COLONIAL LEGISLATURE.

HOUSE OF ASSEMBLY, Tuesday, April 5th, 1853

DUTY ON THE SALE OF WRECKED VESSELS AND ON WRECKED AND UNCLAIMED GOODS

House in Committee of Supply.—Hon. Mr. Jardine, in the Chair.

Mr. Montgomery. I wish to know whether the Government are aware, that, at the North Cape, in the fall of 1841, there was a sale of wrecked and unclaimed goods, to the amount of about £50; the proceeds of which, after deducting expenses, ought to have been paid into the Treasury; but that, according to common report, no balance whatever has been so paid in on account of those goods. The same fall, there was also a sale of a wrecked vessel, the *Britannia;* and, with respect to that sale, it is also currently reported, that the amount due to the Government is still retained by the broker, Fitzgibbons. Last fall, it is also said, there was another sale of another wreck; and that the amount of duty, £18 9s., due to the Government, is still in the hands of the broker. I have been credibly informed, that the same individual, Fitzgibbons, acted as broker in each of these cases; and that the defaults, so made by him, have been represented to the Government, or, at least, to some members of the Government. I, therefore, wish to know whether these, or any such cases of defalcation, have actually been brought to the knowledge of the Government; and, if so, what action they have taken, or purpose to take, with reference thereto. The reports, as I have stated them, are quite current, in one section of the Island at least; and it is certainly due to the public, whose interests are involved therein, and also, to the Government, who ought always to be the protectors of those interests, that the truth respecting such alleged defaults, and the course pursued, or intended to be pursued, by the Government, with reference to them, should be fully ascertained, and made known, for the public satisfaction. The duty which should have been paid into the public treasury, was, in one case, £18 9s. In another, it was over £7; and this Fitzgibbons, according to report, had positively refused to pay over into the hands of the Collector of the District or Port.

Hon. Mr. Coles. The proper time for making such an enquiry was when the House was in Committee of the whole on the Public Accounts. How was the Government, without direct official communications, to become acquainted with every case of wrecked property or goods?

Mr. Montgomery. Fitzgibbons, I have been informed, made a communication to Mr. Fraser, the Collector of Excise for Charlottetown; and, at the same time, sent him the amount of duty which was due to the Treasury. Mr. Fraser, however, I have been told returned it to Mr. Fitzgibbons, directing him to pay it into the hands of the nearest Collector of Excise.

Hon. Mr. Coles. It was not the duty of the Government, but the duty of the Collector of Excise for the District, to look after wrecks; and, if no reports concerning them were made, to the Government, by him, how were the Government to know any thing about them?

Mr. Montgomery. Fitzgibbons, I understand, positively refused to account for the duties to the Collector of the District.

Hon. Mr. Coles. Well, if he did, it was the duty of the Collector to seize the wreck.

Mr. Palmer. I ask whether Mr. Coles [illegible] are that dutiable articles had been sold, [illegible] collected.

Coles. I never heard of it before.

Palmer. It can be proved that the [illegible] District knew it; and that he [illegible] the facts of the cases to one or [illegible] of the Government, after having endeavoured to collect the duties.

Coles. No such communication was made. I knew nothing of it before. [illegible] brought to my knowledge, I am [illegible] have done my utmost to have the [illegible] investigated.

Coles. A statement made to a [illegible] the Government, in the street, is communication to the Government; and, [illegible] the Government, no communication [illegible] any such defaults as those now com[illegible] has ever been made to them. And, [illegible] myself am individually concerned, I am [illegible] never before heard a word about the alleged omission to pay over the duty due to the Government on the sale of a wrecked vessel.

Mr. Montgomery. Mr. Fraser told me, some time ago, that he had consulted with several members of the Government concerning it.

Hon. Mr. Pope. I know nothing about the matter further, than that the tender of a certain sum of money, as the amount of certain duties, due to the Government, was made to me in my Office; and that I declined to receive it, stating that it should be paid into the Treasury through the regular channel. I was not even aware that any duty of the kind was due to the Government.

Mr. Montgomery. Members of the Government had certainly been particularly spoken to concerning both the wrecked vessels—and it was stated to them that the duty had not been paid, in either case; neither on the wrecked vessel sold last fall, twelve months; nor on that sold this fall.

Hon. Mr. Coles. I did not before understand that two wrecked vessels were alluded to. I thought the duty spoken of was that on the sale of the vessel wrecked this fall.

Mr. Fraser. No official complaint or representation of the alleged defaults has been made by the Collector of the District; and—as it is said that he was fully aware of the amount of duty which, in each case, ought to have been paid into his hands by the broker, but which, it is asserted, has not been paid—it certainly was his duty, either to take such steps as the law authorizes for the securing of the duty due to the Government, or to make a direct official communication of the facts to the Government. He did not, however, it appears, think proper to adopt either the one or the other of these courses; and, therefore, if any amount of duty which ought to have been paid over to him, for the Government, by the broker, still remains in the hands of the broker, he, the Collector, is certainly the more culpable or blame-worthy party of the two. In fact, independently of an official representation of defaults of this kind, the Government could know nothing about them; and, with respect to those now referred to, and concerning which some statements, it is admitted, have been made to individuals either belonging to the Government, or connected with the Government, it is proper to state that the broker, on offering to pay the duty in Town, either into my hands or those of the Treasurer, was directed to pay it into those of the Collector of the District; and as, in the Statement, subsequently sent in to the Government by that Collector, there was credit given to the Government for the payment of duty, the same in amount as that which the broker had offered to pay in Town. It was natural, in the absence of official complaint on the part of the Collector—or conclude that that was the duty, the payment of which in Town was refused, as proceeding from the broker. It, therefore, clearly appears that if there has been official neglect of duty in the business, it has been altogether on the part of the Collector of the District.

Mr. Montgomery. I understand Fitzgibbons said that the amount of duty due last year, was not to be paid to the Collector of the District, but either directly into the Treasury, or to the Collector of Excise for Charlottetown.

Hon. the Speaker. This is certainly not the proper time to take up such a question; but an Address, to His Excellency, praying for information, or due enquiry, concerning the alleged defaults, may, yet, be moved for in, and agreed to by, the House.

Hon. Mr. Coles. I remember that last fall, twelve months, Mr. Fraser consulted me about the matter in question; and that, then, I looked into the Act, and pointed out to him that the duty was, according to the Act, to be paid into the hands of the nearest Collector.

Mr. Montgomery. It is said that, eighteen months ago, wrecked and unclaimed goods were sold by Fitzgibbons, as broker, to the amount of £50, and that no account thereof has yet been given in to the Government or to any Collector's Office.

Hon. Mr. Coles. If the Collector of the District was aware of any such default, it was his duty to make an official communication thereof to the Government. Whatever fault or omission, in the case, may be fairly attributable to the broker, a most serious and culpable neglect of duty—if the particulars of the defaults have been truly stated—appears to be justly chargeable upon the Collector of the District.

The matter was then allowed to drop.

Saturday, March, 19th.

REMUNERATION TO PETIT JURORS.

Hon. Mr. Palmer. I rise to move that the House do now resolve itself into a Committee of the whole, for the purpose of taking into consideration the propriety of making an allowance to Petit Jurors for their attendance at the Supreme Court. There is, at present, before the Council, a *Bill to regulate the mode of Summoning Jurors*; and if this House shall agree to grant pay to Petit Jurors, their provision for that purpose may be, very easily, engrafted upon that Bill when it shall be sent down to us from the Council.

No opposition being made to this motion of the hon. and learned gentleman, the House resolved itself into a Committee of the whole accordingly.

Hon. Mr. Palmer. I am not aware that the question of remunerating Petit Jurors has ever before been taken up by the Assembly; but I do know that the propriety of doing so has frequently been agitated out of doors; and, from my own knowledge and experience of the tax imposed upon certain classes of the community, through their being compelled to attend the sittings of the Supreme Court, as Jurors, at seasons of the year, when their being obliged, for that purpose, to abandon the labors of their avocation, is frequently attended with very serious inconvenience and loss to them; I am persuaded that the question has not been agitated amongst the people without good reasons; and that the majority of those who are thus called are, by no means, well able to bear the burden thereby imposed upon them; and I, therefore, think it is the duty of this House to provide remuneration for their attendance. I very well know that such remuneration is not universally allowed. It is not, at present, allowed in Great Britain; neither is it generally allowed in British Colonies, although in some of them it is made. The old idea, which has, generally, hitherto regulated the practice with respect to the duties of Jurors, is, that, although the being obliged, as jurymen, to assist in the administration of justice, may frequently be the cause of much personal inconvenience, and even loss, to individuals so bound to act; yet, as the due enforcement of the laws and the observances of justice, are for the benefit of all, none who are duly qualified to lend their assistance for these purposes, in the capacity of jurors, should be allowed to claim, either exemption from the duty, or remuneration for its performance. This idea, however, seems almost to have presupposed a certain easiness in the circumstances and condition of life of those to whom it was meant to apply. It appears to have presupposed the fact that they who were to be called upon so to assist in the administration of justice, would be persons not likely to suffer any serious loss or inconvenience, from having such a duty imposed upon them, without remuneration. But, here, the majority of those on whom the discharge of this duty falls, instead of being individuals in easy circumstances, are, on the contrary, persons whose pursuits and avocations are such as require to prosecuted with unremitted industry, diligence, and care, in order they may be enabled to secure anything like a suitable provision for the daily wants of themselves and their families; and to men so tied down by the necessities and obligations of private life, the being compelled to attend the sittings of the Supreme Court, as jurors, is a very heavy tax indeed. Men are thus repeatedly obliged to abandon the most needful and pressing labors of the season—to travel considerable distances to the Court—and to subject themselves to the loss sustained by the abandonment of their labours at home—and the only remuneration made to them is one shilling each for every civil suit on which they may sit. In criminal cases they receive nothing. Some, not being drawn upon the Panel of a civil suit receive not even a single shilling, although obliged to attend during the whole term of the Court. I have said that, to the majority of those who are thus compelled to attend the Supreme Court, the obligation is a very serious tax; and I may add—for I believe it is quite as true—that, of all who are so called upon, there is scarcely one individual who does not feel it. I think a moderate allowance, per day, might be made to Petit Jurors; it would not bear heavily upon the Colony; but, yet, it would be an allowance of considerable importance to those for whom it should be provided. Three shillings a day would be very moderate pay, and I do not intend to propose a higher sum. According to a calculation which I have made, the amount annually required, at this rate, for the remuneration of Petit Jurors, would not exceed £158 8s. 0d.—£86 8s. 0d. for the two district Counties, and £72 for Charlottetown. This amount, small as it was, would afford considerable relief to Jurors, and it would be but a trifle to take from the revenue. It is my opinion, however, that a higher allowance might be proposed with propriety. I think that, if 1s. were allowed to each juror on every criminal case, it would be some inducement to keep jurors in Court, to be ready, when their names are called, to take their places in the jury-box. Three shillings and six pence a day would not, I think, be too high an allowance.

HOUSE RESUMED.

The original Resolution as submitted to the Committee, by the Hon. Mr. Palmer, was to the effect "That it is expedient to provide remuneration for Petit Jurors, for their attendance at the Supreme Court to the extent of . . . . per day, for each day's actual attendance" and, in submitting the same, the hon. and learned gentleman proposed that the blank should be filled up with 2s 6d or 3s. or as the Committee might determine.

The Resolution reported from the Committee is as follows;—the part printed in *italics* having been added, in Committee, on the motion of the Hon. Mr. Coles—

Resolved—That it is expedient to provide remuneration for Petit Jurors for their attendance at the Supreme Court, to the extent of Three Shillings per day, for each day's actual attendance; *and that the pay for the trial of Civil Cases be increased to Two Shillings, and paid into the Court toward defraying the daily pay of the Jurors.*

The question being about to be put thereon by the Hon. the Speaker,

The Hon. Mr. Palmer moved to amend the same by striking out all the words after the word "attendance" in the said Resolution.

The House divided on the motion of amendment—

Yeas—Hon. Mr. Palmer, Mr. Montgomery, Mr. Macaulay, Mr. Campion, Mr. Haviland, Mr. Longworth, Mr. Macneill.

Nays—Hon. Mr. Coles, Hon. Mr. Thornton, Hon. Mr. Whelan, Hon Col. Treasurer, Mr. Wightman, Mr. Laird, Mr. Davies, Hon. Col. Secretary, Hon. Mr. Lord, Hon. Mr. Jardine, Mr. Clarke, Mr. Mooney, and Mr. Fraser.

So it passed in the negative.

The question being then put on the said Resolution, the House again divided:

Yeas—Hon. Mr. Palmer, Mr. Montgomery, Mr. Wightman, Mr. Mooney, Mr. Laird, Hon. Mr. Lord, Mr. Macaulay, Mr. Clark, Mr. Campion, and Mr. Macneil—10:

Nays—Hon. Mr. Coles, Hon. Mr. Thornton, Hon. Mr. Whelan, Mr. Longworth, Mr. Fraser, Hon. Col. Treasurer, Hon. Col. Secretary, Hon. Mr. Jardine, Mr. Haviland, and Mr. Davies—10.

And the numbers being equal, the Hon. Speaker, gave his casting vote in the affirmative. So it was carried in the affirmative.

R. B. Irving, Reporter.

CAPT. SLEIGH'S NEW WORK.

CHAPTER V.

CAPES TORMENTINE AND TRAVERSE. THE ICY PASSAGE.

In proceeding with my review of the various Maritime Provinces, I assume that the period is winter, and that my business requires me to cross Northumberland Straits, so as to reach Prince Edward Island. The dangers and difficulties of such an enterprise will be understood by a perusal of the following personal narrative of the adventures and privations I experienced in the spring of 1852, in crossing over the Icy Straits.

The period was the first week in March, and I was desirous of proceeding from Halifax to the Island without further delay; for to wait for the usual mode of transit by steamer from Pictou to Charlottetown, would entail the probable detention of a couple of months, as the navigation was not generally open, or free from ice, until the middle or latter end of May. Having obtained all necessary information from friends in Halifax, and notwithstanding urgent recommendations that I would not risk a winter passage over the icebergs of the Straits, which was described as an undertaking of imminent peril and hazard to life and limb, which I did not heed, as in this instance I was obliged to proceed at once, and obey the addage "Necessitas non habet leges," I booked myself a seat in Hyde's six-horse sleigh for Truro, Amherst, and New Brunswick.

The morning of my departure arrived, and at eight I crossed over to Dartmouth, opposite Halifax, and, taking my seat, we soon speeding onwards in a clear frosty atmosphere, with an exhilaration of spirits known only to those who have inhaled the bracing breeze of our matchless northern clime. The horses became frisky, and playfully throwing their pretty heads in the air, the sleigh-bells chimed in pleasing tinkling chorus. We passed along the great chain of Lakes, stretching further than the eye could see along our left, now silent, and frozen over with a dazzling mantle of snow, sparkling in the early sun's rays.

At Schults we made our first stage, having travelled eighteen miles in less than two hours; here we got an excellent breakfast, and bidding good-bye to an old lady, my only fellow-passenger, I resigned myself to the company of a by no means communicative Whip. Silently we glided over our smooth path, now passing some sledge laden with hay for the Halifax market, or the lighter curricle of the Provincial, through dense pine-forests, not enlivened by a human sound; here presenting the appearance of some new Pine or Hacmatac clearing, there dark and burnt, with sapless branches, the mournful emblem of the too oft recurring conflagration. During the day I met numerous tracks of the moose-deer.

At three we arrived at Truro, where the mails were transferred into another sleigh; and after partaking of a well-provided dinner at the table d'hote of the hotel, we resumed our seat, and under the guidance of a natty, shrewd little fellow, a native of Scotland, we soon left the village far behind, and ere long commenced our ascent of the Cumberland Mountains. The path, in many places, bordered upon deep ravines, and it was wonderful, considering the rate we went at, that at some sharp turn, our light conveyance did not go over the brink of some yawning precipice, where, if we escaped from a broken neck, the chances were favourable of being smothered in the deep snowdrifts resting in the gullies. About ten at night we arrived at Sutherlands, a mountain inn, where to my delight I found a most comfortable cottage, with a snug well-furnished room, in which a large wood fire merrily blazed on the hearth, imparting renewed life to my almost benumbed limbs. The landlady, a young woman of very genteel, prepossessing exterior, soon attended to our wants, and before long a well-spread supper allayed the wolfishness of our appetites. We here met a couple of gentlemen on an electioneering tour in the mountain district, for the Conservative candidate for the House of Assembly.

I was sorry when the horses were put to, and a summons from the driver warned me it was time to re-fur and cloak up, and go out once more into the chilling atmosphere. It was a pitch-dark night, and the cold was intense: soon a heavy fall of snow set in, and we were covered with a white mantle of crystalline flakes, which at any rate kept the warmth within, if it did not in some degree protect us from the nipping cold without. Dashing on, as we did, down steep declivities, round sharp angles of the mountain-road, and now and then plunging into soft holes which fearfully shook the whole system, the drowsiness encouraged by the intense cold was kept off; and more closely hugging the buffalo robes, with a firm planting of the feet on the footboard of the sleigh, we awaited each renewed shock with stoical firmness. A cigar in some measure soothed the spirit; but even that luxury had to be abandoned, from the impossibility of keeping it alight with the snowdrift full in the face.

After many narrow escapes, and several halt-ings to re-arrange and "fix up" the harness of our mettled steeds, at two in the morning we pulled up at the post-office of the village of Amherst, which is situated some half-mile out of the town, in a desolate log-hut. We here found the postmaster up and alive, early as it was, to receive the mail-bags; and on expressing my surprise at his wakefulness and readiness to receive the mail, I was informed by the driver that he was an "enthusiast" in the performance of his public duties. I should think so—with the thermometer below zero, and one solitary taper to cheer his lonely vigil!

On enquiring whether the mail from Prince Edward had arrived, I was answered in the negative; and though two days over-due, it had not made its appearance; from which it was justly argued that the "ice boat" had not been able to cross the Straits. With a promise from the postmaster, that he would send the letter-carrier to me the moment the expected mail arrived, as I was waiting a conveyance in the mail-sledge to Cape Tormentine, I left for a small hotel, the best the town offered, where, after considerable difficulty, I roused the natives from their slumbers; and getting a fire lit in my bed-room, with something warm within, I soon sought repose in a very comfortable bed, thoroughly weary and frozen out, after my trip of eighteen hours in an open sleigh.

The following morning I got up early, and, the Island mail not having arrived during the night, I determined to push on for Cape Tormentine, a distance of forty miles, without further delay. A small sleigh was provided, well furnished with buffalo robes, and driven by a young American from Maine, whose sister kept the hotel. The outskirts of the town were soon passed, and making a detour from the road, in consequence of the heavy snowdrift of the preceding night, which rendered it impassable, a fence was removed, to allow of our getting into some cornfields, where we floundered over half-bare hollows and ridges, in a manner sufficiently rough to set your teeth on edge. A couple of miles off the road was regained, and, more at ease, went at a glorious rate towards Bay Verte, where we arrived in less than two hours, without stoppage. The Bay was frozen over, and outlines on the stocks of some half-built ships, covered with snow, presented a melancholy appearance. After an hour's delay, to rest our steed, with "Allen!" from the driver—for your real Canadian horse scorns to exert his speed for the English vernacular—we again resumed our journey.

About eighteen miles off we met a sleigh approaching at full speed, while a little crazy-looking individual was wildly blowing a horn, and on our nearing him, he shouted out, "Make way there, you fellows, for Her Majesty's mails." We had just time, in moving to one side, to glean from the excited driver and his two equally excited companions, that the "ice-boat had got over: such an awful passage! nearly lost! sixteen hours in crossing; if the weather was fine, the ice-boat would go over again to-morrow." This pleasant information was wound up by a piece of advice: "Let the gentleman go to Allan's, the best house in New Brunswick."

With this, away flew the curricle, and the woods re-echoed with the shouts of "Wild Tom," or "Poor Tom," as the driver of Her Majesty's mail was designated. We were soon crossing the brittle sheet of ice which formed the surface of a salt-marsh abutting upon Cape Tormentine. A few hay-ricks were dotted here and there, and on a slight eminence, with a belt of pine-wood in the background, stood the log-building of those respectable New Brunswickers, the Messrs. Allan—lonely, desolate, and forlorn,—while before me I saw the Straits, covered [illegible] with vast confused masses of ice, of every distorted shape and size; the field-ice, which is that which stretches from either shore for about a mile out, with a smooth glittering surface, was fringed with misshapen masses, with sharp conical points thrown together, as if by some mighty convulsion of nature, some twenty, some ten feet high, their peaks forming a *chevaux-de-frise* which appeared to bid defiance to human progress. Further out again, more mighty blocks rolled and thundered down the Straits, while the distant roar, of awful import, told of the rude internecine strife and mad headlong passage of those icy masses.

A vast bank, apparently a couple of hundred feet high, white, shrouded with snow to the summit, with a few glistening angles presented to the setting sun, which sank angry, red, and sullen in the west behind Bay Verte, stretched beyond the intervening gulf. "This then," I said, "is the Island?" "Island!" interrupted my informant, "what you see is not more than four miles off; Cape Traverse is nigh upon ten: that is a mass of bergs which have come down this afternoon with the tide from the north." "Heavens! muttered, "have I to cross this hideous Rubicon?"

I now entered Allan's hospitable abode, and was ushered into an apartment grandiloquently designated the "Governor's room," from the reminiscence of few days' sojourn of the Governor of Prince Edward, who, the previous year, had waited a week at Cape Tormentine, for favourable omens, to warrant his attempting the passage over. This apartment was carpetless; two rick-[illegible] chairs, an old deal table, and an American [illegible]-stove, which smoked most painfully, fo[illegible] the unique and unostentatious embellishment[illegible] the regal room. A small door to the rear opened upon a recess, in which a bed monopolized the entire space, except half a foot, behind which the toilet was performed. The walls were planked, the floor and ceiling rivalling each other with al-fresco diversities of dirt.

I passed from this chamber into the public kitchen, where I found Arthur Irving, the conductor or captain of the ice-boat, and his crew, warming and drying themselves at the fire. To judge from their wearied appearance, they had had a hard time of it. Arthur looked particularly sad; for his narrow escape had caused reflective thoughts. When Irving learnt who I was, he expressed great pleasure at seeing me, having been on the look-out for me ever since the ice set in. After gleaning information regarding my Island purchase, I requested Mother Allen to produce her best viands. These in time appeared, and consisted of slices of fried fat pork, with a large bowl of boiling grease by way of sauce, and some watery potatoes, with a plate of brown doughy bread, rather inclined to a sourish flavour. A cup of whisky was also added, to tempt me the more; while that everlasting accompaniment to every Provincial dinner, a teapot, completed the spread. I was hungry when I entered, but the peculiar fragrance of the pork acted as the herring in the "White Horse of the Peppers," and I soon rose from the table, after a very frugal repast.

I sauntered about until nightfall, and then was only too glad to seek rest, and in sleep forget the dulness which surrounded me, for it was wretchedly melancholy—that lonely log-hut perched on Cape Tormentine, with the wind howling round it, and the snow pattering at the windows.

In the morning at six I was roused by Irving; the wind had gone down over-night, and he reported the appearance of the Straits as favourable for a passage over. I was soon dressed. I put on my pair of American India-rubber jack-boots, extending to the thighs; my fur cap with its lappets covered the ears; while gauntlet gloves of Astracan fur protected me to the elbows. Besides my portmanteau, I had a small carpet-bag, in which was a flask of pale brandy, a bundle of cigars, a box of lucifer-matches, and some slices of bread and pork. Thus provided, I bade farewell to old Allan and his wife, not forgetting "Poor Tom," who had arrived at four in the morning, with the mails from Amherst, and who accompanied us as far as the shore-ice, to assist in starting the ice-boat, which we found keel upwards under a snow-drift.

On turning over the boat, underneath lay some oars, a couple of boat-hooks, a pole with a three-pronged iron head, two Indian paddles, a hatchet, a small hammer, an old tin pot to bale with, a water-keg, a few old rusty nails in a bag, and one or two other unimportant etceteras. The boat was about fifteen feet long, built of very slight planking, and sheeted outside with tin, while on each side of the keel, which was but a nominal one—for the boat was nearly flat-bottomed—were wooden runners placed parrell to each other, upon which the boat passed along the ice like a sledge.

The crew consisted of Irving the captain, and three strong Islanders. There was one passenger, the master of a coasting craft which had been frozen in the Gut of Canso, and myself,—six in all. Our preparations were soon made for starting. The bags containing the mails were placed in the bottom of the boat, and my portmanteau in the centre, while the carpet-bag was tied under one of the seats. Limited to freightage, these boats carry only what cannot possibly be avoided, as it is all-important, for passage on the surface of the ice, that it be light. We were now placed in order: three stood on either side of the boat, a leather strap was passed over the right shoulder of those on the larboard, and left shoulder of those on the starboard side, meeting under the opposite armpit. To each of these was attached an iron chain, which was fastened inside the gunwale of the boat. We were thus harnessed, with our faces to the bows, one hand firmly holding the gunwale, the body stretced slightly forward; and, at the word "Start!" each man equally drew the boat, and thus, from a walking pace we got into a trot, then a canter, and, the speed once up, away we ran over the slippery surface of the ice, with the cheering "Pull hearty, my boys!" of our conductor, the boat gliding on the runners.

In crossing, a passenger must work the same as one of the crew, as it is impossible to give him an idle seat in the boat, from the increased weight which would be thus caused, and consequently thrown upon those through whose muscular exertions the light craft is propelled: and, as will be seen further on, when casualties occur, extra weight might lead to the swamping of the boat.

We had proceeded about a mile on the shore-ice, when we halted for a few moments to enable us to remove our outer garments, which had become unbearable from the warmth the rapid exercise had created. Away went coats, wrappers, and gauntlets, into the boat, and with only my shooting-jacket on, after a drink of water all round, away we started again. We had soon reached the extent of the shore-ice, and now commenced our labours. All unfastened the straps from off the shoulder, as a long ridge of sharp boulders had to be escaladed. Irving sprang forward with a line, and clambered up a mass of ice some fifteen feet high; he got on the other side, and all hands applying full strength, we pushed the boat upwards after him; a couple of the crew now mounted on the top of the ice, and getting the bows of the boat well poised, they overbalanced her, and down she glided on the other side.

I found it a most difficult task to follow these nimble fellows; my India-rubber boots caused me continually to slip on those portions of the ice where no snow lay; but having gone head-over-heels half-a-dozen times, I soon became familiar with the ups and downs of my journey. After clambering up a boulder, I found the easiest way to gain the other side was to slide down on my back; this in some instances became a dangerous experiment, as in the gullies between two masses of ice snow had generally collected to the depth of several feet; and, on going down a rather steep declivity, I found myself up to the armpits in broken ice, snow, and water, and Irving being near he snatched at me, otherwise I ran a fair chance of disappearing. This rendered me more cautious in my sliding experiments, for the masses of ice thus thrown together in confusion were unconnected at the base, floating independently of the others around. More than two hours were occupied in crossing a quarter of a mile of this barrier. The wind the previous night was from the northward and eastward, which drove over the bergs towards the New Brunswick shore, and having blown a gale, the masses were thrown with violence one on another, assuming every fantastic shape the imagination can conceive.

On reaching the last ridge, we had an opportunity of again looking out upon the Straits. Further than the eye could see were enormous fields of ice, with black patches and streaks here and there, appearing like ink from the contrast with the whiteness around: this was the water. A snowdrift soon obscured the horizon; but passing away to the south, we lost no time in launching the boat into a surging mass of broken drift-ice. The pilotage through this was most difficult: all hands were engaged with boat-hooks, paddles, and oars, in shoving away one block, drawing on towards another, or with united strength pushing some larger obstruction to one side. Then we would come to a patch of field-ice about a hundred feet broad: each man stepped from the stern towards the bows, and, assisted by those who had first jumped on the ice, one by one we stepped on the frozen surface. A long line was laid hold of, and thus we would drag the boat on the field, and again harnessing ourselves to the gunwales, drag it towards another opening. The boat was shoved, bows into the water, and then drawn alongside the ice. In we all stepped; by renewed exertions similar to the last we succeeded in making a few hundred yards of distance, but frequently not in our right course, as the noon tide, which set in with a strong southerly force, had carried us a couple of miles too far to that quarter, as our direction was east by north. To regain our lost ground, we had to make for larger fields of ice, and hauling the boat on it, head up at a rapid canter. It was a strange feeling, when drawing the ice-boat along on the runners, and proceeding at the rate of three miles an hour, to know what the field upon which we stood was passing with the current away to the south at the rate of five miles an hour. Thus we were propelling the boat north-east, while the tide was carrying us towards the south-west. The experience of the conductors of the boat is here called into active

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requisition, as what with snow banks of icebergs on either side, frequently obscured to a circle quarter of a mile in extent. Th[illegible] show the position and course, bu[illegible] masses of ice put all calculatio[illegible] question; and the knowledge of [illegible] mendous power on the floatin[illegible] whose treacherous surface the tr[illegible] himself, confuses, perplexes, a[illegible] causes serious doubts as to the [illegible] the boat. One great danger in [illegible] the southward, arises from the [illegible] ting back to the shore from whe[illegible] as a half-mile below Cape To[illegible] Verte opens, and if you are five [illegible] Straits, and to the southward of [illegible] to regain the shore, you have be[illegible] miles of Bay Verte, or twenty-fi[illegible] to traverse before you are in saf[illegible] with cold, fatigued beyond e[illegible] some eight or ten hours' labour [illegible] may set in, and resting for a [illegible] fair chance of being carried di[illegible] and once past Cape Bear, the [illegible] ence of the tide would carry [illegible] Gulf of St. Lawrence, between [illegible] and Cape Breton. It is true [illegible] tide would, if there was no wi[illegible] the masses of ice up Northumb[illegible] but thus exposed, and driven [illegible] Charybdis," the chance of lif[illegible] small. Many have been thus l[illegible] death on the passage.

GENERAL INTELLI[illegible]

Col. Sleigh's New Book.—[illegible] adventures are many and amusi[illegible] almost every degree of Americ[illegible] the author's opinions are draw[illegible] riences of seven years, passed i[illegible] every part of British North Am[illegible] be supposed that they are well [illegible] able. But knowledge, without [illegible] pressing it, is valuable only to [illegible] power, however, the author po[illegible] degree. He expresses though[illegible] results of wide observation an[illegible] Colonel Sleigh truly says, the s[illegible] the colonies are governed must [illegible] ciple radically wrong. The o[illegible] such evident talent and experien[illegible] considerable weight.—*London Sta*[illegible]

Col Sleigh's work is both [illegible] ing. The whole of the volume [illegible] with interest as much from [illegible] conveys as well as from the [illegible] observations. It is therefore [illegible] public attention as the latest [illegible] authentic work upon the [illegible] hitherto published.—*London* [illegible]

Slaves at Havana.—The [illegible] Warrior from Mobile *viâ* Hava[illegible] York, at 6 o'clock on the eve[illegible] bringing 109 passengers, and [illegible] to the morning of 12th. Sh[illegible] ing of 1100 slaves on the sout[illegible] from the ship Lady Suffolk [illegible] were landed the vessel was [illegible] Several thousand slaves have [illegible] Island during the past six mo[illegible] news of importance is received [illegible]

Timely Caution.—We copy [illegible] the New Brunswick *Chroni*[illegible] our subscribers on their gu[illegible] such *gentlemen* as are there [illegible] ready arrived on our shores [illegible]

"The Toronto papers men[illegible] pedlars in that city, offe[illegible] shawls, and silk dresses, a[illegible] those charged for similar ar[illegible] stores. Those persons are [illegible] characters who have so succe[illegible] milar articles of wearing ap[illegible] our ladies here, and which [illegible] covered to be trashy imitati[illegible] manufactures. The manne[illegible] troduced themselves into ho[illegible] cumstances connected with [illegible] induced many to suppose th[illegible] disposing of smuggled good[illegible] the case, as too many have [illegible] to their cost.

The imposition above m[illegible] moment being actively pr[illegible] and we have heard of indiv[illegible] ready been grievously vic[illegible] scarcely pity such sufferer[illegible] only the penalty of their ow[illegible] They must well know that [illegible] tended by these peddling im[illegible] greatly below their value, [illegible] dishonestly obtained, or m[illegible] imitations of the genuine a[illegible] there must be fraud of so[illegible] therefore, who are either [illegible] ish enough to encourage fr[illegible] the perpetrators of it, m[illegible] consequences of their doi[illegible] mode of purchasing really [illegible] procuring them at a fair p[illegible] tablishments, where the pu[illegible] racter and credit to main[illegible] sponsible for remedying m[illegible] defects; but the vagrant [illegible] on the buyer a lot of spuri[illegible] camps from the scene of h[illegible] leaves his sorrowing victi[illegible] compensation."

THE WESLEYAN ACADE[illegible]

SON, WESTE[illegible]

(From the Newbu[illegible]

We have deemed it but [illegible] of whatever was occurring [illegible] of the general interests of [illegible] to the public through ou[illegible] mation as we could conven[illegible] to time respecting the pro[illegible] tant work which has been [illegible] on in this favoured one a[illegible] tional establishments of ou[illegible]

The academical year wh[illegible] we rejoice to learn, from [illegible] have obtained, been one [illegible] but increased prosperity. [illegible] there have been in the [illegible] struction a total number [illegible] students of different age[illegible] the more lad of twelve, [illegible] young man of twenty or [illegible] legiate department.

We understand that th[illegible] on Monday and Tuesday [illegible] the most interesting and [illegible] all who were privileged [illegible] occasion. They commen[illegible] at 9 A. M, with the sim[illegible] classes in each of the co[illegible] of the instruction. In [illegible] classes, thirty in all, w[illegible] Grammar, Geography, A[illegible] Algebra, Geometry, Ma[illegible] ing, Chemistry, Geology [illegible] Astronomy, French, Lat[illegible] Mental Philosophy, in [illegible] Members of the Board [illegible] friends of education from [illegible]