SUMMARY.

EMIGRATION FROM LIVERPOOL.—From an official return just published by Lieut. Low, the Government Agent at Liverpool, it appears that the number of persons who emigrated from the port of Liverpool under his superintendence during the first two quarters of the present year, that is to say, up to July the 5th, 1836, was 24,065! and the total number who have emigrated under the same superintendence, since January, 1833, was 76,839! The increase in the second quarter in the present year was 8,254, when compared with the corresponding quarter in the previous year.

THE LATE TOWN CLERK.—The Corporation of Liverpool gains by the death of Mr. Foster, the ex-Town Clerk, a sum little short of £50,000. First, there was his annuity of £25,000, which ceases. Secondly, his life was in not less than 320 leases granted by the Old Corporation; and his death causes a loss to the lessees and a gain to the Corporation of a sum equal to one and a half year's rent of each of the properties so leased. Mr. Foster's death will occasion a considerable number of renewals, and, of course of renewal fines.

PROGRESS OF THE HARVEST.—The harvest has now advanced a very considerable way; by far the greatest proportion of grain has been cut, and more than half the entire crop lodged in perfect safety. The weather has been very fickle, and great fear was at one time entertained for the safety of the wheat, but the subsequent fine dry weather has had a very seasonable effect, having just come in time to prevent that injury which was about to ensue from the long continued wet weather. The crops prove quite equal to what was expected. It will yet be several weeks before the harvest is completed on low grounds.—*Preston Pilot.*

Irish Exports extraordinary.—On Saturday last, a considerable quantity of Irish oak, cut on the estate of Lord Langford, in the county of Meath, was shipped on board the Eamont, for St. John, N. B. for ship-building.

HARBOURS OF REFUGE.—That there are many portions of the coast of Great Britain, in which the want of harbours of refuge has led to the loss of many vessels, that might have been easily saved had such harbours existed; of which the two following instances may be named:—In three different gales of wind which occurred in the years 1821, 1824, 1826, there were lost on the east coast of England, between the Humber and the Tees, 169 vessels, of which 73 were wrecked on the rocks off Redcar, where peculiar facilities exist for constructing a harbour of refuge, by which the loss of all these vessels might have been avoided. In the present year, 1836, no less than 39 vessels were seen on shore in Holyhead Bay at one time, 20 of which were totally lost with all their crews on board; and within the same period, many vessels have been wrecked between Holyhead and Liverpool, where an excellent position exists for forming a harbour of refuge between the Grea and Little Ormeshead, at which, had such a harbour been formed, the greater number of these vessels might have been saved.—*Report of Parliamentary Committee on Shipwrecks.*

Dr. Murray says that such is the antiseptic quality of peat bogs, that the body of a female, in the dress of the ancient Britons, was found in a bog of that description in Lincolnshire, where it must have remained 1,600 years. The same philosopher states, that the sandy desert of Zaara is equal in extent to 45 islands as large as Great Britain.

Potato.—The Prince Charles de Rohan, who introduced the potao de Rohan into France, otherwise called the Monsaer Potato, has just sent one to Paris, which would afford a plentiful meal to more than twenty people.

GROWTH OF RUSSIA.—At the accession of Peter the First, in 1809, the population of the Russian empire was 15 millions; at the accession of Catharine II. in 1762, twenty-five millions; at her death, in 1796, thirty-six millions; and at the death of the Emperor Alexander, now eleven years since, fifty-eight millions. The acquisition of Russia from Sweden are greater than what remains of that kingdom. Her acquisitions in Poland are nearly equal to the Austrian empire. Her acquisitions from Turkey in Europe are of greater extent than the Prussian dominions, inclusive of the Rhenish provinces. Her acquisitions from Turkey in Asia are nearly equal in dimensions to the whole of the smaller states of Germany. Her acquisitions from Persia are equal in extent to England. Her acquisitions in Tartary have an area not inferior to Turkey in Europe, Greece, Italy and Spain! The acquisitions she has made within the last sixty-four years are equal in extent and importance to the whole empire she had in Europe before that time.—The Russian frontier has been advanced towards Berlin, Dresden, Munich, Vienna, and Paris, about 100 miles; towards Constantinople 500 miles; towards Stockholm, about 630 miles; towards Teheran, 1000 miles.—*Progress of Russia, published by Murray.*

London University and University College.—The royal charter, establishing the London University College, bearing date the 9th of August, has been granted, and is published in all the papers. It gives the chancellor, vice chancellor, and fellows power to confer degrees of bachelor and master of arts, bachelor and doctor of laws, and bachelor and doctor of medicine: nothing in divinity.

The Army.—The destination of the four regiments first for service have, at length, been announced. They are as follows:—The 8th Royal Irish to Ceylon, to relieve the 78th Highlaners, ordered home. 33d to Gibraltar, as an extra regiment in consequence of the severity of the duty on the present garrison. 35th to the Mauritus, to replace the 99th ordered home. 82d to Gibralter to relieve the 47th.—47th to Malta, to relieve the 5th Fusileers. And the 5th Fusileers to Cephalonia, to take up the quaaters of the 2d battllion of Rifle Brigade, ordered home. We are given to understand, that it is the intention of the authority to take such steps as will ensure the return of a regiment from the East, yearly, until the term proposed for service there, 15 years, becomes a regular system.—*United Service Gazette.*

A notice has been given to all naval officers holding civil appointments that they are to hold their situations for five years only, but they will be eligible for re-appointment. If put upon half pay they will be entitled to one shilling extra per day; but superannuations, as heretofore, are to be discontinued to such officers.

Major-General Sir Willoughby Cotton, the present Lieut.-Governor of Plymouth, it is said, will be appointed Governor of Bombay next month, in the room of Sir Robert Grant.

The King of the Belgians arrived at Dover yesterday week, and proceeded to Claremont, on a visit to the Duchess of Kent.

The King of Greece is about to marry the Princess Amelia of Oldenburgh.

The receipts of the part of the line already open on the Newcastle and Carlisle railway bid fair to exceed £50,000 per annum.

Death of Madame Malibran de Beriot.—It is with feelings of the most poignant sorrow and regret that we announce the death of this distinguished and highly gifted vocalist, who expired last night at the Mosley Arms Inn, in this town, after an illness of 9 days.

Madame Malibran de Beriot was 28 years old; so that she was in the flower of her age, as well as in the zenith of her reputation, when the hand of death fell upon her.—*Manchester Gaurdian, September 24.*

The latest accounts from France are dated the 19th inst. The Cabinet is now completed. Baron Bernard is appointed Minister of War, M. Martin (du Nord) Minister of Public Works, Agriculture and Commerce, and during his illness, M. Duchatel, Minister of Finance, is charged with his department. It is not believed that this completion of the Cabinet is intended to be permanent. It is probably a momentary arrangement, made to get over present difficulties, and the shame of further delay. Troubles have arisen at Nantes, in consequence of a strike among the workmen, and large bodies of military have been sent thither, but there does not seem to be cause for serious alarm.

SPAIN has another chance of escape from Anarchy on the one side and Absolutism on the other. A thoroughly Liberal Administration has been definitely formed, of few members, but all of them men of talent, likely to act with vigour and in concert. Calatrava, President of the Council, and Minister of Foreign Affairs; Gil de la Cuadra, Minister of Marine; J. M. Lopez, Minister of the Interior; Rodil, Minister of War; Landero, Minister of Justice; Mendizabal, Minister of Finance; Arguelles refused to take office, but will support the Ministry.

The collection of the forced loan is said to be proceeding with rapidity and success; and Mendizabal has taken measures for bringing the produce of the sale of national property into the Treasury. He has directed the formation, in every province, of a Board, for superintending the suppression of convents and the disposal of their lands and valuables. He has likewise appointed a Commission to report upon the best mode of abolishing tithes. Money is to be sent to the army before any other claimants on the treasury are paid. A small supply of cash was immediately furnished, by a Madrid capitalist, on the credit of Mendizabal.

There have been rumours of a Carlist march on Madrid, the Absolute Don himself being at the head of his troops; but as yet there is no distinct information concerning the rebel movements; and it is not very likely that Don Carlos will venture out of his fastness in the Basque provinces. A defeat on the S. side of the Ebro might be irreparable; and there is nothing in the character or past performances of Carlos to lead us to suppose that he would run such a risk. It is moreover asserted, that his Generals, Gomez and Cabrera, have had a violent quarrel, and refuse to co-operate with each other.

From the Legion the only news is, that on the 15th a detachment from St. Sebastian went on a foraging expedition, and, after a sharp conflict with the Carlists, succeeded in carrying off some hay and straw; with the loss of four killed and fourteen wounded; Capt. Butler, of the Seventh regiment, being among the latter. This is miserable work.

It appears from the latest intelligence received from the seat of war in Spain, that the Christino forces have at length been put in motion, from Vittoria, under the command of Gen. Obaa. Their numbers are stated at 6000 infantry, with a small body of cavalry. The Carlists have issued a bulletin, claiming a light advantage over these troops, at Los Acros.

REVOLUTION IN PORTUGAL.—A revolution, fortunately a bloodless one, has been effected in Portugal. It is said to have commenced on the evening of the 8th inst. by the National Guards, who were soon joined by a part of the populace, and by the garrison of Lisbon.—At two o'clock in the morning of the 9th a deputation, composed of an officer from each corps, proceeded to the Palace, and presented an address to the Queen, requesting that she would dismiss her ministers and cause the constitution of 1820 to be proclaimed, subject to the modification of the Cortes. To this after some hesitation her Majesty assented. On the return of the deputation they were received with the utmost joy by the troops, who immediately marched to the Palace square, and after cheering enthusiastically for the Queen and the constitution of 1820, retired peacably. Viscount de Sa da Bandeira and Count de Lumiares have been charged with the formation of a new ministry. The above important intelligence was brought by the Manchester, steamer, which left Lisbon on the evening of the 10th, and arrived at Falmouth on the morning of the 16th inst. Up to the moment of the Manchester's departure, Lisbon was perfectly tranquil, but it was believed that some difficulty would be experienced in the formation of a ministry.

Reynolds, the Informer.—The Paris correspondent of the Albany Advertiser writes that the well known Irish informer, Thomas Reynolds, died in Paris on the 18th August. The wretch appeared for many years to thrive on the fruit of his iniquities, but of late had grown into an unwieldy mass of flesh, and had become a burthen to himself and his family. The Whig government of England continued to pay him £1500 blood money to his death, together with the emoluments of his situation of Consul General in Denmark. He lived in Paris for upwards of fifteen years in honored contumely. The government had instructed its Ambassador to receive him and treat him in every respect as a member of the *corps diplomatique*, but he was banished from every private society whether English, Irish, or French. He was seen every day insolently riding in his carriage with his servants, dressed in the colour of Ireland, through our public walks, and the Irish residents could read on his coat of arms, that, while he was bartering the noblest blood of their country for a vile metal *ducebat amor patria!* In his latter days he had turned a twaddler and undertaken the management of a poor school.

Death of a Tory Spy.—"Reynolds, the Informer," is dead. So we see it stated in one of the papers. The nation is therefore saved the further expense of supporting in fashionable style, at Paris, one of the most perfidious scoundrels that ever poluted the earth and degraded human nature. By degrees the country has been eased by the hand of death of the burden imposed by Lord Castlereagh upon the people for the maintenance of their perfidious betrayers. One of these, Mac Nally, who to the last hour of his existence was in the full confidence of the Irish people, though he was, for a great portion of his life, the pensioned secret instrument of Castlereagh, died before his employer. A second, the notorious Watty Cox, yielded up his pension and his life some months ago; and it now appears that Reynolds, the most ruthless ruffian of all, whom Castlereagh hired to foment a rebellion in his native land, and to betray into the hands of the executioner the intimate, personal friends of both—for Reynolds moved in genteel society,—he, too, has at last gone to his great account!—One of the most splendid bursts of Curran's eloquence is, perhaps, his character of Reynolds, sketched while vainly attempting—(for in those times suspicion was guilt, and accusation was conviction—the juries being prepared before hand, and the courts of law being little else than a formal machinery to transmit the victim to the gallows)—to rescue a hapless client from the fangs of the informer, and his equally perjured employer. But he cared not for reproach: hardened in infamy, and sure of his blood money, he played his part in the terrible drama of 1798; and having slain a hecatomb, by treachery and secret report, he withdrew from the theatre of his frightful exploits, and was sent straightway from "the charnel house" (Dublin Castle)—where those who were buried as men were dug up as witnesses—to be postmaster at Lisbon. There he remained, drawing about £1,400 a-year from his place, until the British army entered the Portuguese territory to engage with the French. Known personally to some of his countrymen in that army, and by the infamous notoriety of his name to all—hated by some for his perfidy towards their friends—abhorred by all for his profligate conduct and mercenary, blood-stained treachery—his character was speedily blown, and finding Lisbon thenceforth neither a pleasant, nor even a safe abode, he fled to France, where he sought and found shelter by getting rid of his name. In the latter country he continued ever since to reside, living in luxury upon the wages of his guilt.—What a theme for reflection to the present generation! What a light, too, is reflected by Reynolds's career upon Toryism! The men who suborned Reynolds—who prompted him to betray—are the self-same all of them in principle, many of them in fact, who now resist reform in this country, and refuse to Ireland those privileges and rights guaranteed to her by that Act of Union, to compass which the rebellion was fomented and Reynolds taken into the service of a Tory Administration.—*Morning Chronicle.*

The Courier.

SATURDAY, NOVEMBER 12, 1836.

The recent arrivals at this port bring us Liverpool papers to the 26th September, from which we have made a few extracts.

BANK OF FREDERICTON.—It is only a short time since that we published the Prospectus of this Institution, which will be in active operation by Tuesday next. Much credit is due to the projectors, for the successful adoption of every means calculated to prevent the Commercial embarrassment hitherto attendant upon the formation of Banks in this Province. By the formation of a Joint Stock Company, the only possible objection to the granting a Charter has been completely removed, and we are informed that some of our most cautious capitalists were so well satisfied with the Constitution of the Company, which was in Saint John a few days ago, that after a careful examination of its provisions, they concluded to increase their Stock. Should our citizens ever require an increase of Banking Capital, we think they will find the example set them by our Fredericton neighbours well worthy of imitation. The greater part of the Stock in the Bank of Fredericton has been subscribed, and a sufficient portion paid in to warrant the immediate commencement of business. We have good authority for stating, that the Stock has been taken by Merchants, Farmers, Mechanics, and persons who have retired from business, resident in York, Saint John, King's, Queen's, Sunbury, and Carleton, and that it has afforded a very favorable opportunity for many persons of small means to invest their savings in, which they have in many instances readily embraced. A respectable amount of the Stock has been taken in this City, and the greater part of that which remains untaken, was the Stock appropriated to Saint John.—This is the last day appointed for the payment of Stock, and all that remains unpaid to day, we are informed is to be set apart to supply such persons of influence in varrious parts of the Province, as may be useful in forwarding the interest of the Company; in the same manner that the Banking Companies in England reserve portions of their Stock for country Bankers and distant agents. We believe it is the intention of the Directors, under the authority of the Company, to apply for a Charter with such an amount of capital as they may hereafter deem adviseable, and to call in the Stock as the business of the Company requires its investment, thereby leaving the Capital from time to time invested, to depend altogether upon the business of the Bank.

THE BRIDGE, which is in course of erection below the Falls near this city, has progressed nearly to completion during the past season; but owing to the present shortness of the days and the late boisterous weather, which seriously injured a part of the overhanging staging between the towers, it has been determined by the Directors to postpone the further prosecution of the work till Spring, when we have no doubt it will be completed in a short time. Indeed, considering the magnitude of the work which has already been accomplished, and the casualties and delays which those who undertook it have had to contend with, we think they have exceeded general expectation, in having done so much in one of our short seasons.

"THE OCEAN QUEEN."—A beautiful little ship, bearing this name, was launched from Mr. Cannon's Ship Yard in Portland on Monday last. Ship launches being now so common in this vicinity, they have ceased to attract much attention, but the Ocean Queen having to cross the highway in her descent to her destined element, a number of spectators, assembled to witness the launch, which was accomplished without accident, and in fine style. The Ocean Queen is owned by Mr. Chartres Simonds, and a more perfect or better proportioned model of naval architecture we believe has not been produced in this quarter. We understand she is intended for the Mediterranean trade, for which she seems well adapted. We wish her every success.

We give below a few more particulars respecting the late *Royal Tar*, copied from Portland papers. In a letter published in them, it is stated that had the engine been on deck, the fire would have been easily put out: having a fire engine to work below is a great oversight.

"The amount of specie and notes lost is not less than $60,000. One of the Caravan keepers tied $500 in specie about his person, jumped overboard and was drowned. The scene on board beggars description,—many passengers were so much frightened that they jumped overboard, some of them mothers with their infants lashed to them. Only one person, an elderly Irish woman, was burned, she had not been seen at all on deck—the remainder of the 32 were drowned.

One gentleman, Captain Edward Waite, of Portland, had about $5000 entrusted to him, which was lost. It is said that Capt. W. secured himself and trunk on the steps of the boat, until the rope to which they were attached burnt off—when, still retaining possession of his treasure, he swam to another part of the vessel, where he sustained himself and property until a cabin passenger, a lady, floated near him, when he let go his trunk and seized and sustained the woman until they were both saved.

J. T. Sherwood, Esq. British Consul at Portland, who was on board the *Royal Tar*, was also on board the Steam Brig *New-York*, which was burnt near the same place, about fourteen years since, on her passage from Eastport to Portland."

"What became of the elephant?" is a question that has been put nearly as often as the late Royal Tar has been mentioned. It is reported here this morning that he succeeded in getting safely ashore on an island in Fox Island thoroughfare. A poney that belonged to the Caravan kept the elephant company, and landed at the same place. These it is understood are the only two of the animals that were saved. A number of horses jumped overboard at the same time, but instead of making for the land, continued swimming round the wreck till they perished.—*Portland Courier.*

The subject of the following letters was noticed in our remarks last week.

Saint John, November 4, 1836.

Mr. WILLIAM G. BROWN,

SIR,—It gives me much pleasure in forwarding you the inclosed sum of £25, from the Young Men of Saint John, and also a receipt from Messrs. LOCKHART & CRANE, on account due them, for £2 10, presented as a testimonial of their good feeling towards you, and for your exertions in saving the lives of many persons from the *Royal Tar*. I am, Sir, your's, &c,

THOMAS REED.

Saint John, November 7, 1836.

To *Captain* THOMAS REED,

SIR,—I received your's of the 4th instant, with the inclosed sum of £27 10, from the Young Men of Saint John.—For this handsome donation, I beg you will be pleased to present my sincere thanks to those gentlemen who have so generously interested themselves in my behalf.—Their good feeling evinced towards me, I trust I shall always bear in grateful remembrance: and I feel thankful to that gracious Providence who caused my exertions to be instrumental in saving the lives of our fellow sufferers.

I am, Sir, your most obedient servant,

W. G. BROWN,

Steward of the late steamer Royal Tar.

Mr. CHUBB,—Having waited with anxiety to hear the different statements relative to the melancholy and unfortunate catastrophe of the *Royal Tar*, on the 25th ultimo—I deem it a duty I owe to the public, and feel my-self called upon to make a plain statement, (which I can corroborate,) of facts during the conflagration. At a few minutes past 2 o'clock, p. m. on that eventful day, after the Royal Tar was anchored off Fox Island, I went below to perceive if any thing was the matter. Capt. Reed observed me, and requested me to go on deck and send the men belonging to the vessel to attend the engine pump. I immediately went forward to Mr. Atkins, the Pilot, and inquired if the anchor was holding.—Capt. Reed came on deck and made a similar inquiry, which was answered in the affirmative — Mr. Brown, the Steward, then came on deck, and informed Capt. Reed that the boat was on fire. Captain Reed called on me to get the hose for the engine pipe; but before it could be jointed the men on duty were compelled to abandon the pump, on account of the suffocation by smoke. Finding the boat in flames, an order was conveyed by the Pilot from the Captain to me, to hoist the anchor, which I deemed imprudent on account of the length of cable out (38 fathoms); in the confusion and rush forward to weigh the anchor; and in consultation with the Pilot, it was deemed most prudent to slip. When this happened, Capt. Hammond and his crew got possession of the quarter boat. Capt. Reed discovering this, made for the stern boat, accompanied by J. T. Sherwood, Esq. the British Consul and Mr. J. H. Fowler.—The steamer being then under my command, I ordered the jib to be hoisted, and individually rushed aft to clear the mainsail.—The flames were then on deck, and the Omnibus in a blaze—when Mr. Brown and I commenced heaving water into the after cabin, to prevent the fire reaching the mainsail. While in this act, I discovered the schooner *Veto* in sight, and went through the flames to get the Ensign, and hoisted a signal of distress, which was observed by the Veto, and she accordingly came to our assistance. I then went to the wheel, and remained at that station till the *wheel house was on fire!* I then retreated aft to procure the relieving tackles, and rigged them with the assistance of Mr. Fuller, the Agent of the Menagerie.—I then discovered that the mainsail was on fire, and losing all command of the vessel, with the assistance of Mr. Fuller, secured the helm *hard down*, in order to bring the boat broadside to the wind, and with the help of Providence to save my fellow creatures. At this period Mr. Brown and Mr. Atkins were forward. I then found it impossible to remain longer on board—and in company with Mr. Fuller, and Mr. Harris of the River Saint John, unrove one of the wheel chains, hove it over the stern, and affixed to the same four pieces of rope to suspend us in the water; I making Mr. Fuller secure by the thigh. We remained upwards of two hours in this situation, while women and children were clinging to my legs, and hard to relate, they sunk to the deep, with the exception of one woman. Before I was rescued from this situation, Capt. Reed made two trips to the stern of the Boat, myself and Captain Waite still clinging to the ropes, allowing in preference, others to be taken from the wreck. When taken on board the Veto, I took off my boots and jacket, and boarded the wreck twice, saving nineteen, including Mr. Brown, the Steward, and the Pilot.—Being completely exhausted I could render no more assistance at the time.—Captain Reed then ordered Mr. Brown to go in the boat; however, I attended to the duty on board the Veto, and assisted Capt. Reed and the Lieutenant commanding, until she came to an anchor.—After reaching the shore, Capt. Reed, the British Consul, Capt. Waite, James H. Fowler, and myself, proceeded to the residence of Squire Barter, and were scarcely seated, when Capt. Hammond and part of his *favorite crew* came in, and must have been astonished to find Captain Reed and his party so *comfortable*.—The feeling gentlemen then proceeded to Squire Kimball's, and were "comfortably entertained." The day following, Capt. Hammond, the "*basest of the base*," came to the store of Squire Barter, and advised Messrs. Garrison, Patten, and Ansley, to proceed against Captain Reed, for the recovery of their passage money.—Thus acted that Gentleman.

In conclusion, although I may pass unnoticed, I have a consolation, a clear conscience, and have only to lament my exertions could not have been of greater service. Encomiums have been passed on deserving men—and I hope my conduct has not been undeserving.

FRANCIS B. BLACK, *Mate.*

St. John, November 10.

STATISTICS OF GLASGOW.—An interesting report, detailing the past and present state of Glasgow, by James Cleland, L. L. D., was read at the late meeting in Bristol of the "British Association for the advancement of Science."—Several extracts from this elaborate paper are published in the New-York Albion, from which we take the annexed paragraphs:—

Trade.—The increase of trade at Glasgow, in consequence of the improvements on the river almost exceeds belief. Less than fifty years ago, a few gabbarts, and these only about 30 or 40 tons burden, could come up to Glasgow. The recent improvements have been such, that in the year 1831, vessels drawing 13 feet 6 inches water were enabled to come up to the harbour; and now large vessels, many of them upwards of 300 tons burthen, from America, the East and West Indies, and the Continent of Europe, as well as coasters, are often to be found three deep along the whole length of the harbour. During the year 1834, about 27,000 vessels passed Renfrew ferry; and at some periods of the yoar between 20 and 30 in one hour. A few years ago the harbour was only 730 feet long on one side; whereas it is now 3340 feet long on the north side of the river, and 1260 on the south. Till of late years there were only a few punts and ploughs for the purpose of dredging the river, now there are 4 dredging machines, with powerful steam apparatus, and 2 diving bells. Till 1834, the river and harbour dues were annually disposed of by public sale, but now they are collected by the Trustees, consisting of the Members of the Town Council, and five merchants appointed by them.

It appears from the evidence of Mr. James Russel, harbour master for the department of steam vessels, before a Committee of the House of Commons, in May, 1836, that there were 75 steamers plying to and from Glasgow, tonnage 683,568, and that during 1835 there were 8401 arrivals of steamers, twenty of them of the largest class, and some of these about 200 feet long (equal in length to frigates of the first class.)

Power Looms have increased greatly of late years—some idea may be obtained of the extent of their use in Glasgow when it is known that in 1831 four houses employed 3040 looms. These looms on an average, weave fourteen yards each per day. Allowing each loom to work 300 days in a year, these four companies would throw off 10,101,000 yards of cloth, which, at the average price of 4½d. per yard, is £189,393 15s. per annum. The power and hand looms belonging to Glasgow in 1831 amounted to 47,127, viz. steam looms, 15,127; hand looms, in the city and suburbs, 18,537, in other towns, for Glasgow manufactures, 13,463. Since that period power looms have greatly increased.

Steam Engines.—There are in Glasgow and its suburbs 310 steam engines, viz. 176 employed in manufactories; 59 in collieries; 7 in stone quarries; and 68 in steam boats. Average power of engines, 20 46-100th; total horses' power, 6406.

Timber Trade.—Messrs. Pollock, Gilmour, & Co., who are chiefly engaged in the North America timber trade, have eight different establishments, that ship annually upwards of *six millions* cubic feet of timber, to cut and collect which, and to prepare it for shipment, requires upwards of *fifteen thousand men, and five hundred horses and oxen* in constant employment; and, for the accommodation of their trade, they are owners of twenty-one large ships, the registered tonnage of which is twelve thousand and five tons, navigated by five hundred and two seamen, carrying each trip upwards of twenty thousand tons of timber at forty cubic foot per ton; all of which ships make two, and several of them three trips annually. It may be truly said that this establishment is unequalled in Europe.

Mr. Buckingham has given notice in the British House of Commons, that in the next Session he will move a series of resolutions for reducing the National Debt. He proposes to liquidate the whole within a hundred years.

WHALE SHIPS.—Mr. Phillips stated before the Charlestown Lyceum, on Tuesday evening last, that there were *four hundred and fifty ships* sent from this country, engaged in the whale fishery. They employ upwards of *ten thousand men*—and cost with their outfits, about $20,000,000.—*Newburyport Herald.*

The steamer Bangor, on her outward bound passage, just as she left the village of Bucksport, broke her crank, and by the concussion that ensued, most of her machinery was destroyed. The passengers were all taken off in safety by a horse ferry-boat that was near at hand.—*Ellsworth paper.*

Destructive Fire.—Last Friday evening a large fire occurred at Newark, N. J. About 50 buildings were destroyed, and property estimated at $200,000 consumed—$100,000 insured.

(From the Royal Gazette of Wednesday.)

IN COUNCIL—*7th November*, 1836.

Ordered, that the following Circuit Courts be and are hereby appointed to be held in the several Counties of this Province for the ensuing year 1837, namely, in

Saint John—Second Tuesday in January and first Tuesday in August.

Charlotte.—Fourth Tuesday in April and Tuesday after the fourth Tuesday in October.

King's.—Fourth Tuesday in January.

Kent.—Last Tuesday in August.

Westmorland.—First Tuesday in September.

Gloucester.—Wednesday before the first Tuesday in September.

Northumberland.—Second Tuesday in September.

Carleton.—Last Tuesday in September.

Sunbury.—Last Tuesday in February.

Queen's.—First Tuesday in March.

By Order of His Excellency the Lieutenant Governor in Council.

Isaac Woodward Jouett, Esquire, to be Commissioner in the room of Philip Harry, Esquire, to explore the Road from Bois', on the Miramichi, to Woodstock.

We understand that His Majesty has been pleased, in compliance with the prayer of the petition of the Merchants and others of Miramichi, to direct that port to be opened as a landing and Warehousing port; and that an order from His Majesty in Council to that effect may be shortly expected.

Montreal, October 27.—A number of American speculators have been engaged in this city for the last two weeks, in buying up wheat and salt for the American market. We have been informed by a merchant of this City that 80,000 bushels of U. C. wheat and 50,000 bushels salt have, within the last few days, been purchased. The *Princess Victoria* steam-boat has already brought 35,000 bushels of the wheat and 20,000 bushels of the salt to Laprairie, to be taken from thence to St. John's, via the rail road. What does this portend?—*Transcript.*

Montreal Markets.—We have not heard of any alteration since our last, in Flour or Ashes, worthy of notice. For fine flour the price generally demanded is 42s. 6d. Although the price of Mess Pork has changed frequently within the last few days yet it may fairly be quoted at $32. A large parcel lately brought in, has been offered at that price.—Sales of prime mess at $26, and prime at $20. A good demand exists for beef; 15,000 barrels were put up for market, and a considerable quantity is still salting down. Very little Mackerel coming into market. Sales of herrings, No. 1, at 25s.—The wholesale price of salt butter, is 1s. per lb. There is a great scarcity of money, owing to the Banks having curtailed their discounts.—*Ibid.*

Extract of a private letter, dated Quebec, 22d October.—In consequence of the loss of the several rafts, and the detention of said timber, every kind of lumber is likely to command extraordinary prices; and it is feared the timber that will be saved will be too late for bringing to Quebec to winter.

TWENTY-FIVE LIVES LOST IN THE SAINT LAWRENCE.—During the late gale there was a great deal of damage done to the rafts that were passing down the Saint Lawrence to Quebec.—Lake St. Peter is some fifty miles below Montreal, and its navigation very dangerous in bad weather. It will be seen by the following letter, that, in addition to the loss of property, twenty five persons have been drowned:—

Point du Lac, October 18.—Between six o'clock last evening, and six this morning, a gale was experienced from S. E. upon Lake St. Peter's so violent that four rafts have been completely broken up, and caused the loss of twenty five lives. One raft of red and white pine belonging to Messrs. Poupard & Raymond, totally wrecked, from which twelve men were lost, among whom were two brothers of Mr. Raymond. Another raft the property of Messrs. Rogers and Thompson, of Perth, was this morning found scattered upon the beach, and all the crew, thirteen in number, have perished. Eight of the latter crew were found this morning upon the shore, at this place, in an awful state of mutilation, amongst whom was the pilot, Jeremiah Campbell, one of the oldest and most experienced pilots on the River. Another raft of oak, the property of Messrs. Porter, Gombell, and Cameron, of Perth, consisting of 75 cribs is a complete wreck, the crew all safe.—Another raft of red pine, owned by Mr. Thompson and Brother, is likewise broken up, no lives lost, and the timber may be principally saved.

Mr. CHUBB,—SIR,—Is it not somewhat strange that while we are every week hearing something of the progress of Temperance from different quarters of the world, that we have not one word from our "Provincial Temperance Society," which, from its title we might reasonably suppose should set an example of perseverance to all others in the Province. Can it be that they have done all that is necessary to eradicate intemperance, or that they have given over the case as hopeles.—It is almost daily inquired of me, "What are you Temperance people doing now? Are we to have no more Temperance Meetings? &c. May I request the Secretary to answer these queries at his earliest convenience, and also tell the number of supposed efficient members, and the increase since last *Quarterly Meeting*, which took place I think in March last.

I am, your's very sincerely,

A Member of the St. John Provincial Temperance Society.

THERMOMETRICAL TABLE.

Extreme Heat during the day, and Cold during the Night,

Indicated by a Registrating Thermometer.

Sat.		Sun.		Mon		Tues		Wed		Thu		Frid	
Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night	Day	Night
41	26	32	27	40	31	43	31	40	25	43	29	44	37

Brussels-street, Nov. 12, 1836.

NEW-BRUNSWICK

FIRE INSURANCE COMPANY.

Office open every day (Sundays excepted,) from 11 to 1 o'clock.

JOHN M. WILMOT, Esquire, President.

Committee for November:

John Boyd, A. S. Perkins, John Walker.

All communications by Mail, must be post-paid.

MARINE INSURANCE.

I. L. BEDELL, Broker.

Committee of Underwriters for November:

E. DeW. Ratchford, J. Wishart, N. S. Demill.

*** The Committee meet every morning at ten o'clock, (Sundays excepted.)

Post Office, St. John, Nov. 12.

A MAIL for Sussex Vale, Dorchester and Cumberland will be made up at this Office, every Saturday evening, at 7 o'clock.

MARRIED.

On Wednesday, by the Rev. Mr. Wilson, Mr. Wm. Kirkpatrick, to Miss Margaret M'Fawn, both of Blissfield, County of Sunbury.

In Portland Village, on Sunday last, by the Rev. Arthur M'Nutt, Wesleyan Missionary, Mr. John Souther, junior, of this City, to Miss Jane Babel, of Belfast, (Ireland.)

At Dorchester, on Tuesday morning last, by the Rev. John Black, Mr. James Harris, of this city, to Miss Louisa Ann, sixth daughter of the late Benjamin Wilson, Esq. of Dorchester.

On Tuesday the 4th October, by the Rev. Geo. Jarvis, Rector of Shediac, Mr. Charles Black to Miss Margaret Steadman, both of the Parish of Moncton, Westmorland County.

At Fredericton, on the 3d inst. by the Rev. J. Birkmyre, A. M. Mr. James Munson, Parish of St. George, County of Charlotte, to Miss Eliza Grieves, Parish of St Mary, County of York.

On the same day, by the same, Mr Thomas Buchanan, Parish of Douglas, to Miss Nancy M'Glinn, of Fredericton.

At Liverpool, (N. S.) on Thursday the 26th instant, at Trinity Church, by the Rev. J. T. Moody, the Rev. William Henry Snyder, Rector at Weymouth, to Ann, widow of the late Mr. R. Van Buskirk.

On Wednesday the 26th ult., at Saint John's Chapel, New-York, by the Rev. Dr. Berrian, Rector of Trinity Church, C. E. Ratchford, Esq. of Parrsborough, Nova-Scotia, to Miss Caroline Yeats, daughter of Dr. C. C. Yeats, of N. York.

At St. Paul's Church, Norwalk, Connecticut, on the 19th ultimo, by the Rev. Dr. Judd, Mr. Charles R. Gibbons, of the City of New-York, to Mrs. Charlotte Langen, youngest daughter of the late Samuel Whitney, Esq. of St. John, N. B.

DIED.

On Sunday the 6th instant, aged 32 years, Abigail, wife of Mr. John Lockhart, of this place. She bore a long affliction with the utmost resignation, and left this world with a cheering and cloudless assurance of a blissful immortality.

On Thursday last, aged 11 months, Robert Fields, son of Mr. Peter Margeson.—Funeral, To-Morrow, at 2 o'clock, from his father's residence, Germain-street, near Mr. Flaglor's.

At Fredericton, on the 30th ult. Mr. William Noble, infant son of Mr. Andrew Payne, aged 5 months and 2 days.—On the 4th inst. Caroline, daughter of Mr Justin Spahnn, aged 2 years and 6 months.—On the 5th inst. Mary, daughter of Mr A. Ritchie, aged 18 months.

At Digby, on Monday last, in the 47th year of his age, Captain William Taylor, formerly Master of the Packet plying between St. John and Digby, and very generally respected by all who knew him.

Suddenly, at New-York, on the 28th ult. Mr. James M'Cleery, aged about 40 years, a native of Newton Stewart, North of Ireland.—Mr M'C. was for many years a Clerk in the Custom House Department in this City.

At Philadelphia, on the 22d ultimo, in the 78th year of his age, Gilbert Robertson, Esquire, Consul of His Britannic Majesty, an old and faithful subject of the Crown, and not less estimable as a man and a gentleman.

DROWNED from the Barque *Lord Melville*, at St. Pierre's, on the 4th October, Mr. Robert Reed, aged 25 years, youngest son of the late James Reed, senior, Esquire, of this city.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Sunday, brig Sea Horse, Taylor, Ballyshannon, 42—S. Cock, ballast.

Monday, schr. Henry Bowser, Vaughan, Halifax, 8—Master, fish.

Heroine, Larkin, Halifax, 14—Ratchford & Lugrin, wine, butter, fish, &c.

Tuesday, ship Calcutta, Reed, Liverpool, 42—flour, oats, and merchandise.

Saint George, Kay, Newry, 39—Crookshank & Walker, coals.

Wednesday—Lord John Russell, Clarke, Waterford, 35—John Hammond, ballast.

Pollock, M'Arthur, Port Glasgow, 39—R. Rankin & Co. merchandise.

Granville, Taylor, Liverpool, 53—W. Flaherty, coals, &c.

Brig Eamont, Storey, Dublin, 56—to order, oak timber.

Schr. Tom Cringle, Pickance, Philadelphia, 14—R. Harris, flour and corn.

Thursday—New ship Acadia, James, Wilmot, N. S.—Blakslee & Holman, ballast.

Friday—Ship St Andrew, Garrison, Liverpool, 44—John Wishart, coals and goods.

Sapphire, Hall, Dublin, 48—R. Rankin & Co. ballast.

Brig Prince Leopold, Richardson, Caernarvon, 60—R. Rankin & Co. ballast.

Schr Charles, Banino, Quebec, 35—Ratchford & Lugrin, flour and pork.

George, Chandler, Lubec, 3—Master, ballast.

Primrose, Anderson, Sidney, (C B) 24—Master, 30 chalds coal, 800lbs butter, 50 qtls codfish.

Elizabeth, Vaughan, Halifax, 7—Ratchford & Lugrin, wine, &c,

Victory, Kinney, Boston, 11—Ratchford & Lugrin, apples, &c,

Yarmouth Packet, Tooker, Halifax via Yarmouth,—C. M'Lauchlan, rum, sugar, &c. and 50 qtls codfish, 4 brls pork, 500lbs cheese, 100 dozen eggs.

This morning—Ship Cyrus, Robertson, Liverpool, 60—to order, coals.

Brig Clara, Longmire, Philadelphia, 10—Chas. M'Lauchlan, flour, cabbages, &c

Mary Ann, Payson, St. Domingo, 24—E. Barlow & Sons, coffee.

Schr. Jane, Wilson, Halifax, 7—W. Hammond, rum and sugar,

Kingston, Carr, Quebec, 14—H. Blakslee, flour. —Joseph Dobinson, late master, was knocked overboard by the main boom and drowned, in a gale on the 4th inst. off Country Harbour, N. S.—His family reside at Pictou.

ENTERED—FROM NOVA-SCOTIA.

5th—Schr. Relief, Parker, Parrsboro. 40 tons plaster; Fly, Newcomb, Cornwallis, 1200 bushels potatoes, 100 do. oats, 60 do. apples, 70 brls. cider, 100 yards kersey, 20 dozen socks, Ploughboy, Green, Cornwallis, 360 bushels apples and 15 brls cider; steamer Maid of the Mist, Hennebray, Annapolis and Digby, passengers and 3 horses.

7th—Schr. Chance, Coggins, Brier Island, 50 barrels mackerel and 150 quintals dry fish; Neptune, Fowler, Apple River, 30,000 feet deals; Friendship, Pineo, Cornwallis, 1000 bushels potatoes, 100 do oats, 40 brls. apples, 32 do. cider, 16 do. shad, and 2 do. pork; Pilgrim, Hatfield, Parrsboro, 15,000 feet deals; Star, Larkin, Argyle, 500 quintals codfish and 4 barrels oil; Caroline, Larkin, Argyle, 850 quintals codfish, 7 brls. oil and 200 pair mittens; Lucy Ann, Peters, Annapolis, 60 bushels potatoes, 6 do. oats, 1 brl. oatmeal, 100 lbs. butter, 9 brls. apples, 3 do. cider, 40 pair boots, 4000 staves, and 55 sheep; Admiral Digby, Wright, Digby, 100 boxes herrings, 18 bushels potatoes, 4 brls. apples, 300 lbs. mutton, 350 do. dried meat, 24 geese, 3 oxen, 400 lbs. butter, 8 brls. shad, 13 do. mackerel, 100 dozen eggs, 15 quintals dry fish, and 1 firkin sounds and tongues.

8th—Schr. Jane, Newcomb, Amherst, 220 brls. beef, 30 do. pork, 8000 lbs. butter, 10 brls. salmon, and 30 sheep; Lighter, Dixon, Cumberland, 500 grindstones, 11 brls. beef and 100 firkins butter; steamer Maid of the Mist, Hennebray, Annapolis and Digby, 32 oxen, 2 horses, 15 sheep, and 70 lbs. cheese.

10th—Schr. Two Sons, Cook, Wilmot, 8000 staves; Admiral Digby, Wright, Digby, 4 oxen, 30 sheep, 5 brls. apples, 2 do. shad, 10 quintals dry fish, 30 lbs. butter, 24 geese, and 20 dozen eggs; steamer Maid of the Mist Hennebray, Annapolis and Digby, passengers.

11th—Rambler, Graves, Digby, 400 bush. potatoes, 100 do. oats, 11 oxen, 25 sheep, 10 cwt. cheese, 2 do. butter, 50 bush. turnips, 2 do. barley, 1 cord wood; Caroline, Crosscup, Digby, 17 cords wood, 110 brls apples, 6 do cider, 13 sheep; Dart, Tinch, Digby, 35 bushels potatoes, 40 do. barley, 4 brls cider, 13 sheep, 1 cow; Ann, Kinny, New Edinburgh, 160 bush. potatoes, 25 do turnips, 80 do barley, 6 cords wood; Linnet, Dakin, New Edinburgh, 600 bush. potatoes, 20 qtls. codfish, 20 bush. barley, 50lbs cheese, 20 doz. mitts, 300 doz. eggs, 1 brl. oil; Lark, Gower, Annapolis, 58 bush. turnips, 14 brls cider, 26 brls. apples, 30 bush. oats, 2 cwt. cheese, 50 lbs. butter, 498 bushels potatoes, 1 hog; Robert, Rice, Digby, 300 bushel charcoal, 2000 staves, 40 sheep, 200 bush. turnips; Henry, Amberman, Annapolis, 116 brls. apples, 17 do. cider, 15 cwt. beef.

COASTWISE.

Nov. 5th.—Schr. Helen, Halcrow, Dorchester, 60 firkins butter, 3000 ft. deals, 60 pieces grindstone, 5 ox hides, 30,000 shingles, 12 brls. oysters, 8 do. potatoes; Zealous, Robertson, Peticodiac, 80 bush. oysters, 8 do. potatoes, 30 do. oats, 10 grindstones; Betsy, Helm, St. Andrews, 18 bush. potatoes, 50,000 shingles, 12 cheese; steamer Gazelle, Smith, St. Andrews, passengers, and 2 brls. pickled fish.

7th.—Schr. Isabella, Pangbourne, St. George, 36,000 feet deals, 4 cords lathwood, Tripoli, Patterson, Salmon River, 7000 ft. deals; Union, Califf, Salmon River, 38,000 ft. deals, 2 brls pickled fish; Mary Ann, Wells, Hopewell, 10,000 feet deals, 7 firkins butter, 5 hides; Ophir, Calhoun, Shepody, 30,000 ft. deals, 2 firkins butter, 260 lbs. cheese; Edwin Botsford, Lewis, Hillsboro, 36,000 ft. deals, 28 firkins butter; Thomas Wyer, Back, ... pork, 1 brl. flour, and sundry farming utensils.

8th.—Elizabeth, Fitzgerald, Salmon River, ... deals; Victory, Campbell, Mispeck, 120,000 ... 10,000 ft. boards; Alert, Wane, Black River, ... deals; Spray, Thompson, Lepreaux, 30 cords ... ry, Kay, Welchpool, 40,000 shingles, 140 brls ... 51 do. mackerel, 40 boxes smoked herrings; ... steamer Gazelle, Smith, St. Andrews, passengers.

9th.—Schr. Salisbury, Boyde, Peticodiac, ... deals, 47 firkins butter, 20 brls. beef, 4 carcases ...

10th.—Diligence, Grady, Mispeck, 15,000 ... Wave, Tynam, Point Wolf, 38,000 feet deals.

11th.—Schr. Margaret, Campbell, Dipper Harbour, ... bushels turnips, 120 do. potatoes, 100 do. oats, 37 ... 40 do. carrots, 10 do. parsnips; Caroline, ... ner's Creek, 35 M. feet deals; Palace, Paul, St. ... 80 sides sole leather, 25 M. shingles; Norval, ... St. Martin's, 300 bushels potatoes; Equity, ... voyage, 5 brls. herrings and codfish, firewood, &c.

ENTERED FOR LOADING.

Nov. 7th—Llan Rumney, Simpson, Hull.

8th—St Patrick, Breen, Londonderry.

9th—Mozambique, Cronk, Bristol.

Port Glasgow, Lindsay, Liverpool.

11—Sapphire, Hall, Sligo.

12—Ocean Queen, Simonds, Cork.

Ann Hall, Bowles, Liverpool.

Hope, Moore, Ballyshannon.

Britannia, Garrison, Liverpool.

Mercator, Gibbon, Belfast.

CLEARED.

Ship Indian, Fox, Hull, timber.

Brig Catherine, Rively, Hull, timber.

Jane, Wheatley, Galway, deals,

Clorinda, Walker, St Kitts, fish & lumber.

Gambia, Holmes, Annatto Bay, (Jam) ... and lumber.

Schr. Sable, Hammond, Halifax, lime stone.

Lighter, Dickson, Eastport, grindstones.

Thistle, Best, Philadelphia, plaster & fish.

Barque Sarah, Sinclair, of this Port, arrived at Quebec, on the 25th ult. from Liverpool.

The John, Mitchinson, hence, at Belfast.

Advertised at Liverpool, 22d Sept.—Elizabeth, Scott; and Majestic, Hare, for this port, and Corsair, Thomson, and Mary, Hamilton, Halifax.

The ship Zebulon, Foster, from Liverpool, Richibucto, was totally lost on the Magdalen Islands on the 4th ult.—Crew saved.

The brig Abeona, from London, bound to Quebec, was wrecked at Gabarus—cargo valued at £22,000. Several vessels had gone from Arichat, to render assistance to save the cargo.

Brig Ariel, Capt. Park, of New-York, on a passage to Saint Thomas, in lat. 19, N. on the night of August 31st, took fire in her hold. The crew with nine passengers were obliged to take to the boats, without saving their clothes, and with not a particle of food or water. She had half a ton of gunpowder in her hold—and the boat had not got half a mile off before the brig blew up.—Vessel and cargo valued at $30,000. The boat reached the coast of St. Domingo, on the 4th of September, with her crew nearly exhausted and starved. A part have arrived home. —*Portland Times.*

A REGULAR Monthly Meeting of the *Orphan Benevolent Society*, will be held at Bragg's Long Room, on Monday evening next, the 14th instant, at 7 o'clock.—By order of the President.

HUGH SHARKEY, Secretary.

November 12.

HOSPITAL SUPPLIES.

SEALED Tenders, the rate for each article to be stated in sterling, will be received by Assistant Commissary General ROBINSON, at his Office, until Twelve o'clock on Friday the 25th day of November instant, for the supply of the undermentioned articles, for the use of the Regimental Hospitals in Fredericton and Saint John, for Twelve Months, from the 1st day of January, 1837:

	Article	
Required daily.	Meat, (Beef,)	per
	Bread, (Wheaten) 2 lb. loaves,	do.
	Potatoes,	per bush
	Milk,	per quart
	Tea, (Congo)	per
	Sugar, (Muscovado)	do.
	Rice,	do.
	Oat Meal,	do.
	Barley, (Pearl)	do.
	Salt, fine, not basket,	per quar.
Extra, when required.	Flour, (Wheaten)	per lb
	Arrow Root,	per
	Vinegar, (common)	per gallon
	Mustard, (Flour)	per lb
	Port Wine,	per gallon
	Madeira Wine,	do.
	Brandy,	do.
	Gin,	do.
	Rum,	do.
	Porter, English bottle	per bo
	Porter, Halifax draught	per gal
	Soap, (yellow)	per
	Sand, (scouring)	per bu
	Bricks, (Bath)	
	Whiting,	per
	Black Lead,	do.
	Mutton or Veal,	do.

The Meat to be delivered in good ... pieces, with but little bone, for Soup.

The Bread and Milk to be delivered daily at the Hospital, at the expense of the Contractor, at such hour as may be named by the medical officer in charge.

All of the articles to be of the best quality of their kind, those in daily use to be supplied on the daily requisitions of the medical officer in charge of the respective Hospitals, and the others in such quantities as may from time to time be required.

Payment will be made Monthly, in Mexican Dollars, at 4s. 4d. sterling each, upon the production of the usual vouchers, supported by proper certificates of delivery.

The tenders to be accompanied by a letter signed by two persons of competent responsibility, engaging to become bound with the party in good and sufficient security for his performance of the contract.

Any further information will be received on application at this Office.

Commissariat, St. John, N. B. November 9, 1836.

Accommodation Stage,

Between Saint John and Fredericton

THROUGH IN ONE DAY.

THE subscribers having made the necessary arrangements, will commence running a Stage between this City and Fredericton, for the accommodation of travellers, as soon as the steam-boats stop running. Every exertion will be made to ensure the comfort of Passengers, and articles of Freight entrusted to them, will be carefully conveyed and delivered.—Charges moderate.

The Stage will leave Saint John every Monday, Wednesday and Friday morning, at ... o'clock,—and Fredericton on Tuesdays, Thursdays and Saturdays, at the same hour.

Application to be made at Mr. Wm. Segee's Inn, Fredericton, and at the subscribers' residence, Leinster-street, near the Roman Catholic Chapel, Saint John.

LAWRENCE STIVERS,
HENRY AUSTEN.

12th November, 1836.

WANTED, a Person competent to teach the usual Rudiments taught in a Parish School. Liberal encouragement will be given. Apply at this Office. *St. John, Nov. 12.*

BARLEY WANTED.

3000 BUSHELS of good Barley fit for Malting, for which cash and the highest price will be given. Apply to KELTIE & YOUNGER.

12th November.

LOST, this morning, a Bunch of KEYS: the finder will receive a reward of *Ten Shillings* on leaving them at this office. Nov. 12.

EMIGRATION.

PERSONS desirous of having their friends brought out to this Country from Ireland, are informed that arrangements can now be made with the subscriber for Passages in the Barque *Albion*, and Brig *Charity*, to sail early in the ensuing Spring from LONDONDERRY to Saint John. Every attention will be paid to the comfort and convenience of Passengers coming by these vessels.

H. HOOD,
Opposite the Market Place, King-street.

12th Nov. 1836.

SAUSAGES & BELLOGNIES.

THE subscriber having purchased the Establishment of Mr. Jacob Heber, begs to acquaint the public, that he is now carrying on the manufactory of the above Articles, at the Confectionary, York Point. They are warranted to be of the first quality, and can be had either for exportation or home consumption, in any quantities.

Groat Bread and Crackers kept constantly as usual, and Ship Bread baked for Merchants on moderate terms.

N. B.—All persons to whom he is indebted will please send in their accounts for settlement, and those indebted to him are hereby notified that all outstanding debts after the 1st January next will be sued for without distinction.

WM. BOOKWOOD.

Nov. 12.