

as bad as the woman who, with her last breath, blew out an inch of candle, 'because,' said she, 'I can see to die in the dark.'

Communications.

Mr. Pierce, Sir.—As the Liquor Law is now in existence, if not in force, and as we are ought to be governed by its provisions, I think you owe it to your subscribers, to publish it in full, which you have not done I believe since it was penned. It is wanted constantly for reference. As all our Magistrates and Officials, with one or two exceptions, are constructed upon the high pressure principle, it is doubtful whether they will take any action in the premises. The consequences are fearful to contemplate. Enjoying at this time a not very enviable reputation for temperance and good words in general, we tremble at the thought of falling still lower,—of seeing the floodgates lifted and all those vices which constitute a true Pandemonium rushing out upon us. Intemperance in its most hideous form, with all its kindred spirits, will stalk abroad and run riot, until we reach the grand climacteric of October 7, 1825, to be expurgated by a like conflagration. L'EAU.

Newcastle, July 20, 1853.

Editor's Department.

MIRAMICHI:

CHATHAM, SATURDAY, JULY 23, 1853.

TERMS.—New subscribers Fifteen Shillings per annum, in all cases in advance. Old subscribers 15s. in advance, or 20s. at the end of the year. We prefer the advance price, and as it effects a saving of 25 per cent., we hope soon to see all our subscribers avail themselves of it.

OUR SIX-WEEKLY ISSUE.

AGREEABLY to our promise, we commence publishing our paper twice a week. By this means we shall hold more frequent intercourse with our readers, and be enabled to put them in possession of the news at a much earlier period than we were enabled to do by our weekly issue. Our expenses for paper and other material, will be considerably increased, and our labour considerably augmented, and we therefore trust to receive an additional amount of patronage to meet our increased liabilities.

We purpose at an early day, to issue a Weekly sheet, made up from our semi-weekly paper, at a reduced price, for circulation abroad. When our arrangements are completed, we shall forward specimen copies to our respective Agents for gratuitous contribution, in their respective districts. On the amount of patronage received, will depend the prosecution of the work.

HON. JOSEPH HOWE.

It appears that this gentleman having been summoned to Amherst as a witness on the libel suit instituted by Mr. Dickey, against the proprietors of the Sun and Nova Scotian, his constituents and friends in Cumberland, availed themselves of the opportunity to give him, as well as his colleague, Mr. Fulton, a Public Dinner, as a mark of respect. This affair came off at Treen's Hotel, James S. Morse Esq. presided. The Sun says—At 5 o'clock the company sat down to dinner, in a large room covering the whole area of the Hotel. About 200 persons were present, comprising representatives from nearly every section of the County, and men of weight and influence from all quarters.—Two other rooms were crowded, and the whole number who came to the festival is supposed to have been nearly 400. The dinner was substantial and abundant, as became the occasion and the county.

The Sun contains the speech delivered by Mr. Howe, on the occasion. It fills eight columns of that paper, and occupied the hon. gentleman three hours in its delivery. It is a powerful exposition of the state of parties in that distracted Province, and an able and convincing vindication of himself and Government, from the scurrility and charges of dishonesty and corruption which have been weekly and daily hurled against him by the opposite party. We give below a few extracts:

He draws the following highly flattering picture of the present condition of the Province:

I turn now with pleasure from mere personal defamation to the general charges which the Opposition bring against the Government.—You hear it proclaimed from day to day that it had ruined the Province. You look round upon a smiling and prosperous country, and know that charge to be groundless. Never, within my memory, was Nova Scotia more prosperous. The breadth of cultivation is every where extending. New Farm Houses, Barns and Mills are going up in all directions. The internal trade is active—new Ships are building all round the coast, and our mercantile marine is profitably employed.—Bad crops have not quickened the industry of the people. Prices are high, wages good and the people cheerful. Where do the Tories find the evidence of ruin and decay? Not in Cumberland I assure you. Not in the Eastern Counties, from which I hear the most gratifying accounts. Not in Yarmouth, which launches a new vessel every week and finds employment for them all. Not Kings, where a gentleman told me the other day, that money was so abundant, that he knew of 3, or 10,000 lying in that single county which could not be invested at 5 per cent.—Not in Halifax, where new shops are being opened, and new houses are being built in every street. There, as every where else, public improvement keeps pace with private enterprise. Look at the edifices behind us, as large as all the old Hotels put together, in the Capital a new Barrack is being built—the Citadel advanced—a new Market is in course of erection. A new Court House and Lunatic Asylum are already provided for,

and the Common has been more embellished within the last two years than in half a century before. Let us hear no more then of the Tory twaddle about ruin and decay.

But it is said that you are living under a tyrannical Government. This I take leave to deny. There is not a man from end to end of the Province who can complain that his civil and religious rights are denied to him. There is not a man, however poor, of any sect or denomination, who has not free access to every officer, from the Lieutenant Governor downwards. There's not a man or woman—a blackman or an Indian, whose complaint is not promptly investigated—whose written or verbal communication is not treated with courtesy and respect. Long may such tyranny continue in Nova Scotia.

Turn to the Public Departments and you will find a new spirit breathed into them all. A few years ago you had no audit of accounts—even the Treasurer audited his own. Now the inspection is perfect, and every officer, from the Lieutenant Governor downwards, is held to a strict account, with his team standing in the street. Now, no man who enters the Province Building, leaves it till his accounts are audited, and the cheque for his money is in his hand. Formerly your statistics were imperfect, and the returns of your trade of little value. Now voluminous returns, showing the conditions of every branch of industry, are laid upon the table of the House. With the same care in the world our revenue is steadily increasing. Our Harbours and Ports have been opened in all directions giving additional facilities to Trade.

Look at the Post Office. A few years ago you paid 9d on a letter from Amherst to Halifax; 1s 6d on one sent from Halifax to Sidney; 2s 1d if it was sent to Montreal. Now you can send a letter all over the Province—all over British America, for 3d, and yet with this reduction of postage, since the Liberal Administration came into power, no new rides have been set up, and 73 new Post and Way Offices have been established, conferring upon numerous settlements and upon many thousands of the people, the blessings of postal communication.

Look at the Land Offices. Formerly you had two, costing an enormous sum, and yet any man wishing to buy land had to travel to Halifax or Sydney with his money, and make another journey to obtain his grants. Your Deputy Surveyors gave no Bonds, and often pocketed the money which ignorant people paid them. Now our Department does the work at a moderate expense, and in every County there is a Deputy, under Bonds, one to whom money may be safely paid, and through whose hands the Grants when perfected, are delivered to the people.

If you turn to the Boards of Works you will find a number of miscellaneous services—Sabbath School, the Penitentiary—Light Houses—Public Buildings, and Vessels for the protection of the Revenue and the Fisheries, which were formerly managed or mismanaged by irresponsible Commissioners, all combined under one methodical and responsible Department, the work being better done at very much less expense. Of my own Department I will only say, that a Tory secretary, who represented no constituency, formerly cost the Country about £1800 a year. Now the unfortunate wight who stands before you does all his work for £749, finding time to do much that he never thought of doing, and representing the fine County of Cumberland best.

Of his Railway policy, and action thereon, he gave the following able exposition:

But, you ask me—What about the Railroad? Well—I have no information to give, more than all the world has. I know that it has been said, 'Oh! how dare not come to Cumberland, now that his Railway policy has failed.' But here I am, and neither afraid nor ashamed to defend any act I have done, and every word I have said in reference to the Railways. After all that has been written and said upon the subject—after all the phrases it has assumed, is there a man in North America who will assert that my original scheme of borrowing the money at 3 1/2 per cent., under the guarantee of the Imperial Government, and constructing the Railways as Government works, was not far superior to any other that has yet been proposed? If I failed to carry out that scheme, I am proud that for two years I struggled to accomplish it with all my might, and with the sincerity of an honest conviction. But why did I fail? Is there a man here who will blame me? Is there a man here who does not feel that I failed, because the interest of powerful parties in England, who wanted to make money out of those roads, were opposed to the interests of the Province? (Cries of not one.) You may remember that all through the summer and winter Elections—we were told—'Howe is going to ruin the Province with his Railway scheme.' Mark, now, my scheme was to build them with money at 3 1/2 per cent., and to let the people own them. That was to bring ruin on us all. I hold in my hand, the Prospectus of the Canada Grand Trunk Railway Company. Now what have they published to all the world, after we are told, careful surveys and estimates? Why that, made with money or Bonds, bearing interest at six per cent., the Grand Trunk Railway, which was to ruin us, made with money at 3 1/2, will not only pay all expenses, but yield a clear profit of 1 1/2 per cent. besides. Now, assume that statement to be true, and what are the inevitable conclusions—that, all the tales of mischief and ruin, to arise from making Railroads, spoken and published by the Opposition in 1851, 1852 and 1853, were baseless fabrication; and that the motive was to put this 1 1/2 per cent. into their own pockets, that ought to have been a permanent source of Revenue, to the people of British America—lightening their taxation, and ultimately giving them Railroads as free as their common highways are now. (Cheers) Yes, my friends, this was the motive, and when you calculate 1 1/2 per cent on millions of money, besides Contractors profit, you need not seek far for the reasons which disturbed my policy in 1851.

The interests of a few members of Parliament, and rich contractors in England, were on one side, and the interest of the Colonists on the other, and in such a case there was no great difficulty in giving two meanings to a despatch, or in telling a Nova Scotian with no seat in Parliament, or connections or influence in England, that he had made a mistake.—Who doubts then, that down to 1852 my policy was sound, and who blames me that powerful combination in England, and no fault of mine, caused it to miscarry? And what care for the tenants and slanders recent Nova Scotians, who combining with these speculators, against their country, hope to put some portion of the 1 1/2 per cent into their own pockets? My defence of my conduct in 1852 is soon made. Hicks and Chandler came to Nova Scotia in that year to induce us to adopt the line by the valley of the St. John. I resisted that line as long as I could, and their line was subsequently condemned by the British Government, and pronounced impracticable by Mr. Jackson's Surveyors. They went to England, and you know well the reasons why I could not go.—They did the best they could for their several Provinces, and I have never blamed them for what they did. But, as Nova Scotia was unpledged by their arrangements, and had 6 months to review her position. I saw clearly that she could do better—that she could, upon her own credit, and without any Imperial Guarantee, carry out her original policy, and make, control and own, her own Railroads. I saw also, that it was for the interest of all the Provinces to have competition, and to cheapen the cost of their public works. With this view I laboured down to the middle of last session. When that session opened, the money was ready on the credit of the Province alone, to build all our Railroads. Contractors were ready to build them for 20 per cent less than New Brunswick and Canada were to pay.—In ten days the Bills might

have been passed—in ten more the Contracts would have been signed, and 500 men might now have been upon the line. Again—the interests of rich Contractors, and scheming Attorneys, clashed with the interests of the Province, and united the opposition to a man. I could have beaten them notwithstanding, had not one or two persons, calling themselves Liberals, conspired with the enemy to destroy our Bills, and to dash down the hopes and prospects of their own party, at the proudest moment of its political history. This work accomplished, the combined Opposition were powerless for good. They could neither form a Government nor build a Railroad. To secure a party triumph, they promised that Mr. Jackson would build the three Roads, and pay the interest at 6 per cent for any Bonds the Province gave him—I did not believe that he could do this—I don't believe it now, but the moment that his friends put that pledge in writing, we accepted it, and a compromise was the result. That compromise we shall stand by in good faith. If Mr. Jackson, or any body else, will form a Company, and construct the Railroads under the Act of Incorporation which has been passed, the government will give them every fair co-operation. But, should no Company be formed, the alternative Bills come into operation, and the Roads will be built as originally proposed. 'The day is far distant, my friends, when I shall be ashamed of my Railway policy, or afraid to discuss it in any part of Nova Scotia. Against fearful odds I have battled for the general interests, and if I have not done all that I wished, I have at least done all that I could. (Cheers, and cries of 'that you have')

In speaking of the opposition which he met with from Mr. Dickey and his party, in maturing his Railway scheme, he said:

Speaking of his Bill of Incorporation, he says—'Had this been passed, it is only necessary to look across the borders to understand the position Nova Scotia would have been in.' Well—New Brunswick had a Company for two or three years, and when we look across the border now, what do we see? Three canvas tents, and a party of Surveyors and nothing else. You may see the same sight on the River Philip to-morrow, so that after all my obstruction, Nova Scotia is just as far ahead as New Brunswick at this very hour. Speaking of the Northern Lines, Dickey boasts: 'I asserted that that neither Canada nor New Brunswick would ever consent to build that northern line.' But does not the silly fellow know that Canada and New Brunswick are going to build it? That the former has contracted to make it to Trois Pistoles—the latter up to Miramichi, while Mr. Jackson is at this moment negotiating with the British Government, to obtain a sum of money, to fill up the gap between. 'I contended that the Northern Line would not pay for 20 years,' says he, and my answer is—read the Prospectus of the Grand Trunk Company, which is to pay 1 1/2 per cent.

EUROPEAN NEWS.

The mail by the steamship Europa, which arrived at Halifax on the evening of Tuesday last, was received here by yesterday's mail. The papers obtained [are] to the 9th instant, and we have under the proper head made numerous selections. The news is not important. Russia, it appears, still delays its invasion of Turkey, and the hope is still cherished that the threatened danger to the peace of Europe, will be averted for the present. We refer our readers to the European head for a summary of the news.

KINGSTON TEMPERANCE HALL.

It appears by our exchanges, that several Divisions of the Sons of Temperance in different parts of the Province, have appropriated a certain portion of their funds towards defraying the expenses of the reconstruction of the above-named building. This is as it should be, and we trust the sum thus realised will be sufficient to accomplish the object.

CANADA.

Our late Canada papers inform us, that the Coroner's Jury which has been sitting for some time past on the bodies killed in the late disastrous disturbance growing out of Gavazzi's Lecture in Montreal, has not been able to come to an unanimous verdict. The Quebec Chronicle of the 13th instant contains the report of the Jury, but its length precludes the possibility of our publishing it to-day, but we shall find room for it on Wednesday. The same journal of the 14th instant thus comments on the subject:

The result of the Coroner's investigation into the cause which led to the massacre at Montreal, amounts to nothing. No verdict has been rendered. We know by the investigation just brought to a close, however, that there was a riot produced by a number of persons, who intended to assault Gavazzi in Montreal, that these rioters were defeated in their intention by the energy of those within Zion church, that the Police of Montreal were inadequate to the keeping of the peace, that the military were called out, and, on the order of the Mayor, through a number of unoffending people, fired upon ten or twelve. This is enough to know, for the Inquests of a coroner and the judicial investigations which the law requires him to conduct are in no way conclusive. It is for the crown officers of the province to consider whether or no it is proper to prosecute those who attacked Zion church, and those who either ignorantly or maliciously caused the deaths of so many unoffending people. Eight Jurors, Messrs. Mulholland, Lord, Anderson, Tuttle, Evans, Jones, Sevrage, and Haldimand, find that the Mayor of the city of Montreal ordered the soldiery to fire upon a crowd while there was no riot or disturbance to justify such an order, and that both the order of the Mayor, the Honourable Charles Wilson, delivered to the soldiers, and the firing of the soldiers without orders from their officers, were unnecessary, culpable, and unjustifiable acts; and ten Jurors, to wit—Messrs. Bell, Mcgorran, Beaudry, Lefamme, Renaud, Conway, Doherty, Frevost, Brasseur, and Labadie, find that one man was killed by some person supposed to have been one of the defenders of Zion church, and that those killed by the military were killed in consequence of military words of command uttered by a person unknown, other than Colonel Hogarth, Captain Cameron, Lieutenant Quarterly, or other officer in command of the said troops, after the riot act had been read by the Mayor, in consequence of an assemblage of persons, who, though conducting themselves in a riotous and threatening manner, it was not necessary to slay. The jurors agree on one point, that Mr. Mayor Wilson read the riot act unnecessarily, and that immediately after he was done reading a firing took place on the part of the military without any provocation, and that several persons, not concerned in any riot, were killed.

COUNTY OF RESTIGOUCHE.

A Correspondent writing to us from Campbellton, under date of July 20, says:

'Crops in this quarter low well; the Farmers are beginning to commence making their hay, and all a in active bustle, preparing to secure the incoming harvest. Whilst this is going on, I must not forget to inform you, that we are at present honored in this quarter by the appearance of the Lieutenant Governor and Lady Head amongst us, id rumour says His Excellency intends making a few days to angle in our crystal stream, whilst Lady Head intends to enjoy the clear and salubrious Northern air, admiring and sketching the rich scenery of which this portion of the Nox abounds. It is said that Lady H. is an enthusiastic admirer of nature, and quite adept with the pencil, and some rich landscape views may be expected from her hand. That His Excellency and noble lady may enjoy their tour, and return to their homes in health and with renewed vigour, to dry out the trust placed in them by a Gracious Sovereign, should be the earnest wish and desire of every loyal subject.'

FIRE.

We are sorry to have it to see, that a Barn belonging to Mr. Shaddo who resides in the English Settlement on the Northwest branch of this river together with a fine horse, several catland farming materials, were totally destroyed by fire on the night of Friday week. There is reason to suppose that the premises were designedly set on fire, and we hope Mr. S. will be able to obtain sufficient evidence to bring the guilty party to justice.

STEAMER ENTERPRISE.

Last week we announced the rival of Richibucto, of this steamer. We understand that her owner Mr. Holderness, intends using her as a tug boat on the North Shore, as much trouble and expense have been incurred in the detention of vessels at the bars of our different rivers, and also in towing up timber and logs.

We learn that the Enterprise a vessel well suited for this kind of business, being strongly built and fitted with a powerful steam engine. She has already entered on her work. Yesterday morning she towed across our bar Messrs. Olson and Mackie's new ship, the Sir Edward Cardwell, and we understand from those who were on board, that she performed her work in a most masterly manner.

We congratulate our merchant on the arrival of this boat in our waters, and hope her enterprising owner will not with an amount of patronage sufficient to keep her busily employed.

THE SEASON.

The weather still continues very hot. Vegetation has suffered very much in consequence and the Hay crop will be an exceeding light one.

RICHBUCTO.

The Sons of Temperance in this place intend holding a public demonstration. They purpose having a Picnic, on this day next, and intend to proceed to the West Point of P. E. Island for that purpose in the Steamer Enterprise.

Messrs. Johnson & Mackie's new bark, the Rosina, made the voyage from this port to Belfast, in the short space of seventeen days.

BOWSER'S HOTEL.

ARRIVALS DURING THE PAST WEEK. July 20—D. J. McLaughlin, Bathurst; M. Ray, Fredericton; Thomas Smith, Bathurst; Henry W. Baldwin, Bend; Mr. McLagga, Dalhousie. 21—Angus McDonald, Shippigan; Col. Hayne, Bathurst; Henry White, do.

MARRIAGES.

In Napan, at the residence of Mr. James Kerr, on Thursday evening the 21st inst, by the Rev. William Stewart, Mr. JOK McLAUGHLIN, of Chatham, to MARY, third daughter of Mr. Thomas Johnston, of Bathurst.

DEATHS.

Suddenly at Newcastle, on the 16th inst., CECILIA wife of Mr. John Hanley, aged 73 years. The deceased was born in the county of Antrim, Ireland, came to this Province fourteen years ago, residing at Newcastle until her death, respected and esteemed by all for her exemplary life and the practice of many christian virtues.

At Shippigan, on the 23rd ult., JOHN MULLEN, aged 82 years. He was one of the oldest fishermen in the Bay de Chaleur, having commenced fishing at nine years of age, and never followed any other occupation. He fished until a few days previous to his death, and caught as much as any other Boat. During his life he bore an unspotted character, and was a quiet unobtrusive man, much respected by all classes in this community.

SHIP NEWS.

PORT OF RICHMONT.

ENTERED, July 1—brig Oor, Taylor, P. E. Island, J. Power; Pram brig Carlo, Bendrag, New York, J. W. Holderness; Am. schr Charles Hill, DeCraw, York, L. P. W. Desbriay. 7—Am. schr Wm. Henry, New York, L. P. W. Desbriay; brig Je Whater, Brigus, Master. 8—Norwegian Ariadne, Tab: John, Newfoundland, J. W. Holderness; Prussian brig Amicha, Handy, New York, P. W. Desbriay. 9—Prussian brig Am. Herger, New York, J. W. Holderness. 11—Prussian brig Julia, per, New York, L. P. W. Desbriay; brig John Searle, Ryan, St. John, N. B., L. P. W. Desbriay. 13—American ships Maria, Whelton, New York, L. P. W. Desbriay; halah, Shaford, do, W. S. Cais. CLEARED—July 1, brig T. McCran, Brahan, Liverpool, deals, J. Per: Jesse Am. Lis, Jack, Liverpool, do; Jardine; Alert, Perry, Hull, J. W. Holders; Egoan, Davidson, Grimsby, W. S. C.; Swedish brig Preocoe, Osborne, London, W. Holderness. 2—Norwegian, Brig Nordlaylate, London, J. W. H. Idernes. 4—brig Margaret, Comd. Liverpool, L. P. W. Desbriay; Orient, Bester, Hull, do; Amis, B. act, Liverpool; bark Celeste, Lightbody, Belfast, W. S. Cais. 6—American ship Mary Eaboth, Holborne, Liverpool, J. Power; Dan, Taylor, do, do. 11—schr Charles William, McLean, Halifax, fish, J. Mooney. 12—Brunswick, McLean, Halifax, fish, J. Mooney. 15—brig J. G. Hal. Rey, Cardiff, deals, J. Holder ess. 19—Wm. Henry, W. L. P. W. Desbriay; Eliza, Yver, Hull, do.

PORT OF DALYVIE.

ENTERED July 1—brig Alinda, Caldwell, Newfoundland, general cargo Messrs. A. & R. Ferguson; bark Archibald, Ferguson, New York, J. McWilliam; brig May, Douglas, New York, W. S. Cais. 21—brig Vioa, Wilkins, Newfoundland, Messrs. Ritchie, Bartley, Paton, do, do; Czar, Gardiner, Dundee, do. CLEARED—July 17, schr Graland, Smith, New York, Sallah, Hiram, brig Bellida, Caldwell, N. B. Carlin. 18—barque San Jose, Mossop, Barrow, timber, Messrs. Ritchie & Co. 20—brig Ann, McMin, Liverpool, timber, Messrs. Ritchie & Co. 21—brig Bah Packet, Christopher, Maryport, timber, Messrs. Ritchie & Co.; schr Mary, Fournier, Quebec, salmon, Vm Hamilton.

PORT OF SHEPPAN.

Sailed, July 4, bark Providence, St. John's, Liverpool timber and deals, by John H. Harding.

PORT OF QUEBEC—Cleared, July 13, Mary, Miramichland, general cargo. Entered for Loading, St. Vallier, Montreal; Anerva, Richibucto.

PORT OF HALIFAX—Arrived July 18, Curlew, Tracadie; No. Messager, Miramichi. Cleared, July 18, Marie, Aler, New Carlisle.

ARRIVALS IN BRITAIN—From Miramichi, July 2, Lollard, H. the Wight; July 4, Laoy Mary, Belfast, July 5, Freinde, do; Koonis, do.; July 6, Island, do; Pomona, Belfast; Edinburgh, Kingsgate. From Bathurst, July 6, Henrywood, do; the Clyde, From Bathurst, July 7, Elizabeth, at Liverpool. From Shediac, July 7, Uckeramite, at Gravesend.

AUCTIONS.

To be sold by Public Auction, on SATURDAY, the 23rd day of July, at noon, in front of the respective places, as follows:

1st. The House, Land & Premises lying between the site of John Macdougall, q., and the property of Mr. Peter Moore, being the premises occupied by Mr. Joseph Spruce.

2nd. THE HOUSE, on Johnston's Lane, between the property of Mr. George Johnston, and Mr. Benjamin Nisbet, with the land attached thereto, bounded in rear by the garden of Mr. Alexander Cormac. The house is in good order, and is divided into two separate dwellings.

3rd. THE CORNER LOT fronting on Johnston's Lane and the street running towards St. John's Church, with the House thereon, occupied by Mr. Archibald Asthew, and Mr. John Leith.

4th. THE BUILDING LOT on the front street, opposite Mr. Richardson's Mill, measuring on said street 77 feet, and running back along John street 100 feet, being the front of the property formerly occupied by the late Mr. Sheppard, J. Frost.

5th. THE LOT on which the Dwelling House stands, formerly occupied by Mr. Frost, extending from the No. 4 above mentioned, back along John street to the northerly end of it, and occupied by Mr. Richardson, and extending in width to John street to the Field occupied by Dr. Hume, being 77 1/2 feet.

6th. THE STORY DWELLING HOUSE fronting on street, occupied by Mr. Richardson, with the Land extending from the No. 5 above mentioned, back to the lane No. 6 above mentioned, the Field occupied running across (near of the Field occupied by Mr. Bonson, do) the width of 77 1/2 feet, with the Barn adjoining the Land.

Terms.—One-third of the Purchase Money to be paid on the day of sale, and the balance in two equal parts from day to day. For further particulars apply to the office of George Keith Esq., or J. FRASER, Auctioneer. Chatham, 22 July, 1853.

ON SATURDAY 23th July, 1853, at 1 o'clock in the afternoon in front of Mr. W. E. SAMUEL'S STORE, will be offered for sale at Public Auction:

THE GRASS now standing on the McCulley meadows, Napan, Riv. former, sowed by Michael Searle, and will be sold in lots of 5 to 7 1/2 acres each, as the stake is on the ground.

Payment in 6 months Credit, on approved Joint Notes. For further particulars apply to Mr. C. McCall, or J. M. JOHNSON, Auctioneer. Chatham, July, 1853.

NOTICE. Debited to the Estate of the late WILLIAM WHEAT, late of Douglastown, and, as required to call and see range of RICHARD HUTCHISON. Miramichi, 16, 1853.