COMMUNICATIONS.

[FOR THE COURIER.]

Messrs. Chubb & Co.—As the appointed time for the meeting of the Legislature is rapidly approaching, and as the Lower Branch of that body will be a new House, the Revenue laws will probably be revised, and possibly a new tariff may be adopted. Of course we cannot surmise what principle may be adopted in constructing such tariff; but we would suggest, that if it is to be a high protective principle, at least fair play should be the guiding rule in arranging its details. Hitherto, the manufacturers of lumber have been subjected to an impolitic and unjust tax: they have been compelled to pay an export duty, because the raw material has been improved and rendered more valuable, by the operation of the saw mill. Yet the same raw material, if worked up into *Ships*, is subject to no such duty; and we therefore naturally enquire, on what principle is so unjust a discrimination made? Why should a raw material, when exported as Timber, be subjected to an export duty; but when constructed into ships, be exempted from such duty?—Why should the labour of one class of operatives in this Province, (Shipbuilders,) be protected by exemption from a tax, which is unfairly imposed on the much harder and more severe labourers of another class,—the Lumbermen and Millmen; both classes being engaged in working on the same material, the produce of our native forests? Surely, this is but a one-sided and unjust policy, quite inconsistent with the best interests of the Province. A Revenue must necessarily be raised; but let it be raised from imposts on *imported* goods; not on the staple produce of the country, the only means by which its inhabitants can pay for the commodities they are compelled to purchase in other lands.—We feel it to be very hard, that after paying the Government for land, or for the privilege of cutting timber, and after undergoing the expense of preparing such timber for export, we are compelled to pay a tax upon our own industry, in the shape of an absurd and impolitic export duty; still at the same time, those who avail themselves of the results of our labour, by working up our lumber into Ships, are exempted from such duty. Is this fair play?—Is it justice between man and man? Moreover, we are compelled to pay the same tax of 3 per cent. on the estimated value of our lumber before exportation, without any reference to the state of the market where it is sold; so that whether it realises a good or a bad price there, our tax is the same. All this is taken from the pockets of the hard working *bush-men*, (so called); whose labour it is that creates the value of the raw material; for timber is of little worth till labour has been expended on it. We think, then, Messrs Editors, that it is high time this state of things was altered, and fair-play and justice done towards us; and we hope that the Lumbermen and Millmen of this Province will try to do themselves a little justice, by petitioning the new House of Assembly for a drawback of the export duties they have been hitherto paying.

We are, Messrs. Editors,
Your's respectfully,
Lumbermen & Millmen.

County of St. John, Jan. 22d, 1851.

Messrs. Editors,—I was not surprised at noticing the extraordinary remarks in the *Morning News* of Wednesday, respecting the resignation of the Hon. C. Fisher, as this gentleman has never been a favourite with the Editors, and, if I recollect right, when "most valiant in the fight" for liberal principles, frequently received hard words from Mr. Fenety. If any one will take the trouble to refer to that periodical in March, 1845, when Mr. Fisher was struggling almost alone for Responsible Government, and pursuing a course which, as it differed somewhat from that taken by Mr. Wilmot at the time, left him open to the most violent attacks of his political enemies, he will find that Mr. Fenety not only failed to sustain him, but actually gave publication to letters of correspondence, denouncing Mr. F. as having abandoned his principles! It was all well enough, when the whole Liberal party joined in the approval of Mr. Fisher's course, for Mr. Fenety to approve of it also, but a man who is always willing to speak evil of another cannot be a very unprejudiced or friendly judge of his conduct. Mr. Fisher and Mr. Wilmot went together into the Coalition. Why? They thought it the best course. Did not the Liberals in Nova Scotia do the same? *And they never left until Lord Falkland added another Tory to five already in a Cabinet of nine!* The Liberals of Nova-Scotia disapproved of the Coalition certainly; but did they try to ostracize their best men because they had joined it? Did they not always rally round them while in office with the Tories; and when out of office, *did they not assist them in recovering it alone?* Mr. Fenety may be a very wise man, and a very astute politician, but a more suicidal act than that which he would commit, were he allowed to destroy the Members of his own party in this way, cannot be imagined. I advocate no particular individual, but common sense tells me that a man of high standing, and long and important public services, who has just vindicated his political views in a manner honourable to his character, is too important to his party and to the public to be thrown aside by Mr. Fenety; and it is a poor way of building up a political intent to attempt to damage the man who, of all others, on various accounts, will concentrate the respect and confidence of the public.

Mr. Fisher's resignation, however, concerns a principle of more importance than any individual. It raises the question, whether we are to have Responsible Government or not—whether all that Mr. Wilmot and himself, with those who have of late joined with them, have gained, is to be given up? If the new House approves of the principle on which the Hon. Gentleman has resigned, then the Government must be overthrown. I see no alternative. The point to be settled next will be—will the people sustain the Government? This question settled negatively, and then a new Government must come in.

Notwithstanding Mr. Fenety's denunciations, I regret exceedingly that the Coalition is dissolved, as I see nothing but confusion in the future. No Government will please every one. Men in opposition are generally popular; in the Government they are invariably the reverse. Neither do I see as yet *all* the men who, I think, can harmonize in a new Government, on any great political principle.

I can well understand why others of the Cabinet have not resigned. Mr. Fisher had no election. As one of the main levers of Responsible Government, whatever his feelings of regard might be for his Executive Colleagues, and his prospects of office, he was bound to resign. I believe that he would not have resigned had he not felt it to be his duty to do so. Now, his Colleagues were not restrained by any such considerations, and the crisis seemed to make it necessary that they should, at least for a time, keep the framework of the Executive together. It is not for me to question the motives of such men as Mr. Hazen, Mr. Chandler, &c., who are above the allurements of office, and who do not desire it. Mr. Kinnear is peculiarly situated, and the most rabid party man ought not to find it in his heart to condemn him. No man in or out of the Government is more valued for his sterling moral excellence, while his legal knowledge and standing entitle him to preferment. It is well known that he was induced to give up the Recordership of St. John, and his practice here, for the Solicitor Generalship, and that he removed to Fredericton with a promise of the Attorney Generalship, when a vacancy should occur, before the departmental system was introduced. Mr. Partelow, also, is the head of an office, which must go on, and there are many strong reasons which should induce him just now to hold on to the Government.

Perhaps party Government is the best, but I doubt it seriously. The mischief of the late appointment is, that it must lead to party Government. Had the Executive proceeded, in November, when the Chief-Justice resigned, to fill up his office constitutionally, without resorting to an unnecessary evasion, Mr. Fisher might have taken the leadership of the Government, and by making one or two influential additions to the Executive, I think his prudence would have dictated a course which would have left the Government safe. A series of liberal measures brought down by the Government would, I am persuaded, have saved the present difficulty. But the past is now beyond recall. The Government must meet the House on the old irresponsible principle, and must get a majority if it can command one.

S. T. V.

January 18th.

TO THE EDITORS OF THE COURIER.

Gentlemen,—I observed by the Canadian papers, that it is proposed to connect Lake Temiscouta with the River St. John, by a canal, as the most feasible way for uniting the Canadas with the Atlantic. I perceive, also, in the Canadian estimate cost, the first item of expense from this Lake the St. [illegible]

The Railway from Portland to Boston might be here alluded to a[illegible]ne in successful operation, and in competiti[illegible] excellent water communication.

Now, M[illegible] a well known fact, that a rem[illegible] exists between the St. Lawre[illegible] and St. John, admirably ada[illegible] ithout the necessity of tunnels, [illegible] o' bridge; and when, on the o[illegible] dered that Lake Temiscouta [illegible] seven months in the year in a[illegible] ural obstructions to be overco[illegible] ng that so enlightened a peop[illegible] should, for a moment, hesita[illegible] and Canal. Is it not a matte[illegible] e with what apathy and i[illegible] of Quebec and its neighbourh[illegible] ous Railways and Canals the "A[illegible] g to draw the entire trade of [illegible] Montreal, and even from the [illegible] -York, Boston, Portland, an[illegible] American seaboard? Yes, [illegible] St. Lawrence at its source, and [illegible] t the whole of its mighty commerce—[illegible] hen its natural outlet is by Quebec int[illegible] unswick, or by its own waters through th[illegible] of St. Lawrence. Hear what the eloquent Mr. J. Young, of Montreal, so graphically says to the people of Canada,—"Deepen your Canals, admit the flags of all nations to the free navigation 'from the ocean to and from your great Lakes.'" I say, let New-Brunswick and Canada open a Railway communication between these Provinces—make common cause with the zealous efforts of St. Andrews, now prosecuting vigorously this very object—and you will secure one of the most important of all Provincial trades.—Yes, Messrs. Editors, far beyond what the most sanguine imagination can dream of. Look at the abundant supply of Fish the Bay of Fundy produces—the West India Goods that may be imported into St. John and St. Andrews any day in the year, and forwarded by Railway to Quebec, in barter for the Flour, Beef, Pork, of Canada, and in fact all other articles of her production, which are required in the Bay of Fundy. It may not be generally known that a barrel of Flour might be brought down from Lake Michigan, by the St. Lawrence, to Quebec, and if transferred by Railway to St. John or St. Andrews, for one-third the cost of the present carriage via Boston or New-York. Goods might also be returned with like facilities, and at little expence. Another important feature in the comparison of advantages is the fact, that Canadian Flour would come into New-Brunswick duty free, whilst at New-York it is subject to 90 cents. per barrel, with a proportionate duty upon all other Canadian exports. Let us compare the relative distances by land, commencing at Montreal:

By the American Road.	Miles.
From Montreal to Boston, ...	310
" Boston to Calais, via Portland, .	360
" Calais to St. John, ...	70
	740
By the British Road.	Miles.
From Montreal to Quebec, ...	180
" Quebec to St. Andrews, ...	300
	480
Or, by Branch to St. John, ...	40
	520

Making a saving of distance on the whole line from Montreal to St. John of 220 miles, or to St. Andrews of 260 miles, in favor of the British road. The distance from Boston to St. John is less, however, by water than land; but our object at present is to compare the distances by land only. It is evident, therefore, that in the event of a person landing at Halifax and bound for Quebec, after the completion of the Great European and North American Railway, and the St. Andrews and Quebec Railway, would save, at least, 220 miles in travelling by the British road to Montreal in preference to the American line; and as a matter of economy, both of time and money, he would, of course, select it.

Have we then no sympathy with our sister Province of Canada? Are there no ties that bind us to each other? Do we not look and cling to the same parent stock? And are we not identified in one common interest? Look to it Canadians: Portland is straining every nerve to divert the trade of your noble Province—her iron hand is nearing you!—Quebec must, in the completion of the Portland and Montreal Railroad, inevitably sink! Can it be otherwise in the nature of things: the stream that now supplies her mercantile wants, the current that floats down her commercial support, will be cut off, and a new direction given to it. There is but one remedy, and one only,—let her unite her energies with the St. John and St. Andrew's people; their road is making now towards that City. In the Fall of this year a locomotive will be plying from St. Andrews to the head waters of the Digdeguash; in 1852 it will be completed to Woodstock; and should a corresponding zeal and activity be manifested on the part of the wealthy inhabitants of Canada, there will be one Iron Highway in British America that will give a new character to the colonist, and a new appearance to the country.

31st January, 1851. A COLONIST.

TO THE EDITORS OF THE COURIER.

In the last number of the *Colonial Watchman*, it is gravely stated, that the Northern nations of Europe "can build and navigate ships at little more than half English prices." This statement is so utterly at variance with the facts, as to induce me to call on the Editor of that paper for some proof of his assertion. If ships can be built for half price in the North of Europe, why is it that none are built for sale in England? If Mr. Gillis will furnish a list of ships built in the North of Europe, and of those built in New-Brunswick, which have been sold in Great Britain during the past year, he will find the account almost wholly on one side; and if he will take the trouble to refer to recent Parliamentary blue books, he will there find statements furnished by merchants and shipbuilders opposed to any change in the Navigation Laws, of the cost of building vessels at the various ports and places in the North of Europe, which render his statements utterly nought.

A Merchant.

The Courier.

SATURDAY, FEBRUARY 1, 1851.

The Approaching Session.—Before our next issue, the new House of Assembly will have assembled at Fredericton, and we shall, no doubt, be able to lay before our readers His Excellency's Speech. The election of a Speaker will, of course, be the first business to occupy the attention of the House. The Hon. Mr. Hanington and the Hon. Mr. Simonds are the most prominent candidates, although there are others in the field, and some discussion and difficulty may arise on this important question.

We are led to believe that the Speech will convey information to the people of New-Brunswick of a grave and important character, and contain matter of high interest. In all the discussions which may subsequently arise, we trust the debates will be conducted in a calm and dignified manner, and that no rash or hasty decisions may take place. Above all, we sincerely hope that each and every party will be fully and fairly heard, before being either condemned or applauded.

It is the intention of the Hon. Mr. Street, the Attorney-General, to return to his constituents in Northumberland for re-election, as soon as a new writ can be issued, although it is very doubtful if, under the provisions of the Act for vacating the Seats of Members in certain cases, he is obliged to do so. The words of this Act (prepared by Mr. Fisher) are vague and uncertain, and "members elect" are omitted altogether. Mr. Street, however, prefers acting up to the spirit of the Act, although he may not strictly be within its letter. He will therefore return to meet his constituents manfully, and fairly lay before them his views and intentions.

The remaining Members of the Executive Council meet at Fredericton to-day, and it is not unlikely that some further changes may take place in that body very shortly.

Reporting the Debates.—We are pleased to find that steps are being taken in this City to secure the services of a Reporter in the House of Assembly, who will note all debates on matters having particular reference to this City and County, as well as those of general interest,—the Reports to be forwarded for publication in the City papers. Such an arrangement will give us early intimation of the sayings and doings of our Representatives, and will give a saving to the Province of some £200 or [illegible] per annum, as it is not expected that any [illegible] will be made from the public chest for reporting.

[illegible] notice, that the Head Quarters intends to [illegible] reports of the debates in the Assembly, [illegible], and also in the Legislative Council. [illegible] Editor, Mr. Grigor, is an able and faithful [illegible] reporter. The paper is to be published twice a week during the Session, and will be furnished for that period for 5s. We will receive and forward to the publisher, Mr. Phillips, the names of such persons as may wish to procure the Head Quarters' Debates.

[illegible] Albert Coal Mines.—We have much pleasure in informing our readers, that the company [illegible] is working these mines is prosecuting the undertaking with great vigour, and with every prospect of success. There are already a great number of persons employed in excavating the coal, besides about thirty teams, who are daily engaged in conveying it from the mines to the place of shipment. We were, yesterday, shewn a specimen of the production of these mines, which appears to be a very pure and highly bituminous description of cannel coal, very well qualified for the manufacture of gas.

We have been informed that the experiments made with it at our Gas Works shew it to be more valuable for this purpose than almost any other kind of coal yet used, and that a ton of it will produce a greater quantity of gas, at less expense, in shorter time, and with less purifying, than a similar quantity of the description of coal now in use. And we believe that the St. John Gas Company will find it to their advantage to procure their future supplies entirely from this source.

The company now working these mines intend carrying on their operations extensively, and as they will prove a valuable source of export from our Province, and give employment to a large number of persons thereby benefitting the country, we wish them every success in their undertaking.

Circuit Court.—The causes on the docket having all been disposed of, the sittings of the Court were closed on Wednesday evening.

On Saturday last, Ann Wakefield was sentenced to twelve months at hard labour in the Penitentiary, for causing the death of William Sutcliffe, by striking him with a hand-iron in a house in Kelly's Row in this City, last September; and John Simmons, for stabbing B. Cochran, received a similar sentence.

On Wednesday, the Petit Jurors who have been in attendance at the Court, presented an Address to His Honor Chief Justice Carter. This document, with His Honor's reply are as follow:—

TO HIS HONOR CHIEF JUSTICE CARTER.

May it please your Honor,—We, the Petit Jurors in attendance on the Supreme Court at St. John January Circuit, beg most respectfully to offer our sincere congratulations on your Honor's recent elevation to the highest station in our Provincial Judicature.

While we lament that bodily infirmities have occasioned the resignation and retirement of our much respected Citizen—the Hon. Ward Chipman—from the Chief Justiceship of this Province, it gave us much satisfaction to learn that Her Majesty has, in accordance with public opinion, appointed your Honor his successor. We, who have so often witnessed your legal sagacity, and heard your impartial interpretations of the law, during the many severe judicial investigations that have annually occupied the attention of this Court, feel convinced of your eminent qualifications to fulfil the duties of that most responsible station.

We thank your Honor for the kind consideration, patience and urbanity which you have always manifested towards us. That you may long enjoy health, and the exercise of those high functions which regulate the enforcement and protection of public and private rights, is the sincere wish of the undersigned Jurors.

Robert Foulis,	Gilbert T. Ray,
Thomas Raymond,	Thos. F. Raymond,
John Rhodes,	E. W. Greenwood,
Wm. Cunningham,	Wm. Davidson,
John McGrath,	Wm. D. Pickup,
Wm. G. Browne,	Edward Dolby,
Gilbert Bent,	Patrick Halliday,
James McFarlane,	Thomas F. Langan,
James Vernon,	Francis Jordan,
John Leavitt,	Gilbert J. Jordan,
Robert Reed,	J. H. Bartlett,
W. H. A. Keans,	Andrew Scott,
James Flewwelling,	Thomas Vaughan,
Charles McLauchlan,	M. Hennigar,
John McCoskery,	A. G. Crookshank.

REPLY.

Mr. Foreman and Gentlemen,—I thank you for the kind congratulations which you have offered me on my recent appointment as Chief Justice of this Province, and I shall be well satisfied to believe those sentiments genuine: not so much that they may be personally gratifying to me, as from their tendency to shew that which is a most important ingredient in the satisfactory administration of justice,—a confidence among those whose rights and interests are regulated by the law, in the integrity and capability of those by whom that law is administered.

The feelings you express towards my most valued friend, the late Chief Justice, by whose side I have passed the whole of my judicial life hitherto, you must well know will meet with a heartfelt response from me.

It has always been my desire to give to those who are called on to perform the necessary, but not always agreeable, duties of a Jury, all the consideration to which I think they are entitled, and which a proper regard to the established rules by which I must be guided, will allow.

I have a well defined idea of the respective duties of the Court and of the Jury, and while I am never willing to abandon what belongs to the one, I am especially anxious never to abridge that which is the right of the other. And that is the only mode by which, in my opinion, the real object of this mixed Tribunal can be properly effected.

In conclusion, let me again thank you for the expression of kindly feeling towards me. It will always be a source of satisfaction to me to have the good opinion of those among whom my lot is cast, if earned by the best exertions of whatever powers I may possess, and an earnest endeavour to do strict and impartial justice. On no other ground should I deserve that good opinion, and on no other ground do I desire it.

The Weather during the week has varied from rainy to the coldest of the season—yesterday morning the thermometer in many parts of the City and its neighbourhood being down to twenty degrees below the cypher.

Average Cold during the month of January:

At 7 A. M. -11° } Greatest cold, A. M. -20
10 P. M. -14° } Do. P. M. – 8
Greatest warmth, A. M. 35
Do. do. P. M. 36

At Fredericton, yesterday morning, the thermometer was twenty-six degrees below the cypher!

Fires.—On Monday morning, a small outbuilding on the premises of Mr. Wm. Fenety, Elliott Row, was destroyed by fire, without doing damage, however, to the adjoining houses.

On Wednesday morning, the large dwelling house on the corner of Orange and Wentworth-streets, in the back part of the City, occupied by Mr. William Lash, Accountant in the Bank of British North America, and owned by Mr. J. W. M'Leod, was burnt down, with the out-houses, &c. attached. The fire, which commenced from some cause unknown, in an out-building, was discovered by one of the inmates, between four and five o'clock, and had then made so much progress towards the main building, through which also the smoke was penetrating, that the family, consisting of eleven individuals, had barely time to escape with their lives. But little of the clothing and furniture being saved, Mr. Lash's loss must be very considerable. There was an insurance of £400 on the buildings, which is less than half their cost.

The fire being at a considerable distance from the alaram bells, it was some time before the noise was heard throughout the City, and the engines were consequently not so soon at the scene as would otherwise have been the case; but the supply of water in the neighbourhood being scant, it was found impossible to arrest the progress of the flames, and the attention of the firemen was directed to the preventing the roofs of the adjacent houses from being set on fire by the flakes and sparks which a high South East wind was driving about. Many of the roofs were covered with snow, and the morning being rainy, the flames were confined to Mr. M'Leod's premises.

Between eleven and twelve o'clock on Thursday night, an alarm of fire was sounded. It was found to proceed from the Golden Ball building, on the corner of Sidney and Union streets, occupied by a Mr. Chambers and others. The fire appeared to be making headway in the cellar, but by the judicious application of a small supply of water, obtained by our ever watchful Engine Companies from a well in the neighbourhood, it was soon got under. The circumstances attending this fire were so suspicious, that an examination of several parties is going on before the Police Magistrate, and we trust, if it was really intentional, that the guilty party will be discovered and punished. He must be a heartless fellow who would turn incendiary on such a night.

Mechanics' Institute.—On Monday evening last, the Rev. Mr. Stewart lectured at the Institute, on the subject of *Ancient and Modern Colonization*, which he treated in a very satisfactory manner. He gave a rapid sketch of the different systems pursued in settling new countries, commencing as far back as the time of Noah. A large portion of his lecture was taken up in describing the manner adopted by the Greeks and Romans in colonizing the territories which they took possession of,—the rights and privileges, in connection with the parent state, belonging to the new settlers, and the reasons that urged those powers to send forth their subjects. The conduct of the Romans with reference to their colonies, was shown to be much better than that of the Greeks. As might have been expected, the history of the settlement and colonization of this mighty continent formed the most interesting portion of the lecture, showing the steps taken by England and Spain for that purpose. The Colonies founded by William Penn and the Pilgrim Fathers were also alluded to. The lecture was well received by a respectable and numerous audience, who listened attentively to it throughout.

On Monday evening next, S. R. Thompson, Esq., Barrister, &c., of this City, will lecture at the Institute on *Human Greatness;* and, as he is a young gentleman of talent, a good lecture may be expected.

Carleton Lectures.—George Blatch, Esq. Barrister at Law, lectured on Thursday evening on "The Present Age." After a comparative view of the state of society, literature, and science in former ages of the world's history, he gave an interesting *resume* of the inventions and discoveries of the present century, dwelling particularly on the most important astronomical discoveries.—This portion of the lecture was illustrated by a neatly executed diagram, to which Mr. B. referred in such a way as to convey the meaning of his language in a plain and simple manner to his auditors, who expressed themselves highly pleased and edified by the able essay of the learned and eloquent lecturer.

Edward Jack, Esq. will lecture next Thursday evening on "Prejudice and Superstition."—*Chron.*

New Carriage.—A most ingenious description of Carriage has just been invented and manufactured by Mr. T. Turnbull, of this City, and, during the week, we are informed, upwards of a thousand persons have had the pleasure of witnessing it in operation. The inventor has succeeded in discovering a motive power sufficiently strong to enable one man, with ease, to propel a carriage, with himself in it, at the rate of thirty miles or more, per hour, on a common turnpike road. He has the most perfect control over the carriage, and can drive it backwards or stop it at once when at its full speed. It runs on three wheels, the foremost one being the rudder or guiding one, the propelling power being communicated to the back wheels. Mr. Turnbull has not divulged his invention yet, until he secures a patent for it; but if it turns out equal to what is expected, we are of opinion that it will be one of the wonders of the age. We hope some measures will be taken by the proper authorities to examine it, and if found worthy, that means will be adopted for sending it to the Great Exhibition in London.

Daguerreotypes.—We beg to refer our readers to an advertisement this day in our columns, of Mr. Pender, a Daguerreotype Artist, who has opened Rooms at the foot of Market-street, entering into Germain-street from the Country Market. We have examined some of his pictures, and feel warranted in recommending him to the public as a good Artist, his Likenesses being of a clear and delicate nature, and executed on a new and improved principle. His prices are remarkably moderate, ranging from five shillings upwards, according to size and description of case.

Election in York County.—We perceive by the Fredericton papers that there is considerable excitement in York County relative to the coming election of a representative, in consequence of the appointment of Mr. Wilmot to the Bench. The Reporter inclines to the opinion that Mr. Fisher will be the successful candidate, while the Head Quarters appears to think that Mr. MacPherson will easily secure his election. By the way, we notice that our venerable friend of the *Colonial Watchman*, who affects to keep the public correctly informed on such points, is again adrift as usual. In his last paper he gravely informs his readers that of Mr. MacPherson he knows neither good nor bad, except that he was Mr. Partelow's referee in the arbitration affair of £17,000, in connection with the city matters. How the old gentleman has got this into his head, we cannot for the life of us imagine, as Mr. MacPherson was not one of the arbitrators at all, neither had he anything whatever to do with it. Perhaps our friend means Mr. Coy, who he will probably explain next week, to his own thorough satisfaction, to be the same as Mr. MacPherson.

The Railway.—A contract for completing the whole line of Railway between Bangor and Waterville, has been taken by Messrs. S. Wood & Co., who have engaged to complete it by the first of June, 1852, for $1,200,000.—A letter from John A. Poor, Esq. to one of the Executive Committee of the Railway in this Province, states that he has no doubt the line will also be completed to the New-Brunswick boundary by that time.

A meeting was held at Upham, in King's County, on Saturday last, numerously attended by the inhabitants on the line by the way of Loch Lomond and South Stream to Sussex Vale. John Hagarty, Esq. was called to the chair, and Mr. John Simpson acted as Secretary. A unanimous opinion was expressed that a line for the Great Railway could be found in that direction, shorter, much levelier, requiring little or no bridging, and consequently cheaper, than by any other route. A deed, granting Right of Way, was produced and signed by all present, and a Committee appointed to obtain signatures from every settler on the line between Sussex Vale and Saint John, which, it is confidently anticipated, can readily be done.

The following Resolutions were moved and carried unanimously:

Moved by Mr. W. Simpson, seconded by Mr. James Cother—

Resolved, as the opinion of this meeting, that the European and North American Railway, projected by the Convention held in Portland, is an undertaking that commends itself to the favorable consideration of the people of this Province.

Moved by Mr. William Barnes, and seconded by Mr. John C. Robertson—

Resolved, that this meeting are of opinion that a line of Railway can be had from St John to Sussex Vale, by Loch Lomond, thence through the Salt Spring settlement and by the Deforest Lake, to the Church in Sussex Vale, possessing advantages which cannot be obtained on any other route, among which the following are the most prominent, viz:—First,—it is considered to be ten miles shorter; Secondly,—in all that distance there will be but one Bridge, (across the Hammond River) of any moment; Thirdly,—Timber will be found of suitable kinds nearly all the way along the line; Fourthly,—the land on which the road would be constructed is not marshy or subject to be overflowed; Fifthly,—it presents less Engineering difficulties, and the line is more direct; and, Seventhly, it would cross Trout Creek (*and Salmon River, if necessary*) higher up and where the lands are not subject to be overflowed.

Moved by Mr. James Cother, and seconded by Mr. Richard Titus—

Resolved, that this meeting feeling deeply interested in the construction of the European and North American Railway, and most cordially approving of the measures which have been adopted at the Convention for carrying out such measures as shall tend to hasten the great object that so happily united the citizens of two great nations in the bonds of brotherhood, do hereby pledge themselves to the Company to afford facilities in Land and Timber, and also invite an exploration and survey.

Nova Scotia.—An amendment to the address in reply to the Governor's Speech, moved by ex-Attorney General Johnston, was under discussion in the House of Assembly on the 24th and 25th ult., and was lost—14 to 25.

Samuel Creelman, Esq., member for the County of Colchester, has been appointed Financial Secretary and Member of the Executive Council, in the room of the Hon. Herbert Huntington, who, it is now said, resigned in consequence of being opposed to the Ministerial scheme in reference to the European and North American Railway. The appointment vacates Mr. Creelman's seat, and requires a new election.

A resolution to abolish the Legislative Council, and substitute an elective body instead, moved by Mr. Johnston, was to have been taken up for discussion in the Assembly, on Wednesday.

We learn by Telegraph to the News-Room, that Cotton freights at Mobile, on the 31st ult., were quoted at ½d. per lb. in British vessels.

Audobon, the celebrated ornithologist, died on Monday last, near New-York, aged between 70 and 80.

Dates from Barbadoes to the 8th January report a fine crop and plenty of provisions, at as cheap rates as ever remembered.

United States Tariff.—We learn from Washington that efforts are being made for a revision of the tariff. It is proposed to lay a duty of forty per cent. on Iron, instead of thirty, as at present; Bituminous Coal, the same. Window Glass and Linseed Oil thirty per cent. instead of twenty. Wool, (now 30,) raw Silk, (15,) Hemp (30,) Cordage, (25,) and Hemp yarn, (20,) ten per cent. advance on the present rates. Dye stuffs now ranging from 5 to 15 per cent. to be free.—The valuations specified in the existing tariff, to be the actual valuation at the time when, and the place where, the goods were exported, except for Iron, which is to be assessed at the average of foreign values at the chief points of exportation for the last ten years.

[*From the Liverpool Journal, January 4.*]

WHAT HAVE WE BEEN DOING?

"A very large stroke of business." We have tested the principle of free trade: we have falsified all the prognostics of evil in reference to the repeal of the navigation laws: we have given abundant employment to our people; we have fed all with cheap food; we have exported more manufactures than ever we did before; we have amply sustained the national credit; we have, by means of locomotives, made England one locality, approximated Europe as near neighbours, and diminished, by steam vessels, the distance between us and the furthest parts of the globe; acquired a large quantity of Californian gold, and found use for it all.

All this we have done in one year, and as 1850 faded away in the sound of the joyful bells that welcomed the phœnix of time, 1851, Great Britain exulted in a sense of greatness, confidence, pride, and glory unknown to all former nations, and never felt before even by ourselves. The new year found us in possession of a giant's strength, but indisposed to use it like a giant. We are solicitous to conciliate, not to oppress; we want to enrich, not to impoverish, the world around us. We have ceased to conquer; we have no need to invade our neighbours. Commerce gives us a deep interest in their happiness, their welfare, their prosperity; and, for the first time in the history of mankind, a great people has risen to rejoice in the extention of civilisation, in the peace and prosperity of the temptation of wars and conquests. England alone has risen above these necessities.

In the moment of national gladness a sorrow darkens the mind; for the practical triumphs of free trade were saddened by the untimely death of the great statesman who accomplished them. A people's gratitude, however, consecrates his name; for the work he did has enriched Great Britain and informed the universe. Proofs of the benefits of free trade are so abundant, that its former opponents tacitly confess their error, or profess only to carry out still further the principle, except where here and there a few obstinate adversaries persist in error against overwhelming evidence. It is no longer denied that the industrious classes—the vast majority of the population—are fully employed, well paid, and live on cheap food. It is equally certain that the manufacturers are busy and are prevented from activity only by the high price of material, which price, under the former system of protection, would have produced panics and bankruptcies. Our foreign trade has been increased beyond precedent; our home trade is, of course, immense, for the people can afford to dress well; and the shipping interest, notwithstanding the alarm of practical men, has improved by the repeal of those laws, wrongly persisted in for its supposed benefit. "Foreign vessels entering the ports of the United Kingdom during the ten months ending November 5 1850, have been 11,059, measuring 1,749,031 tons; while the British shipping entering in the same period have been 15,270, measuring 3,365,033, tons. The foreign vessels clearing in the same period outwards were 9,952 of 1,661,242 tons; and the British ships, 15,503 of 3,439,713 tons. Our shipbuilders and shipowners do not seem to fear the competition of foreigners: or if they do, they are taking the most sensible way of meeting the difficulty, by building vessels in which every improvement suggested by science or experience has been adopted, and which will undoubtedly vie with any ships in the world. Freed from the old absurd tonnage laws, our builders are now at liberty to build from models such as have for years given the Americans the advantage over us—which advantage will now speedily be lost if the example of Messrs. Wigram, Green, Blythe, and many others equally eminent in Liverpool and Scotland, is followed up with equal energy." So says the city correspondent of the *Morning Chronicle;* and the cheering circular of Messrs. Tonge, Curry, and Co., confirms this statement.

Is this prosperity to continue? In the absence of calamities not to be anticipated, there is nothing to forbid the expectation. Our vast empire in the East reposes in the security of undoubted protection. Our arms have given peace to regions were peace had ever before been a stranger. The barbarous dynasties of pomp, gold, and cruelty, have passed away for ever; and populations—counted by thousands—of millions are afforded the opportunity of advancing in arts, science, and civilization. It is our decided interest to promote their happiness and well being; and we will act not only unwisely, but criminally, if we do not educate them into customers, consuming more of our manufactures than we now export to all the world besides. Parallel with India, regions but partially known present an ample and a fair field for enterprise and hope. China has been but partially subsidised commercially, and proximate nations have not at all been opened as yet. Between India and the new world, the Pacific encloses in its placid waters Islands and a continent which are ours and which will be peopled with men of Saxon eyes and Saxon tastes, and where Great Britain must ultimately set up her standard as the eternal mistress of nations. Australia and New-Zealand will one day interchange with the mother country a trade far beyond that now carried on between England and the European continent. Independent of all this the great trans-atlantic republic as she increases in greatness, increases her intercourse with us. We have to rival not to fear her. The same language, the same tastes, growing out of the same civilization and refinement, identify both nations for ever; and the United States cannot, in the nature of things, take a step in advance without giving us an interest in her progress. Within little more than a year, she has created the anticipation of a new world in the deserted regions of California: and already the opening of a new market has imparted vitality to the dormant states of South America. Republics south of the Sacramento are exhibiting proofs of industry and patriotism not anticipated; and the proposed, and certain to be accomplished highway from the Atlantic to the Pacific, cannot fail to imbue with freedom and commercial life the whole region of central America—proximate to which are the Edens of the new world. Throughout the whole universe, a plough cannot be yoked, or a sail set, in which we have not an interest,—a certain hope of benefit.

There is a local pride in discovering in this vast survey a central point—Liverpool—around which the trade of the world radiates. Here is the mart at which the producers, the consumers, and the manufacturers assemble; and here is placed the commercial machinery which enable them all to forward and promote their respective interests. Here, therefore we must look for the best historians of trade, and the Liverpool annual circulars are the annals of the mercantile community. From these we borrow the statistics of 1850, the anticipations of trade for 1851.

Ships and Shipping.—On these subjects we have full and satisfactory information in the important Circular of Messrs. Tonge, Curry, & Co. We invite particular attention to their facts. They say:—"In again waiting upon you with our customary report of the past year's business in the sale of ships in our port, it gives us pleasure to be able to state that the amount of *tonnage* sold exceeds that of 1849; being 81,628 tons against 78,212 for 1849, showing an increase of 3.6 per cent. At the same time there is a falling off in the *number* of ships sold, being 211 against 221 in 1849, equal to 4.52 per cent. This does not include foreign ships, of which but three have found purchasers during the year, although the arrivals from the Continent show an increase of nearly double, which in 1849 were about 360, and in 1850 nearly 700. Very few have been placed on the market, and such as were at all worth notice, with a limit of price that must remove all anxiety from our colonial friends on the ground of competition. Among them were some French craft, wholly unfit for English employ. The number of second-hand British vessels sold has been unusually large, a great proportion of which have been taken for California, and which new source of enterprise has proved a most opportune outlet for vessels that have spent the best of their days in more exacting and more regularly established trades. Large colonial Ships of the best class (viz. 6 years) have more than maintained their price, and in some instances we have obtained £7, 10s, to £7 12s 6d upon the old tonnage for St. John's hackmatac ships. The recent arrangement of Lloyd's committee to admit them to the Red Star Class has been favourable to their better disposal. The small vessels entitled to four years' class have declined somewhat, both in price and favour; and we have much reason to think that, unless our frequently urged suggestions respecting model fastening, &c., are adopted, each succeeding report will be more unsatisfactory. The increased use of Zinc has caused the continued use of Iron Fastening, and as Zinc Sheathing is not suitable for all waters, it limits the operations of speculation ships, and frequently excludes them from advantageous charters. We would also direct the attention of the Colonial Builders to the unfinished state in which the majority of their smaller vessels are consigned to this market—the fastenings insufficient, the planking and ceiling badly worked and without any regard to the proper shifts—the ground tackle light and short, and in many instances with the rigging very inferior and second-hand. More care should be taken in the treenailing of these vessels, which for the most part are exceedingly rough, and do not come through, making it necessary, in the majority of cases, to have them re-treenailed before they can be classed. In proof of the injury these gentlemen do themselves, we can refer to some cases where P. E. Island vessels, copper-fastened and properly finished, brought £5 per ton, at a time when vessels otherwise similar, were selling for £3 10s. to £3. 15s. per ton. A price much more than adequate to pay the difference of cost between Copper and Iron fastened, may with tolerable certainty be calculated upon, and it must be borne in mind that Copper fastening is equally applicable to Zinc, as to any other kind of Sheathing*

New British ships have fully maintained our last quotations; indeed we have felt the want of a larger supply of good vessels of 500 to 650 tons register, which would have met a ready sale at fair prices, if at hand. We have also had much enquiry for *good* vessels of this size, having from four to six years to remain A. 1. but have not found owners of such disposed to sell. If some of the Vessels of this kind, so long kept on the stocks for sale at the outports, were finished and sent around here *under Baltic outfit*, a quick return might be calculated upon. The number of ships launched and in the course of completion in our port, this year, is 20, tonnage computed 7,409, against 8, computed at 2,800, in 1849, which, however, are built to order. As regards steamers, there is a very increased enquiry for both paddle and screw boats, the former for the cattle carrying trade, and, we persume, in anticipation of the expected increased consumption during the ensuing summer. We have good reason to believe the business of the past year has been of a decidedly healthy kind. Most of the sales have been made for cash, and we have the highest authority for stating, that the mortgages taken upon ships are very few, as compared with previous years. As regards the future, if we we may venture an opinion, very many concurrent circumstances lead us to believe we shall have a year of unusual prosperity.

* This is admitted to be a mistake—Copper destroys Zinc.

SAINT JOHN SAVINGS' BANK.

Deposited in January, - - -	£1321	7	2
Withdrawn in do. - - - -	873	1	3

Acting Trustee for Feb.—Thomas Merritt, Esq.

☞ Rev. John Francis will preach next Lord's Day, in Portland, at 11 A. M., at Carleton at 3, and at Brussels Street, at 6, P. M., and by request will on each occasion improve the death of Rev. Alexander McDonald. Rev. Samuel Robinson, will preach in Portland at 6, P. M.

TO THE LADIES.

We respectfully dedicate the following to the ladies:—

The Freckle Wash removes all tan, freckles, morphew, sores, burns, roughness or redness from the face, neck and arms, and makes the skin delightfully soft and white, and gives the complexion a beautiful hue. Try it, once, ladies, and you will never make your toilet without it again. Gentlemen should always use it after shaving. Sold by C. V. Poor, 19, Tremont Row, Boston, and by Fellows & Co., corner of King and Germain-streets, St. John, N. B. 4¶s1

WOLF CLOTH TOP COATS.

These Coats are particularly adapted to this severe and changeable climate, not confining the perspiration, and injuring the health, like the unhealthy Fur Coats, which article they have entirely superseded, at less than half the price.

PANTECHNETHECA,
Corner of King & Cross Streets, St. John.
Nov. 30, 1850. Garrett & Skillen.

DIED,

On Monday last, Martha Janet, youngest child of John Howe, Esq., Deputy Post Master General, aged 18 months.

In this City, on Wednesday last, in the 51st year of her age, Eliza A., daughter of the late George Pitfield, Esquire, of King's County, and wife of Mr. Samuel Holstead, of this City, leaving a husband and an only daughter, with a large circle of relatives and friends, to mourn their loss.—Mrs. H., after a lingering and painful illness, borne with patience and Christian resignation, took leave of her friends in full confidence of a blessed immortality.

On Wednesday evening, after a painful and protracted illness, which she bore with exemplary patience and resignation to the Divine will, Margaret, wife of the late Mr. James Stewart, aged 44 years, leaving four children to lament their irreparable loss.

On Wednesday morning last, after a short illness, Isaac H. Colwell, aged 3 years and nine months and six days second son of Mr. Joseph H. D. Colwell, of this city.

On Thursday morning, at the residence of Mr. William Mackay, St. James's Street, Mrs. Anna Terry, of Cornwallis, Nova-Scotia, in the 70th year of her age. Her sufferings were great: her end was peace.—Funeral to-morrow, (Sunday,) at 2 o'clock, when friends and acquaintances are respectfully requested to attend.

In Portland, on Thursday morning, William Henry, only child of Mr. John Emerson.

At Chance Harbour, on the 29th ult., Mabel, wife of the late Daniel Belding, aged 87 years. She was one of the earliest settlers of this Province, having arrived with the Loyalists in 1783, and has left a numerous progeny of three generations, and a large circle of friends, to lament their bereavement.

At Hampton, King's County, on Monday last, the Rev. Alexander McDonald, Baptist Minister. His remains were conveyed to the Burial place at Norton on Thursday, attended by a large concourse of friends.

At Sheffield, on the 22d inst., Mrs. Cynthia Barker, aged 78 years.

At Fredericton, on the 19th instant, Mr. John Cushion, aged 63 years.

In St. Andrews, on the 18th ult., Mr. David Watson, aged 68 years.

At St. George, on the 20th ult., Captain Hugh McLeod, aged 72 years. He came to this Province about fifty years ago, from Sutherlandshire, Scotland, and was one of the first settlers on the Mascareen shore.

In the Parish of Nelson, South West Miramichi, on the 7th ult., Robert Leslie, Esquire, in the 86th year of his age, a native of Morayshire, Scotland, and for many years a much respected inhabitant of the County of Northumberland.

At San Francisco, on the 10th Dec., of cholera, Mr. Daniel Scott, of Prince Edward Island, aged 24 years.

MARINE JOURNAL.

PORT OF SAINT JOHN—Arrived,

Tuesday—Steamer Creole, Deering, Portland—R. F. McGivern & Co., passengers and merchandise.

Wednesday—Barque Ann Kinney, Hayes, New-York, 7 days—Master, ballast.

Brig Richard Cobden, Elder, Jamaica, 29—Joseph Fairweather, ballast.

Schr. Charles, Whipple, Halifax, 12—G. & J. Salter, assorted cargo.

Friday—Schr. Echo, Andrews, Boston, 4—J. V. Troop, assorted cargo.

☞ A Brigantine in the offing—supposed to be the P. I. Nevius from Alexandria.

COASTWISE.

Friday, Jan 24th—Schr. Herald, Andrews, Salmon River, deals.

Rising Sun, Bissett, Salmon River, ballast.

Saturday—Schr. Spartan, Gilbert, Digby, beef.

Digby Packet, Turnbull, Digby, poultry, mutton, &c.

Laurel, Brinton, Wilmot, mutton, poultry, &c.

Night Hawk, Brown, Deer Island, fish.

George Gordon, O'Brien, Fishing Voyage, fish.

Tuesday—Swan, Dunham, Fishing Voyage, fish.

Wednesday—Sovereign, Parker, Annapolis, cattle.

CLEARED.

Jan. 25th—Ship Harmony, Jameson, Liverpool, timber, railway sleepers, deals, &c.—S. Wiggins & Son; Barque Eliza, Durkee, Dublin, timber, deals, &c.—S. Wiggins & Son; Brigt. F., Furnas, Porto Rico, boards, clapboards, and shingles—Crane & Co.

28th—Brig Zenobia, Anthony, London, deals and boards—Geo. Thomas.

31st—Brig Pilgrim, McCready, Barbados, flour, fish, lumber, &c.—Eastabrooks & Ring.

Spoken, Dec. 25th, lat. 43, long. 43, ship British Queen, 13 days from St. John, for Dublin: Dec. 31, lat. 35 47, long. 67, brigt. Patriot, hence, for Barbados.

Arrived at Havana, Jan. 18th, brig Daniel Huntley, Coalfleet, St. John.—At New-York, Jan. 24th, brigt. Myrtle, Petch, Crooked Island; 30th, (by Telegraph,) barque Laconic, Miller, Liverpool.—At Boston, 22d, schr. Cuba, Brannen, St. John.—At Providence, 30th, brigt. Margaret, Reed, do.

Cleared at San Francisco, Dec. 7th, brig Volant, Wheelan, Valparaiso.—At Charleston, Jan. 22d, ship Kitty Cordes, Findlater, Liverpool.—At New-York, Jan. 21st, brig Constitution, Wilson, Musquash, and brigt. British Queen, Brown, Berbice; 24th, barque Elizabeth, Hancock, St. John.

Barque Envoy, 77 days from Liverpool, and 35 from Fayal, arrived at New-York, 21st inst., reports barque Margaret Dewer, Toye, from Newcastle, for New-York, put into Fayal with loss of spars and sails—would sail on the 23d Dec.

The British brigt. Mary Ann, Capt. J. H. Patterson, from Jamaica, bound to New-York, out 45 days, put into St. George's, Bermuda, on the 10th inst. in distress, leaking badly, and out of provisions. She was on the coast twenty days, and reached Bermuda seven days after bearing up.

A CARD.

Mr. William Lash hereby tenders his sincere thanks to the several Fire Companies, and to the other inhabitants of this City, who came to his assistance to save his Property, on the Morning of Wednesday last, when his Dwelling was consumed by Fire.

Mr. and Mrs. Lash also gratefully acknowledge the sympathetic feelings, and the many kind offices which are now being evinced towards themselves and family.

St. John, N. B. }
February 1st, 1851. } New-Br.—Morn. N.

A CARD.

The subscriber begs to return his sincere thanks to the numerous friends, for their valuable assistance in removing his property from the much dreaded calamity on Thursday night last; also to the respective Engine Companies for their prompt and noble exertions on that occasion, who were the means of extinguishing the flames which must have soon spread, to the vast destruction of many; and would respectfully acknowledge the strictness of the Magistrates and others who were present at the time of the investigation of its origin.

Feb. 1.—p. JAS. CLERKE, *Golden Ball.*

COMMISSARIAT NOTICE.

Tenders will be received on Thursday, the 6th February, at 12 o'clock, from such persons as may be willing to supply

Six Cords FIREWOOD,

to be delivered and piled at Her Majesty's Fuel Yard, Lower Cove.

The price per Cord to be stated in Sterling.—Further particulars may be known by application at this Office; where Blank Forms of Tender may be had, which will require to be signed by two persons of known responsibility, for the due performance of the Contract.

Commissariat, St. John, N. B. }
29th January, 1851. }
W. H. DRAKE, A. C. G.

REMOVAL.

The undersigned has removed his Office from Nelson-street, to S. Wiggins & Son's New Brick Building, in Prince William-street.—Entrance from Princess-street.

Feb. 1.—3† THOS. EDW. MILLIDGE.

Third and Last Entertainment!!

OSSIAN E. DODGE

Having just returned from the most successful Professional tour ever made through the Provinces—his Entertainments having received the sanction and patronage of His Excellency Sir John Harvey, of Halifax—announces, with a grateful sense of past encouragement and patronage, that he will give one more (positively the last) Concert in the City of St. John, on THURSDAY Evening, the 6th of February, at the Mechanics' Institute.

Admission, 1s. 3d. Doors open at 7 o'clock; to commence at 8. Feb. 1, 1851.

Secure the shadow ere the substance fades.

Mr. WM. PENDER,
Daguerreotype Artist,

Corner of Market-street entering into Germain-street from the Country Market.

Begs most respectfully to announce to the inhabitants of St. John and vicinity, that having acquired a thorough, practical, and scientific knowledge of the above Art, aided by one of the best German Instruments in use, he is now prepared to produce LIKENESSES that will challenge the criticism of the most fastidious. Portraits taken by him are warranted to possess perfect resemblance to the original, and to have the natural color of any shade required, from the dark hue of the Ethiopian to that of the fair daughters of New-Brunswick.

☞ Mr. P. having visited all the Daguerreotype Galleries in the principal cities of the U. States and Eastern and Western Canada, flatters himself that he is now in possession of all the latest improvements in the Art.

☞ *Rooms open from* 9, A. M. *to* 5, P. M.* Feb. 1

MORE NEW GOODS.

MORRISON & CO.

Prince William Street,

Beg leave to apprise the public generally, that they have just received per *Perseverance*, from Liverpool, a further supply of

SEASONABLE GOODS.

M. & CO. take this opportunity of intimating that for the future, their business will be conducted on principles the reverse of those by which it has hitherto been characterized, that the CREDIT SYSTEM, in so far as their retail trade is concerned, will entirely cease, and that ready money will with them be the "order of the day." They are quite conscious that by adopting such a method, they will be able to offer advantages to the public such as was impossible under the former system.

Feb. 1. MORRISON & CO.

GREAT SALE OF
READY MADE CLOTHING.

Garrett & Skillen have commenced this day, to sell off their large Stock of Made CLOTHING, at whatever price they will bring—Sale continuing from day to day for One Month—the balance remaining on hand, if any, at that date, will be closed at Auction. Parties wishing to supply themselves with a good suit of fashionable made Clothes, can do so from 40s. to 50s., say one half our usual charges.

Also, TO LET—The SHOP now occupied by us, one of the best Stands in King Street for any kind of business—Three Years lease from the first of May next, possession given sooner if required.

Feb. 1.

To Farmers & Agricultural Societies.

PUBLIC NOTICE

Is hereby given, that the BONE MILL about to be erected at the Provincial Penitentiary, will be in operation on the 15th day of April next. Societies and individuals, desirous of availing themselves of the same, are required to deliver the Bones at the said prison, between the 1st and 30th of that month, and the Bone Dust produced from the material will be returned to the respective parties who may furnish the same, upon the payment of a small charge, sufficient to defray the expense of grinding. By order of the Board,

SAMUEL D. BERTON, *Secretary.*

St. John, 1st February, 1851. 3

Obs. & Weekly News.—3m. each.

FRESH TEAS.

Direct Importation.—Season, 1850.

Cargo per Barque 'Sovereign, from Canton, landing this day, consisting of:—

Chests / Half Chests / Boxes } Fine CONGO, Matted;
Chests / Half Chests / Boxes } Fine SOUCHONG, Matted;
Half Chests TWANKAY;
Rolls of Matting, figured and plain;
Cases Preserved Stem GINGER.—For Sale by
ALMON, HARE & McAULIFF.

Halifax, Jan. 14.—4i.

SUGAR! SUGAR!

Landing ex 'Charles,' from Halifax:—

29 HHDS. Bright Muscovado SUGARS; for Sale by

February 1. J. M. HAMILTON.

Old Government Java Coffee, &c.

Ex Brig Sarah, from New-York:

25 Packets Superior Java COFFEE, 10 Barrels Mess PORK, 3 Boxes fine Chewing Tobacco.

Feb. 1. JARDINE & CO.

TEAS.

Just received, ex 'Echo,' from Boston:—

10 Chests Superior Souchong TEA, 20 half chests Orange Pekoe TEA.

Feb. 1. BERTON BROTHERS.

Dry Fish, Oil, and Logwood.

Per Charles—

100 Quintals POLLOCK; 5 casks Pale SEAL OIL; 10 tons Logwood, a very fine article, — for Sale by

February 1. G. J. SALTER.

FINE CONGOU TEA.

Expected per 'Elizabeth' from New-York:—

50 Chests fine Congo TEA, a choice article, offered for sale on reasonable terms, to arrive—by WM. THOMSON,

Feb. 1. 8, North Market Wharf.

Patent Dasher Churn,

(Will bring Butter in Ten Minutes!)

The Subscribers have had manufactured a large Stock of the above celebrated CHURNS, which are offered for Sale at considerably less than the American price.

Feb. 1, 1851. JARDINE & CO.

French Percussion Caps.

300,000 French Percussion CAPS, various qualities; for Sale by [Feb. 1.] JOHN DOUGHERTY.

BLUE AND BLACK INK.

The unchangeable Blue INK prepared by Elihu B. Estes, New-York, and also Hover's Black INK; for Sale by

Feb. 1. JOHN DOUGHERTY.

GERMAN SKATES—at Half Price.

300 Pairs German SKATES for Sale, at half price, by the dozen or the single pair. JOHN DOUGHERTY,

Feb. 1. Prince Wm. Street.

[News and Freeman.]

Per "Echo," from Boston:

40 Bags Java and Laguira COFFEE; WICKING, GROUND RICE, SNUFF, &c. &c. &c.

Feb. 1. JAMES MACFARLANE.

Cooking Stoves and Franklins,
OF DOMESTIC MANUFACTURE.

A Large assortment of COOKING STOVES and FRANKLINS, of the most approved descriptions and sizes, very superior, the manufacture of the VULCAN FOUNDRY, always on hand, and for Sale by JOHN V. THURGAR,

Nov. 9. North Market Wharf.

For Liverpool Direct.

The A. 1. [three decker] Clip[per] Built Ship "BEEJAPORE," 1[...] tons Register, R. Wright, Comm[ander] [...] will sail for above port about [the] 12th February inst., and can accommodate a [few] Cabin Passengers, having superior Cabins for [the] [com]fort. Apply to the Master on board, or a[t the] Office of C. McLAUCHLA[N]. [F]eb. 1, 1851.—2i.

For HALIFAX.

The regular Packet S[chr.] CHARLES, Whipple, [...] will sail for the above Port on [WED]NESDAY next, 5th Februar[y] [...] light Freight or Passage a[pply] board, or to G. & J. SAL[TER]. (Feb. 1.)

Agricultural Implements.

The Subscribers have made arrange[ments] [and] have manufactured, Horse Powers, T[hresh]ing Machines, Fanning Mills, P[loughs], Churns, Furnaces, and other impleme[nts] [of] the most approved principles, which will be [of the best] material and workmanship, and cheaper [than] imported implements. For Sale by

Feb. 1, 1851. JARDINE & [CO.]

Valuable Real Est[ate]

To be SOLD or LEASED.

The following Valuable Freehold PROP[ERTY] belonging to the Estate of the late [...] Nisbet, are offered either for Sale or L[ease]:

That large commodious Three Sto[ry] BUILDING in Prince William St[reet], [ad]joining the Bank of British North Amer[ica]. [This] House is admirably adapted for a Hotel o[r Boarding] House, and from its central position an[d other ad]vantages, is well worth the attention of [persons en]gaged in this line of business. The Lo[t] [...] front, extending back 200 feet.

Likewise—That substantial Dwelli[ng House] in Germain Street, at present occupie[d by Mr.] Ranney. This House possesses every a[dvantage] [...] to make it a comfortable residen[ce]. [...] Barn, Stable, &c. in the rear, and being [...] fitted with Gas and Water Pipes.

Also—That pleasantly situated Wo[oden Dwell]ing House (almost new,) in Wright St[reet], [at pre]sent occupied by Mrs. Adams. This [House pos]sesses every requisite qualification to m[ake it a com]fortable and commodious, and its situati[on is one of] the most pleasant in the City.

Further particulars may be made know[n on appli]cation to either of the Subscribers.

ROBERT NISBET, }
JOHN DUNCAN, }
JAMES ROBERTSON, }

St. John, N. B., Feb. 1, 1851.

TO BE LET,

From the first of Ma[y next,]

That well-known, [commodi]ous and eligible [House at] Reed's Point, long occupi[ed by Mr.] Grant, as a Boarding H[ouse]. [The] House contains 13 Rooms, a double Ki[tchen], abundant cellarage; a Well in the kit[chen], spring of water in the garden; is abu[ndantly sup]plied with stoves, grates and franklins, [...] parlours and the kitchen have the gas pi[pes and] the fittings put up. There is a small pie[ce of] ground attached.

These premises are admirably adapte[d for a res]pectable Boarding House—Rent moder[ate to a suit]able tenant. For further particulars ap[ply to Mr.] GRANT, on the premises.

TO LET,

From the first day of May [next,]

The HOUSE now occu[pied by Mr.] H. Adams, or that occu[pied by the] Subscriber, on Jaffrey's Hill; [...] House in St. Patrick Street, now in the [occupation] of William Peters and C. A. Everett—[...] repair. [Feb. 1.] THOS. W. PE[TERS].

TO LET,

And Possession given on or before the 1st of [May]

That pleasantly [situated] HOUSE in Great [...] Street, owned by the S[ubscriber] and now in course of finis[hing]; [it] is faithfully built, and w[ill be fin]ished from the cellar to the garret. T[here is a] good tank for holding soft water; the gas [pipes are] also laid throughout the building. The si[tuation is a] very desirable one, fronting on a wi[de street]. There is ground in the rear for a garden [...] let on moderate terms to a good tenant.

Also a small house adjoining, at present [occupied by] Mr. Archibald Totten, to which is at[tached a gar]den in a high state of cultivation.—[...] Apply to CHARLES PAT[...]

[St.] John, N.B., Feb. 1st, 1851.

TO LET.

Three Dwelling Houses i[n ...] situations and in good [repair] with Stables, &c. attached. [Apply] at the Office of W. & G. R[...] [P]rincess Street. Possession given imme[diately if re]quired. 2w. Febru[ary ...]

OFFICES to be Let.

To be Let from 1st May next [...] well known excellent and c[ommodious] Front OFFICES in the Brick [Building] Prince William Street, now occupied by [...] H. Garbutt, Esquires.

Feb. 1. RANNEY STURDEE [& Co.]

TO LET

From the first of May next

The House in King Street late[ly occupied] as the Commercial Hotel, [...] ed for a House of Entertainment [...] a suitable residence for two families, [...] kitchens, with a large yard, garden, wel[l] [a]nd other conveniences. For terms an[d p]articulars, apply at the Office of Charl[...] [...], Esquire, or to

Feb. 1, 1851. JOHN DOUGH[ERTY].

TO LET.

The Office, Lofts and C[ellar] recently occupied by W. [...] in the Subscriber's Brick Store [front]ing on Nelson Street—Posse[ssion of th]ese may be had immediately.

Also, TWO STORES on the North [Market] Wharf—Possession of these may be had on [the first of] May, or sooner if necessary. Apply to

Feb. 1. JOHN ROBERTS[ON].

Farm for Sale.

A FARM of 700 acres, with 1[...] cleared, and comfortable D[welling] House and Barns, within twen[ty miles] of Saint John, is offered for [sale on] reasonable terms.

Further information may be obtained fro[m]

Feb. 1, 1851. JARDINE & [CO.]

TO BE LET,—from 1st M[ay]

The whole or part of that desira[ble] COTTAGE, situate on the C[orner of] Orange and Pitt-streets, contain[ing] [...] hours, two sitting rooms, four bed rooms, [...] good kitchen, frost proof cellar, [...] excellent water, and gas pipes throughout [...] also attached to the same, a good barn [and out]buildings, with every convenience; als[o a] garden. Rent moderate. For particular[s apply at] the Office of Ranney, Sturdee & Co. [or to]

Feb. 1. JOHN M'IN[...]

TO LET,

From 1st May next:

That four story fire-pr[oof] Store, with a Cellar to [...] situated on the South Marke[t Wharf], [now] in the occupation of Messrs. Estab[rooks &] [R]ing. Apply to

Feb. 1. WILLIAM JA[...]

TO LET.

The Subscriber's BRICK H[OUSE] in Prince Wm. Street, near the [...] Point. There is a Wharf for piling [...] and the property will be put in such rep[air] [a]s suit those taking it.—Possession can be [given im]mediately if required.

Feb 1. JOHN KER[...]

FOR SALE,

A FARM, within three mil[es of] the City, and a short distance from Howe's Cottage, containing one h[undred] and thirty-three acres, a por[tion] of which is clear. It fronts fifty [...] on the river Kennebeccasis, extends back to [...] Drury's land, and is crossed at its centre by [the road] leading from St. John to Sand Point.

Also, Lot No. 19, in Irishtown, near [the] head of Petitcodiac, containing two hundred acr[es] [...] a good Mill site on this Lot.

Feb. 1. JOHN GALLIVAN, Germain-stre[et]

TO LET,

From 1st May next,—ONE FLAT of [the] HOUSE, situate about three minutes' wa[lk from] the Market Square. Enquire at the Courie[r] Office. Feb. 1.

St. MIDIAN LODGE, No. 770, on th[e] Registry of the Grand Lodge of E[ngland], [...] hand, meets every second Tuesday eveni[ng] [in] the month, at Perkins' Long Room, Kingsto[n], King's County. Feb. 1.