

We recommend that the Prayer of the Petition, of the Firewards for the Town of Chatham, be complied with, and that the sum of seventy-five pounds, be assessed on the said Town.

The Grand Jury have had under their consideration the Petition of Overseers of the Poor for the Parish of Newcastle, for assessment in advance for support of the poor; and recommend that the same be complied with, and that the Overseers be required to give sufficient bonds for the faithful expenditure of the money.

The Grand Jury cannot recommend the prayer of either of the Petitions of Robert Wilson or John Wyse, but recommend that the Douglastown Ferry, be put up by public competition, subject to the usual Regulations.

The Grand Jury having examined the County Gaol, report that so far as cleanliness, and the state of the Rooms are concerned, reflect great credit on the Gaoler, but find it very deficient in beds and bedding, so much so that we consider it disgraceful to the County; and therefore recommend that the sum of Fifteen pounds be paid into the hands of the High Sheriff of the county, to be expended in procuring Beds and Bedding. We also observe in the recommendation of the Grand Jury of last Term, that certain repairs were ordered to be done in the Gaol and Court House, in underpinning, repairing, and painting the Buildings, but find that they have not been fully complied with. We cannot but regret that these buildings should present so discreditable an appearance, and we recommend that the said Buildings be painted in the spring, and otherwise repaired, at as early a day as possible, in accordance with the former recommendation.

The Grand Jury of last year recommend that the several Magistrates in the County, should at the January Sessions, furnish the Grand Jury with a detailed account of the Fines collected by them, to enable the Jury to check accounts of the Overseers of Poor. This recommendation we regret to observe, has been almost wholly disregarded as they have only received lists of Fines, imposed and collected during 1852 and 1853, from John T. Williston and William Letson, Esqrs., of which they observe several judgments standing unexecuted in the hands of John T. Williston, Esq., and recommend that the same be enforced and the amounts collected. The Jury express a regret that the other Magistrates, had not complied with so reasonable and necessary a suggestion, and trust that for the future, returns may be supplied.

The Grand Jury regret that no action had been taken for the Establishment of a Market in the Town of Chatham, as recommended by the last Grand Jury, and hope that the Court may give the matter their early attention, and take such steps for its establishment as may attain that end.

And they further recommend that such sums as are necessary to liquidate the account above audited by them due by the county, and marked "approved" be assessed for.

FRANCIS ELLIOT, Foreman.

Extract from the Minutes,

EDWARD WILLISTON,

Clerk of the Peace, Northumberland.

JANUARY SESSIONS, 1854.

The Grand Jury have taken into consideration the Ferry Landings, from the Newcastle side to Chatham, where the Steam Boat runs, and they regret to state that they are insufficient in their present state, for the thorough working of the Steam Boat. The landing on the Newcastle side is not sufficiently high, and too short at low tides and the one on the Chatham side requires amendment. The Jury look upon the keeping up a good Ferry on that site, as of the greatest importance, to the County, and to encourage a good Steam Boat to be continued thereon, deem the improvements necessary to be made, and would urge upon the Sessions to make an application to the Legislature, for the sum of three hundred pounds; which with such sum as the two Parishes can afford from their Road Service, will be sufficient to make the repairs required. The importance of this Ferry as connecting the seat of Government with the Atlantic, and also towards the North, to expedite the mail service, must be apparent to the Legislature, and we trust the Sessions will bring the subject forcibly before them.

FRANCIS ELLIOT, Foreman.

Extract from the Minutes,

EDWARD WILLISTON,

Clerk of the Peace, Northumberland.

The Grand Jury for the County of Northumberland having taken into consideration the present state of the Fisheries, and the best mode for their protection and preservation, submit the following presentment for the consideration of the Sessions.

The Grand Jury find that great quantities of Salmon are caught on the head waters of the River out of Season—and that such fishery is carried on in other Counties and beyond the Jurisdiction of the Warden of the Fisheries; and the constituted authorities of the County; in this case the destruction is carried on with impunity.

We would recommend that an application be made to the Legislature, to pass a law to authorize the Warden, Overseers, and other Authorities, to punish such offenders for trespasses beyond the limits of the County, as far as the Fish ascend the Rivers, and also to legalize the Regulations of Sessions, to the extent of the River upwards.

We further consider that the salary of the Warden is too small, and we should recommend that the present Law be altered and his salary increased to £60, provided an equal sum be given from the Provincial Chest, to enable the Warden to employ such additional assistance as may be necessary, more effectually to protect the Fisheries.

We further recommend, that in the event of the Legislature, refusing to comply with the above presentment, that the Sessions employ at least two persons during the Fishery season, at the expense of the County, to aid and assist the Warden, and also an additional sum of £20 be given to the Warden from the County Funds.

FRANCIS ELLIOT, Foreman.

Extract from the Minutes,

EDWARD WILLISTON,

Clerk of the Peace, Northumberland.

#### HANDSOME GIFT.

MR. LORIMER, the Editor of the St. Stephen's Provincial Patriot, has been presented by eight gentlemen with the handsome present of One Hundred and Seventy-two Dollars, as a New Year's offering. Our contemporary is a lucky fellow, in having his lot cast among such considerate and grateful patrons.

#### PARISH OFFICERS FOR 1854.

At a General Session of the Peace, of our Lady the Queen, held at the Court House, in Newcastle, in and for the County of Northumberland, on Tuesday, the tenth day of January, in the year of our Lord, One Thousand Eight Hundred and Fifty four.

Ordered, That the following persons be appointed and Confirmed Parish Officers of the Parish of Chatham, for the year One Thousand Eight Hundred and Fifty four, viz:

##### CHATHAM.

Trustees of Schools.—Rev. William Stewart, George Kerr, Henry Cunard.  
Overseers of the Fisheries.—James Murdoch, Alex. Loggie, Jr., Dudley Perley, Jr., Lawrence Kenna.  
Surveyors of Lumber.—Cornelius McCarty, Andrew McInnes, John Deverix, John Baldwin, James F. McLeod, Thomas Ford, John McLean, James Knight, D. Bulman, Joseph Bulman, D. Getchell, John Kelly, William McKee, John McMahon, R. Blake, William McMaster, Jr., Finley McDonald, John McKee, Patrick Conners, Patrick Desmond, Henry Getchell, Thomas Irving, Stephen F. Fowler.

Inspectors of Fish.—Peter Loggie, Henry Kelly, Alexander Murdoch, Philip Bremner, John England, John Gammon, Peter Grey, Mathew Mitchell, A. Loggie, Adam Kerr, James Leggett, David P. Horan.

Wharfingers.—William A. Letson, Alexander

Loudon.

Weighers of Hay.—Henry F. Letson, John Hea.

Collector of Dog Tax.—Edward Lobban.

Measurer of Wood and Bark.—Daniel Keith.

Overseers of Poor.—George H. Russell, John

Burke, John Irving.

Commissioners of Roads.—George Johnston, John

Johnston, Peter Grey.

Town Clerk.—Richard Hocken.

Pound Keepers.—Alexander McFarlane, John

Perceival, James Danford.

Hog-reeves.—John Cameron, Simon Knowland, J.

Whitehead, Robert Murray, Robert McNamara, Jr.,

Donald McLaughlan, Charles Vanstone, William

Forbes, John Leary, James J. Pierce, Andrew Dan-

cann, Michael Danphy, William McNaught, George

Perceival Alexander Fenton, Dudley Perley, Jr.,

Michael Delaney, William McKnight, Jr., William

Russell, Patrick Larkins, Donald McDermit.

Surveyors of Dams.—Hugh Bain.

Sealers of Leather.—Daniel Keith, George P. Mc-

Kay.

Assessors of Rates.—Alexander Fraser, (Black

Brook), Martin Craney, James Kerr.

Surveyors of Roads.—William McLaughlan, John

Fenton, Thomas S. Brelie, Patrick Keenan, John

Henderson, Robert Blake, Daniel Criman, Isaac

Copping, John Devereux, Samuel Jardine, James

Dixon, James McKnight, Alex. Baldwin.

Constables.—Luke Pike, Henry Bowser, Edward

Keary, William Mills, Andrew Duncan, Robert

Johnston, Senr., Richard Burbridge, Richard

Stapleton, William Crane, Henry Getchell Farnham

Letson, Thomas Carrigan.

Collector of Rates.—Edward Lobban.

Fence Viewers.—D. Fenton, John Irving, John

Lobban, David Steel, Anthony Jackson.

Clerk of the Market.—Joseph Spratt.

Boom-Masters.—John Devereux, Andrew Mc-

Innes.

Inspectors of Butter.—Henry Kelly, Daniel Mc-

Laughlan.

Surveyors of Grindstones.—Kenneth B. Forbes.

Field Driver.—John Bowie.

By order of the General Sessions,

EDWARD WILLISTON,

Clerk of the Peace, Northumberland.

The foregoing Parish Officers, of the Parish of

Chatham, are here notified of their appointments,

and are required to cause themselves to be qualified

to the faithful performance of their duty agreeable

to the Act of Assembly, in such case made and pro-

vided.

R. HOCKEN, Town Clerk.

##### NEWCASTLE.

Trustees of Schools.—Rev. William Henderson,

Richard Hutchison, Alexander Goodfellow.

Overseers of the Fisheries.—John Innes, John

Milne, Martin Lyons, Isaac McLeod, Hugh Mc-

Murray, William Matheson, James Barry, Thomas

Shehan, Thomas Little.

Surveyors of Lumber.—John Grant, Alexander

McKillop, Robert Rennie, John Smolair, Doald

Morrison, Robert Falconer, Walter Johnston, R.

Robert McKee, Alexander Campbell, Jerry McAdie,

Christopher Craig, Timothy Connolly, James O'-

Donnell, Michael O'Donnell, Basil Hayden, Patrick

Salivan, Marks McLaughlan, Thomas Maltby,

R. Reid Davidson, David Goodfellow, Mark Dow-

nie, James Reid, William L. Scott, Murdoch Gillis,

John Maltby.

Inspectors of Fish.—Alexander Russell, James

Hay, jun., Andrew Hay, John McKee, William

Loggie, John Hays.

Wharfingers.—William Masson, Jun., David John-

ston.

Weighers of Hay.—Daniel Witherell, Richard R.

Neemith.

Ferry-men.—Thomas Drinan, John Wyse, George

B. Bell.

Collectors of Dog Tax.—Edward Farrell, John

Ferguson, John Stewart.

Measurers of Firewood and Bark.—Thomas B.

Maltby, Patrick Lawlor.

Keeper of Fair.—Edward Farrell.

Overseers of the Poor.—John Rundle, John Alex-

ander jun., William Gordon.

Commissioners of Roads.—Allan A. Davidson,

Francis Elliott, William Russell.

Town or Parish Clerk.—Daniel McGrath.

Pound Keepers.—William Falconer, senr., Alex-

ander Jessamine, James Hay, senr.

Hog Reeves.—William Matheson, John Bagnall,

James Fish, Richard Gremley, John Jones, John

Nevis, William Masson, jun., Richard Davidson,

William Falconer, jun., James Ledden, jun., An-

drew Ryan, Thomas McMahon, George Stevens,

Robert McCosh, jun., William R. Taylor, William

M. S. Her, John Wyse, William Scott, Michael

Banner, George McLane, Robert McEwan, Hugh

McMurray, William Stewart, Alexander Savoy,

John Stothart, jun., Martin Lyons, David McCar-

thy, John Grant, Michael Collins.

Surveyors of Dams.—William A. Black, Robert

Falconer.

Sealers of Leather.—Robert Gremley, Patrick

Hays.

Assessors of Rates.—Patrick Wat, Richard Hut-

chison, James Russell, jun.

Surveyors of Roads.—Patrick Morrissey, Walter

Loarie, Joseph Gremley, Daniel Witherell, John

Flynn, William Stothart, Alexander McKillop,

Matthew Lamont, Richard Coulhart, John Russell,

David Thomson, Robert Simpson, jun., James En-

nis, Thomas Johnson, Michael Quigley, Dennis Mc-

Mahon.

Constables.—Patrick Wheeler, Oliver Willard,

Patrick Farrell, Richard Gremley, William Miller,

Edward, Farrell, John Edgar, William Stewart,

Robert Thomson, Robert Kirkpatrick, William

Loggie, Robert Simpson, jun., Michael Connell.

Collectors of Rates.—Edward Farrell, John Fer-

guson, John Stewart.

Fence Viewers.—George Ingram, Colvin Nevin,

Patrick Hays, James Stothart, John Mills.

Clerk of Market.—James Murray.

Boom Masters.—James Hickey, Upton McBride,

John Sinclair, Donald Morrison,

Inspectors of Butter.—Winthworth Allan, Robert

T. Millar, Alexander Morrison.

Surveyors of Grindstones.—John Bowie, Mathew

Lamont.

Field Drivers.—John Millar, Charles Marshall.

The foregoing Parish Officers of the Parish of

Newcastle, are hereby notified of their appointments,

and are required to cause themselves to be qualified

to the faithful performance of their duty agreeable

to the Act of Assembly, in such case made and pro-

vided.

DANIEL MCGRUAR, Town Clerk.

Newcastle, February 1, 1854.

#### NOVA SCOTIA.

THE Legislature of this Province, was convened on the 26th January. From His Excellency's Speech on the occasion, we make the following extracts:

We are called upon to resume our Legislative labors, under circumstances which should inspire us with renewed confidence in the Giver of all Good.—An industrious People have drawn from a fertile soil, and from a profitable Commerce and Fishery, His bounties in rich abundance, and in peace and health are permitted to enjoy them.

The Exhibition which took place during the past summer was highly creditable to the Agricultural Classes, and showed the excellence that might be attained in the various productions of the soil. With your co-operation and aid, I look forward with confidence, to see Nova-Scotia making rapid strides in the advancement of her Husbandry;—profiting by the experience, and emulating the examples, of Great Britain and of the United States, where Agriculture is regarded as forming the basis of National wealth and prosperity.

To the Vice Admiral, commanding on this station, our grateful acknowledgments are especially due, for his ready acceptance of the offer made to him by the Government, to take under his immediate charge the entire equipment and direction of the Provincial Vessels employed in the protection of the shore Fisheries. The Reports, when laid before you, will show that this duty has been performed by that distinguished Officer, with the same energy and zeal that have ever characterized his services, and which have elicited, through their Representatives, the thanks of the people of Nova-Scotia.

The protection of the rivers I still regard as a subject of great importance, involving the very existence of the Salmon and Gaspeaux Fisheries; and I must rely upon your local experience to aid the Officers appointed under the Act of last Session, by such improvements of the Law as may appear to be politic and necessary.

#### PROPELLORS TO ST. JOHN.

OUR St. John Contemporaries have been advocating Messrs. Wright & Reed's scheme for connecting that port with Liverpool, by means of a line of Steam Propellers.

This firm has done St. John much service by putting on a number of first-class sailing vessels, which have kept up a regular monthly communication between the two ports the past year, and from the present month these vessels will leave semi-monthly. They now propose to substitute for the sailing vessels, steam propellers, and to enable them to accomplish this, they purpose asking a grant of £10 000 per annum, from the Legislature.

The Editor of the Morning News in his paper received yesterday says, we have spoken in favor of the new project; our contemporary is in error—we never alluded to the scheme before. If the Railroad were completed from St. John to Miramichi, or from that city to Shediac, the people in this quarter could avail themselves of the facilities thus offered, in procuring freights, &c., by these vessels, but while things remain as they do at present, the advantages will be confined to the Counties bordering on the River St. John; and we think £10,000 a year to accomplish so limited an object, would be paying rather too dear for the whistle. We think the £10,000 would be much better spent by the Province in building the Railways to connect the Northern with the Southern section of the Province, which have been too long separated from one another, and too much estranged in feeling, from the want of channels of communication. Give us facilities for trading with our neighbours over the Bay, and the benefits would soon be reciprocally felt by the inhabitants on both sides of the Province.

When this is accomplished, the Northern members might be justified in aiding such an enterprise as we have named, by a large Provincial Grant, but not as things remain at present.

#### SWEDEN.

THE King of Sweden in a recent speech to the Diet, notified his intention to submit to

their consideration a proposition for the suppression and sale of ardent spirits in his dominions.

#### MORE STEAMERS.

THE following paragraph appears in the St. John Morning News.

"STEAM TO THE BEND.—We are pleased to learn that upwards of £5,400 have already been subscribed in this City towards the Bend steamer. This is a capital beginning. It is expected that Westmorland will make up the balance required. By the way, why do not our friends in Miramichi make an effort in order to run a boat, in connection between Chatham and Shediac, thereby forming a direct line of steam communication with St. John. What say the Northumberland members—cannot a grant be obtained from the Legislature in aid of the undertaking?"

We are pleased to see our contemporary taking an interest in our affairs. In answer to his enquiries we reply—the Inhabitants of this County are very slow in their movements, and do not like to undertake any project without they see a very good prospect ahead that it will speedily prove lucrative, and put money into their pockets. Public Advantage and Public Accommodation, are things but little understood in this quarter, but it is hoped we will comprehend them by and bye.

We should like to ask our contemporary, what use a Steam Boat would be on the route he mentions—and how would it connect us with St. John? Connect the Gulf with the Bay of Fundy by Railway or Canal, and then the necessity of placing a steamer on the route mentioned, would soon force itself on the consideration of the people of the Northern Counties; but until this be accomplished, there is nothing to warrant such an undertaking.

#### COLONIAL SHIPS AND TIMBER.

THE British papers by the last mail, furnished with some important statistical information respecting our two staple commodities—ships and timber—which we are happy to see still maintain high prices in the mother Country.

From Messrs. Tongue, Curry & Co's Annual Circular, published at Liverpool, and bearing date January 2, 1854, relative to the sale &c. of Colonial built vessels, we make the following selections. The hints thrown out we recommend to the attention of those who are engaged in this important branch of business.

"The very increased value of labour, not only in this country but also in the colonies, as well as the greatly advanced prices of timber, iron, copper, cordage, &c., must combine to diminish production, and vastly increase the first cost of all ships built during the continuance of his state of things. Freight to all parts of the world are advancing; no foreign markets are reported as overstocked; and the losses bear a large proportion to the number of ships built in the year. With these facts before us, we cannot doubt that prices will, at least be maintained, if not considerably augmented.

"I thought we can confirm our former statement as to the improvement that has taken place in the 'model and material' of our colonial ships, we regret we cannot say so much for the finish, which, in a number of instances, has been most clumsy and unsightly, and impresses us with the notion they have been gotten up too quickly, and with a view to meet the present favourable market. Had such vessels fewer traces of the adze, and more of the plane, with less sap upon the timber, beams, &c., and were they supplied with metal pumps of proper calibre, with good castings, &c., they would have met a much readier sale, and realised more than the additional outlay necessary to make good the defects we now point out. This, and fitting them with small, and in some cases, second-hand rigging, is the worst possible policy, and often greatly injures the sale of an otherwise really good ship. We must also complain of the niggard use of copper fastenings especially in the lower bindings which being iron, increases the delay, and involves the expense of wool sheathing before they can be coppered and made fit for use.—Though we are forced to make these remarks respecting some colonial vessels, it is but justice to repeat what we have before stated, that many of the recently-built St. John's and Quebec ships are noble specimens of naval architecture, not surpassed by any thing built in this country, Liverpool or London ships not excepted, respective classes considered; and in proof of this they now command the highest freights in India and elsewhere. Many of our large and old-fashioned shipowners, who a few years since could not be induced to have a colonial ship at any price, are now buying largely into them, finding that for the same amount of capital invested they can have a third more tonnage, and ships which are insurable upon as good terms as Thames-built costing twenty pounds per ton.

"It was reasonable to believe, in the early part of 1853, that we should have so large a number of ships returning from Australia as would, towards its close, supply us with tonnage for the cotton trade, afterwards the timber; and by thus increasing our supply cause prices to decline. This expectation has failed us; for, though a large fleet has been freed from Melbourne and elsewhere, it has been absorbed by other and new trades and heavy losses, and so has failed to effect us as we anticipated.—A remarkable feature in the past year's business has been the number of purchases that have been made on speculation by parties who have had the good fortune to be more clear-sighted than their neighbors or who have had the sense to be guided by those