

on one waggon, descend to the wharf with the greatest ease, taking up by its movement the empty waggon, which regulates the speed. It is gratifying to observe the march of science, even though on a small scale, and great credit is due to scientific gentlemen who forward in this manner the interests of the Province. The waggon is constructed on a simple and economical plan, the iron work manufactured at Mr. W. Deblais's Foundry—an acquisition to this part of the Province which should meet with merited encouragement.—*Hal. Times.*

QUEBEC, June 30.—The arrivals to the present date exceed the corresponding period of last year by only thirty-two, tonnage nearly in proportion; probably, by the end of July, the comparative statement will be nearly equal, as respects numbers of vessels and tonnage. In the total of emigrants there will probably be an increase of 8000 in favour of the present year at the close of the ensuing month.—*Neilsen's Gazette.*

We copy the following paragraph from a late number of the *New York Courier and Enquirer*.—Antoine Malapar, the subject of it, is a native of Lower Canada, and was at one time engaged in trade at Montreal.

"Many of our readers recollect Antoine Malapar, and not a few of them have painful reason to remember him, when in confederacy with a joint stock of swindlers, he flourished as President of the Marble Bank, and passed off upon our unsuspecting citizens an enormous amount of its worthless notes. Less fortunate than some of his associates, Malapar has drained the cup of adversity to the very dregs. Descending gradually in the scale of wretchedness, with impaired intellect, he is by the fearful retribution of Providence, compelled as an inmate of our almshouse, to derive subsistence from the charity of that community which at one time he contributed so much to injure. Yesterday, while Mr. Justice Lowndes was presiding at the police office, a miserable object, with hands and face begrimed with dirt, whose whole appearance indicated the extreme of distress, made application for assistance. 'What is your want, Malapar?' asked the magistrate. 'A shirt to cover my nakedness,' replied the pauper, 'or if you refuse me that favour, clap me in a coffin right away and bury me in Potter's field, for that after all will be the best.' 'You shall be better provided for,' said the worthy Justice who instantly made out an order for his admission into the almshouse.—(Jb.)

We take the following from the Montreal Herald of the 15th June, received just as our paper was going to press, and therefore have no room for comment. The act is attributed to the revengeful spirit of the Repealers.—'The Dublin papers state that Mount Trenchard, the seat of Mr. Thomas Spring Rice, in the county of Limerick, has been set fire to, and burnt to the ground.'—*St. Andrews Standard.*

THE TIMBER TRADE.—Of all the interests which affect the condition of New Brunswick, the first in importance is that of the timber trade, the procuring of masts for the use of His Majesty's navy was the primary pursuit of the Lumberers in this Province, but it was not until after the operation of the Berlin and Milan decrees that its immense resources were duly estimated, and that their results assumed a striking position, both in a commercial and political point of view.

It is an extraordinary circumstance that this trade has arisen, and continued through all its fluctuations, without ever having received any countenance from the legislature of the province or of the mother country, but on the contrary that it has had to struggle against restrictions and imposts, which were sufficient to repress, or even annihilate, such pursuits as could not call into their aid equal energy and enterprise. It is much to be regretted that no regulations have ever been made for the proper manufacture of the several kinds of lumber, and the consequence of this neglect has often been felt in depreciated prices for an inferior article.

It must be obvious to every one that looks about him, of how much importance it is that the staple of a country should be rendered as perfect as possible in as far as art can be employed. We have numerous examples of the success which attention to a superior state of manufactures has commanded, and at the same time we have instances of extensive revenues being wrested from particular branches of trade by the rivalry of successful skill. Nations have converted apparently inadequate objects into sources of wealth by directing their energies to bring them to perfection; and the examples of individuals who have struck out new paths to the acquisition of riches by improvements in the arts, are numerous and well known.

It is not our purpose at present to enter at any length into this subject, but to raise a warning voice against the conduct of those who send an inferior article from our ports. Look at the prices current from which we made extracts a fortnight ago.—St. Andrews white pine is rated there at three half-pence a foot under that of Saint John, Richibucto, Miramichi, and Bay Chaleur, and in fact at three pence per foot under the best quality of Miramichi!

It may be said that the export of square timber is small from this country and deserves no encouragement; the more advantageous trade is sawed lumber requiring all the rough materials that can be procured. We have long been of opinion that the licensed quantity of ton timber should have been limited, and the mills encouraged, for besides the greater profit to the Country which attends this minute manufacture, there are other considerations of great weight. In getting square timber, immense

large pieces are cut from hollow butts, or concus trunks, and left to rot, that would afford the first description of boards. The great danger of extensive fires in the forests is increased by such proceedings, and their dreadful effects were too dearly experienced in the awful conflagration of 1825 which extended from the Penobscot to the Baie des Chaleurs. But the encouragement of the sawing trade should not divert us from attending to the proper manufacture of square timber. Because it is nearly exhausted it should not be neglected and carelessly produced. There would be a dereliction of principle in this, and care should be taken that it is not carried into the more favored division of the trade. There can be no doubt but it is advisable to extend our Mills as much as possible, but it is also most imperative on us to endeavour to improve them, and as this line of business is now in very favorable repute we shall be most anxious to preserve it by every means in our power. 'Of all divisions of this trade,' says Mr. Bliss 'the production and export of deals is now becoming the most important; and this is the sole portion of the business to which any application of machinery can be rendered available.' Should the present imperfect manufactures of deals be continued, there is reason to fear that the trades will decline, and it shall be our duty from time to time to take up the subject and give it due consideration.

It is the cause and interest of a great portion of the Inhabitants of our country, and every one who has any observations to make on this important matter, will receive every attention at our hands, should they be disposed to give them to the public.

From the St. John Courier.

IMPORTANT.—Reciprocity Treaties.—We were this morning obligingly favoured with the annexed extract of a Letter to a Mercantile House in this City, dated Liverpool, 29th May:

"A motion will be made on the 5th June, in the Commons House of Parliament, by Mr. G. T. Yonge, that the treaties called Reciprocity, may not be renewed with the Northern Powers of Europe; and in order that he may have all the support we can give, a Petition has this day been forwarded to Lord SANDON, our Liverpool Member, to be presented by him, a copy of which is sent herewith."

To the Honorable the House of Commons of the United Kingdom of Great Britain and Ireland in Parliament assembled.

THE PETITION OF THE UNDERSIGNED SHIP OWNERS OF THE PORT OF LIVERPOOL, Humbly Sheweth—

That your Petitioners are vitally interested in all measures affecting the shipping interest of the Country. That the Capital employed in shipping has been for a series of years, unproductive, and that the British ship owner has suffered great loss and distress, are facts which have been fully proved by evidence before a Committee of your Honourable House. That from the same source it has been unquestionably proved, that this depression, it is humbly submitted, may be dated from the year 1824, when the Reciprocity Treaties with certain of the Northern Powers, came into operation, which by placing the Foreign ship owner on an equal footing with the British, without reference to the great difference of expense in the relative equipment and navigating of their Vessels have necessarily induced a competition ruinous to the latter, and against which he is utterly unable to contend. That the British shipping thus of necessity withdrawn from the Baltic Trade, having been forced into others already fully supplied, the Rates of Freight have been reduced to the depressed and ruinous state in which they now are. That your Petitioners would humbly, but strongly impress on the consideration of your Honourable House, that while the British Ship owner is thus impoverished by the effect of Treaties, reciprocal only in name, no advantage is derived therefrom, by any other branch of Trade; since it is a matter of notoriety that the export of British Manufactures to those Countries with which we are said to be in reciprocity, has not increased since those treaties came into operation.

Your Petitioners therefore humbly pray that your Honourable House will adopt such measures as may place the British Ship owner on a fair and equal footing with his Foreign Competitor. And your Petitioners as in duty bound &c.

To be sold by public auction, on Friday the eleventh day of July next, at the House of Mr. George Rogers in Hopewell, between the hours of twelve and five o'clock in the afternoon:—

The real estate of Allen Starratt, situate in the Parish of Hopewell, aforesaid; the same having been taken under an execution issued out of the Supreme Court.

W. P. Sayre, Sheriff.

Dorchester, 2d January 1834.

The above sale is postponed until Monday the fifteenth day of September next.

ROYAL GAZETTE.

FREDERICTON, July 16th, 1834.
ALMS HOUSE AND WORK HOUSE.
Commissioner for F. P. ROBINSON, Esq.
next week.

SAVING'S BANK.
Trustees for HENRY G. CLOPPER, Esq.
JAMES TAYLOR, Esq.
HENRY SMITH, Esq.
next week.

SUPREME COURT.
Arrangement of the Circuits for Trinity Vacation.

HON. MR. JUSTICE BLISS, Gloucester, Monday, the 1st of September, Northumberland, Tuesday, the 9th of September.
HON. MR. BORSFORD, Kent, Tuesday, the 26th of August.
HON. MR. CHIPMAN, Charlotte, Tuesday, the 5th of August, Westmorland, Tuesday, the 2nd of September, Carleton, Tuesday, the 30th of September.

GOVERNMENT CONTRACTS.

COMMISSARIAT OFFICE.
St. John, N. B. 10th July, 1834.

TENDERS will be received at this Office, until Monday the 21st instant, at noon, from persons disposed to furnish the Royal Engineer Department, at St. John, Fredericton and St. Andrews, with the undermentioned Articles, at such times and places and in such quantities as may be required by the Commanding Royal Engineer, from this date until the 30th June, 1835:

DESCRIPTION OF THE ARTICLES.	ROBABLE QUANTITIES.
Feet of Scantling, (Junc.)	1,130
Feet of Scantling, (superfina.)	2,000
Feet of 8 inch Plank, reduced to one inch thick.	2,300
Feet of 2 inch ditto.	2,300
Feet of 1 1/2 inch ditto.	2,300
Feet of Pine Shingles, (18 inch.)	2,300
Feet of Pine Shingles, (12 inch.)	2,300
Feet of Pine Shingles, (8 inch.)	2,300
Feet of Pine Shingles, (6 inch.)	2,300
Feet of Pine Shingles, (4 inch.)	2,300
Feet of Pine Shingles, (3 inch.)	2,300
Feet of Pine Shingles, (2 inch.)	2,300
Feet of Pine Shingles, (1 1/2 inch.)	2,300
Feet of Pine Shingles, (1 inch.)	2,300
Feet of Pine Shingles, (3/4 inch.)	2,300
Feet of Pine Shingles, (1/2 inch.)	2,300
Feet of Pine Shingles, (1/4 inch.)	2,300
Feet of Pine Shingles, (1/8 inch.)	2,300
Feet of Pine Shingles, (1/16 inch.)	2,300
Feet of Pine Shingles, (1/32 inch.)	2,300
Feet of Pine Shingles, (1/64 inch.)	2,300
Feet of Pine Shingles, (1/128 inch.)	2,300
Feet of Pine Shingles, (1/256 inch.)	2,300
Feet of Pine Shingles, (1/512 inch.)	2,300
Feet of Pine Shingles, (1/1024 inch.)	2,300
Feet of Pine Shingles, (1/2048 inch.)	2,300
Feet of Pine Shingles, (1/4096 inch.)	2,300
Feet of Pine Shingles, (1/8192 inch.)	2,300
Feet of Pine Shingles, (1/16384 inch.)	2,300
Feet of Pine Shingles, (1/32768 inch.)	2,300
Feet of Pine Shingles, (1/65536 inch.)	2,300
Feet of Pine Shingles, (1/131072 inch.)	2,300
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