St. John Chronicle.

AND COLONIAL CONSERVATIVE.

Volume XVI. | Saint John, New-Brunswick, Friday, March 12, 1852. | Number 27.

THE SAINT JOHN CHRONICLE,

Is published every Friday afternoon, by WILLIAM DURANT, at his Office in the Brick Building of L. H. Deveber & Son, west side Prince Wm. street.

☞ Visiting and Business Cards, (plain and ornamental,) Handbills, Blanks, and Printing generally, neatly executed.

TERMS OF THE CHRONICLE:—

12s. 6d. in Advance;—3s if not paid until the termination of the year;

But as the Proprietor intends to discontinue, as far as practicable, the *Credit system*, and stop the practice of making *good subscribers* contribute for those who *never pay*, he offers the following

Inducements for Clubbing,

by which means parties will be able to procure a valuable Family and Business Newspaper at a CHEAPER RATE than any heretofore offered in this Province. He proposes to send

For $10 IN ADVANCE, 5 copies of the Chronicle, *to one address*, in any part of this or the Sister Provinces, for One Year;

For $20 in advance, 11 copies for One Year;

For $40 in advance, 24 copies for One Year;

Mind! IN ADVANCE, and to one address.

☞ No paper discontinued until all arrearages are paid up, except at the discretion of the publisher.

All letters, orders, communications, &c., must be post paid, and addressed to

WILLIAM DURANT,
Chronicle Office, Saint John, N. B.

CHARLES W. STOCKTON,
Attorney & Barrister at Law,
PRINCE WILLIAM STREET,
ST. JOHN, N. B.

DOOLEY'S
Merchant's Exchange Hotel—Post Office Building,
State Street, BOSTON,
TERMS—ONE DOLLAR per day.

George Hutchinson,
SURGEON DENTIST—PETERS' STREET
[opposite the residence of Dr. Paterson]

MARINE
AND
FIRE
INSURANCE.
TORONTO, C. W., AGENCY.
Apply to CHARLES L. STREET.
November 21. 6i

☞ *NOTICE.* ☜

THE Co-partnership heretofore existing between the undersigned, under the firm of SANCTON and BROWN, is dissolved.—All debts due to and from the concern, will be paid or received by JOHN BROWN. Dated 1st September, 1851.

HENRY P. SANCTON,
JOHN BROWN.

THE Subscriber having purchased Mr. Sancton's interest in the SOAP AND CANDLE MANUFACTORY, would respectfully inform his friends and the public, that he is now prepared to furnish all who may patronize him, with the manufactures above named, equal in quality, and on as good terms as any other Establishment in the City.—Having in his employ men, who, from long experience, thoroughly understand this business, he hopes, by strict attention, to merit a continuance of the liberal patronage heretofore received by the Establishment.

Sept. 6. JOHN BROWN.

HAMMOND RIVER HOUSE.

THE Subscriber grateful for past patronage from the Travelling community, begs to inform his friends and the public at large, that he has lately removed his establishment to the above House, 16 miles from this City, 1 mile North of Hammond River Bridge, where he is prepared to entertain Travellers at all times and seasons.

DINNERS, &c. &c., go up at shortest notice.

Constantly on hand, a choice supply of WINES, &c. &c.

Comfortable and commodious Stabling attached to the Premises, careful hostlers always in attendance.

WASHINGTON ALDEN.

February 2, 1849.

GLASS'S HOTEL,
Gagetown.

THE Proprietor has recently put this Establishment in the most thorough and comfortable repair, and he is prepared to accommodate Travellers and Residents in the most satisfactory style.

Excellent stabling for Horses, and good attendance always on hand.

Gagetown, Dec. 1849. JAMES GLASS.

SOAP & CANDLE
MANUFACTORY.
GEORGE WOODS
West side Water Street, between the Ferry Landing and Fish Market,
ST. JOHN, N. B.
August 29, 1851.

New-Brunswick
STEAM, SASH, DOOR, AND BLIND FACTORY,—*Harding Street, St. John.*

HAVING put up the best Machinery that can be procured for the manufacture of Doors, Sashes, inside and outside Blinds, Window Frames, Mouldings, and other kinds of Wood Work. I am prepared to furnish to any extent the best and cheapest article ever offered to the people of this Province.

May 9. JOHN E. TURNBULL.

JOHN HARRY,
Silver Smith, Jeweller & Engraver.
North side of King Street, St. John, N. B., a few doors below the *Waverley House.*

KEEPS constantly on hand SILVER PLATE, WATCHES and JEWELLERY of the best description.

Having secured the services of Mr. DAVID WEBB, from the Establishment of Mr. ROBERT ROWELL, Chronometer and Patent Lever Finisher, Liverpool, I can assure my friends the experience he has had in the above Establishment, that all orders entrusted to his care will be executed in a style equal to any house in *England.* June 6.

ROYAL MAIL STAGE,
BETWEEN
ST. JOHN AND FREDERICTON.

THE Subscribers respectfully informs their friends and the public that their STAGE leaves the St. John Hotel and Waverley House EVERY MORNING (except Sunday) at six o'clock.

As their Stages and Horses, are of the best description, Passengers may depend upon being conveyed in an expeditious and comfortable manner, and they solicit from their friends and the public a continuance of the liberal patronage with which they have been so long favored.

Small parcels left at Mr. Robert Armstrong's, Dock Street, will be called for, and delivered with punctuality, at a moderate charge.

JAMES & WM. BRADLEY.

November 22, 1851.

Insurance.

National Insurance Company.

THIS Company is prepared to receive applications for Insurance against FIRE upon Buildings and other Property, at the Office of the subscriber. I. WOODWARD.

LIVERPOOL AND LONDON Fire and Life Insurance Company,
[*Established in* 1836]

Capital £2,000,000—in shares of Twenty Pounds.

THE Stockholders of this Company are responsible to the full extent of their property for the liabilities of the Company.

The undersigned hereby notifies the Public of New-Brunswick that the above-named Company have empowered him, by a full and ample Power of Attorney, to open an Office in the City of Saint John, for the Insurance of PROPERTY against loss or damage by FIRE, in any part of the Province, and to sign and issue Policies in the name of the Company; and that in virtue of the power vested in him by the said Power of Attorney, he has appointed Mr. ADAM JACK to act as Agent for the said Company, in the receiving of proposals for Insurance, and the inspection of premises proposed for Insurance, and all other the usual duties of an Agent; and to collect and receive the amount of premium on any policy issued by the undersigned in the name of the said Company, or for the renewal of the same.

The Deed of settlement, and the supplemental Deed of settlement, lies with Mr. Jack, at the Office of the *New Brunswick Marine Assurance Company*; also the pamphlets issued by the office at Liverpool, affording ample details of the mode of transacting business by the Company.

The rates of premium will be as low as any other respectable Company, and the undersigned trusts a fair portion of public patronage will be accorded to the Company.

Losses not exceeding £500 will be settled without referring to the head Office at Liverpool.

EDWARD ALLISON.

Dated at St. John, N. B., 4th August, 1851.

Provincial, Mutual and General Insurance Company.

Established under the Act of Parliament at Toronto, C. W.

CAPITAL £100,000.

THE STOCK of this Company is divided into the Mutual and Proprietary, each branch being kept entirely distinct, and liable only for its own losses.

In the Proprietary Branch, Policies are issued in the usual way on Ocean and Inland Marine Risks, and on Fire Risks in Cities and Villages. In the Mutual branch, Policies are issued on Country or Farmers' Risks only, covering losses from Fire or Lightning the insured giving a Premium Note and a small sum in cash; these Policies run from one to five years.

Local Directors for New-Brunswick,
W. H. STREET, ISAAC WOODWARD, and CHARLES MCLAUGHLAN.

The Security which this Company affords is undoubted and the Premiums will in all cases be as moderate as may be consistant with safety.

All Notes and Cash Funds accompanying at this Agency will be retained and deposited at the Bank of British North America.

All losses will be adjusted and promptly paid in St. John, without referring to Toronto; and, in case of dispute, the Company consent to actions being brought in this Province.

Forms of Application and Enquiries answered at the Office, Prince William Street, St. John.

CHARLES L. STREET.

Sept. 19.—6m.

National Loan Fund
LIFE ASSURANCE SOCIETY
of London.

EMPOWERED BY ACT OF PARLIAMENT.

Capital, £500,000 sterling.

Exclusive of a Reserved Fund (Surplus Premiums) of £51,000 sterling.

BOARD OF LOCAL DIRECTORS AT ST. JOHN, N. B.
(Office Nelson street.)

ROBERT F. HAZEN, *Chairman.*
Edward Allison, Esq. William Wright, Esq.
John H. Gray, Esq.
Medical Examiner.—Wm. Bayard, Esq., M. D.

Advantages offered by this Society.

PERFECT SECURITY, arising from a large Capital totally independent of the Premium Fund.

LOSSES.—Two thirds of the Annual Premiums paid, or half the Premiums for the first five years, which half may remain on interest, to be deducted from the amount of the Policy at the death of the insured.

LOW RATES OF PREMIUM.—The rates of Premium are as low as any society of equal standing.

DIVIDENDS OF PROFITS.—The Bonus in the Society are declared annually, and each year the Assured has the option of receiving the profits in Cash in reduction of Premium, or in addition to the sum insured.—The Bonus are permanent.

Premiums may be paid Annually, Half-Yearly, or Quarterly.

Insurance may be effected for one year, for five years, or for life, with or without participation in the profits of the society.

A liberal allowance for the surrender of policies.

Every information to the Society's Rates of Premium, mode of Insurance, and blank forms of application, may be had at the Office of the subscribers, or of the sub-Agents, who have Pamphlets for gratuitous distribution, and all documents required for effecting Insurance.

CALIFORNIA.—Parties proceeding to California can effect insurance on liberal terms.

SUB-AGENTS FOR NEW BRUNSWICK.

Bathurst: Theophilus Deblois, Esq.
Chatham: William Carman, junior, Esq.
Dorchester: Albert J. Smith, Esquire.
Dalhousie: William S. Smith, Esq.
Fredericton: J. Henry Peaie, Esq.
Hampton: Samuel Nutter, Esq.
Hopewell: Thomas B. Moore, Esq.
Moncton (the Bend) Silas Botsford, Esq.
Newcastle: Edward Williston, Esq.
Richibucto: William Bowser, Esq.
St. Andrews: George D. Street, Esq.
St. Stephens: W. T. Rose, Esq.
Shediac and Cocagne: Richard C. Scovil, Esq.
Woodstock: James Robertson, Esq.

WILLIAM J. STARR,
February, 1850. *Manager, St. John, N. B.*

CITY BOOT AND SHOE STORE.

JUST received per "Cuba" and steamer "Creole" 15 CASES consisting of—Women's strap and lace Shoes; Men's strap Shoes at 3/ prices that may be required; Misses Polka Boots, a good article; Ladies Jenny Lind Ties; a large assortment Boys and Youths Boots and Brogans; Men's Calf Kip Boots, at all prices. In Store—A large supply of English, American, and Domestic Manufacture, which the Subscriber wishes those in the want of the like to give him a call before purchasing elsewhere. (Aug. 1.) NATHANIEL ADAMS.

The Chronicle.

A Bill to make provision for the construction of a Great Trunk Line of Railway from Halifax to Quebec.

Whereas the formation of a Great Trunk Line of Railway from Halifax to Quebec, through British Territory, would consolidate and strengthen the Provinces of British North America, develope their resources, settle their waste lands, multiply their social and commercial relations, and afford increased facilities for rapid intercommunication with the British Islands, and with all parts of this Continent: And whereas it is anticipated that Her Majesty's Government will advance or guarantee the funds required to construct this work on certain conditions;

Be it enacted by the Lieutenant Governor, Legislative Council and Assembly as follows:

1. Whenever the funds necessary for the purpose shall be raised by loan or guarantee under the authority of the Parliament of the United Kingdom, or advanced as a loan to the Provinces of Canada, Nova Scotia and New Brunswick, under such authority, or subscribed or loaned by Corporations or individuals, as hereinafter provided, either wholly or in part, it shall be lawful for the Lieutenant Governor in Council to enter into such arrangements as may be deemed conducive to the interests of this Province, with the Government of the United Kingdom, and with the Governments of Canada and Nova Scotia, for the construction of a Great Trunk Line of Railway from the Harbour of Halifax, in Nova Scotia, to some point opposite the City of Quebec, to be located on a line commencing at or near Point Levi, opposite Quebec; thence down Saint Lawrence to or near to the River de Loup or Trois Pistoles; and thence traversing in its main course territory watered by the tributaries of the River Saint John to the City of Saint John; thence following on or near the proposed route of the European and North American line of Railway to the northern boundary of Nova Scotia, on the Isthmus between the Bay of Fundy and the Gulf of Saint Lawrence; and thence through Nova Scotia to Halifax, on any line that may be found most eligible.

2. The said Great Trunk Line of Railway shall be constructed by this Province, in conjunction with the Provinces of Canada and Nova-Scotia, in the following proportions, that is to say:—The Province of Nova Scotia to make provision for and to contribute to the construction of the whole line three twelfths; Canada four twelfths; and this Province five twelfths; each Province bearing the hazard and sharing the profits of the whole enterprize in like proportions.

3. For facilitating the arrangements, all the right and title of Her Majesty in this Province in the ungranted lands within this Province, lying within five miles of each side of the said Great Trunk Railway, are hereby placed at the disposal of the Lieut. Governor in Council, to be appropriated, pledged, or otherwise dealt with as may be thought best for the general interest of the undertaking: it being understood and hereby declared that the Legislature of this Province will confirm and give effect to such further enactments as may be necessary, to carry out any arrangements or agreements which may be made by the Lieutenant Governor in Council in the spirit and for the purpose of this Act.

4. Whenever the Government of Canada, Nova-Scotia, and this Province, shall have determined on and provided for the construction of the work contemplated by this Act, it shall be lawful for the Lieutenant Governor in Council to appoint so many Commissioners as may fairly represent the interest of this Province in such work, with full powers to construct and manage such work, in conjunction with Commissioners to be appointed by the Governments of Canada and Nova Scotia.

5. It shall be lawful for the Lieutenant Governor, by Warrants on the Provincial Treasurer, to pay out of the funds to be raised or advanced for the purpose, such sums as may from time to time be required to defray the proportion of expenses of making the said Railway to be incurred by this Province under any arrangement as aforesaid, or any other expences which under such arrangement are to be borne by this Province.

6. The Commissioners are authorized to enter upon and take possession of any land required for the tract of the Railway, or for Stations, and they shall lay off the same by metes and bounds, and record a description and plan thereof in the Registry of Deeds for the County in which the lands are situate; and the same shall operate as a dedication to the public of such lands; but the lands so taken shall not be less than four nor more than eight rods in breadth for the tract, nor more than five acres in extent for any station.

7. The Commissioners may enter with workmen, carts, carriages and horses, upon any lands necessary for the purposes of this Act; and threshom, for the making of such Railroad, dig up and carry away stones and gravel, and cut down and carry away any trees, bushes, logs, poles and brushwood.

8. The Commissioners may make an agreement in writing with the proprietors of the land so taken, for damages, and fencing, where such fencing shall be considered required by the Commissioners, and also for materials for the road taken from any lands.

9. Where no agreement shall be made, or the same shall not be confirmed, one appraiser shall be appointed by the Commissioners, a second by the persons interested in the lands, and on their default, after three days' notice by such Commissioners, such two shall choose a third appraiser; and the appraisers shall be sworn before any Justice of the Peace, to the faithful discharge of their duty; and they or any two of them shall make a valuation as to damages for lands, and for fencing when requisite, or materials taken from any land, which valuation shall be in writing and shall be final.

10. In making such arrangement or appraisement, the benefit likely to be derived by the proprietor from the Railway running through his land shall be taken into consideration, and the damage thereby reduced or extinguished.

11. The Commissioners, with the consent of the Lieutenant Governor in Council, shall have power to treat and agree with any Corporation or Railroad Company for the purchase or use of the whole or any part of their respective Railroads, rights and property, which it may be found expedient to adopt as part of the said Main Trunk Line of Railway, and to pay such sum as may be agreed upon as compensation for any such Railroad or portion thereof, rights or property, out of any money which might be applied to making part of the said Main Trunk Line of Railroad at the same place, and the Directors of the said Companies respectively shall have full power and authority to treat and agree with the said Commissioners for any of the purposes aforesaid; and to receive the compensation that may be agreed upon; and to give a valid discharge for the same, and to surrender and convey to Her Majesty, for the public uses of the Province, such Railroad, or part thereof, rights or property as aforesaid, which shall hereafter be vested in Her Majesty for the uses aforesaid; provided always, that nothing herein contained shall be construed to affect or impair any right now vested in Her Majesty to take the said Railroads, or either of them, or any of the rights or property of the said Companies, or either of them, under any Act incorporating the same.

12. If any corporation or individual shall desire to invest moneys in the Railway funds applicable to the construction of this work, at their own risk, sharing with the Government the hazard and the profit of the enterprize, it shall be lawful for the Provincial Treasurer to issue Scrip in sums not less than twenty-five pounds, bearing no interest, but entitling the holder to a share proportioned to his investment in the tolls and revenues of the road.

13. Any person desiring to invest on the credit of the Province, moneys in the Railway fund applicable to the construction of this work, may pay any amount the Provincial Treasurer under the same guards and regulations as now secure the moneys invested in the Savings' Banks; provided that the rate of interest to be paid on each instalments shall be the same as the Province pays for the loans advanced by Her Majesty's Government.

14. Whenever the Railway shall be completed from Halifax to Quebec, it shall be lawful for the Lieutenant Governor in Council to make, in connection with the Governments of Canada and Nova Scotia, such arrangements as may be suitable for working the Railway as one line by a common management; such arrangement to be submitted to both Branches of the Legislature at the Session then next ensuing.

15. The total sum to be raised for the purposes of this Act upon the credit of the Revenues of this Province shall never exceed in the whole the sum of pounds sterling.

A Bill for raising, by way of Loan, Funds for the Construction of a Great Trunk Line of Railway from Halifax to Quebec.

Whereas Her Majesty's Government is disposed, on certain conditions, to recommend to Parliament that the credit of the United Kingdom may be made available to enable the Provinces of Canada, New-Brunswick, and Nova Scotia, to raise upon advantageous terms, the funds necessary for the construction of a Line of Railway from Halifax, in Nova-Scotia, through British Territory, to Quebec, in the Province of Canada: And whereas the General Assembly of this Province hath, during the present Session, passed an Act for the construction of a certain proportion of said Railway, provided the necessary funds shall be raised under the authority and guarantee of the Parliament of the United Kingdom, or advanced as a Loan to this Province under such authority;

Be it therefore enacted by the Lieutenant Governor, Legislative Council and Assembly as follows:—

1. The sum for defraying the expenses of constructing, building, and completing such proportion of the Railway from Halifax to Quebec as will have to be made by this Province under the provisions of an Act passed in the present Session, intituled "An Act to make provision for the construction of a Great Trunk Line of Railway from Halifax to Quebec," may be raised and borrowed under any Act which may hereafter be passed by the Imperial Parliament, authorizing the advance of moneys to this Province from the Treasury of the United Kingdom, or guaranteeing the repayment of the sums borrowed, with the dividends and interest thereon, or providing in any other way for using the credit of the United Kingdom to raise the necessary funds on advantageous terms for the purposes aforesaid; the sums so raised not to exceed sterling, and to be applied solely to said purpose.

2. Such sums may be raised and borrowed under and subject to the provisions of any such Act of the Imperial Parliament, by Loan Debentures or otherwise; and the principal sums so raised, and the dividends and interest thereon, are hereby charged, in the first place, on the profits accruing to this Province from such Railway; and in the second place, on the general Revenues of this Province; after any previously existing debts of the Province, and payments on account of the Civil List settled on Her Majesty by Laws now in force.

3. For creating a sinking fund for payment of the loan to this Province, if required by the Imperial Parliament, the profits of the Railway accruing to this Province, shall after deducting interest, repairs, working and incidental expenses, to be allowed as such by Her Majesty's Government, be set apart to form a sinking fund, and when at any time after the expiration of ten years from the time of completing such Railway, such profits should not realize two per cent. annually on the loan contracted, then there shall be annually thereafter set apart from and chargeable on the general Revenues of this Province, such a sum as will make up two per cent., to constitute such a sinking fund.

4. The principal sums, so to be raised and borrowed, shall be received by the Province Treasurer, who shall, upon the Warrants of the Lieutenant Governor, pay out of the same, such sums as may from time to time be required for carrying out the Act of this Session hereinbefore referred to; and such Treasurer shall also upon the Warrants of the Lieutenant Governor, pay the dividends and interest upon the sums so raised and borrowed; and the sinking fund shall be paid and managed in such manner, for the redemption and liquidation of the principal sums, as shall be agreed upon and negotiated when the principal sums shall be raised and borrowed; or if there be no agreement in that behalf, then in such manner as the Lieutenant Governor in Council shall from time to time direct and appoint, subject however to the provisions of this Act; and it is hereby declared that the Legislature of this Province will confirm and carry out, by such enactments as may be necessary, any arrangement or agreement consistent with the spirit of this Act, and of the Act of this Session hereinbefore referred to, which may be made or authorized by the Lieutenant Governor in Council, with regard to the raising and borrowing the sums aforesaid, under the provisions of any Act to be passed by the Imperial Parliament.

5. The Province Treasurer shall, before each Session of the Legislature, transmit to the Lieutenant Governor, for the purpose of being laid before the two Houses of the Legislature, a correct and detailed statement and account of the sums raised under the authority of this Act, and of the Debentures and other securities which shall have been issued, and of the dividends and interest paid thereon, and of the sinking fund, and of the redemption of the whole or any part of the principal sum by means of the sinking fund, or otherwise, and of the expenses attending the negotiation, management, payment, and redemption of the loan.

6. The due application of the moneys raised under the authority of this Act, shall be accounted for to Her Majesty, through the Lords Commissioners of Her Majesty's Treasury for the time being, in such manner and from as Her Majesty shall direct; and an account thereof shall be laid before both Houses of the Legislature within fifteen days after the opening of the Session next after such expenditure.

7. And whereas, for the maintenance of the "credit and good faith of this Province, it is indispensable that the annual Revenues from all "sources should never fall short of the amount collected in the present year, while any portion of "the loan contemplated by this Act remains due "and unpaid;

Until the moneys advanced or guaranteed by the Imperial Government shall have been repaid, or until the Railway built with the same shall yield a net income of five per cent., the Tariff of the year one thousand eight hundred and fifty one shall form the basis of the Revenue Laws of this Province, and shall not be varied or changed so as to diminish the amount of security which it is the intention and meaning of this Act should be pledged to Her Majesty's Government: But nothing herein contained shall be construed to prevent the Legislature from annually revising particular duties comprised in such Tariff, or from making regulations in respect to Trade, and the protection of the Revenue, due care being taken that any alterations to be made shall not diminish the net income of the Province below the amount collected in the year one thousand eight hundred and fifty one: and changes which may so operate, shall, before becoming law, be reported to and approved by Her Majesty's Government.

King's County Quarter Sessions of the Peace, March Term, 1852.

The Grand Jury beg to make the following general presentment to the Court:—

The Jury have taken into their consideration the remarks by the Court as to the present state of the County Court House. With regard to the painting of the building, they cannot recommend anything further than was done at the last October Court, viz., to paint the outside of the sashes and frames of the windows as early as the season will admit. As to the Petit Jury rooms, they have to recommend that the upper rooms of the lower windows be allowed to stay the dirt, or one at least ship, as she is here in the river, with a large cargo of fine [illegible] for Liverpool, [illegible] recommendation in October last, the [illegible] feet long, and two benches nine feet long, be provided for each Petit Jury room.

The Jury have examined the Gaol, and they have found it perfectly satisfactory. Information has been laid before the Jury that David McKenzie, Jacob Walters, and James O'Donnell are in the practice of selling liquor without license.

The Jury find that at the recent election of parish officers, the services of John Cruikshank the Gaoler, have not been secured, as a constable. They regret this, as his efficiency is well known; and they consider it would be for the good of the County, standing in the position he does, that he should be reappointed.

The Grand Jury have examined the accounts and papers laid before them, and beg to remark as follows:—

The Treasurer's Accounts.—The Jury are very glad to see that their former presentments have had the effect of this officers intromissions with the County funds being laid before them in a far more clear and satisfactory manner than heretofore; but they observe that they are not signed by himself, but are in the handwriting of another party. This they do not consider correct; and they have also to observe, that the vouchers of this account have not been laid before them, as required by the Act. In this account the Jury observe charged a payment made to John Britain, Esq., of 40s., when only 25s. was recommended by the Jury to be paid as they considered the charge which formed the deduction extravagant. The Jury hope that arrangements may be made in future for the notes given for the grass on the Islands being collected previous to the Treasurer making up his yearly account, in order to show the true amount of funds on hand for that year. The Jury have to recommend that the accounts marked No. 1 to 11, both inclusive, and Nos. 14 and 16, amounting to £92 11s. 6d., be paid in full, as rendered; and, that deductions be made from Nos. 12, 13 and 15, as follows, viz:—

No. 12.—The Jury have thought proper to deduct from the the Sheriff's Bill the £4 charged for making out the parish list; they have passed the bill for £11 5s.

No 13, E. B. Smith's account for £20 17s. 8d.; they recommend that 20s. is a sufficient allowance for stationery for the half year, as there is no voucher to show what has been got; and that the charge of £42 11s. for making copies of the records of roads in the County be disallowed altogether.—They have to recommend that £23 6s. 8d. be paid in full of this account.

No. 15, John Whitman and James Brittain's account, £26. They recommend the deduction from this account of £1 18s. 6d., paid for serving a permissive warrant, and for four coffins in the Kerrigan case, as the Act of Assembly requires this to be paid by the Overseers of the Poor, and not to form a charge against the County. A report has been laid before the Jury by Mr. H. P. Otty, the County Auditor, with regard to the County accounts, and affairs of the County generally, which, they are sorry to observe, is not so full and explicit as they would wish. This officer complains of the duties of his office, and that the powers vested in him are not clearly defined: the Jury therefore hope that the Court will cause such explanations to be made to this officer as may enable him to bring in his report hereafter in a more desirable shape. The Jury recommend that all the County accounts, including those of the Treasurer, Clerk, Sheriff, Poor Masters, Collectors and Magistrates, be handed to him a few days before the opening of the March Court; and if any accounts are rendered after the opening of the Court, they can be added.

As far as the Jury can see from the report and accounts, the affairs of the County will stand thus:—

Balance in the Treasurer's hands,	£49	9	7½
Amount of notes for hay on St. John and Kennebecasis Rivers,	95	11	9
Difto collected and to be collected by Mr. Scovil, for Belisle hay,	2	15	0
	£147	16	4½
Amt. of unpaid orders 1st March, 1852	131	16	0½
Would show a balance on hand of	£16	0	4

Supposing the notes for the grass to be all paid. The amount of accounts rendered at this Court is £171 11s. 2d. of this £124 4s. 8d. is recommended to be paid, which the revenue arising from the license money and the County grass this year will more than meet. A petition has been laid before the Jury from Charles Bulyea and others, for an allowance for loss on hay; they would recommend that no action be taken on it.

The accounts rendered by the Overseers of the Poor are for the past year unintelligible.

No. 1, Westfield.—It appears from this account that £22 4s. 8d. is the sum required for this year, viz:—The Overseers for this parish have made an assessment of £91; but they include in it an item for £2 [illegible], which they state to be in their hands.

3, Hampton.—A bill is rendered from this parish of £64 2s. 10d. They consider Mr. Earl's charge of £15 for attendance on the Kelly family extravagant; they think £10 an ample allowance.

4.—Kingston.—There is a return from this parish of £25 8s. 3d.

5.—Greenwich.—Amount said to be due, £22 4s. 11d.; amount recommended by the Overseers to be assessed, £35. This return is very unsatisfactory, as there are no particulars.

6, Springfield.—A bill is rendered from this parish of £21 8s. 11d.

7, Studholm.—This account is very satisfactory in more than one particular; it is very clearly made up, and the Overseers do not ask for any assessment for this year, as their liabilities will only be £10 4s., and they have £15 14s. 11d. to meet them.

8, Sussex.—A bill is rendered from this parish requiring £92 10s. 4d.; the particulars of this bill are far from satisfactory.

There are no returns from the parish of Norton, and the Jury are astonished to find that no accounts have been laid before them from the Collectors for the different Parishes, showing the amounts of assessments ordered, the amounts collected, and where the balances (if any) are.

The Jury have to express to the Court their disapprobation of the present mode of electing Parish Officers, and think that the appointments should as before, be vested in the magistrates.

The Jury trust that the statement which they have made above will tend to remove an imputation which seems to be pretty general throughout the County, that Grand Juries come to King on more for the purpose of amusing themselves, and shirking the attendance, than attending to the interests of the County. Respectfully submitted.

Grand Jury Room, B. CHAMBERLAIN,
3rd March, 1852. *Foreman.*

THE NEW SHIP PITSFORDSHIRE.—Our countrymen in the colonies seem determined to keep us on our mettle in the ship-building trade, and have commenced the operations of the year 1852 by sending us a splendid specimen of naval architecture in this ship, which has just arrived here from St. John, N. B., after a very rapid passage, consigned to Messrs. Pemble Brothers and Co. The Pitsfordshire has been built by Messrs. W. & R. Wright, of St. John, N. B., from whose yard the favorite ships Beejapore, Dumfriesshire, Africa, Princeton, David Cannon, Oregon, &c., have been launched; and the model, materials, and finish of this ship will sustain the high character of her builders.—She is 199 feet long, keel and fore-rake, 36 feet beam, and 22 feet deep, registering 978 tons; but from her symmetrical proportions and graceful appearance much, looks much smaller. Her frame is of hard wood, beams of pitch pine and hackmatack; the whole materials and fastenings being extra-strong and heavy, and the ship thoroughly copper-fastened. Her masts and yards are beautifully proportioned; and having a slight rake, gives her a very smart and yacht-like appearance. The main deck is clear, and presents a noble appearance. The fore-cabin is lighted from above, while the after-cabin is also well aired and lighted by the stern windows. On the whole, the ship is a credit to her builders, and to the port of Saint John, being fit for any trade in which her owners may think proper to employ her.—*Liverpool Journal, Jan. 31.*

SUSPENSION FROM THE CHURCH OF ENGLAND OF A CLERGYMAN AND HIS CONGREGATION.—Yesterday morning the Rev. Tenison Cuffe, M. A., who has been for some years past the minister of Carlisle Episcopal chapel, Lower Kennington-lane, publicly announced from his pulpit that he had ceased to be a clergyman of the Church of England, having being joined in that step by his congregation assembling in that chapel. Carlisle chapel has up to the present time been in connection with the Established Church, and was duly licensed for the performance of Divine service by the Bishop of Winchester, in whose diocese it is situate. A few weeks ago, it became generally known that Mr. Cuffe and many of his friends were about to break off their connection with the English Church, and it was expected that a chapel would be erected for him somewhere in the neighbourhood of Kennington, where he was so generally known. However, on the 19th of the present month, arrangements were made that Carlisle chapel should be no longer Episcopal, and that Mr. Cuffe, should, under the altered circumstances of the case, again be its minister. Accordingly, yesterday morning was fixed for explanations on the part of the reverend gentleman—a circumstance which excited much interest, and drew together a large congregation. Mr. Cuffe having read portions of the Church Liturgy, ascended the pulpit and selected for his text the words of St. Paul to the Corinthians—"We preach Christ crucified, &c." In the course of his sermon, he stated that he had left the Church of England because the doctrine of baptismal regeneration was taught in its formularies, and held by the Prayer-book to be a fundamental principle. There could be no doubt whatever that baptismal regeneration was distinctly taught by the Church of England. The well known case of Gorham against the Bishop of Exeter awoke him from the state he was in.—During the long discussion which took place, there was not a single Scriptural reference either by the plaintiff or defendant—all that was thought about was, what great men of the present and former days had said about the matter. Neither side opened the book of inspiration to ascertain what was there taught upon the subject. He objected to the Church of England, because it forbade him to recognise the orders of men of high eminence and purity of life, simply because they were members of another communion, but with whom he should not be able to associate. When some of these great men were in London, they were prohibited from preaching in the pulpits of the Established Church, although they would have conferred honor on the institution. A man, he objects to the union of Church and State, and considered that the State ought not to dictate to the Church. There was nothing in the history of the past three centuries, or in the Scriptures to warrant the union of the two, and he believed that, if the Church were separated from the State, it would be a great blessing to both. For these, and other reasons, he retired from the Church of England, and joined Huntingdon's connection. He was not afraid, or ashamed to acknowledge having become a Dissenter, and he did not regret the step he had taken.—He should continue to use the Liturgy of the Church of England, because he greatly admired it, making, however, here and there some alterations. The Church of England repeated the Lord's Prayer several times during the course of each service, whereas he should strike it out in all cases except one. In celebrating the communion, he should observe the form set out in the Prayer-book, and be invited all—whether Churchmen or Dissenters—to join with him in that solemn rite. The congregation generally expressed their concurrence in Mr. Cuffe's views, and have determined on remaining with him in his new capacity of a Dissenting minister. Mr. Cuffe is a graduate of Trinity College, Dublin, and was for some time vicar of Colbrook Heath, near St. Allan's, Herefordshire.—[Standard.

PUBLICAN, BEWARE OF THE SABBATH.—The Sabbath is God's special present to the workingman, and one of its objects is to prolong his life, and prevent his edification by his working time. In the Mosaic system it stands like a great constitutional; it underlies the hills, like Gibraltar, and Vigan which the last six days have thinned away, and supplies the force which is to fill the six days succeeding and in the economy of existence, is found to be same purpose as in the economy of [illegible] savings bank. The frugal man who puts away a penny to-day and another penny next month, and so in a quiet way is putting by his stated penny from time to time, when he grows old and frail, gets not only the same penny back again but a good many pounds beside. And the conscientious man, who husbands one day of existence every week—who, instead of allowing the Sabbath to be trampled and torn in the hurry and scramble of life, treasures it reverently up—the Lord of the Sabbath keeps it for him, and in the earth of days the half old age gives it back with usury. The savings' bank of human existence is the weekly Sabbath.—North British Review.

BOTT HEADING MACHINE.—In last weeks Scientific American there was an advertisement of Dr. S. McLean, inviting persons to witness the operation of Van Brocklin's patent bolt heading machine, in the blacksmithing establishment of 45 Gold street, this city. We witnessed the operation of heading bolts by this machine, and were highly pleased with its performance. The machine is only about 3 feet long, and 1½ feet wide, yet it is adapted to cut irons to their proper length, head them, cut screws on them, and also tap nuts. For blacksmith shops it is a valuable invention. It has a die box and die and a tap hole. The cut rod is placed in the fire, then placed in the die socket with the tongs, one turn of a crank brings the die box on the top of the red hot rod, then with a hammer two blows are struck on the head of the die box, which is of steel, and the head of the the bolt is formed. By striking lightly on a step below, the bolt is thrown out of the socket in which it is retained whilst the head is being formed. The heads of bolts, according to the forms of the die, may be of various forms, and ornamented for use or fancy. It is adapted for copper as well as iron bolts.—*Scientific American.*

AN HIBERNIAN PROVINCE, a Dublin paper publishes a short paragraph, descriptive of the Earl of Ear'n, visit to his estate in that quarter. His lordship, it seems addressed his tenants at great length; but says the *Ballyshannon Herald*, "As his lordship never had sufficient patriotism to subscribe to his country paper, we shall not occupy our column in publishing his speech.

When the host asks, "will you have more wine, gentlemen?" you may take it as a sign that you are expected to go up stairs and join the ladies, and that his next speech will be, if not in those very words, nearly to the same effect.

When a young couple are seen, visiting a Furniture Mart, you may interpret it into a pretty fair sign that the happy day is not far distant.

When you see a man go up in a balloon, or turn director of a railroad, or the lessee of a play house, you may look upon it as a sign of insolvent.

NEAT PUN.—A Printer, on being a sheriff closely pursue an unfortunate author remarked—"That is was a new edition of the Pursuits of Literature, unbound and not pressed."

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When the boys begin to toss their caps high, it is a sign that the holidays are about to commence.

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