

of Maugerville, which was fired and burned to the ground, with its contents. A man on board the steamer Forest Queen, named Quin, was also struck down at the wheel, and fainted away from the shock. Fortunately assistance was at hand, and the man is now doing well.

Great Freshet.—Within the last week the water in the River St. John opposite Fredericton has risen twelve feet. The damage done to hay on the islands in the neighborhood of this City is considerable, but by far the heaviest loss will fall on the owners of timber and sawed lumber, which was on its way to market; shingles, clapboards, logs and square timber have gone adrift, and are scattered along the shores in almost every direction. We understand that the cause of this unusual rise of water was a continuance of rain and snow storms on the upper waters of the St. John. The first snow fell at Madawaska on the 21st instant, to the depth of several inches. Last year the first snow fell in Fredericton on the same day.—Fredericton Herald.

Daring Robbery.—The shop of Mr W. N. Venning, Watchmaker, King street, was broken into during last night, by getting into the yard in the rear of the building, and then forcing open a small door, seldom used, in the alley connected with the house. This door was fastened with bolts, and a large and heavy work-bench stood against it—the door yielded to the pressure from without, the bench was upset, and the burglars entered. They appeared to have had a lighted candle, and went about their work very leisurely and methodically. We learn that as nearly as Mr Venning has as yet ascertained, about twenty five watches, some of them very valuable, have been stolen, and also a selection of the best and most costly gold rings and other jewelry, together with some silver spoons. Mr V. has not yet obtained any information as to the robbers. We trust they may be discovered, and meet with their deserts.—St. John Observer.

Doings at Fredericton.—We learn that the Executive Council closed its sittings on Friday afternoon having been for three days occupied with what is believed to be one of the most important discussions which has ever occupied their deliberations. The result has not been publicly announced, a seal being set upon the mouths of the hon. Members. But enough has transpired to show that the Government is tottering to its fall. A correspondent writes, that the expectation amongst the immediate friends of the Attorney General was, that he would be Chief Justice; but it is now believed that this expectation has been cut off by the crafty statesmanship of Messrs. Partelow and Chandler. It is also an admitted fact that the statement put forth some time since, respecting an agreement between Messrs. Wilmot and Chandler, is true. It is stated and believed, that Mr Wilmot as a condition of his getting the Attorney Generalship assented to go into the Government, and that Mr Fisher likewise assented on the same condition, and that both of these gentlemen wrote Mr Chandler a letter, pledging themselves not to interfere with his elevation to the Bench on the first vacancy, in consequence of his having given up the Attorney Generalship to Mr Wilmot. We have this from most unquestionable authority. It was rumoured at Fredericton that this document was urged against Mr Wilmot's claims. The public, however, will soon know officially as many of these state secrets as concern them.

A correspondent under date of Saturday evening, writes as follows:—"No one here knows yet what has been done. There are several rumours outside, which seem to have been purposely circulated to disguise the reality. It is rumoured that the Court of Chancery is abolished, and the Master of the Rolls transferred to the Bench. It is also rumoured that the Government intend to bring forward Mr Hanington as Speaker. This I do not believe, as he is not well qualified for it, and it would be inconsistent with his remaining in the Executive. Another rumour is, that one of the Sunbury members is put into the Legislative Council, to create a vacancy for Mr Fisher. I do not believe this either, as Mr F. has expressed his determination to make no effort to get into the Assembly, until called in by some constituency, and his friends are very anxious that he should not leave York County, but wait for some opening there. My own opinion is, that he has no present wish to be in the Assembly, therefore I believe this to be untrue."

Now we shall speculate a little ourselves. We think that probably matters are settled against the claims of Mr L. A. Wilmot, who thus reaps the first grand harvest of Coalition favours—the loss of the first Judicial position in this Province! This to a man in the very prime of his life is a loss which nothing hereafter can atone for. Now, if Wilmot and Fisher had remained, as they should have done, out of the Coalition, at this moment they could have triumphantly gone into the desired offices with the hearty good-will of every Liberal, and every liberally disposed man in this Province. If our conjecture be true, and we believe it is, if it does not startle these men, neither would they be convinced though one rose from the dead.—St. John New Brunswick, October 29.

Canada.

Atlantic Steamers to Quebec, and the Halifax and Portland Railroad.—We observe that the people of St. John's N. F., are taking up the subject of a line of steamers from Glasgow or

the West coast of Ireland running to Quebec; but calling on the way at St. John's, N. F. We have private letters which state that the project has been much mooted there and is very favorably received. The St. John's Courier, too, has an article upon the subject in which the present occasion created by the loss of the Viceroy is spoken of as very favorable indeed, to urge the subject on the consideration of the Galway, Dublin, and Glasgow Steam Packet Company. The Courier points out the fact that the short distance between the West coast of Ireland and the City of St. John's would enable vessels running on that line proceed with a much smaller stock of coal than is required on other voyages, and that a greater amount of storage room would thus be offered for freight. The distance, he says, between Cape Clear and Cape Spear is but 1,700 miles, which might be readily traversed in six days; and the line would secure all passengers board to Newfoundland and Canada. It would also, if proper steps were taken at Quebec, be almost certain to draw to itself, all the passenger trade of Miramichi, Pictou, Charlottetown, and the other towns on both sides of the Straits of Northumberland—separately no doubt amounting to little; but altogether promising many prospects of success. The navigation to St. John's is said to be free from rocks, shoals, and other impediments to which Halifax is subject. Some steps ought certainly to be taken to accomplish the establishment of the line in question. It is most important for the interests of the entire trade through our Canadian waters.

Now, here is the project to which our Quebec friends should turn their enterprise. They cannot get that favorite Railway of theirs from Halifax to the Capital, that was and is again to be. The people bound West by the way of Halifax, will find the cars running on the Halifax and Portland road, and from the latter town to Montreal at the foot of the entire inland navigation of the continent, before the first contract is given out for the great line through the forests of the Madawaska territory, which John Bull was once fondly expected to amuse himself by building. The figures are all against that line. To bring the road from Halifax to Quebec you not only have to pass through the desert to reach the civilization of our friends at Quebec; but you have to pass through it for 635 miles. On the other hand the traveller will journey only 438 miles to get from Halifax to Bangor, where he is on the route to every place in the United States to which any filament of the great iron network of the country has yet reached. Mr Collins too, says, that if the Halifax and Portland Railway can save him one day, he will have to make his line stop at the former port instead of going to New York. The Halifax and Portland people show that they can save two days, and then instead of going through pine forests a great part of the road will go through a settled country. There is, then, no doubt, that the Halifax and Great Western route via Quebec and Montreal must cede to the Halifax and Great Western route via Portland and Montreal. We therefore repeat it—the enterprising people of Quebec when they have got their railroad line through to join the St. Lawrence and Atlantic at Melbourne, will be bound to start this Marine route by way of Newfoundland to Glasgow. That is the only safety valve left them for the surplus steam, now that the Halifax Railroad is shut off.—Montreal Herald.

NOVA SCOTIA.—On Dit.—The Hon. L. O'C. Doyle has left the Executive Council. Though the circumstance has not been yet officially enunciated through the Gazette, it is confidently vouched in the streets, on the authority of at least one of his colleagues in the administration, as having occurred some weeks back.

Whether the hon. gentleman's resignation is an act of free will, or compulsion, is, however, a matter of incertitude.—Halifax Rec.

NEW BRUNSWICK.—Railway Proceedings.—A gentleman has been employed by the Railway Committee to proceed along the line of route between St. John and the Nova Scotia boundary, for the purpose of inviting the leading people in all the townships and settlements, to call public meetings, and decide immediately how far the people in the interior will be willing to enter into the great speculation now on the carpet. We hope our subscribers in Kings and Westmorland will step up to the front like men, and carry all their friends with them. This railway will enhance the value of every farm along the line three hundred per cent. In Canada and the United States, whenever a railroad is contemplated, the people in the vicinity do not only grant the right of way, for the building of the road, but they also subscribe most liberally. Of course the people of this Province will not be behind their neighbour in these respects.—Morning News.

Notice.

All persons having any just claims or demands against the estate of the late JAMES McCULLAM, of Newcastle, Harbor Master, deceased, are required to render the same, duly attested, to Messrs. JOHNSON & MITCHELL, Attorneys, at their office, in Newcastle, within Three Months from this date. And all persons indebted to the said Estate, are hereby requested to make immediate payment thereof to the said Attorneys.

DAVID JOHNSTON, } Executors on WILLIAM PARK, } the said Estate. Newcastle, October, 1850.

NEW BRUNSWICK, IN CHANCERY.

Between James Merkel } Complainants, and Henry Pryor, } and

William End, John Good, John Bateman, Robt. Kerr, Thos. Hinton, jun., & Henry Getty. } Defendants

To be sold at Public Auction, on MONDAY, the Seventeenth day of February next, between the hours of eleven of the clock in the forenoon, and Two of the clock in the afternoon, with the approbation of the undersigned, at his office in the City of Saint John, by virtue of a decretal order of the said court made in the above cause, and bearing date the twenty ninth day of January last, the following described Land and Tenements, situate in the Parish of Bathurst, in the County of Gloucester in the said Province, or so much thereof as may be necessary, and in the following order, that is to say:

LOT No. 1.—All those certain Lots known and distinguished on the Town Plot of Bathurst by the Numbers twenty four, thirty, thirty one, one hundred and thirty six, one hundred and forty, ten, eleven, and twelve, with the water lot in front of lot number twenty four.

LOT No. 2.—All that certain lot, piece or parcel of Land, situate on the east side of the Big Nipisiguit River, in the parish of Bathurst, being a parcel of the tract of land granted by the Crown to the said William End, and abutted and bounded as follows, that is to say: beginning at a marked birch tree on the said eastern bank or shore of the said River, thence on a course South forty three degrees and thirty minutes East one hundred and one chains, along the line dividing the said tract from the lands occupied by the widow Burnett, or to the rear of the said tract; thence North forty six degrees and thirty minutes East along the said rear line eight chains and one pole (of four poles each); thence North forty-three degrees and thirty minutes West to the River; thence by the course of the River up stream to the place of beginning, containing one hundred acres, be the same more or less.

LOT No. 3.—All that certain lot, piece or parcel of Land granted by the Crown to the said William End, and abutted and bounded as follows, that is to say, beginning at a stake on the bank or shore of the said River eight chains and one pole (of four poles each) distant from the upper side line of the said tract; thence South forty three degrees and thirty minutes East to the rear of the said tract; thence North forty six degrees and thirty minutes East eight chains and one pole, (of four poles each); thence North forty three degrees and thirty minutes West to the said River; thence by the River up stream to the place of beginning, containing one hundred acres more or less.

LOT No. 4.—All that certain lot, piece or parcel of land, situate lying and being in the Parish of Bathurst, on the south side of the Big Nipisiguit River, being a part of the tract of land heretofore granted by the Crown to the said William End, and abutted and bounded as follows, that is to say: in front by the River Nipisiguit aforesaid; in the rear by Land supposed to be engranted; Easterly by lands now or lately in possession of Thomas Hinton, Senior; and Westerly by lands now or lately in the possession of Robert Kerr, and containing one hundred acres, more or less.

LOT No. 5.—All that certain lot, piece, or parcel of land, situate, lying and being on the south side of the Big Nipisiguit River, in the Parish of Bathurst, being a parcel of the tract of land granted to the said William End, by letters patent, dated at Fredericton the nineteenth day of February, in the year of our Lord one thousand eight hundred and twenty eight, and abutted and bounded as follows, that is to say: in front by the said Nipisiguit River; in the rear by land supposed to be engranted; on the upper side by a parcel of land, now or lately in the possession of John Bateman; and on the lower side by another piece of land now or lately in the possession of Robert Kerr, and containing one hundred and sixty acres, be the same more or less.

LOT No. 6.—All that lower moiety or half a certain piece or parcel of land, abutted and bounded as follows, that is to say: to commence on the eastern shore or bank of the Big Nipisiguit River, eight chains distant from the upper line of a tract of land now or lately in the possession of Thomas Hinton; thence up stream four chains; thence parallel to the said upper line until it strikes the rear of the lot; thence on the rear line north easterly four chains; thence on a course parallel to the side line until it strikes the first mentioned boundary, containing fifty acres, more or less.

The whole being contained in a certain Mortgage made by the said William End and his wife, to Joseph Cunard, bearing date the Seventh day of September, A. D. 1837.

Dated the Seventeenth day of October, A. D. 1850.

J. M. ROBINSON, Master Terms and further particulars may be had on application to the Master, or to W. & G. RITCHIE, Plaintiff's Solicitors.

CONGOU TEA.

The Subscriber has for sale 20 CHESTS SUPERIOR CONGOU TEA, which he offers cheap for cash.

HENRY CUNARD. Chatham, October 21, 1850.

FIRE AND LIGHTNING!

Are you Insured? Farmers, ATTENTION.

The Washington County Mutual Fire Insurance Company of Granville, New York. With a Guarantee Capital of over One Million Dollars, and a large Cash Fund to meet claims.

For Insurance against loss or damage by Fire and Lightning. In operation nearly Six Years, and has issued 112,000 Policies, a degree of success without a parallel in the history of Insurance.

This Company, the largest Mutual in the world, offers inducements to those not insured, that no other Company in existence can offer.

The Policies are issued running from one to five years. The following statement shows the method:

Insurance say on £200, a note is required at 1 per cent, or £2 only, and the Cash payment on a policy for five years is only 50 per cent on the note, which is £1 0 0 Survey and Policy, 0 7 6

Whole cash payment, £1 7 6

The notes have never yet been assessed for one penny, and it is not anticipated that an assessment will ever be required.

The most ample information will be furnished, and applications received by any of the undersigned Agents, viz:

- Joseph Allison, Sackville,
Wilson Weldon, Dorchester,
T. E. Smith & Son, Shediac,
John Main, Richibucto,
K. B. Forbes, Miramichi,
Benj. Dawson, Bathurst,
G. B. Cowper, Dalhousie,
R. H. Montgomery, Campbellton,
Henry Kavanagh, Gaspe.

Or, CHAS. L. STREET, General Agent for New Brunswick.

Life, Fire and Marine Insurance Agency, Prince Wm. Street, St. John, Oct. 22, 1850.

Parties desirous of obtaining appointments as Resident or Travelling Agents, will apply as above, post paid.

CHAS. L. STREET.

Carleton (Kent) Agricultural SOCIETY.

The Board of Directors of the Carleton (Kent) Agricultural Society, at a Meeting held on the 1st instant, came to the resolution of awarding the following Prizes. The Ploughing Match will take place in a Field belonging to the Widow of the late Mr John Johnstone, on the South Side of the Kouchibouguac River, above the Bridge, on THURSDAY, the 24th day of October instant; and the Exhibition of Grains and Domestic Manufactures on WEDNESDAY, the 22nd day of January next. Notice of the place of exhibition will be given in due time.

THE PLOUGHING MATCH.

1st Prize 30s., 2nd Prize 25s., 3rd Prize 20s., 4th Prize 15s., 5th Prize 10s.

All those who wish to compete for the above Prizes, must give in their names to the Secretary before 9 o'clock on the morning of the 24th, and be ready to start precisely at 10 o'clock. Three Judges will be named by the Directors, and made known on the morning of competition. They will not appear on the ground until after the work is accomplished. The Prizes will be open to none but members of the Society, their sons, or yearly servants. The dimensions of the Furrows, and the quantity of ground each person will be required to plough, will be made known on the field.

Premiums for Grains and Domestic Manufactures.

- Best 2 bushels Red Wheat, 0 12 6
Second best do., 0 7 6
Best 2 do. White do., 0 12 6
Second best do., 0 7 6
Best 2 Bushels Oats, 0 12 9
Second best do., 0 7 6
Best 2 Bushels Barley, 0 10 0
Best 1 bushel Pease, 0 10 0
Best 1 bushel Apples, 0 7 6
Best half-bushel Clover Seed, 1 0 0
Best bushel Timothy Seed, 0 10 0
Best 20 lbs. Butter, 0 15 0
Second best do., 0 10 0
Best 6 yards all wool twill'd Homespun Plaid, 0 15 0
Best 6 yards cotton and wool twill'd Homespun, one colour, 0 15 0
Best 6 yards plain cotton and wool Plaid, 0 15 0
Best 6 yards all wool Flannel, 0 15 0
Best 3 pairs Mitts, 0 5 0
Best 3 pairs Socks or Stockings, 0 5 0
Best 3 Straw Bonnets, 0 10 5
Best 3 do. of Split Straw, 0 10 0
Best 3 Straw Hats, 0 5 0

The above must all be of the growth and manufacture of the Parish of Carleton, within the present year.

WM. S. CAIE, Secretary.

LIFTING THE BUOYS.

TENDERS will be received at the Store of Mr Leonard Hawbolt, in Chatham, until 12 o'clock, noon, on FRIDAY, the 15th November next, for

LIFTING THE BUOYS

In the Bay and River of Miramichi, and conveying them to such place as the Commissioners may direct.

L. HAWBOLT, } Commissioners. M. CRANNEY, } Chatham, October 14, 1850.