GREAT-BRITAIN, &c.

HOUSE OF COMMONS—JUNE 5.

PARLIAMENTS IN IRELAND.

Mr. Bish rose to move for an address to His Majesty, praying him to hold his Court and Parliament occasionally in that part of the United Kingdom called Ireland. When he had submitted this motion to the house, he was satisfied of the importance of the subject, and every day's experience since that occasion had confirmed the view which he had taken. He had put this motion on the books for a late period of the session, because he had hoped something or other would occur in the mean time to remove the necessity of his appealing to the house. With reference to the motion on the subject of poor laws for Ireland, he doubted whether it would effect much good; and he was induced to form this opinion on the opinions of some who were eminently the friends of Ireland. The distress of Ireland was so great that few, if any, could have any idea of it. What was termed distress in this country gave no idea of distress in Ireland. Public measures were wanted there: the river Shannon might be made to do more good for Ireland than any other country. He contended that if something were not done for Ireland the repeal of the union would become inevitable. As to Mr. O'Connell, he was not the agitator some deemed him; he, in fact, kept Ireland quiet. Many thought that if Mr. O'Connell were quiet, Ireland would be quiet; the contrary was the fact: there would be fifty O'Connell's. [Mr. O'Connell here waved his hand as if buzzing and assenting.] He would not trespass on the House, but repeat, that if they did not accede to his motion they would give more strength to the call for repeal, which was advocated by the hon. and learned member for Dublin; that hon. member was called an agitator, but it was his opinion he did his utmost to keep the country quiet. As to the objection of the difficulty of removing the words, he thought it could easily be obviated, for the necessary copies could be made out at a little expense. He concluded by moving that an address should be presented to his Majesty, praying him to hold his Court and Parliament occasionally in that part of the United Kingdom called Ireland.

Dr. Baldwin seconded the resolution.

Mr. Cresset Pelham suggested that the motion should be so altered that it would leave it to the discretion of His Majesty to hold his Parliament in Scotland as well as Ireland—of having the Legislature in parts of the kingdom distant from the metropolis.

Mr. Ruthven considered that the proposition of a domestic Legislature was preferable to that proposed by the hon. gentleman, to whom he felt much indebted for the sympathy expressed by him towards Ireland.

Mr. J. Grattan suggested the propriety of postponing the motion until the measures of government were brought in and ascertained.

Dr. Baldwin supported the motion. He was addressing the house, when

A Member moved that the House be counted.

Strangers were ordered to withdraw, and it being found that there were not forty members present, the house adjourned at a quarter past six o'clock.

The following lines have just been inscribed on the monument to the great James Watt, by Mr. Chantrey, in Westminster Abbey. It may be observed that it is perhaps the first time that certain useful truths have found their way into the inscriptions on the monuments in that place:—

Not to perpetuate a name
Which must endure while the peaceful arts flourish,
But to show
That mankind have learned to honor those
Who best deserve their gratitude,
The King,
His Ministers, and many of the Nobles
And Commoners of the Realm,
Raised this Monument to
JAMES WATT,
Who, directing the force of an original Genius,
Early exercised in philosophic research,
To the improvement of
The Steam Engine,
Enlarged the resources of his country,
Increased the power of man,
And rose to an eminent place
Among the most illustrious followers of Science,
And the real benefactors of the world.
Born at Greenock, MDCCXXXVI,
Died at Heathfield, in Staffordshire, MDCCCXIX.

Lord Brougham has declared in the House of Lords, that he would gladly be unmade a Lord, and return to his former rank in life; and that if a bill be brought in for that purpose he will support it, resign his pension, and return to the practice of the bar.

The Duchess of Kent is "bringing out" her daughter, the Princess Victoria. Both their Royal Highnesses go on a tour to Ireland this summer. They will meet with the warmest reception—the national 'hundred thousand welcomes'—from the Irish. On the 25th of June she gave a sumptuous entertainment to the King, Queen, Duke and Duchess of Cambridge, Duke of Cumberland, Princess Augusta, and the Royal Suite.

The Duke of Sussex is totally deprived of sight. An operation is to be performed on his eyes, which is expected to restore the use of his visual organs.

The Irish papers continue to report the probability of Lord Aylmer succeeding to the command of the Forces in Ireland, from the circumstance of his Lordship having for several years filled the Staff Appointment of Adjutant General to the Forces.

Curious Agricultural Fact.—It is stated that whale oil has been employed in England as a manure for turnip crops, at one third of the expence of bone manure.

POPULATION OF SPAIN.—The present population of this fine, but unhappy country, is estimated at 13,953,959.

RUSSIA.—According to accounts from Hamburg of the 23d of June, brought by the captain of a merchant vessel from Cronstadt, the Russian government had in the previous month discovered a conspiracy against the Emperor and the State, organized by the same persons who were similarly implicated in 1826, but were not brought to trial. More than 60 persons have been arrested at St. Petersburg and the provinces. The matter is kept a secret; and, lest it should be communicated abroad, all letters are opened at the foreign post office. Several of the conspirators have fled, and the police and custom officers have received instructions to look after and apprehend them. The cause of this plot was the breaking up of the school of military cadets, whose pupils were all sent to the regiments stationed in Siberia and the Caucasus as common soldiers. Some regiments of the Imperial guard shared the same fate. The Polish General Krukowiecki, who at the last war in Poland surrendered the city of Warsaw, escaped from the place of his residence. The Prussian police received orders to arrest him, but accounts from the grand duchy of Posen announce that he had been for several weeks in that province with a false passport, which was furnished by a friend.

GERMANY.—The emperor of Austria has invited the northern sovereigns to a conference at Toplitz, and they have accepted the invitation. The meeting will take place at the latter end of October.

MUNICH, JUNE 21.—We have received from a quarter which may be depended upon, the information that M. Von Rothschild, of Naples, who is now here, has undertaken to furnish the whole of the sum necessary for making the canal which is to join the Rhine and the Danube. Thus there is nothing more to prevent the execution of this great plan, and the preliminary operations will be immediately commenced. This is an event of the highest importance, because the system of iron rail roads is taken up in the other States of Central Germany with extraordinary energy, and in conjunction with the canal will give an impulse to commerce, which only ten years ago would have been considered as a delusive dream.

VIENNA, JUNE 19.—The emperor has prohibited the singing of popular hymns.—Letters from Smyrna announce that a case of plague had manifested itself, and excited the utmost alarm in that city.

ROME, JUNE 13.—The affairs of Spain are the subject which chiefly interest the public of this city, as our relations with that country are in many respects so dependent on the issue of the contest. Many persons will not yet believe in an armed intervention.

Don Miguel is at present living at Porto d'Anzie, a small unhealthy village on the coast of the Roman States.

GREECE.—By letters received from the squadron under the orders of Sir Josiah Rowley, in the Gulf of Athens, dated June 3, it appears that King Otho, on coming of age on the 1st, assumed the direction of the executive government. There was no coronation ceremony, but the king took the oath, and other formalities were gone through. A general pardon in favor of political offenders, including Colocotroni, was proclaimed. The British squadron was to leave Salamis on the 10th of June, but we are not told what its destination was.

COMMUNICATIONS.

[FOR THE COURIER.]

MR. EDITOR,

For several years anterior to the establishment of a Commercial Bank in this City the Province experienced much inconvenience in consequence of the scarcity of a circulating medium, and for some months immediately preceding its operation, this inconvenience became vexatious and embarrassing, owing to the restricted issues of the Bank of New-Brunswick, which, precaution and the peculiar circumstances of the time required. This period of commercial distress was characterized by usurious exactions.—The usurer endeavoured to glut his rapacity, and his unfortunate victim was obliged either to submit to his exorbitant demands, or to surrender as a bankrupt. During this age of fear and disappointment no Capitalist volunteered his name on a fictitious currency to relieve the pressure of the times: private advantage was the ruling principle, and public accommodation was reserved for a more convenient season.

When the Royal Bank commenced discounting, it relieved the Bank of New Brunswick from the necessity of enforcing its precautionary restrictions. New life and energy were given to the place by the operations of each Bank, and a new era established in the commercial activity of New Brunswick. The cupidity of those who were anticipating unlimited profits from the necessities of others was disappointed.—The Banks interposed between the gains of the spoiler and the prosperity of our commerce: good paper was readily exchangeable into notes of undoubted safety.—The City was accommodated with two Banks; (these Banks discount their paper each twice a-week) and with the general circulation and well accredited paper of the Central and Charlotte County Banks, and our Corporation Notes, they would appear to answer the state of the times and Province, without the extra aid of any private speculator as a private Banker. One person, however, has volunteered: such an adventurer cannot claim encouragement and support upon public spirited and patriotic principles. He did not come forward in the day of necessity, and his appearance at the present moment, suggests an enquiry into the probable and possible effect which the paper of a private individual would or might have upon the legitimate currency of the country. This enquiry involves, first, the responsibility of the Banker, and secondly, the public want of his private accommodation.

When a private individual volunteers his name as a substitute for gold and silver, it is not only requisite that he himself should feel entire confidence in his own security, but the public should be equally assured of it. He should be affluent, and he should not be engaged in mercantile pursuits which could possibly jeopardize his capital, and render his fictitious means an imposition upon the Public; he should possess a standing in society, which, like the vault of a Bank, would guarantee his pledge.

It may be said that any man has a right to issue his own notes, as it is optional with individuals to receive them; that his paper is a mere article of merchandize, which the buyer may buy or reject: I deny it;—no man has a right to issue paper, which the ignorance of some or the necessities of others may receive to their subsequent damage. The history of private bankers and the failures of many of them furnish ample proof that many unsuspecting persons have been duped by the unprincipled transfer of worthless paper. A hearing that the Banker was about to fail, has paid B at a distance his notes; B receives them, passes some away, and presently hears of the failure. It may be asked, why did B take them? the answer is obvious—he thought they were good. But, why receive them when there was a surer medium? a knowledge of the necessities of mankind will furnish a reply.

The Law of the Land restricts a Corporate Body to the issue of a given amount; but a private banker knows no limit within the boundary of his ambition; his notes may be greatly within, or extravagantly beyond his capital. When the amount of his capital is known to no person, what surety has the public of the relative proportion between that capital and his issues.

In making my remarks upon Private Bankers, I must disclaim any desire to offend the feelings of Mr. Benjamin Smith,—Mr. Smith has the reputation of being a prudent, money-making man, who, by his industry and perseverance, has *driven a snug* and profitable trade in this City for some years past; but, if I am correctly informed, it is not generally believed that he possesses that amount of wealth, which would justify a man in giving his name as a substitute for gold and silver: he is still engaged in business, and therefore his paper is subject to all the uncertainties of trade—he no doubt is perfectly safe and solvible to-day, but he may be insolvent in a month,—greater vicissitudes than this would be, have occurred even in St. John.—The same remarks, it may be said, apply to Incorporated Banks—not exactly: there are more persons interested in their success—they are subject to a *surveillance*, from which the operation of a private and individual speculator is exempted. When a private individual comes forward as a public issuer of his own name upon notes, as currency, the public have a right to ask, what he is worth? Accordingly, I would ask, if Mr. Smith were to lose ten or fifteen thousand pounds in foreign trade, or in our home speculations, which are raging, would the public feel perfectly safe in receiving his paper?—if so small a loss, when compared with the means of Bankers generally, were to affect his public credit as a Banker, his, indeed, must be a Lilliputian establishment, and, as such, it were better if it did not exist. But I merely ask the question. It is undeniable that too much paper currency has its attendant evils, and when notes are drawn so low as five shillings, it will *favour* the exportation of Specie to those countries where specie is in greatest value. This, I believe, is a commercial *truism*, and as such it militates against the expediency of favouring the circulation of Mr. Smith's notes. The experience of the generality of places in which the paper of private Bankers has circulated, is decidedly against it: encourage one person, and if he succeeds, a second and others will follow his example, and we shall have notes reduced to the fractionals of a Shilling. Let such a state of things exist for a short time—where would the Specie be found?—Not in "*Offices*," nor in the money-drawers of counters.

Mr. Smith's notes have been defended upon the principle, that they are similar to any notes given between bargaining individuals: the comparison is incorrect; if Mr. W. gives a note to Mr. X., Mr. W. is responsible any where for the amount of it; Mr. X. at the same time, when he takes the note, has some idea of the responsibility of the drawer. Such is not the case with Mr. Smith's notes:—a poor man in some remote part of the country, sells his produce in market, he takes Mr. Smith's note—he is told that it is safe—he returns with it to the country, keeps it for some months: during which time a failure is possible; he loses.—If Mr. Smith should even be in this man's house at the time, he cannot demand his money!

We want no Law enacted to authorise Private Banking, by establishing the liability of the Banker to answer his note at any time or place—we want a law to prohibit the issue of notes, which are redeemable only at a given "Office:"—this, like the case which encloses the tortoise, may, with its locomotive tenant, be here to-day, and removed to-morrow.

Mr. Smith's notes have not made their appearance under very auspicious circumstances;—they seem to be ill-timed, because the Banks of the Province are discounting freely; they come into the market with a "show of competition" under vast and disproportionate odds; there is no particular want which claims the circulation of them. They will, if generally received, contribute, like all paper currencies, towards the exportation of silver, and therefore must contribute proportionably towards the depreciation of the established currency. If this be correct, it becomes then a public duty to oppose, not Mr. Benjamin Smith, but the paper currency of any private Banker just now within our Province.

Such, Mr. Editor, are my sentiments; if you approve of them, they are at your service; if they are incorrect, I am ready and willing to be corrected without entering into any disputation upon the subject. You are one of the organs of public opinion, and you can say whether that opinion corresponds or is at variance with them.

Yours, &c. A CITIZEN.

MR. EDITOR.—Among the many occurrences which seem to agitate the public mind at the present moment, none are more conspicuous, and perhaps none more important than the late Land Speculations, and the conveyance of large tracts of Land to Foreigners. In looking back to the former success and frequent failure of Land and Lumber speculations, we see that Land speculation has seldom or perhaps never failed, excepting where a man has purchased more than he could occupy or pay for; in which case, the unoccupied land must cease to pay the interest of the purchase, or the first payments must be sacrificed for want of means to make the last; and Lumbering or Timber-making has never failed when undertaken by a judicious capitalist. When Lumbering or Ship-building has been undertaken by a poor man, for the purpose of realizing the means of paying his debts, we need not wonder that he is cramped in his business and disappointed in his prospects; and this has been the case with three-fourths of the former undertakers. Their operations have been much hindered or perhaps wholly suspended for want of means, and when they have been able to proceed, their supplies have been procured at the greatest disadvantage. Nothing then is so essential to the prosperity of our country and the extension of our commerce as the introduction of capital—unless it be to have the owners of the capital introduced with it. This is certainly a sure method of enriching the country, without increasing our debt: it will, indeed, be a certain means of extending cultivation, and of turning our tedious winters into the harvest season of the Province.

Our forests of Spruce are an almost inexhaustible fund of wealth, and will in a few years be as highly prized in some of the American ports as they are now in many of those of Britain; and instead of our Pine being entirely swept off, as numbers imagine, it is a fact, that many beautiful groves yet remain untouched, and we need not fear a continued supply for many years, or at least enough to answer ordinary purposes.

The cultivation of Spruce Groves in their natural forest, is a subject which cannot long remain neglected, since their accidental cultivation by thinning the forest in taking out the largest trees, has afforded such abundant proof of its utility.

I sincerely hope, Sir, that the encouragement of foreigners and foreign capital will be viewed in a more favourable light—that every facility will be afforded them in commencing their operations—and that abundant success may crown their laudable endeavours.

If New-Brunswick cannot boast of the choicest fruits or abundant granaries, she has at least the means of procuring them, and can compete with many larger countries in her valuable Forests, extensive Coal Mines, inexhaustible quarries of Gypsum, Grindstones, Marble, Lime, &c. &c. &c. and in the admirable Fisheries which abound in her harbours, rivers and lakes, as well as on her coasts. Her navigation, too, is not exceeded by any other country of equal extent, and her geographical situation for commerce is hardly excelled on the map of the globe.

Let them, then, who have never seen our Province, talk of uniting the *little spot* to Nova-Scotia: those who are better acquainted with her real value will pity their ignorance and frustrate their desires.

I am, Sir, respectfully, your's, H.

The Courier.

SATURDAY, AUGUST 15, 1835.

Glasgow papers to the 9th July were received at Miramichi last week, by the arrival of the Ship *Marchioness of Queensbury*, in 26 days from the Clyde.

The official returns of the revenue and expenditure of the country, for the year and quarter ending the 5th July, have been published.—On these, the *Glasgow Courier* remarks—"It is far from agreeable to our feelings to rejoice over the misfortunes of these Islands, even although they should be caused by the free-trade nostrums of a party politically opposed to us. We therefore content ourselves with merely announcing the fact, that on the year there is a deficiency of £1,758,386; and on the quarter, as compared with the corresponding period of last year, a defalcation of £656,407."

Accounts from the Cape of Good Hope are to the 11th May. The war with the natives was considered to be at an end, the confederacy among the hostile chiefs being broken up. The Colonial forces had recaptured 15,000 head of cattle, and 3000 more were daily expected.

The telegraphic despatch published by the French government announces that the Queen's army, amounting to 20,000 men, entered Bilboa on the 1st, without any engagement, and that the head-quarters of Don Carlos were established at Onate.

The French Government appears to have changed its intentions with respect to the auxiliary army to be sent into Spain. The Prefect of the Seine informed all persons who applied to be enrolled that counter orders had been issued, and that he was not authorized to accept any offer of engagement.

The Paris Papers of Saturday contain no domestic intelligence, except some further reports of the trial of the prisoners before the Court of Peers. The speech of one of them, named La Grange, has excited a great sensation. The Peers appear much puzzled how to act, but the majority are evidently disposed to punish the accused, and of course they will find some method of putting their disposition into effect.—*Stand.*

TIMBER DUTIES.—The Merchants, Ship-owners, and other Inhabitants of Liverpool, fully aware of the importance of any alteration in the Duties on Timber, favourable to foreigners, have forwarded a Petition, of which the following is a copy, for presentation in the House of Commons.

To the Honourable the Commons of the United Kingdom of Great Britain and Ireland, in Parliament assembled.

The humble Petition of the undersigned Merchants, Ship-owners, and other Inhabitants of Liverpool,

Sheweth,—

That your Petitioners have observed with alarm that a Committee has been appointed by your Honourable House, to take into consideration the Duties on Timber, with the view, as your Petitioners are led to believe, of making a material alteration in the relative Duties on Baltic and Colonial Timber.

That your Petitioners respectfully submit to your Honourable House, that any alteration in the Duties, whereby Colonial Timber would be brought into the market under less favourable circumstances than at present, would be not only detrimental to the consumer in this Country, but also extremely injurious to the Colonies and to the prosperity of the Empire at large.

That, by the present scale of Duties on Baltic and Colonial Timber, the prices are brought to such a level, that each description is in fair competition, and the wants of the consumer are readily supplied at a reasonable cost; but your Petitioners believe that any alteration in the Duty in favour of Baltic would, at once, check the importation of Colonial Timber, and deprive the consumer of the benefit of such competition.

That the attention of your Petitioners is more particularly called to the benefit derived from this state of the market, by viewing the present activity of the commercial and manufacturing districts of this Country, and the erection of numerous Warehouses, Factories, and other Buildings connected with trade, and they foresee in the further increase of these the advantage to be derived from having a cheap and constant supply of Timber.

That your Petitioners apprehend that the consequences to the British Colonies in North America of such an alteration in the Duties would be ruinous in the extreme, that the measure would have the effect of throwing out of employment a great mass of the population engaged in procuring and preparing Wood for the British Market—would check the operations of the numerous emigrants who have proceeded thither, and defeat their hopes of a comfortable settlement in those Colonies—would be ruinous to persons who have embarked their fortunes in the erection of Saw-mills and works connected with the cutting of Timber—and would materially tend to promote that spirit of disaffection which your Petitioners observe, with regret, exists in a portion of our North American Colonies.

That your Petitioners, contemplating, in a national point of view, the results of such an alteration, cannot conceal their apprehensions that it would most seriously affect the prosperity of the Shipping interest of this country and ultimately impair its maritime strength; that at the present period upwards of 450,000 tons of British Shipping and 20,000 sailors are employed annually in the trade between this country and her North American Colonies, and your Petitioners would respectfully remind your Honourable House, that this trade has always been considered one of the great nurseries for our Seamen, and that any diminution of it must tend to impair the maritime strength of Great Britain; and your Petitioners are fully convinced that, should this employment of British Shipping be withdrawn, the distress of the British Shipowner, great as it already is, would be materially increased.

That your Petitioners humbly submit that the diminution of the export of Timber from the Colonies would have a serious effect upon the manufacturing interests of this country; and they would remind your Honourable House that, while the countries in Europe from whence Timber is imported take scarcely any of our manufactured goods, our Colonial possessions in America receive their whole supply from this country.

That the British Shipping employed in the trade between this country and her Colonies in North America gives great employment to the Shipwrights, Sailmakers, Ropers, and other trades, not only in our ports, but also in the manufacturing towns in the interior; and it is well known that the artisans in this country derive no benefit from Foreign Ships bringing Timber, the fittings and repairs of the latter being invariably completed in their own ports; and your Petitioners would state to your Honourable House, that nearly all the Timber imported into this port from the Baltic is brought in Foreign Vessels.

Your Petitioners therefore humbly pray, that your Honourable House will withhold your assent to any Bill for altering the Duties on Baltic and Colonial Timber.

And your Petitioners will ever pray, &c.

BRITISH PACKETS.—The well-grounded and general complaints that have for some time been made respecting the class of vessels employed in the Packet Service of the Empire, have, we are glad to say, been attended to by Government, and others, better calculated for the trade, are in course of building or have already been launched. The subjoined paragraph on this subject, is from a Falmouth paper received by the July Mail:

"We have very great pleasure in noticing the arrival some days since at this port, from the Thames, of H. M. Packet *Star*, Lieut. Binney, being the first of the improved description of vessels built expressly for the packet service, upon the plan of the present surveyor of the Navy, Capt. Symonds, since the introduction of his successful trial ship, the *Pandora*. This splendid craft, which is larger than the Pandora, is rigged as a bark, admeasures 359 tons, (125 more than the old class,) is seven feet two inches high fore and aft between decks, and draws no more water with all her stores on board than the ten gun brigs—she is very handsome in appearance, proves a good sea boat as far as she has been tried, and from the testimony of several nautical gentlemen, we prognosticate that she will answer fully for dispatch as a mail boat, and for affording every comfort and accommodation to passengers. The *Linnet*, we understand, will soon be ready to come down, and when followed by others that are building, we shall be able to congratulate the commercial interests of the kingdom upon the packet establishment being composed for the most part of a class of ships combining in a preeminent degree, dispatch, accommodation and safety."

His Excellency the Lieutenant Governor, accompanied by Capt. Campbell, arrived on Thursday evening in the Steamer *Woodstock*, from Head Quarters, and yesterday morning left town, by land, on a visit to the Eastern Counties.

Sir Thomas Usher, Commissioner of the Dock Yard, at Bermuda, also arrived from Fredericton on Thursday evening, and left town the following morning in the Steamer *Maid of the Mist*, for Annapolis, on his way to Halifax.

Another Joint Stock Company.—On Tuesday a Subscription List was set on foot for the formation of a Company, with a capital of £20,000, to be called "*the New-Brunswick East India Company*," and, we understand, the whole of the Stock was taken up the day following. It is intended to apply for an Act of Incorporation at the next session of the Provincial Legislature. We sincerely trust that the spirited exertions which are now making to extend our commerce, will prove successful; as the opening of new and profitable channels, would, in some degree, compensate the country for the loss of the Timber Trade, with which it is threatened.

THE PUBLIC GRAMMAR SCHOOL.

This morning, Mr. Paterson awarded Prizes, for the exercises executed during the July Holidays, to Masters Edward Armstrong, Robert Parker, Robert Nisbet, Boyd Kinnear, Frederick Duvernet, John Duvernet, and George Bedell.

The Corporation *Gold Medal*, for 1834, was awarded, some time ago, to Master JOHN BEDELL.

On Monday, a Coroner's Inquest was held on the body of an unfortunate man by the name of William M'Nelty, who was found dead in a stable where he had been accustomed to sleep. Verdict—"Died by the visitation of God."—*Obs.*

On Wednesday last an Inquest was held on the body of John, infant son of Mr. John Forsyth, who was accidentally killed the day previous by the sliding of a pile of boards near which he had been playing. Verdict accordingly.

Yesterday, a Coroner's Inquest was held on the body of *Anthony Wood*, who was found the same morning near one of the Islands in the Falls. Verdict—"Accidental death by drowning." The deceased was drowned about a fortnight since, in attempting to get on board a wood-boat, near Indian Town Ferry—and we lament to find, has left a wife and seven children.

CORONER'S INQUEST.—On Wednesday the 5th instant, an Inquest was held by Andrew Weldon, Esquire, in Sackville, County of Westmorland, on view of the body of *Moses Herritt*, who was found suspended by the neck in his barn the day previous. From the evidence adduced, the Jury were quite satisfied that he was labouring under an aberration of mind, and without hesitation returned a Verdict "that the deceased hung himself when in a fit of temporary Insanity."

POLICE OFFICE—SAINT JOHN.

Tuesday, August 11.

Before Alderman PORTER,

Mark Burke, taken up by the Watchmen last night in a drunken state in the streets, was fined five shillings, with costs, and for want of goods and chattels whereon to levy, was committed to Gaol for four days.

James Smith, taken up last night in a drunken state in the street, by Alexander Moody, Constable, was fined five shillings, with costs, and for want of goods and chattels whereon to levy, was committed for four days.

Thursday, 13th August.

Patrick Boyle, taken up by the Watchmen in a drunken state in the streets, last night, was fined ten shillings, and for want of goods, &c. was committed for four days.

LIST OF STOCKHOLDERS

WHO ARE ELIGIBLE FOR DIRECTORS IN THE

SAINT JOHN

Mechanics' Whale Fishing Company.

Thomas Allan,	Charles Lawton,
Thomas Barlow, jun.	Edward Lake,
James Bowes,	James Miller,
John Berryman,	Sampson Mannertin,
Henry Blakslee, sen.	Thomas M'Mackin,
James Bowen,	David M'Lellan,
John Burns,	Thomas Nisbet,
Henry Chubb,	Thomas Nisbet, jun.
Thomas Coram,	Samuel Peters,
Edward Drury,	M. H. Perley,
John Duncan,	Robert Ray,
C. D. Everitt,	William A. Robertson,
Robert Foulis,	Joseph Sulis,
Jeremiah Gove,	Daniel Scott,
David Gabel,	Joseph Scammell,
John Hooper,	William J. Stephens,
David Hogg,	George Sears,
John Haws,	Edward Sears,
John Hartt,	Geo. Thomson, (s. b.)
James Harris,	George Thompson,
John Hastings,	James Wood,
James Holman,	George Waterbery,
George King,	David Waterbery,
Robert Keltie,	David M. Whiting,
James Lawton,	John Walker,
James G. Lester,	George Younger.
William Lawton,	

FREDERICTON, August 12.—On Saturday last, John Allen, a coloured man, under sentence of death for the capital crime of Robbery, was conveyed from the Gaol of this County to Saint John, in charge of Deputy Sheriff M'Beath and two Constables, to be transported thence to Bermuda, pursuant to an order of his Honor the Chief Justice, made in consequence of a commutation of his punishment to transportation for fourteen years, the Executive having interposed the Royal mercy and spared his life. The crime for which this convict has to suffer, having been committed without the aid of deadly weapons or any violence that could indicate an attempt on life, is, we doubt not, the cause of the merciful commutation of the dread sentence of the Law.—His companion in guilt, Guy Brown, was also under sentence of death, but the evidence on the trial discovered such circumstances in his favor as induced the Jury who convicted them to recommend him to the mercy of the Crown, and his previous good character, assisted by a petition very numerously and respectably signed, induced Government, we think, to exercise the Royal prerogative in his favor, and grant him a free pardon.—*Royal Gazette.*

Despatch.—The Marchioness of Queensbury, one of Messrs. Gilmour, Rankin & Co's. vessels, arrived here on Wednesday last, on her second voyage. She left here on the 5th June last, and consequently has been absent only two months.—*Miramichi Gleaner, August 11.*

Jamaica Papers to the 14th ult. were kindly handed to us this morning—the only article we notice in them is the announcement of the death of Major FITZGERALD, of the 8th Regt. who served several years in this Garrison, and who was not more highly respected by his Brother Officers than he was by this Community. We are sorry to learn from Capt. Lyle, of the Reward, that the 8th Regt. had suffered severely by Yellow Fever.—*Halifax Royal Gazette, August 12.*

THE 96th REGIMENT.—This excellent Corps has taken its departure since our last.—The Prince Regent, Transport, with the Left Wing under the command of Major CUMBERLAND, sailed on Thursday last—and the Parmelia, with the Right Wing, under the command of Lieut. Col. CAIRNCROSS, yesterday.—*Ibid.*

At a meeting of the Serjeants of the 34th Regt. held at Mr. Blumb's Tavern, on Tuesday last, a handsome Silver Snuff-box was presented to Serjeant Major John Sheard, on the occasion of his embarking for England, in order to be discharged, after a service of 24 years, during which he sustained an irreproachable character.—*Ibid.*

QUEBEC, AUGUST 3.

THE SEASON continues extremely variable. On Saturday night there must have been frost in some situations about Quebec; and last night we had another very heavy fall of rain, with a cold north-west wind, which gave yesterday the feeling of an October day instead of an August one. Where the ground was dry, all the crops look well and luxuriant, but in wet situations they are nearly a failure, and that is the case with a large portion of this district where irrigation is much neglected. Nothing appears yet to have touched our wheat, which is in full ear and bloom. It has scarcely been possible to defend the turnip crops from the puceron, and they will be very short.—Much of the hay is out, and some of it has suffered.—*Neilson's Gazette.*

IMPORTANT IMPROVEMENT IN RAIL-ROADS.

Colonel Long, of the United States Engineers, and Capt. Yule, of H. M. Royal Engineers, left town on Saturday morning, to take the reconnaissance of the easterly route for the Portland railroad. We extract the following from the New York Star of Tuesday last, which proves a saving in making rail roads not generally known, as it has not been practically introduced, except in the Southern States. It is obvious that it at once *removes all obstacles from deep snow, and is decisive of the practicability of rail-ways in any part of Lower Canada, even at a cheaper rate than laying the timber in the ground exposed to frost:*—

"We believe it is not generally known to the North, except by those who have been on the Charleston and Augusta rail-road, that that work is in a great part constructed on piles driven into marshes, thus avoiding embankments, easily procuring long levels, and being withal exceedingly cheap—only 4,500 dollars a mile, instead of 50,000, as some of our rail-roads at the north cost. It is another and a novel feature of the ingenuity of American enterprise. As yet it has answered admirably. The road in question has thus the appearance of a bridge, and the piles are sometimes of a frightful height. Whether this mode will be much introduced remains to be seen. The Bangor Whig thinks it will be an excellent improvement to obviate the deep snows in the intended rail road from Portland to Quebec."

Insurrection at Havana.—On the 18th July an insurrection took place among the blacks employed on the aqueduct at Havana. They refused to work, and broke into a store, arming themselves with knives, and killed three or four whites. In quelling them, sixteen were lanced by the troop of horse. About thirty were to be shot in a few days.—*Boston paper.*

NAVIGATION OF THE ATLANTIC BY STEAM.

Our readers are aware, doubtless, of the rumor recently rife amongst us, that a project was on foot to establish a line of Steam-packets to ply from Valentia, in Ireland, to New-York.

A short time since, a steam vessel, the Royal William, went from Halifax to Portsmouth in a very short time. The Mediterranean and German oceans are now literally ploughed by steam. The experience of our own countrymen is at last overcoming their early prejudices, against the application of this wonder-working power to ocean craft, and it seems to us the day is not far distant, when a voyage to England will be made as well by the use of steam as sails.

We have now before us distinct and unequivocal evidence of a desire to make the experiment, on the part of some foreign capitalists. The Prospectus is headed, Union Line of Steam Packets from London to New-York, and the plan and estimates are as follow:

It is proposed to form a line of two British and two American ships, each to be of 1000 tons burthen, and 300 horse power, to make two trips a month from both ports, touching at Portsmouth. The expense of each vessel ready for sea is estimated at $175,000, a sum in our opinion entirely too large, and an expenditure that may be considerably reduced.

The capital is about $500,000, divided into shares of $25 each, to be paid in monthly instalments as they are required.

The following is the estimate adopted as the basis of the operations, carried out in sterling money:

	£	s.	d.
Annual expense of commanders, mates, engineers, firemen, seamen, oil, tallow, and incidental expenses, - - -	1,928	0	0
Rate to cover wear and tear, insurance, repairs, renewals, &c. may be taken at 20 per cent. upon prime cost, - -	7000	0	0
Fuel for 6 voyages, out and home, 4000 tons, at 25s. - -	5000	0	0
Total annual expense of navigation for each ship, equal to £2321 a voyage, -	£13,928	0	0

A vessel of the size named will carry 450 tons of coal, or 20 days' supply, 150 tons dead weight, 450 tons of measurement goods, 400 passengers, and one month's provisions, and will perform her passage from and to Portsmouth upon an average in 13 or 14 days.

Estimated receipts upon one passage out to New-York:—

150 tons dead weight, at 25s.	£187 10			
400 tons measurement goods, at 40s.	800 0	987	10	0
60 cabin passengers, at £30 each,	1,800 0			
80 second cabin passengers, at £20 each,	1,600 0			
100 steerage passengers, at £10 each,	1,000 0			
240	4,400 0			
Less for children,	550 0	3,850	0	0
Total receipt,		£4,837	10	0

This is supposing the ship has an average number of only 240 passengers, instead of her full complement of 400; because in the winter months it is not probable she would be full. But it is fair to calculate, that these ships would take all the specie shipped to and from New York, which would make a large sum in the freight, and is omitted in the estimate.

Expenses independent of those incidental to the Floating Establishment:

Provisions for 30 days, cabin stores, outfit &c.	£600	0	0
Port charges,	120	0	0
Committee of management, including brokerage, counting house expenses, clerks &c. 5 per cent.	240	0	0
One month's floating expenses,	960	0	0
	1,160	0	0
Gross expense,	£2,120	0	0

Gross receipts out,	£4,837	10	0
Gross expenses,	2,120	0	0
Monthly profit *out* for each ship,	£2,717	10	0

It is proposed to have the vessels ready by the first of April next, and it is asserted that some individuals in New-York have undertaken to get two vessels built in this country by that time.—The London agent of the Union line of packets, Mr. J. Smith, appears to be the principal actor in the scheme, and has subscribed $10,000 towards it himself.

We are inclined to think that the error of the calculation lies in the cost of the vessels, and the number of passengers, but this will not vary the results so much as to make the profit at all doubtful.

If the experiments now making with tubular boilers succeed as their projector anticipates, the greatest difficulties will be overcome in the expense and bulk of the fuel required for the voyage. That these experiments will succeed, we cannot doubt, and at the risk of being esteemed visionary by those, who forget the rapid strides made within a few years, since the discoveries of Fulton, we venture the opinion that steam vessels will ere long ply regularly between New-York and Liverpool, making their trips on an average in 12 or 14 days.—*Albany Daily Advertiser.*

Sermon to Seamen.

☞ A SERMON will be preached to seamen, to-morrow morning, at 9 o'clock, on board the ship SCOTIA, lying off Peters' wharf, by one of the Rev. Mr. GRAY'S.

MARRIED,

On Saturday, 1st August, by the Rev. Mr. Wilson, Mr. Charles Mantel, to Miss Rachael Wilkinson, both of this City.—On Monday, 3d, Mr. Arthur Ward, to Miss Catharine Barrett, both of this City.—And on Monday evening last, Mr. Andrew Hunter, to Miss Jane Orr, both of the Parish of Portland.

On the 2d inst., by the Rev. J. Dunphy, Mr. Michael Doran, of Wakefield, to Miss Bridget M'Cullugh, of this city.

On Sunday by the same, Mr. John Nugent, to Miss Catherine M'Court, both of this city.

At Sussex Vale, on the 6th inst. by the Rev. Michael Pickles, Wesleyan Missionary, Mr. Thomson Wilson Coats, to Hopeful, seventh daughter of Mr. Samuel M'Culley, all of that place.

At Sheffield, on the 6th inst. by the Rev. Albert Desbrisay, Mr. Ebenezer Smith, to Miss Elizabeth Chace, both of that place.

At Charlotte Town, (P. E. I.) by the Rev. L. C. Jenkins, Mr. Francis Longworth, jun. to Sarah Parker, second daughter of Mr. Samuel Watts, of St. Andrews, N. B.

DIED.

On Thursday last, George Hazen, infant son of Mr. Hugh Mackay, aged 5 months.

On Wednesday morning, at Kennebeckacis, Mr. Thomas Renshaw, aged about 80 years.

At Gagetown, on Sunday the 9th inst. aged 93 years, Mary, relict of the late Zebulon Estey, Esquire, of Queen's County.

At St. Ann's Bay, Jamaica, on Saturday, 11th ult., the Rev. John Walters, Wesleyan Minister, in the 27th year of his age.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Sunday—Ship Meteor, Park, Hull, 36—R. Rankin & Co. ballast.

Schr. Spray, Price, New York, 6—C. M'Lauchlan, flour, tobacco, &c.

Monday—Ship Woodman, Wright, Liverpool, 40—E. Barlow & Sons, merchandize.

Brig Brothers, Gavin, Liverpool, 56—G. Ball, coals.

Nancy, Coohan, Londonderry, 45—R. Rankin & Co. ballast—5 passengers.

Jessie, Jackson, Londonderry, (via Whitehaven) 63—John Robertson, ballast—16 passengers.

Jane, Williams, Galway, 48—to order, ballast—9 passengers.

Northumberland, Thomson, Newcastle, 40—Mackay, Brothers & Co. coals, &c.

Tuesday—Ship Frederick, Hare, Newry, 35—S. Wiggins & Son, flint glass.

Brig Industry, Lovett, Demerara, via Yarmouth,—Crookshank & Walker, molasses.

Schr. Boxer, Fields, Boston, 2—I. Ketchum, assorted cargo.

Charles, Hooper, Quebec, 12—Mackay, Brothers & Co. flour, pork and beef.

Morris, Morris, Boston, 2½—Charles M'Lauchlan, assorted cargo.

Wednesday—Schr. Caroline, Robbins, Boston, 3—J. W. M. Irish, sundries.

Schr. Irene, Doane, Halifax, 7—Charman & Co. teas.

Thursday—Schr. Nelson, Smith, Halifax, 11—Crookshank & Walker, assorted cargo.

Friday—Brig Providence, Hoffman, Quebec, 18—B. Tilton, and others, flour, pork, &c.

Sarah E, Brown, Barbados, 23—Master, ballast.

ENTERED—FROM NOVA-SCOTIA.

August 8—Steamer Maid of the Mist, Reed, Annapolis, clock cases and passengers.

10th—Sch. Hannah, Lamb, Parrsboro, 12,000 ft. deals; Rachael, Loomer, Parrsboro, 36,000 feet deals.

11th—Schr. Spray, Spence, Kempt, 90 tons plaster; Lark, Smith, Wilmot, 12,000 feet deals, and 6000 staves; Congress, Norris, Parrsboro, 80 tons plaster; Dolphin, Burns, Sandy Cove, dry and smoked fish, live stock and shingles; Linnet, Clark, Cumberland, building stone; Ann, Wood, Apple River, 30,000 feet deals; Pilgrim, Winter, Parrsboro, 45 tons plaster; steamer Maid of the Mist, Reed, Annapolis, passengers, live stock, &c.

12th—Schr. Catharine, Robisheau, New Edinburgh 8000 feet deals, 2000 staves, dry fish and live stock.

13th—Schr. David Higgins, Sanderson, Douglas, 100 tons plaster.

14th—Schr. Admiral Digby, Wright, Digby, dry fish, potatoes, and live stock; Linnet, Dakin, New Edinburgh, dry fish, potatoes, eggs, and 2000 feet scantling.

15th—Schr. Hope, Crouse, Digby, smoked herrings; Robert, Rice, Digby, 10,000 staves, 2 tons round timber, and live stock.

COASTWISE.

August 8—Steamer Gazelle, Smith, St. Andrews, passengers; schr. Margaret, Campbell, Magaguadavic, 25,000 feet deals.

10th—Briganline Amity, Boltenhouse, Dorchester, 41,000 feet deals; schooner Alert, Wane, Black River, 34,000 feet deals; Eliza, Martin, Hopewell, 28,000 feet deals; Nightingale, Russell, Peticodiac, 24,000 ft. deals; Thomas Wyer, Beck, Gannet Rock, 5 barrels oil; Palander, Craft, New River, 45,000 feet deals.

11th—Schr. Brothers, Stiles, Hopewell, 35,000 feet deals; Charles Thomas, Clarke, Hopewell, 40,000 feet deals; steamer Gazelle, Smith, St. Andrews, passengers.

12th—Schr. Elizabeth, Fitzgerald, Shepody, 30,000 feet deals.

13th—Schr. Swallow, Clyne, Pope Logan, 14,000 feet deals; Antelope, Robinson, Musquash, 30,000 feet deals; steamer Gazelle, Smith, St. Andrews, passengers.

14th—Schr. Rainbow, Vaughan, St. Andrews, salt and pickled salmon; Elephant, Kyffin, Black River, 210 sticks ship timber.

ENTERED FOR LOADING.

11th—Ship Scotia, Risk, Cork.
Meteor, Park, Hull.
13th—Brig St. Mungo, M'Kenzie, Gloucester.
14th—Brig Ontario, Hughes, Londonderry.
15th—Ship Frederick, Hare, Liverpool.

CLEARED.

Ship Margaret, Elson, London, timber & deals.
Anna Maria, Stickney, Liverpool, timber.
Europe, Young, do. do.
Brig Cupid, Stephenson, Newry, timber.
Donegal, Beveridge, Londonderry, timber.
Schr. Thomas, Denis, Montego Bay, salmon.
Hope, James, Demerara, boards & shingles.
Spray, Price, New-York, plaster and fish.
James Clark, Magray, Boston, do.
Diligence, Brier, Barbados, fish & lumber.
Boxer, Fields, Boston, plaster.
Charles, Hooper, Arichat, ballast.

Arrived on Tuesday last, H. M. Brig Dispatch, 18 guns, Captain Daniels, from a cruize in the Bay of Fundy.

The ship James Stewart, (arrived last week,) spoke on the 22d ult. lat. 44.42, long. 36.20, brig Orient, of Boston, from London, bound to Philadelphia.

The ship Elizabeth Bentley, Robertson, hence for Liverpool, was spoken 20 miles West of Cape Sable, 4 days out, by the brig Amity, arrived at St. Andrews.

Brig Sterling, from Gottenburg, at Boston, spoke on the 31st ult. lat. 42, 40, lon. 62, 34, brig James Hay, 7 days from St. John, N. B.

Ship Utica, at New-York from Havre, at 10 P. M. 29th ult. lat. 45.11, long. 45.50, ran foul of brig Emerald, of and from Quebec from England, and the brig was so much damaged that the captain and crew abandoned her and went on board the U.

Ship Elizabeth, Scott, hence at Liverpool, 26th June; Margaret, Russell, at do. 2d July.

Ship Wolfe's Cove, hence, at Clyde, July 7; brig Garland, at do. June 25.—Brig William, at Ulverston, June 20; and Civilian, at Hull, June 24.

Ship Pacific, Tozer, of this port, entered for loading at Liverpool for Buctouche; and brig Allegro, Walker, for Baltimore.

Arrived at Quebec, 27th July, schr. Lord Nelson, from St. John; 2d Aug. ship Augusta, Wilkinson, Liverpool.

CITY LAWS.

AT a Common Council, holden at the Council Chamber on the 22d day of July, A. D. 1835, read and enacted the following LAWS:

A Law to regulate the Public Slips, Landing Places and Shores or Beaches within the City of Saint John.

BE it ordained by the Mayor, Aldermen, and Commonalty of the City of Saint John, in Common Council convened, That all vessels and boats, lying at the wharves of any of the public slips of the said City, shall be under the direction of the Harbour Master, or such other person or persons as may be from time to time appointed by the Common Council, to have the superintendance thereof, and the owner, master, or other person having charge of any such vessels or boats, who shall disobey the orders of the said Harbour Master, or such other person as may be appointed as aforesaid, touching the lying, fastening, berth, or removal of any such vessels or boats, shall for each and every offence forfeit and pay the sum of *Twenty Shillings.*

II. *And be it ordained,* That no wood-boat, sloop, or other vessel laden with hay, shall enter or discharge the same in the market slip of this City, in King's and Queen's Wards, under the penalty of *Five Pounds* for each and every offence.

III. *And be it ordained,* That all ships or other vessels lying at, or fast to any of the wharves or piers belonging to the Corporation, shall be liable to pay, to the use of the said Corporation the like rates of wharfage as are established by the law of this Province, to be taken by the proprietors of other wharves within this City; and that all vessels—(wood-boats or undecked vessels having standing masts excepted,)—coming into any of the slips or docks belonging to the said Corporation, shall be liable to pay for slippage or dockage the same rates that they would be liable to pay for wharfage for the same time, if lying at any of the said wharves of the said Corporation.

IV. *And be it ordained,* That no foreign vessel shall be or continue in the said Public Market Slip on the East side of the harbour of Saint John, during any one voyage which the said vessel may make to the port of Saint John, beyond a certain number of days hereinafter limited and specified, that is to say, foreign vessels of the burthen of 100 tons or less, may be and continue in the said Public Slip for the space of four successive days, and no longer; of more than the burthen of one hundred tons and less than two hundred tons, for the space of six successive days, and no longer; and of the burthen of two hundred tons and upwards, for the space of ten successive days, and no longer; and it shall be the duty of the Harbour Master of the said City to order every foreign vessel that has lain at the Wharves on either side of the said Market Slip, the number of days herein limited, to depart from the wharf, whether her cargo has been discharged or not, and see that the same be performed.

V. *And be it ordained,* That no ship or vessel shall be permitted to take in or lade on board any timber while lying in, or at the wharves of any of the Public Slips of the said City, and it shall be the duty of the Harbour Master to see that this section is punctually enforced.

VI. *And be it ordained,* That all wood boats and other boats or undecked vessels having standing masts, and all scows, coming into any of the Slips or Docks belonging to this Corporation, and not lying at the wharves on either side thereof, shall pay the following rates for slippage or dockage:—For every wood boat of sufficient burthen to carry ten cords of wood or under, one shilling and six pence; for every wood boat of sufficient burthen to carry upwards of ten cords and not more than fifteen cords, two shillings and six pence; for every wood boat of sufficient burthen to carry upwards of fifteen cords and not more than twenty cords, three shillings and nine pence; for every wood boat of sufficient burthen to carry upwards of twenty cords, five shillings, for each voyage or trip that any such wood boat shall make, or for each time that such wood boat shall come to the said slip, with wood or any other lading to be there sold or discharged.—And that it shall and may be lawful for every such wood boat to remain in the said slip six days for the purpose of selling and discharging each load brought for sale or discharge, and of lading or taking on board any articles to be taken away in such wood-boat—and that if any such wood-boat shall remain in the said slip for a longer period than six days at any one trip or time as aforesaid, there shall be paid for every such wood-boat, as an additional duty of dockage or slippage, the following sums for each and every day they shall respectively remain in the said slip as aforesaid, over and above the said period of six days, that is to say,—For every such wood-boat of sufficient burthen to carry ten cords of wood or under, two shillings and sixpence per day; for every such wood boat of sufficient burthen to carry upwards of ten cords and not more than fifteen cords, three shillings and ninepence per day; and for every such wood boat of sufficient burthen to carry fifteen cords and upwards, five shillings per day; and for all other boats and vessels without decks, and having fixed or standing masts, and all scows, lying in the said slips, for the purpose of taking in or discharging any lading, one shilling and sixpence for every voyage, trip, or time as aforesaid; and one shilling and sixpence per day for each and every day that any such last mentioned boat, vessel, or scow shall remain in the said slip at any one time as aforesaid, over and above the space of three days.

VII. *And be it ordained,* That all wharfage, dockage or slippage made payable by this law, shall be paid on demand by the master or person having charge, or the owner or agent of any such ship, vessel, wood boat, or other boat or undecked vessel respectively, to such person or persons as is, are, or shall be from time to time appointed by the Mayor, Aldermen, and Commonalty of the said city to collect the same, to the use of the said Mayor, Aldermen and Commonalty; and upon refusal or neglect to pay the same, shall and may be sued for and recovered from such master or person having charge, or the owner or agent of such ship, vessel, or wood-boat, or other boat or undecked vessel, as aforesaid, in the same manner that any penalty imposed by any law of this Corporation can and may be recovered.

VIII. *And be it ordained,* That some person or persons shall from time to time be appointed by the Common Council of the said city, to be Surveyor or Surveyors of the public landing places, wharves and slips in the said city, and of all wood boats and other small craft, who shall have the ordering and superintending of all such landing places, wood boats, and other small craft which may from time to time come, lie, or be in any of the public slips of the said city, and which shall not lie at the wharves on either side of the said slips, within their respective districts, in such manner as that the said wood boats and other small craft may be regulated and disposed of for the general benefit; and all and every person and persons whosoever, having the command, charge, or assisting in the management of the said wood boats, or other small craft as aforesaid, are hereby required to obey the orders and directions of the said Surveyor or Surveyors, and every such person who shall neglect and refuse to obey the orders or directions of any such Surveyor or Surveyors, shall for every such neglect or refusal, be liable to the penalty of *twenty shillings.*

IX. *And be it ordained,* That no person or persons shall take or attempt to take and carry away from any of the public beaches or shores within the city of Saint John, any stone, rock, gravel, sand or ballast, except that the Mayor, or any one of the Aldermen or Assistants of the said