

## EUROPEAN NEWS.

It will be seen by the annexed Telegraph Despatch, received at the Reading Room, that the Steamer Arabia arrived at Halifax on Wednesday evening. The mail therefore may be expected here on Sunday. The news furnished is very brief, and by no means important.

Halifax, January 29, 1857.

The Steamship Arabia arrived last night at half past 11 o'clock. Experienced heavy weather.

Steamer Tyne (West India) ashore at St. Alban's a week.

Neufchatel dispute virtually settled. Continental news unimportant.

China. Affair unsettled; American Squadron now engaged in the difficulty. London Tea Market going up.

Australian advices to the 20th October.—Wet weather, food plenty, and wages advanced.

Constantinople, 9th.—Abraham Pasha has beaten Russians in Circassia. Russian General killed.

Latest.—Canton, November 24, Yeh continues obstinate.

Nothing else worth Telegraphing.

The following telegraph was received at the Reading Room on Monday last:

New York, Jan. 24, 1857.

Asia from Liverpool, with dates to the 10th arrived to-day. English money market easier; Consols 93 7-8 to 94; Cotton active, with advance 1-8 penny per pound; Breadstuffs moderate in business, and little change in price; Canadian Flour quoted from 33s. to 35s.; Western Canal 31s 6d. to 32s.; Indian-corn 33s 6d. to 34s.; Wheat 8s 6d. to 9s.; Provisions rather firmer.

A movement against the Income Tax has spread to Ireland, where it is vigorously discussed. The Prussian and Swiss difficulty said to be virtually settled by interposition of France. Paris Conference closed 6th, having signed protocol which is believed will settle all points in dispute.

## SALE OF SHIPS.

We are indebted to the St. John Courier for the following extracts from Curry & Co.'s Liverpool Circular, in reference to the sale of Ships in Liverpool during the past year:

"The result of last year's business was about as satisfactory as that of 1855. The maintenance of price is stated to be entirely owing to the steady enlargements of the trade of the country and the enormous losses in shipping. The number of vessels lost in 1855 on or near the coast of the United Kingdom, amounts to 1,141 sail, making an aggregate of 176,600 tons. The official returns of 1856 have not yet been completed; there is, however, too much reason to believe the destruction will be nearly, if not quite equal to that of 1855. Prices have been pretty firmly maintained in spite of a full supply; the tendency has however been downward. Messrs. Curry & Co., quote the average price for the past year of first class St. John's and other colonial ships at £7 10s to £7 15s of from 1,000 to 1,200 tons; some few superior model and finish from 500 to 750 tons reached, and in a few instances exceeded £8 per ton. Prices and demand of course fluctuated in proportion as the money market rose and fell.

"The number of ships on sale at Liverpool now is as follows: 118, equal to 55,488 tons.—This is doubtless a large stock; there are, however, considerably fewer building, or to go from the Colonies than were on the stocks or looked for this time last year.

"The number of new Colonial vessels that have arrived in Liverpool and been sold is 91, equal to 62,546, against 102, equal to 70,911 tons in 1855, showing a decrease of 11 ships, or 8365 tons, on the return of last year, and making the average of each vessel 687 tons.

"Colonial built ships may just now be quoted as follows: very superior St. John, Miramichi, and Quebec, to class 7 years A. 1, £7 10s. to £8 5s.; ordinary, £7 to £7 7s.; classing 4 years, £5 5s to £6 6s; inferior, £4 15s to £5.

"Prince Edward Island and Nova Scotia in fair demand, say from £6 to £8 10s; the majority are worth £4 to £5 per ton.

QUOTATION OF PRICES OF COLONIAL SHIPS FOR 1856.

New St. John, N. B., 7 yrs, single bottom,	£7 10 a	£8 5
New St. John, N. B., 6 do., do., 7 0 a	7 0 a	7 10
Mew Miramichi, } 7 do., do., 7 5 a	7 5 a	8 5
original to class, }		
Do., do., 6 do., do., 6 0 a	6 0 a	7 0
New Quebec, 7 do., do., 7 0 a	7 0 a	7 15
Do., do., 6 do., do., 6 0 a	6 0 a	6 10
Do., do., 4 do., do., 4 10 a	4 10 a	6 0

## MONRO'S WORK.

The work of Mr. Monro is thus favourably noticed in Willmer & Smith's European Times of the 3rd inst. The reviewer after making some comments on Judge Haliburton's Lecture, and quoting some of his remarks, says:

"We return, however, to the work of Mr. Monro for the purpose of dismissing it with a single sentence. We consider it a valuable contribution to the stock of our information respecting these important provinces of the British Empire, whose ultimate importance no

man can estimate, but which in the meantime are in some danger of being overlooked. Mr. Monro has done for New Brunswick and its lesser neighbours what was done by Mr. Montgomery Martin many years ago for more extensive regions of our Colonial Empire. He has collected and arranged data valuable to the statesman, the merchant, the emigrant, and the philosopher; and the realisation of his hopes in the adequate peopling and cultivation of these fair provinces, will materially contribute to the prosperity and happiness of a considerable portion of the human race. That this is no Utopian dream may be inferred from the following description of the elements of prosperity existing in the provinces as given by the author:—A healthy climate, an excellent soil for agricultural purposes, inexhaustible forests of valuable timber, accessible by an extensive sea-board, and by navigable rivers, immense mineral resources, and an unparalleled coast and river fishery."

## TRADE OF BRITAIN.

THE annexed small paragraph, copied from a late number of the London Times, conveys a good idea of the magnitude of the trade of the mother country:

"No fact more clearly shows the enormous activity of British commerce than this—that the exports of our home produce and manufactures for eleven months of the present year, exceed by £10,000,000 in value our similar exports for the whole of the preceding year. The value of the produce and manufactures of the United Kingdom exported in 1855, amounted to £95,000,000; when the returns of the present year are published, they will probably exhibit an increase of more than £20,000,000 for the whole year."

## HIGHLAND SOCIETY BALL.

There was a sound of revelry by night, And Northumberland County had gathered then Its Beauty and its hardy Sons; and bright The lamps shone o'er fair woman and brave men;

Hundreds of hearts beat happily; and when Music arose with its voluptuous swell, Soft eyes look'd love to eyes which spake again, And all went merry as a marriage bell.

Altered from Byron.

This was literally the case in Chatham on Wednesday last, for on the evening of that day the Highland Society gave one of their pleasant periodical Balls, at Bowser's Hotel, an event which is always looked too with much interest by the seekers of pleasure of both sexes.

The company was unusually large, and all who were present speak in the highest terms of the very agreeable and pleasant manner in which they spent the evening, and the satisfactory and able manner in which the amusements were conducted.

There was much taste and artistic skill displayed in the fitting up and decoration of the ball room: the music was good: the company pleased and gratified with one another: and when no unpleasant event occurred during the night to mar the general hilarity or to check the current of harmony and good-feeling, it need not be wondered at that all were pleased, and all enjoyed themselves.

The Managers, Messrs. Carmichael, Morrison, Muirhead, Mitchell, Shirreff, and McLaughlin, were indefatigable in their endeavours to make their company "at home," and contribute to their enjoyment; and it must be pleasing to their feelings to hear that their labours are acknowledged and appreciated.

The Landlady and Landlord should not be overlooked. No pains or exertions were spared by them to accommodate their numerous company, to cater for their varied tastes and appetites, and contribute in various other ways to their comfort and gratification.

We need not enter into any further particulars—a Correspondent has rendered that pleasing duty unnecessary. We tender our thanks to the members of the Society for their kind invitation, and if we did not avail ourselves of it, it was not the less appreciated.

## LOCAL.

MIRAMICHI FISHERY SOCIETY.—The Annual Meeting of this Society, took place at Bowser's Hotel, Chatham, on Thursday, the 22nd January, 1857.

John M. Johnson, Esq., President, in the Chair.

The Meeting, having audited the Treasurer's account, and attended to the other business which was brought before it, the President declared the business of the year to be closed, and vacated the Chair.

John M. Johnson, Esq., recalled to the Chair by the unanimous request of the Meeting.

OFFICE-BEARERS FOR 1857-8, AS ELECTED.—John M. Johnson, Esq., President; W. J.

Fraser, Esq., Vice-President; George Kerr, Esq., Treasurer; James Caie, Secretary.

DIRECTORS.—John McLeod, Wm. Morrison, (Barnt Church), Henry Bowser, George E. Letson, Alex. Fraser, (Black Brook), Roderick McLeod, David Ritchie, John Mackie, John M. Johnson, Jr., G. H. Russell, A. Loudoun, A. Loggie, (son of Mr. Peter Loggie) and A. Fraser, (3)

Alex. Loggie, Lower Newcastle, to be Inspector for the Society. A Meeting of the Board is to take place on the second or third Tuesday in March, of which due notice will be given.

## PARISH OFFICERS.—CHATHAM.

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 Thirteenth day of January, in the Year of our Lord, One Thousand Eight Hundred and Fifty Seven.

Ordered, That the following persons be appointed and confirmed Parish Officers of the Parish of Chatham for the present year, viz:

Trustees of Schools.—Rev. William Stewart, George Kerr, Henry Cunard.

Surveyors of Lumber.—John Devereaux, Andrew McInnes, Patrick Connors, John England, David Gatchell, Finlay McDonald, John Baldwin, Thomas Ford, John McLean, John Kelly, Wm. McKee, Robert Blake, Henry Gitchell, Jas. Coughlin Jr., Patrick Desmond, Thomas Gynort, Thomas Barden, Jas. Spelman, Henry Bowser.

Inspectors of Fish.—Adam Kerr, Andrew Hay, John England, John Gammon, Matthew Mitchell, Asa Perley, Dudley Perley, Jr., Philip Brymer, Peter Loggie, Jr., Henry Kelly, Alex. Murdoch, Peter Grey, Alexander Loggie.

Overseers of Fisheries.—Jas. Murdoch, A. Loggie, Jr., Dudley Perley, Jr., Peter Gray, James Loggie, (Peter's son.)

Wharfingers.—Hugh Bain, David Ritchie. Collector of Dog Tax.—Donald McDonald.

Ferry-men.—G. B. Bell, Alexander Fraser, Black Brook.

Overseers of Poor.—Bartholemew Stapleton, Caleb McCulley, Jas. Patterson.

Constables.—Luke Pike, Edward Kearv, A. Loggie, Senr., Robert Blake, Donald McDonald, William McKee, William Anderson, Geo. Traer, Thomas Carrigan, James Griffin, David Fenton, Andrew Irvine, Jr., Murdoch McFarlane.

Commissioners of Roads.—George H. Russell, Upper District; James Kerr, Middle District; Dudley Perley, Jr., Lower District.

Collectors of Rates.—Malichi Dwyer, Lower District; Edward Daley, Upper District; Donald McDonald, Middle District.

Town-Clerk.—David Gitchell.

Fence Viewers.—Geo. Johnston, Chatham; Peter Gray Samuel Jardine, James Loggie, Sr., Francis King, Anthony Jackson.

Pound Keepers.—James Danford, William Stewart, George Percival.

Hogreeves.—Dr. John Pallen, David Ritchie, Robert Wilson, Alexander Fraser, B. B., Hugh Bain, William Wilkinson, William M. Kelly, Thomas Phillips, Samuel Jardine, William Albro Letson, Davis P. Howe, James Wolhaupter, Robert Murray, Isaac Jackson, David Manderson, Senr., William Crosby, Robert Gilbert, Samuel McElhenry.

Clerk of the Market.—Adam Kerr.

Boom-masters.—John Devereaux, Patrick Connors.

Surveyor of Dams.—Charles J. Peters.

Inspectors of Butter.—Henry Kelly, Adam Kerr, William F. McLaughlin.

Sealers of Leather.—John Bannon, Daniel Keith, Charles Vanstone.

Surveyor of Grindstones.—James Patterson.

Assessors of Rates.—James Kerr, William Fraser, Martin Cranney.

Field Driver.—John Boye.

Surveyors of Roads.—Patrick Keenan, David Travis, Daniel Mahar, Alexander Loggie, Sr., James Dickson, Alexander Baldwin, William McKee, Michael Searle, Jas. Gillis, James Gower, Alexander Fenton, John Melnis, Robert Thompson.

Timber Driver.—Donald McLaughlin.

Commissioners of Bye-Roads.—James Kerr, Patrick Keenan, George H. Russell.

Revisors of Votes.—Richard Hocken, Hugh Bain John Bryson.

Weighers of Hay and Straw.—William Letson, C. C. Watt.

Measurers of Salt.—Adam Kerr, Patrick Connors.

Measurers of Wood and Bark.—William McKee, Patrick Connors, Edward Lobbin.

Inspectors of Barrels.—Adam Kerr, Andrew Hay, Jr., Henry Kelly, John England.

By Order of the General Sessions.

EDWARD WILLISTON, Clerk of the Peace, Northumberland.

The parties are required to qualify within 14 days, or be liable to a fine of 40s.

DAVID GITCHELL, Town Clerk.

MELANCHOLY ACCIDENT.—An Inquest was held on Friday, the 23rd instant, before Allen A. Davidson, Esq., one of the Coroners of the County on the body of EDMUND PICKETT, who on the previous Wednesday, while engaged in rolling Logs down a landing on the east branch of Barnaby's River, was caught between two logs and killed instantly. Deceased was a worthy young man, much respected, and leaves a wife and child. The Jury presented their fees to his widow.

THE MAHS.—All the Mails are sadly behind time in their arrival, which subjects us to considerable inconvenience, trouble, and delay in the publication of our Journal. The Couriers must have trying times of it. Traveling by night and day on such roads as we now have, and in such cold, stormy, and changeable weather as we have experienced during the last fortnight, must be attended with much bodily toil and privations, which should command the sympathies, much more, we apprehend, than the public confer on them.

TO CORRESPONDENTS.—The two letters from the Postmaster, at Campbellton, came to hand—all right. Orders will be attended to. Thanks for attention.

We learn by telegraph, that the Southern mail due here yesterday morning, only left Richibucto about ten o'clock this morning.

BENJAMIN WOLHAUPTER, ESQ.—We regret to have it to state, that a telegraph despatch was received here on Monday last, conveying the melancholy intelligence that this gentleman died very suddenly at Fredericton, on the morning of that day. Mr. B. filled for many years the important situation of High Sheriff of York County, as well as President of the Central Fire Insurance Company. He was a man extensively known in the Province, and universally beloved for his many sterling qualities. His loss, therefore, will leave a sad blank in the community where he so long resided, and more especially in the extensive circle of his relatives, and more intimate acquaintances. He had many warm and attached friends in this County, who will regret his sudden removal, and long cherish his memory.

NAVAL COMMANDER.—The British papers positively assert that Sir Houston Stewart, who was so actively employed in the Black Sea during the late war, is to be new Naval Commander on the West India and North American station.

## Lloyd's Register of British and Foreign Shipping.

Established 1834.

Notice is hereby given that in pursuance of Resolutions passed this day by the Committee of Lloyd's Register of British and Foreign Shipping, the following Regulations will come into operation on and after the 1st July, 1857—viz.

"Ships which proceed to sea WITHOUT BEING FASTENED WITH THE IRON KNEES AND RIBS PRESCRIBED BY THE RULES WILL HAVE ONE YEAR DEDUCTED FROM THE PERIOD TO WHICH THEY WOULD OTHERWISE BE ENTITLED TO BE CLASSED IN THE REGISTER BOOK.

"Ships built in the British North American Colonies, and all Ships the frames of which are composed of Fir, of 600 tons to 1000 tons, AND ALL SHIPS (WHEREVER BUILT) the length of which, from the stem to the sternpost aloft, shall exceed five times their extreme breadth, shall have diagonal plates fitted outside or inside the frame, to extend from the upper deck clump to the first foot-holke and be no less than 4 inches broad, and 5-8 inch thick, and be bolted with 7-8 inch bolts through EACH FRAME IF FITTED ON THE OUTSIDE, and through EACH FRAME IF FITTED ON THE INSIDE of the frame; the number of the plates to be in the proportion of not less than one pair to every twelve feet of the ship's entire length. And in all such ships of 1000 tons and upwards, the iron plates to be not less than 5 inches broad and 4 inch thick, bolted as above with 1 inch bolts.

"In all such ships, likewise, the shifts of the clanking must not be less than 6 feet, unless there be a strake wrought between them, and then a distance of 5 feet will be allowed."

The Rule, Section 46, has been amended, by allowing the use of GALVANIZED IRON NAILS in the flat of upper deck, poop, and fore-castle, in ships claiming an additional period under the above rule. N. B.—THIS AMENDMENT COMES INTO OPERATION IMMEDIATELY.

By order of the Committee,  
GEORGE R. SEYFANG, SECRETARY.  
2, White Lion Court, Cornhill, London.  
15th May, 1856.

## JUNIPER KNEES.

WANTED 500 JUNIPER KNEES, to slide up to 9 inches, and 500 JUNIPER KNEES, to slide up to 8 inches, Deliverable at Black Brook opposite to Mr. R. Blake's house, in the month of May next.

JOHN MACKIE.

Chatham, January 21, 1857. 4w

## J. M. JOHNSON

Has for Sale at No. 3 Union Wharf, Chatham.  
Barrels, Flour, Canada Superfine,  
do. Corn Meal, Brandy Wine,  
do. Herring, Labrador and Caraque,  
do. Pork,  
do. Butter,  
60 Quintals Codfish, Butter, Oatmeal,  
Raising Candles, &c.  
Chatham, 7th January, 1857.

## BLANKS

For Sale at the Gleaner Office.