

buildings were made aware of their danger, they had barely time to save their lives, leaving their clothing and effects to the ravages of the flames.

The fire spread in every direction—demolishing all the buildings along the West side of George's street, between Union and North streets, except Mrs Fisher's, on the corner of the latter street—a vacant lot in rear of Mrs P.'s (having its' arrest at this point.—On the East side of George's street, the only buildings within range of the fire, (the residence of the Hon. R. L. Hazen) were destroyed; as well as all the buildings on the North side of Union street between the corner of George's street and Smyth streets—both sides of Mill street, from Union to North street, (except two large houses and a small one) on the East side, to the Southward of North street—the latter owned by the estate of John Mahony, and the others by John Ansley, T. Hatheway, and others—and both sides of Drury Lane, from Union to North street, except the house owned by D. Coll, fronting the latter street—and all on the East side of Smyth street, between Union and North streets.

It was some time before the firemen were on the ground in sufficient numbers to get efficiently to work, but, aided by a plentiful supply of water from the Company's plugs, they did their duty manfully. On the East side of Mill street, the fire was almost miraculously arrested by the labors of the Portland Engine Company, under the direction of John Pollok, Esq., and the Union City Engine, aided by some intrepid axemen and volunteers. The Military were, as usual, early on the ground, and one of their engines, stationed in George's street, was mainly instrumental in preventing the spread of the flames to the Northward. In Union street, it was only by great exertions the houses on the South side were preserved—all of them on that side of the street, with the exception of a small building, occupied as an engine house, escaped destruction, although some, particularly those occupied by the Messrs. Lawton, opposite George's street, are much scorched.

We are happy to learn that no lives were lost, and but few serious accidents occurred.

On the property destroyed, there were insurances to the amount of about £4000. Many of the houseowners will be very severely sufferers—having lost their all,—the ground being principally leased. The people rendered homeless by this distressing calamity has been estimated at about two thousand. By far the greater number of these are laborers and their families—a class of persons who have been suffering all winter for want of employment—and those of them who could not find other means of shelter, have been taken care of by the Magistrates and members of the Common Council, and located for the present in some of the public buildings. We are pleased to find subscriptions on foot for affording present relief to the most necessitous,—one of the lists is headed by His Honor Judge Parker, with a donation of £20, and £5 from his Lady.

We have endeavored to make up a list of the front buildings destroyed—numbering some seventy or eighty—but those acquainted with the district now made desolate, are aware that almost the entire ground between the streets named was covered with small buildings occupied as dwellings, with but little if any yard room; and to this circumstance, and the narrowness of the streets, are, in a great measure, to be attributed the destruction of so many buildings—for wherever the engines could gain any advantage, by the lowness of the adjoining buildings, or an open space of ground, they succeeded in arresting the progress of the flames.

The last English Mail brought instructions from the Home Government to the Commissariat Department, to pay over to the Treasurer the sum of £7108 9 8, being the balance, in full, of the Provincial claim, to reimburse the Emigrant expenses of 1847, which, in addition to the sum previously paid (7410) makes the whole amount £14,518 9 8. The claim made by the Emigrant Bill passed last session, was £13,511 11 11, so that the Province gets £1006 17 9, more than was at first asked. This, we understand, arose in this way: In making up the account last year, the Emigrant expenses in prospective, up to the 1st May following, were estimated at £3500; but the authorities in England having required additional explanation and information, particularly with regard to the high expenditure in Fredericton, an inland town, a complete and perspicuous statement was accordingly made up, in which full particulars of the items and places of expenditure, with much other information as bore materially on the question, were given. This was accompanied by a strong letter to the Governor, referring to the state of St. John in 1847; and the result is, that Earl Grey has sustained the account to a penny.

NOVA SCOTIA.

Halifax Courier, March 10.

HALIFAX AND QUEBEC RAILWAY.—This subject was introduced into the Assembly on Thursday, by the hon. Attorney General, in the following resolutions:

Whereas Her Majesty's Government has caused a Survey to be made for a contemplated trunk line of Railroad from Halifax to Quebec, and it is the interest of this Province to furnish every facility for the construction of such a Road through the same,

Resolved, That so much of the said Line of Railroad, when located by Her Majesty's Government, as may pass through this Province, is hereby declared and made one of the Great Roads of this Province; and that it shall be lawful for the Lieutenant Governor for the time being to declare such persons as may be ap-

pointed by Her Majesty's Government or the Provincial Governments, to superintend the constructing of such Road, Commissioners of the said Railroad, so far as the same passes through this Province,—and such persons so appointed shall have all the powers vested in the Commissioners of the Great Roads of this Province under any Acts of the Legislature relating to said subject.

Resolved, That wherever the said Railroad shall pass through any lands in this Province which have been already granted, and the right of way shall not be voluntarily given to such persons so appointed to act as Commissioners, it shall be in the power of said Commissioners to enter, repair, and take possession of the same, and the Legislature will cause compensation to be made, it being understood that a free right of way for such Railroad across the Province shall be provided.

Resolved, That all the ungranted lands situated immediately on each side of said road, within five miles of either side, shall be veed in the Queen's Majesty, for the use of the said Railroad, and for keeping up the same.

Resolved, That a Bill be introduced in conformity with, and to carry out the foregoing Resolutions.

Whereas the Report of Her Majesty's Engineers suggests that in apportioning the payment of interest on the capital expended in constructing a Railroad from Halifax to Quebec, that this Province of Nova Scotia should contribute £20,000, or so much thereof, as may be requisite to pay interest on capital borrowed and expended in the accomplishment of such undertaking—

And Whereas the people of the County of Halifax have voluntarily consented to direct taxation to the amount of 1-5th thereof—

Resolved, That it is the opinion of this House, that a humble Address be presented to Her Majesty the Queen, pledging this house to advance from the general Revenue of this Province, such pecuniary aid as will enable Her Majesty to have the project carried thro' Nova Scotia, by granting by Bill sums not exceeding £20,000 annually, including said assessment of the County of Halifax, or so much thereof, as may be deemed necessary to pay the interest of any capital borrowed and expended for the accomplishment of an undertaking so replete with benefits and advantages to British America.

The first four of these resolutions passed yesterday. The last of the series for guaranteeing £20,000 is still under debate.

The only opposition the resolutions have yet encountered is from Messrs. Huntington and Killam; but it is believed they will pass by a large majority.

An Iron Steamship of 1000 tons to be propelled by a screw and 320 horse power engine, and fully ship rigged, is now building at the Clyde, to be a regular trader on the ferry between the Bromielaw and New York.

The New Brunswickers are determined to have Railroads—but prefer that of Shediac to all others. [The Editor should have said the Saint John folks—but they do not comprise all New Brunswick.]

The slight alterations necessary to convert the Cunard Steamers Acadia, and Britannia into war vessels, were being completed, and they would proceed to the North Sea forthwith, to be handed over to their new owners—the Germanic Confederation.

It has been ascertained that not one of the old warriors who are entitled to receive a war medal, is under 56 years of age.

WORTHY OF EXAMPLE.—The Inaugural Address of Gen. Taylor is a remarkable document. It is intelligible from its brevity, remarkable for its simplicity; and the high tone of moral feeling which pervades every well expressed sentiment, is redolent with instruction to the lesser lights of government on this continent. Gen. Taylor has in the most unmistakable language conveyed his sovereign pleasure, to incumbents and expectants, that honest and efficient men shall under his administration continue to hold their several offices—entirely irrespective of former usage, or what the people of the United States may choose to think of the matter. Agreeably to this important and judicious declaration, several officials have already received intimation that they will not be required to vacate their places, under the present dynasty. The Collector and most of the officers of the Customs, at the port of New York, have been included in this guarantee for good behaviour.

Communications.

Mr Editor,—As you were prevented by sickness from being present at the Mechanics' Institute last Thursday evening, I send you the following short notice of the Lecture delivered on that occasion.

The Lecturer, as you know, was James Caie, Esq.; his subject, that branch of Physiology, "the moral accountability of man for his bodily and mental condition." Although new, and not easily handled, this abstruse subject was conducted throughout with consummate skill and ability. The language of the Lecturer was clear, forcible, and elegant; and the Lecture—occupying about an hour—was delivered in a clear, distinct voice, and with a becoming energy, grace and action. I confess I was not only pleased, but greatly edified; and think I may safely affirm that every listener, who could comprehend the subject, was equally so.

Superior, however, as was the Lecture—perhaps the master-piece of the season—the attendance was but miserably small. This may have been owing to the prevalence of disease; but with half an eye one may see that the attendance at our Institute, all along, has

depended, not upon the capability of the Lecturer, but upon causes so disgraceful to our community, that I forbear to disclose them.

O tempora! O mores! Alas for all Miramichi institutions.

A MEMBER.

P. S. E. Williston, Esq., will lecture on Thursday next.

COUNTY OF NORTHUMBERLAND, SS.

In the matter of JAMES FOWLER, of Blackville, in the County of Northumberland, Lumberer, lately carrying on business in partnership with one John Fowler, as Lumberers.

Notice is hereby given, that I appoint a further general meeting of the creditors of the above named Bankrupt to be held on THURSDAY, the seventeenth day of April next, at eleven o'clock in the forenoon, at my office in Chatham, for the purpose of receiving proof of, or of allowing or contesting any claim presented against the estate of the said Bankrupt; at which meeting the said Bankrupt will be examined on oath touching his estate and dealings; and such other business relating to the said estate will be transacted as may be deemed necessary.

And Public Notice is also hereby given, that upon the application of the said James Fowler, I appoint a public sitting to be held on SATURDAY, the twenty eighth day of April next, at eleven o'clock in the forenoon, at my office aforesaid, for the allowance of a certificate of conformity to the said James Fowler, pursuant to the provisions of the Act of the General Assembly in such case made and provided; when and where any of the creditors of the said Bankrupt may be heard against the allowance of such certificate; and the same will be allowed unless cause be then and there shown to the contrary, or such other order will be made as the justice of the case may require. Given under my hand, the fourteenth day of March, in the year of our Lord one thousand eight hundred and forty nine.

W. CARMAN,

Commissioner of the estate and effects of Bankrupts for the county of Northumberland.

RESTIGOUCHE COUNTY, SS.

In the matter of JAMES McNAIR, a Bankrupt.

Notice is hereby given, that I appoint a further general meeting of the creditors of the above named Bankrupt, to be held at my office in Chatham, on WEDNESDAY, the eighteenth day of April next, at eleven o'clock in the forenoon, for the purpose of receiving proof of, or of allowing or contesting any claim presented against the said Bankrupt; at which meeting the said Bankrupt will be examined on oath touching his estate and dealings, and such other business relating to the said estate will be transacted as may be deemed necessary.

And Public Notice is also hereby given, that upon the application of the said James McNAIR, I appoint a public sitting to be held on FRIDAY, the twenty seventh day of April, at eleven of the clock in the forenoon, at my office aforesaid, for the allowance of a certificate of conformity to the said James McNAIR, pursuant to the provisions of the Act of the General Assembly in such case made and provided; when and where any of the creditors of the said Bankrupt may be heard against the allowance of such certificate, and the same will be allowed, unless cause be then and there shown to the contrary, or such other order will be made as the justice of the case may require. Given under my hand, the fifteenth day of March, in the year of our Lord one thousand eight hundred and forty nine.

W. CARMAN,

Commissioner of the estate and effects of Bankrupts for the county of Restigouche.

New Brunswick,

COUNTY OF NORTHUMBERLAND.

[L. S.] To the Sheriff of the County of Northumberland, or any Constable of the said County, Greeting:

Whereas ARCHIBALD HADDOW, late of Chatham, in the said County, Merchant, lately died Intestate (as it is said), leaving Goods and Chattels in the said County to be administered; and whereas JOHN M. JOHNSON, of Chatham aforesaid, Esquire, hath prayed that Administration may be granted to him on the said Estate; You are therefore required to cite the next of kin of the said deceased, and all other persons interested in the said Estate, to appear before me at a Court of Probate to be held at my office in Chatham, in the said County, on THURSDAY, the twenty sixth day of April next, at eleven of the clock in the forenoon, to shew cause why Administration on the said Estate should not be granted to the said Applicant.

Given under my Hand, and the Seal of the said Court, this seventeenth day of March, 1849.

THOS. S. PETERS, Surrogate, GEORGE KERR, Register of Probates for said County.

NEW GOODS!

E. DALEY & SON

Have just received from St. John a variety of New and Fashionable Goods, Together with a quantity of Cotton Warps, Teas, &c, &c Chatham, March 6, 1849.

Valuable Property for Sale.

The subscriber, being about to retire from business, offers to sell by Public Auction, at the Court House, Newcastle, on WEDNESDAY, the 12th September next, at 12 o'clock, noon.

Beaubair's Island,

With the whole of the Establishment for carrying on an extensive Mercantile, Shipbuilding, and Fishing business.

The Island is a mile and a quarter long, of an irregular width, not exceeding any where half a mile. It contains 300 acres of land, (more or less) and is situated at the confluence of the North and South West branches of Miramichi River, near the head of the navigation for vessels of the largest class, two miles from Newcastle, the Shire Town of the County, and six miles from Chatham. There are from 20 to 25 acres of the land under cultivation, and the rest of the Island is well wooded.

There is an excellent two story STONE DWELLING HOUSE, pleasantly situated on the South side of the Island, near the lower end. It is 40 by 38 feet, thoroughly finished, has a frost proof cellar, kitchen, well of water, wood house, coach house, convenient Out Houses, and a large Kitchen Garden, the whole being furnished with every comfort and convenience for a large family.

The Barn will contain from 30 to 40 tons of Hay, and stabling for five or six horses, besides cattle.

The Retail Store is situated near the Dwelling House, is two stories high, with a Cellar underneath the whole. The shop is fitted up with the usual conveniences. There is a back store, and a comfortable office, with ample room on the upper flats for storage.

There is another Store, two stories high, used as an iron and provision store, having ample room to contain a large stock.

A Wharf runs out into the river in front of the retail store, at which ships of from 5 to 600 tons can discharge and load. On this wharf there is a new Store 90 by 18 feet, two stories high, finished and fitted up as a warehouse.

There is also a Salt Store, one and a half story high, close to the wharf, which will contain upwards of three hundred tons. There is a safe and convenient Boom, capable of holding from 7 to 800 tons of Timber, between the wharf and the lower end of the Island, near which there is a Ballast Berth, which has been used for many years. There is also a convenient Deal Yard adjoining, above the salt store, which will accommodate, without any further expense, a million of deals.

The SHIP YARD is also on the South side, about the centre of the Island, completely sheltered from every wind except the South East. There are now three ships building in it, each upwards of 500 tons, with accommodation to lay down two more. The Yard has attached to it a Blacksmith's shop with three fires; a Joiner's shop, 40 feet long; a Moulding Loft of sufficient dimensions for laying down a ship of the largest class; a Shed and two Saw Pits, a Steam Box and Boiler, and every other convenience.

There is a Cook House, with frost proof cellar, well of water, kitchen, eating rooms, bed rooms, and accommodation for 50 workmen.

There is a comfortable house for a Foreman, with a barn and garden attached, near the building yard.

The workmen's houses are situated in a range, but distinct from each other, along the South side of the Island, just below the yard. There are seven houses, one and a half story high each; they are framed buildings, finished outside and plastered inside. Two of them contain apartments for three families each; the other five for two families each. Each dwelling has a distinct entrance, and there is a Garden Plot set apart for each family. An excellent well of water is situated close to these buildings, and the whole bring in an annual rent of £290.

There is a good Salmon Fishery on the Northside of the Island, and the Gasperaux Fishery is prosecuted all round it.

Shipbuilding materials can be procured from the surrounding country, within a moderate distance, and hauled into the yard in any quantity that may be required, during the winter season.

Altogether, the subscriber believes, from his own experience for upwards of ten years, that there is not a more desirable or advantageous situation in the lower Colonies, for Shipbuilding; and he is satisfied that any man of prudence and experience might, with the command of a reasonable amount of capital, continue the business from which he is about retiring, with every prospect of making money.

The purchaser of the Island may obtain any of the stock and materials remaining on hand, on very moderate terms.

The Terms of Sale will be liberal, and a part of the purchase money may remain on security, for such period as may be agreed upon.

For further information apply to the subscriber on the premises, to JAMES ADAMS, Esq., Nelson street, St. John, or to Mr. GEORGE H. RUSSELL, merchant, Chatham.

JOSEPH RUSSELL.

Miramichi, 23d February, 1849.

Henry C. D. Carman,

GENERAL AGENT

AND

Commission Merchant,

HALIFAX, N. S.