

Montrealers to pursue to save themselves and city from ruin is to encourage the making of the Halifax railway, so that they may at least derive a benefit from that portion of the Portland road, connecting at Richmond with the line from Quebec. A line between Montreal and Quebec would surely pay at any rate; but it would pay much better were it in connection with a line on which there could be no competition. This however is merely our opinion which for thus gratuitously expressing we trust we shall not be considered impertinent. The Montrealers may do as they please. Do what they will the line to Halifax will be made. This they should bear in mind nevertheless—the reasons urged by the Portland Convention, in favor of the European Railroad are the very reasons which we should offer in favor of the line wholly through British territory, and they are reasons which should satisfy the people of Montreal. The object contemplated by the European Railroad was the making Halifax the terminus for the Atlantic steamers, so that thereby the time spent at sea by travellers might be lessened and the time of travelling between the seaports of England and the American cities be considerably shortened. And certainly it does seem that Montreal and Quebec would gain immensely more by their line of Railroad via Richmond in connection with a line of steamships from Liverpool to Quebec in summer, and with the Railway to Halifax available all the year round, than they will by the line of road which is now being expensively built to the ruin of Montreal and the enrichment of the people of Maine.

Patent Artificial Slate,
AND
Unchangeable Metallic Paints;
PROOF AGAINST FIRE AND WATER!
Manufactured by the Patentee in Colchester,
Nova Scotia.

The Artificial Slate is the Product of a Mixture of Mineral Substances known to be the best non-conductors of heat as well as the most indestructible; the chemical affinity of which converts the surfaces of materials covered, into a Coating of Actual Slate—proof against Fire and Water. Thus are the laws of nature made to accomplish results as surprising as they are useful, by rendering wooden fabrics as durable as brick or stone, and less impervious to moisture, and consequently preventing decay and destruction from corroding influences hitherto supposed unattainable.

The principal ingredients are Allumina, Silica and the Oxides of Iron. The adhesive quality of the latter not only binds and attracts the particles together, but the substance covered also. The longer exposed to the weather the more powerful the attraction, and consequently the harder the slate. As various shades of color are obtained, Brick buildings may be made impervious to moisture, and the fashionable colours of either Freestone or Granite. The oil must be evaporated by the action of the weather before it is fire proof, which will take from nine to twelve months.

The Metallic Paints, Purple and Red, are offered as weather and water proof solely. Their base being Iron, secures them from galvanic action so fatal to lead and other paints on iron work—and their chemical combination makes it impossible that any change should take place from atmospheric influence or the action of salt water and sulphuretted hydrogen, so prevalent in sea ports and tidal harbors. They surpass all paints yet discovered in Cheapness and Durability, which renders them pre-eminently adapted to the covering of all kinds of iron work, such as Shipping, Mills, Bridges, Steam Machinery, Railway Cars, and Iron Railing. The Metallic Paints have been analysed by Professor Hays, of Boston. The following is an extract from his Certificate:

"As a permanent pigment, this mineral must rank with the most INDESTRUCTIBLE and UNCHANGEABLE bases. For covering Metallic Ware its composition shows that it is eminently fitted.

A. A. HAYES, State Assayer.
Directions.—ARTIFICIAL SLATE, mix the powder with pure boiled linseed oil and a little spirits of Turpentine, to the consistency of very thick Paint, and apply with a common brush, being careful to keep the mixture well stirred while putting it on. One pound will cover ten square feet with two coats.

If shingles have been on for years, it will be necessary to sweep off the moss and lint with a stiff broom; two or three coats of this material will make a perfect slate roof, proof against fire and water.

The Metallic Paints are mixed and put up like an ordinary Paint.
JOHN ROSS, Patentee.

CERTIFICATES.
St. JOHN, June 24, 1850.

J. W. M. Irish, Agent,
Dear Sir,—We have much pleasure in saying, agreeably to your request, and we hope it will assist you in bringing the "Patent Metallic Iron Paint" favorably under the notice of shipowners generally, that we have had several new vessels painted with the purple, and found it all that it is represented by the Patentee's printed circular. One of our vessels was painted with it in October last; she went from here to Liverpool, from

her in the latter port looking more like having come out of the painter's hands than having performed the voyages just mentioned.

Yours, &c.,
WM. & R. WRIGHT,
Shipbuilders and Owners.
St. JOHN, N. B., June, 26, 1850.

John Ross, Esq., Patentee of the Purple Metallic Iron Paint.

Sir,—I have just painted a New Ship with your Purple Metallic Iron Paint, and I have much pleasure in stating that I never painted a ship with so small a quantity of Paint and Oil, and look so well. From its adhesive qualities and the manner it covers the wood, I have no doubt but it will be more durable and much cheaper than any other paint used for such purposes, and would recommend it to the public generally.

Yours, &c.,
ROBERT G. MORGAN.
St. JOHN, N. B., July 20, 1850.

John Ross, Esq.,

Sir,—I have lately Painted a new brig with your Metallic Iron Paint, and have pleasure in stating that I never painted a vessel to look so well at so small a cost, and am fully persuaded it is the best article in use for ship or iron work, and would recommend it to the public generally. It only wants to be tried to prove its cheapness and durability.

Yours, &c.,
JOHN KIRK.
St. JOHN, N. B., July 23, 1850.

John Ross, Esq.,

Sir,—I have used your Patent Metallic Paint, and find it has given perfect satisfaction. I think it is a superior article for any work exposed to the action of salt water, as it stands and wears well in any climate, I do highly recommend for ship work iron covered buildings, &c.

The Artificial Slate Paint, if it was more generally used we should have less fires in our city than we have had. It also preserves the shingles from rot—the cheapness of your Paints is highly in their favor if nothing else.

G. F. THOMPSON, Painter.

John Ross, Esq.,

Sir,—We have great pleasure in bearing testimony to the superior qualities of the Metallic Paint. We tried it on the steamer Maid of Erin, in March, and since on our new ship the Lady Blaney. We consider it cheaper and more durable than any other paint we have ever used.

W. PARKS & SON,
THOMAS PARKS,
Owners "Maid of Erin."

Messrs. JOHNSON & MACKIE are the Agents for the Counties of Northumberland, Gloucester, Kent and Restigouche.
Chatham, June 23, 1851.

LIST OF LETTERS.

Received at the Post Offices in CHATHAM and NEWCASTLE, during the month of June, and remaining undelivered on the 15th July, 1851.

CHATHAM:

Bullen Richard	Lynch John care of
Basset Catherine Mrs	John Boyd
wido	Meech Wm care of
Butler Thomas	Mrs Washburn
Cook John Main River	Moreen Marten
Creighton David jun	Murphy James
Condy Samuel	Murtiaich Thomas
Deigan Mary	Glenelg
Donahoe Patrick	McFarlane George
Gammon John 3	McKay Wm
Grant Isabella Miss	Noble Robert,
Guiment Joseph, pilot	Bay du Vin
Gayner Lawrence	Scurry Nicholas
Jardine Jannet, Napan	Stephenson Thomas
dardine Joseph & Sons	carpenter
Napan	Upen James
Love Wm near the	Whetmore Thomas
Custom House	

NEWCASTLE:
Michael Hannan or John Quilty,
Patrick Power, care of Rev. Mr Egan,
John Quilty or Michael Hannan.
Persons asking for any of the above letters will please say "advertised."

JAMES CAIE, P. M.

Trips to Miramichi.

The Steamer ROSE will make a trip from Charlottetown to Miramichi in the ensuing month of July, and another in August. She will be at Miramichi to leave for Charlottetown on Monday, the 28th July, and again upon the 11th of August or the day following. The time of leaving Charlottetown will be made known hereafter.

THOMAS OWEN, Manager.
Charlottetown, 26th June, 1851.

WOOL CARDING.

The Subscriber has his CARDING MACHINE in operation, and purposes to continue carrying on the Carding Business for the present season at the same place, where all orders for Carding Wool will be promptly attended to.

Wool will be taken in at Johnson & Mackie's, John Dixon's, and Mr Sargent's and returned as usual free of charge for carriage.

Terms—Three Pence per pound when the wool is well picked and properly oiled, otherwise One Penny per pound will be charged for Oiling. Payment's Cash, or Due Bills, equal to Cash, on the Stores of Johnson & Mackie, Gilmore, Rankin & Co., or Duncan & Loch.

W. WILSON.
Upper Nelson, 26th June, 1851.

TWENTY SHILLINGS ONLY



**BETWEEN
Fredericton and Miramichi.**

The Subscriber will run a Day Stage as above—leaving Chatham, TUESDAYS, and Fredericton, THURSDAYS, at 7 o'clock A. M.

Arriving at Fredericton, WEDNESDAYS, and Chatham, FRIDAYS, at 12 o'clock noon.
W. M. KELLY.
Chatham, 14th July, 1851.

Accommodation Stage to Fredericton.

The Subscriber respectfully informs the public that he has commenced running an Accommodation Stage between

FREDERICTON AND MIRAMICHI, and solicits the patronage of the travelling community.

He will leave Chatham every Tuesday morning at Eight o'clock, and, passing thro' Douglstown and Newcastle, arrive in Fredericton early on the afternoon of Wednesday. Returning, he will leave the North American Hotel, Fredericton, every Thursday morning at Eleven o'clock, and arrive in Miramichi on Friday evening, thereby enabling travellers to obtain a night's rest each way.

He has arranged with Mr William Park, Douglstown, and Mr D. Wetherall, Newcastle, to receive passengers' names; and any parcels left with either of these gentlemen, at the North American Hotel, Fredericton, or at his own residence in Chatham, will be carefully attended to.

Fare—Six Dollars. Each passenger will be allowed to take 40 lbs. of luggage; all above that weight will be charged one penny half-penny per pound.

He will endeavor to be punctual to the hour of starting.

ROBERT ORR.
Chatham, June 20, 1851.

Notice.

The Co partnership heretofore existing between the subscribers, under the firm of John & Donald Cameron, is this day dissolved by mutual consent. All persons indebted to them are requested to make payment to Donald Cameron, and all accounts against them are requested to be presented for immediate settlement.

JOHN CAMERON,
DONALD CAMERON,
Black River, July 14, 1851.

**GLASGOW HOUSE,
Commercial Building,
CHATHAM, MIRAMICHI.**

The Proprietor of this cheap Store begs to inform the inhabitants of Chatham, and the surrounding country, that he has now received his full supply of

Summer Goods.

This Extensive and well-assorted Stock consists of black, blue, brown and other shades of West of England BROAD CLOTHS; heavers and pilots; checked, striped and plain Cassimeres and Doeskins; Vestings; red, white and blue Flannels; Blankets; Bed-tick; Diaper; Table Linen; Towels; Osaburgs; tartan, worsted, and gala Plaids; printed Drills and Moleskins; grey and white Cottons; printed Calicoes and Muslins; plain, striped, figured, Orleans and Coburgs; regatta and fancy Shirtings; fine bleached Linens; Scotch holland; damask Table Cloths; medium, mull, book, check, tarlatan and window-blind Muslins; silk and cotton Pockethandkerchiefs; checked and black Neckerchiefs; fancy Ties; Bonnets; Ribbons; Laces; Edgings; Nets; Stockings; Gloves; Flowers; black and colored demi-Veils; brown and white Stays; black and white corded Skirts; cotton Velvets; Shawls and Handkerchiefs; shaded Orleans and Coburgs; black Crapes; Cap Borders; threads, silk, twist, and buttons; also, a lot of Cheap READY MADE CLOTHING, and Braces.

As the above Goods have been purchased under favorable circumstances from some of the best manufacturing houses in Europe, they will be sold at such exceedingly low prices as cannot fail to give general satisfaction. The public are invited to call, examine and judge for themselves. As the selling price is marked on every article in plain figures, and no second price, a child will have the same advantage in purchasing as the most experienced person.

M. RYAN, Proprietor.
Chatham, June 17, 1851.

Picked up, off Tracadie,

Yesterday, a new FISHING BOAT, with the word L'Entreprise painted on her stern. When picked up, she had a reefed mainsail and jib set. It is supposed that the person in charge of her had fallen overboard while reefing the jib, as there appeared to be blue wool on the bow of the boat, conjectured to have come off the man's trousers while struggling to get on board again. The owner can have the boat by paying expenses.

ROBERT YOUNG Junior.
Tracadie, June 20, 1851.

**NEW BRUNSWICK,
IN CHANCERY.**

Between James Merkel } Complainants
and Henry Pryor, }
and
William End, John Good, John }
Baleman, Robt Kerr, Thos. }
Hinton, Jun., and Henry Get- }
ty, } Defendants

To be sold at Public Auction, on WEDNESDAY, the first day of October 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 Lands 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 ungranted; 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 rear by land supposed to be ungranted; on the upper side by a parcel of land now or lately in the possession of John Baleman; 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 of 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 Eleventh day of June, A. D. 1851.

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

BLANKS
Of various kinds for sale at
the Gleaner Office.