more proper. A more correct description of the part, however, would have been as follows:—a fine thread of a nerve, (or if you will,) a nerve crosses the tympanum somewhat as a cord crosses the bottom of drum, and is therefore called, *chorda tympani*, which nerve covers, or is distributed on the inner side of the membrane.

The second point noticed by Mr. C. is where we termed the bones of the drum, *sticks*. The military drum is referred to on account of familiar illustration, and to carry out the simile, we introduced the sticks of the military drum. Among the uneducated, however, the popular notion is that the hammer and anvil, etc. are *outside* of the drum-head, and that their use is precisely similar to that of the sticks of a military drum; to shew the fallacy of such an idea in the most convincing manner possible, we called the bones of the ear *sticks*, and stated that they were *inside* of the drum. With respect to *form*, the resemblance of the tympanum to a drum barrel, is not very striking; and certainly the malleus is more like a bludgeon, or even a drum stick, than a common hammer, and the incus resembles a molar tooth rather than an anvil. And with respect to their use, perhaps we may as well call them sticks, as a hammer and anvil. To Dr. C. we return our thanks for directing our attention to parts of our article which might have promoted incorrect views in the minds of the unformed.

We are most happy to find that at St. John N. B. a Mechanics' Institute is to be formed.

CANADA INTELLIGENCE.—A court martial for the trial of prisoners, consisting of seven field officers and seven captains has been formed. May these distinguished individuals act so as to secure the approval of HIM, before whose bar, judges and prisoners must one day appear!

Of the wicked men who were engaged in the Prescott expedition 102 it is said were killed, and 162 taken prisoners. One of the Captains of the volunteers was shot in mistake by his own party.

Two of the Judges of Lower Canada (Judges Panet and Bedard, decreed on Nov. 21, that John Teed, a political prisoner, was entitled to the benefit of the Habeas Corpus Act, on the ground of the illegality of the late ordinance of the Governor and Council. The judges in their decision speak in the most positive terms on the subject, and Judge Bedard says, "in point of principle there is no difference between the *disallowed* ordinance and that with which our attention is now occupied.

A late Montreal Courier contains an account of the fight at Odelltown by Rev. R. Cooney.

The Montreal Herald says, "We have seen the new gallows, made by Mr. Bronson, and believe it will be erected this day in front of the new gaol, so that the Rebels may enjoy a prospect which will no doubt have the effect of encouraging sound sleep and pleasant dreams. The gallows can accommodate six or seven at a time, comfortably, but more at a pinch." To us who profess to serve the God of love and peace, and not to worship at the shrine of Mars, the god of war and bloodshed, the above effusion appears most unseemly, and we add, that the Bible says, "He that loveth not his brother abideth in death. Whosoever [whether rebel or royalist, brigand or subject] hateth his brother, is a murderer."

Sir John Colborne has ordained by proclamation, as a day of fast and humiliation, the 7th of December.

J. H. in the Fredericton Sentinel, will please accept our thanks, for the imposition pointed out in the lines on "To-morrow" which appeared as original in the Pearl, but which it appears are more than thirty years old. Individuals who impose on editors in this manner are sufficiently careful to keep their persons out of view, and it is so in the present instance.

In the last voyage of the Great Western, our Pictou coals were used, and it appears, were proved to be very much superior to the best coals of the old country, as a much smaller quantity of them will generate the necessary amount of heat.

We have great pleasure in giving insertion to the following card from Lieut. Stoddard and the Officers of the Revenue Cutter Hamilton, and we embrace this opportunity to return the thanks of the People of Halifax to those gentlemen, for the uniform urbanity and kindness with which all classes of the community were welcomed on board the Hamilton, during her stay in this port.—[Gazette.]

The Officers of the United States Revenue Cutter Hamilton, tender their sincere thanks to the Inhabitants of Halifax, for the kindness with which they were welcomed on their arrival for the first time in this harbor, and the marked attention they have received during their stay; and exceedingly regret that circumstances have been such as to render it impossible for them to accept of the many polite invitations they have received, but trust that the time is not far distant when they will be enabled to show their gratitude for past favours in something superior to mere words.

[Signed.]

THOMAS STODDARD,
Lieut. Commanding,
JOHN L. PROUTY,
WILLIAM BRODHEAD.

MARRIED,

On Wednesday evening, by the Rev. John Martin, Miss Mary Ann Pettegrew, to Mr. George Turnbull.

DIED,

On Thursday last, in the 19th year of her age, after a short illness, Maria, eldest daughter of Mr. John Chamberlain of Dartmouth.

On Saturday evening last, Margaret Heffernan, widow of the late Patrick Heffernan of this town, aged 61 years.

On Saturday last, Mr. George Cunningham, in the 54th year of his age, late Sergeant Major of the 52d Regiment.

In Chesapeake Bay, off Black River, about the 8th ult. Mr. John James Larkin, of Yarmouth, N. S. seaman on board ship *Ulysses*, at Baltimore from Rotterdam. He fell from the foretop-sail yard upon deck and survived but a few hours.

SHIPPING INTELLIGENCE.

ARRIVED.

Saturday December 1st.—Schr Hazard, Crowell, St. John, NB, via Barrington, 10 days—fish, oil and salt, to T. C. Kinnear; Shannon, Boudroit, Montreal, via Arichat, 13 days—flour, meal, etc. to S. Binney; Dove, McNeil, Cape Ray, 8 days—fish and oil to W & I McNeil.

Sunday 2nd.—Schr. Elizabeth, Shelmut, Miramichi, 9 days—lumber (see) & M. Tobin; Spanish Ketch Toma, Negrete, Boston, 4 days—ballast to Creighton & Grassie; Brig Fanny, Brown, Barbadoes and St. Thomas, 18 days—ballast to A. A. Black, Mail Boat Lady Ogle, Stairs, Bermuda.

Tuesday, 4th.—Schr Defiance, Currie, Miramichi, 15 days—lumber to S. Cunard & Co.; Govt. schr Victory, Darby, Sable Islands, 3 days—saw on Sunday, 60 miles E. of Halifax, barque *Lousia*; brig Persa, Pengilly, New York, 72 hours to Sambro light—wheat, etc. to T. C. Kinnear and others; H. M. Steamer *Medea*, Quebec and Pictou.

Wednesday, 5th.—Schr. George Henry, Shelmut, Miramichi, 16 days—lumber to S. Cunard & Co.; Ranger, Fern, Newfoundland, 23 days—fish to S. Binney; Albion, Belfountain, Montreal, 31 days—flour, pork, etc. to T. C. Kinnear and others; *Uniacke*, Landry, Shediac, 21 days—lumber, to Fairbanks & Allison; new schr. *Welcome* Return, Vandenburg, Pugwash—do, to ditto.

Thursday, 6th.—Barque *Lousia*, Millgrove, Antigonish; schr. *Transcendant*, Kimble, St. John's, N.F., 23 days—fish, to Fairbanks & Allison.

Friday 7th.—brig *William* 4th, McDonald, Annapolis Bay, 36 days—ballast, to Joseph Allison & Co.

CLEARED,

Dec. 1st.—schr *Adelle*, O'Brien, Boston, potatoes and barley, by Wier & Woodworth, and Master; Maid of Erin, Kirkpatrick, ballast, by J. & M. Tobin; brig *Bermudiana*, Newbold, Bermuda. 4th.—Spanish Galliot *Pubio*, Barasorda, Spain—by Creighton & Grassie; brig *Symmetry*, Allan, Sunderland, timber, etc. by A. Murison, and W. Stairs; schr *Triumph*, Potter, St. John, N. B. sugar, etc. by J. Fairbanks, S. Binney and others. 5th.—Duck, Hertz, Charlotte Town, general cargo; brig *Lady Chapman*, Gilbert, Bermuda, fish and pork, by J. & M. Tobin and others; Rob Roy, Smith, ballast, B. W. Indies, by Fritch, Smith & Co. 6th.—schr *Sable*, Clark, Boston, herring and horns, by G. P. Lawson and J. Allen; brig *William*, Boudroit, Arichat, ballast,