small one. In the House of Representatives, consisting of four or five hundred members, there was clamour, confusion, and conflicting interests, and all sorts of bills passed the House, but the Senate was the safety valve, and he had been informed that during one Session of Congress the Senate threw out one half of the bills which passed the lower branch. In the United States things were reversed from what they were in this Province, for to hear the debates in the Senate the intelligence of the nation crowded, while to hear the clamour in the House of Representatives few attended. The reason was this, the Senators were known and felt to be the safeguard of the country. They were elected for a longer period, and from a broader area and for powers which they could exercise felt that they had powers which they could exercise independent of popular clamour. This gave an enlargement to the minds and a dignity to the speeches of the members of that branch of the United States Congress, which those in the Representative branch did not possess. But on the contrary, the Legislative Council of this Province seemed to be of little interest to the people, and the reason was, that the country believed that their power was merely nominal, and their discussions devoid of public interest. If the elective Legislative Council of this Province should be constituted on the same principle as the Senate of the United States, they would soon find that its members would acquire a proper weight, not only in the Legislature itself, but throughout the country at large. They would then feel that they did not depend on the will of their Sovereign, as that was now sometimes defined since the introduction of Responsible Government, or the will of a majority of the Lower House, for their seats in the first place, and for any other privilege they might possess. They would feel that they too represented the people of this Province, but they would feel also that that representation was based upon a more solid foundation than that of the Assembly, and they would feel also that they were not liable to dissolution, which the Assembly was at any moment. They would also feel that the time for which they were elected was double that of the other branch, and that in the event of a difference with the lower branch on a point involving the present popularity of either House, that the time would arrive when they could also go back and explain to their constituencies the reasons for the votes which they had given. Another most important principle of this bill was, that it contained a provision by which this Hon. House, if made elective, could amend a money bill sent up from the Lower House. It was not proposed to introduce any clause which would abridge the powers of the democratic branch with respect to taxation one inch. The bill also provided for the expulsion of one or more members, whose conduct should be such as would warrant such an extreme step, but in a bill of this kind it was necessary to provide against contingencies which might not, and very likely would not, happen, but to carry the punishment of expulsion into effect, two-thirds of the members present must agree. This provision was also borrowed from the law of the United States, where that power had been found quite sufficient to answer the purpose intended to be effected, by introducing such a section into the present bill, viz., that of maintaining order and decorum in the transaction of public business. The next point to which he would beg to direct the attention of their Honors was the qualification of a member elected to serve in the Legislative Council. The qualification was left in blank, and might be altered, but the Government had proposed to fix that qualification at £1000 of real estate free from all encumbrances. This qualification, although it would not insure the election of the highest talent in the country, nor the representative of the greatest wealth in landed property in the respective districts, yet it would do this, it would provide that the member so elected had a considerable stake in the country, and the very person possessing only that small stake might possibly be better qualified to represent the district in every other particular than any one else that could be found. He thought, therefore, it would not be well to place the qualification beyond £1000 freehold, in the way he had already mentioned. It had at one time been in contemplation to alter the qualification of voters for Councillors under the bill from that which was required to entitle to a vote for a member of the House of Assembly up to £300 in real estate, but on more mature deliberation they found that this would not work well, and he would give them his reasons for having come to this conclusion. There was not the same reasons in this country for making a distinction in the qualification, which existed in some other countries, particularly in England, where the manufacturing and labouring population which earned their bread from day to day, formed such a large portion of the population. It was the fears of the ultra democratic votes which alarmed the property holders of every description, when anything approaching to universal suffrage was mentioned. The same cause of fear, even of that extreme measure, did not exist in this country, although he had no idea of its being introduced, but merely threw it out as a contrast to other countries where the extension of the democratic principle was so much dreaded. The only thing which this country had to dread was that measures such as this should not be forced on the country before the country was prepared to receive them. He had already said that these principles were progressing, and by refusing this bill they could not turn them back, but their progress should be accompanied with progress of another kind. They must not only educate the people in the ordinary branches of education taught in the Province, but they must give them an education of another kind, he meant a political education, which would teach them self-reliance and the art of governing themselves. The measure now before another branch of the Legislature for the establishment of municipal corporations would have this effect. Those Counties which accepted the provisions of that bill when it became a law would very soon find out that power was always accompanied by responsibility, and that if they chose to mismanage the affairs of their own country one year, the voice of the people would soon apply the remedy. The exercise of such authority would also teach the inhabitants generally that they must be careful whom they placed in power, for when they came to have the management of the roads and bridges, the gaols, and county matters of that kind, in their own hands they would soon learn to be cautious in what way the power which they possessed was applied. The principal reason, however, for leaving the franchise of an elector for a Councillor the same as that for a member of the House of Assembly was, that were they to discriminate it would lead to endless confusion. The man worth a farm valued at £300 could vote; the man worth a farm valued at £298 could not vote, if the franchise were fixed at £300; but besides this, who was to make the valuation? Every man had a right to place what value he pleased on his own property, and to have assessors to all the property in the country was out of the question. Nine-tenths of all the population who owned farms in the country had horses, and stock, and so forth, which rendered it for their interest that the public affairs of the country should be well managed, not only in the Council and Assembly of their choice, but also throughout every governmental institution in the country. Out of the entire population of the Province, seven-eighths must be conservative of their liberty and of their property, and if the one were invaded, or the other wilfully mismanaged, those guilty of such practices would be swept from office with as much ease as the torrent sweeps the most trifling obstruction from its course. [After briefly recapitulating the arguments urged, the hon. member concluded by saying]—that if all now entitled to vote for members of the Assembly were not permitted to vote for Legislative Councillors, the year after the first election was held their tables would groan with petitions for the extension of the franchise. He had little further to add in explanation of the principle of the Bill, but should anything occur to him during the discussion, which required further explanation, he would have an opportunity of offering that explanation in the general reply. In the meantime, he thanked their Honors for the patience and attention with which they had listened to him, and hoped a majority of the House would be able to give their support to the Bill.

(To be continued.)

HOUSE OF ASSEMBLY.

Saturday, March 29.—In the Assembly today a bill relating to registry, decree and partition in Chancery, sent down from the Council, was passed. The object of this bill is to reduce expenses of registry.

Mr. Wilmot's bill to secure the rights of married women to property also passed. It provides that real and personal property, held before marriage, or received afterwards by legacy or otherwise, from others than the husband, not to be liable for his debts. In case of desertion, the wife to have the right to recover debts.—An …endment, proposed by Mr. Ritchie, that pro… acquired by the wife after desertion be …n and not her husband's, was adopted.

…esday, *April 2.*—Mr. Ritchie's bill to …dges' Fees, was passed in Committee. …sed by the Attorney General, but …rge majority—Messrs Street, Ran…ery, and Rankin only voting

… solution to prevent labour at the …fering with that of private in…ssed and lost.

…de for the collection and …hue being taken up the …tion limiting the salary of …250 per annum; to which … an amendment, by Mr.

…r. Scoullar's bill, for …umber, was opposed …t all parties, buyers … opposed to it, and … Wiggins & Son, …Bay Deal Trade, … create an office. … and said the …the bill, how-

The Courier.

SATURDAY, APRIL 5, 1851.

Elective Legislative Council.—We stated in our last our doubts if the Bill before the Legislative Council, for rendering that body elective, would pass at the present Session, and the event has proved the correctness of our supposition. After a most able and luminous debate, in which great talent was displayed on both sides, the Bill was rejected on Wednesday, by a vote of ten against seven.

The excellent speech of Mr. Chandler, in support of the Bill, we give at length in this day's paper. We commend it to the careful perusal of all who feel an interest in the question, as embodying sound views and principles with which the public generally should become acquainted, before another Session of the Legislature.

It is somewhat singular that the motion for an Address to the Crown, praying an Elective Legislative Council, was introduced in the Assembly without any petition from the constituency of the Province, and upon the sole responsibility of a single member of the Assembly. Since that time, not a single petition has been presented in its favor, and the present House, although invited to express an opinion by His Excellency's opening Speech, has up to this hour maintained a profound silence on the subject. If the Session passes over without some expression of opinion on the part of the Assembly, the whole matter may be considered at an end for the present.

The question is one of very great importance to the people of this Province; and the strongest arguments used by the opponents of the Bill, were based on the fact that public opinion had never yet been expressed upon it in any tangible form. The Hon. Mr. Odell said, that if before another session of the Legislature, the constituency of the Province should publicly pronounce their approbation of the proposed change, and intimate their desire that it should take place at once, he for one should be prepared to vote for the Bill; but he must wait until there was some expression of opinion.

Before the Legislature meets again, there will be ample time for the discussion of this grave matter, which involves an entire change in the constitution of the Colony, and in the mode of conducting the public business of the country.

THE HALIFAX & QUEBEC RAILWAY.

The important Despatches relative to this Railway, arising out of the recent negotiations of the Honorable Mr. Howe with the Imperial Government, were submitted to both branches of the Legislature on Tuesday last.

On Thursday, Mr. Gray laid on the table of the House a series of resolutions with reference to these Despatches, and gave notice that he should move their consideration at an early day.

The first of these resolutions refers to Earl Grey's despatch to Lord Elgin, and recites some of its most striking passages; it then goes on to say, the House learns, with painful feelings of disappointment, that in a work now admitted to be of such great importance to the British Empire, Her Majesty's Government is not prepared to contribute any portion of the funds necessary for its construction; and as a condition precedent to the Imperial guarantee, requires these colonies to pledge their whole available revenues to build the same at their own expense.

The second resolution states, that while the House will adhere with strict fidelity to the pledge given in the joint address of both branches of the Legislature in 1849, offering the ungranted lands to the extent of ten miles on each side of the proposed line from Halifax to Quebec, and the payment of £20,000 per annum for twenty years—it desires distinctly to state, that the refusal of Her Majesty's Government to give the Imperial guarantee for that line, has turned the attention of the people of New-Brunswick to the accomplishment of undertakings, which it will be in their power to carry out; and that in accordance with the almost unanimous wish of the people of this Province, the House has pledged its faith and credit upon Debentures to the extent of £300,000 sterling, to aid the construction of the European and North American Railway, and the St. Andrews and Quebec Railway, and cannot now adopt the plan proposed in the Despatches, and is not prepared to pledge the Provincial credit any further.

The third resolution expresses unqualified disapprobation of any scheme for introducing convict labour in this colony.

The fourth states the opinion of the House, that urgent application should be made to Her Majesty's Government for the immediate grant of the Royal assent to the Railway Facility Bills, and for the Imperial guarantee of the interest on the Debentures to be issued thereunder; upon which the House will make such arrangements for payment of principal and interest as will meet the views of Her Majesty's Government.

The fifth resolution requests the Legislative Council to join in an address to the Throne, embodying the substance of these resolution.

(BY TELEGRAPH.)
Fredericton, April 5th, 3, p. m.

The House has passed, unanimously, a Resolution refusing Earl Grey's proposition, and renewing their adherence to our plan.

The Mails.—The breaking up of the winter roads has caused delays in the arrival of the Mails of late. The Halifax Mail, due at 1 p.m. yesterday, did not arrive till after midnight, and the Fredericton and St. Andrews Mails, due at seven this morning, did not get in until ten.

On Tuesday, the election of members to the Common Council of the City took place, and excited considerable interest among the citizens. In Duke's and Sydney Wards there was no opposition offered to the present representatives; and the only change, after a hard struggle, that has been effected in the remaining Wards on this side of the Harbour, has been in the election of J. A. Harding, Esq. as Councillor for King's, in the place of Mr. Fairweather, who unsuccessfully contested the Aldermanic chair with Mr. Needham. In Guy's Ward, Mr. J. C. Littlehale has been returned Alderman, and Mr. J. Thomson, Councillor, though scrutinies have been demanded by their opponents, Mr. Dunham, and Mr. Coster, jr. In Brook's Ward, Mr. J. Beattey has been elected Alderman, and Mr. Joseph Coram, Councillor.

The election for Mayor will take place from the Council, by the Members elect, on the first Tuesday in May next.

At a meeting of the Common Council on Tuesday evening, Thomas Merritt, Esq. was re-appointed Chamberlain, and a Committee was appointed to prepare plans and estimates of the contemplated improvements at Reed's Point, preparatory to a further application being made to the Legislature for aid to construct the same.—*Witness.*

Firemen's Display.—On Thursday last, Wellington Engine, No. 1, removed their Engine from the Lower Cove to the neat and convenient House in Queen-street lately finished for their accommodation; on which occasion they entertained the members of the Common Council to an excellent repast, prepared in good style by Mr. Thomas Gard. The officers of the other Fire Companies, with the members of No. 5 Company, (to which the Engine now in charge of No. 1, formerly belonged,) were also invited. The members of these two companies formed in procession and marched through several of the streets, headed by a band of music.

The young men belonging to No. 1 deserve much praise for the spirited manner in which the entertainment was conducted.

Mechanics' Institute.—Dr. Paterson lectured at the Institute last Monday evening on the Mechanical properties of Air. The subject was illustrated by numerous experiments and apparatus. The weather being unfavorable, the attendance was not as large as usual.

On Monday evening next, Mr. Robert Foulis will deliver a lecture, with experiments, on *Gas Illumination;* and, on Monday the 14th instant, the lecture season will be closed by George Blatch, Esq., who has kindly consented to deliver an Address on the occasion.

New Ship.—A substantial built Barque called the *Industry,* was recently launched at Indian Town from the yard of Messrs. S. & H. Roaan who are also the owners. She measures 379 tons, (N. M.) and is now fitting out for sea.

Blackwood's Magazine.—We have received Messrs. L. Scott & Co's American reprint of the March number of Blackwood, which contains some able articles. The contents are—The Dangers of the Country; My Novel, or varieties in English Life; Legends of the Monastic Orders, as represented in the Fine Arts; Lavengro; the Arts in Portugal; Southey; the Ministry and the Agricultural Interest.

The last mentioned article is a strong appeal for some relief to the Agricultural interests, which, it is stated, are now suffering severely from the Imperial legislation for some years past. The writer comments very severely on the policy pursued by Her Majesty's Ministers. Sir James Graham, however, contradicts many of the statements made by the Protectionist party on this subject, and shows that the sufferings of the farmers and labourers are exaggerated by the advocates of protection. We need scarcely remark that this Magazine will be found particularly interesting to the supporters of the principles of protection.

Messrs. McMillan are agents in this City for the New-York publishers of this ably conducted work.

New Publications.—We have received from Mr. Fetridge, of Boston, the April number of *Harper's Monthly Magazine,* which contains an excellent selection of reading matter, as also some neat engravings, including the latest fashions for the ladies. This Magazine appears to be still improving. It is for sale at our Book Store, with other popular periodicals of the day.

We have also received from that untiring caterer for public favour, our former townsman, Mr. Robert Sears, of New-York, his *Family Visitor,* for April, which is copiously illustrated with views of the principal public buildings of London, including the grand Crystal Palace, accompanied by directions to visitors about to proceed to the Great Exhibition, which will be a guide to them in sight-seeing and economizing their time. The *Visitor* is published at the low rate of 2s. 6d. per annum—single copies, six cents each.—The publisher's works are for sale in this City by Messrs. G. & E. Sears and Mr. D. Ross.

LEGISLATIVE ITEMS.

(From a new Correspondent.)

Messrs. Chubb & Co: *Gentlemen,*—The occasional breaches of legislative etiquette, which are peculiar to the *Reform* House, have furnished a subject of comment to some of your correspondents, as well as of amusement to the lobbies. New Members have come, pledged extensively to their constituents, to promote retrenchment and reform. They are to make the Legislative Council Elective; to bring down the Salaries; to procure a Registration of Votes; to get Vote by Ballot; Municipal Corporations, and the Initiation of Money Grants; with other great changes. Some, also, have had to pledge themselves *in a private way,* to make prominent Canvassers, Magistrates, Supervisors, &c. The patriotism of these honorable Members occasionally bursts forth around the Benches in "nature's own language," unrestrained by the guards of good grammar, or ordinary gentlemanly courtesy. You will hear one request the House to be "more quieter," and another, after a display of his newly discovered powers of elocution, will bow his head, and give a nod and wink, in a sort of triumphant way, towards his fellow members, and then cast up his eyes to the gallery to see how favourable is the impression he has produced there; or perhaps out to "Solomon's Porch," to greet some country friend, who has just been edified with the outpourings of the new Member. One day, lately, the House was in Committee on a Bill, and the mover was explaining his views; the Chairman, although not guilty of any great qualification, seemed to think *he* could do better than the Member who was speaking, (who by the way is, perhaps, the clearest speaker in the present House,) and, unceremoniously interrupting him, said, "I will try and explain to the Committee what the *gintleman manes* to say." The Member who was thus interrupted, looked almost petrified for a moment, under these ludicrous circumstances, while a roar of merriment was heard round the boards.

The House was variously occupied during the first part of the week; several grants in Supply led to considerable discussion,—one to a Road Commissioner, named Herron, moved by Mr. Hatheway, called forth a considerable outburst of feeling from that Member, who got in collision with the Attorney General, and, as usual, went off at a tangent, with his temper up to a "white heat," but, as might be expected, lost his motion. Next came the usual grants to the Academies, and Madras Schools, when Mr. Hatheway was again on his legs, opposing the Wesleyan Academy grant, and was left in a minority of seven, viz., Hatheway, Pickard, Gilbert, Beardsley, Earle, Montgomery, and Gray; but the last named gentleman subsequently withdrew his opposition. The Madras Schools were likewise talked about, and then the Baptist Seminary came in for its share of opposition. Mr. Street raised some objections, but they were explained away by Mr. Partelow.

On Wednesday the Orange Bill came before the House, and was postponed without any debate! After what the public have seen and heard about the influence of the Orange Societies, especially in York and Carleton, where they carried, or assisted largely in carrying the Elections last year, it seems a little extraordinary that no debate was even contemplated on this occasion. The division was, on a motion made by Mr. Barberie, to postpone the further consideration of the Bill for three months: *Yeas*—Barberie, Reed, Gordon, Scoullar, Crane, Chapman, Rankin, Williston, Hanington, Partelow, Johnson, Montgomery, Rice, Gilbert, Steves, Ritchie Cutler, Street, Thompson, Porter, Fitzgerald, and McPhelim—22. *Nays*—Earle, the Speaker, English, Pickard, Gray, Robinson, Ryan, Purdy, Taylor, Hatheway, Hayward, and Wilmot—12. Mr. Tilley in the Chair.

On the same day, the Bill to make the Legislative Council Elective, was postponed by that Body. The debate was long and able, and led, I am informed, to a fine display of eloquence. Messrs. Chandler, Kinnear, Brown, Hill, Botsford, and Connell, spoke strongly in favour of the Bill; Messrs. Robertson, Saunders, Odell, Hatch, Harrison, and Black, spoke in opposition.

Their Honors up stairs have acted on an idea of self preservation, but they have made a mistake. The *principle* of an Elective Council, whether good or bad, is one which must now be adopted in this Colony; and it would have looked much more dignified, had this body at once assented to a grave necessity, and magnanimously given up their seats. Whether a better House will be selected is questionable. Messrs. Chandler, Kinnear, and Hazen, besides being men of high standing, are perhaps the best and most eloquent speakers in the Legislature, and the talent of the present Legislative Council is said to be superior to that of the Assembly. The Bill was postponed by a majority of 10 to 7. The *yeas* were—Messrs. Black, Shore, Robertson, Saunders, Owen, Minchin, Odell, Davidson, Hatch, and Harrison. *Nays*—Messrs. Chandler, Botsford, Hill, Hazen, Kinnear, Brown, and Connell.

The Assembly will no doubt take the matter in hand. A Bill, preserving the leading features of the present one, and perhaps raising the electoral franchise, will no doubt pass that House by an overwhelming majority. MILO.

[The continuation of Milo's communication was not received in time for publication to-day.]

On Tuesday, on motion of Mr. Wilmot, the School Bill was referred to a select Committee, consisting of the Attorney General, and Messrs. Crane, Wilmot, Cutler, Read, Rice, Beardsley, Steves, and Hatheway.

The sums recommended by the Light House Committee, including a grant of £500 for a Bell Buoy off the Harbour of St. John, and £150 for Mr. Woodward's services as Superintendent of the Light Houses in 1849, and £100 for like services in 1850 were passed.

Mr. Gray proposed a grant of £2000 to aid in the erection of a landing of sea-going Steamers near Reed's Point in the Harbour of St. John; it was supported strongly by Mr. Wilmot and Mr. Ritchie, but was lost—23 to 11.

Friday, April 3.—The Resolutions submitted by Mr. Gray, relative to the Railroad Despatches, were taken up for discussion.

Mr. Gray urged the necessity of an expression of opinion, going home next mail, that there may be no delay to the Facility Bill. The people, in consequence of the repeated refusals of the British Government, relative to the Halifax and Quebec Line, had turned their attention to another less expensive and more remunerative project. He pointed out the objections to the proposed plan.

Mr. Montgomery wished time for consideration.

Mr. Thompson approved of the resolutions—they were consistent with the feelings of British Subjects and Loyal Colonists, and such as should emanate from this mixed milesian, anglo-saxon race. He disapproved of the Despatches.

Messrs. Ritchie, Robinson, Johnson, and Williston, supported the resolutions.

Mr. Street thought Mr. Howe, and not Government blameable for the plan proposed—wished the resolutions altered.

Messrs. Barberie and Needham wished time—had not seen the correspondence.

The Speaker stated this was missing. It was agreed to adjourn the debate till to-morrow,—no doubt the resolutions will be adopted with little change.

The Municipal Bill has passed the Council without amendment.—*Tel. to News Room.*

The Railway Despatches.—During the week, copies of the Despatches referred to in our last number were laid before the Legislatures of this Province and Nova-Scotia. We have not room for all the documents, and therefore select the letter of the Under Secretary to Mr. Howe, with that gentleman's reply.

MR. HAWES to MR. HOWE.

Downing Street, March 10th, 1851.

Sir,—I am directed by Earl Grey to inform you that he is at length enabled to communicate to you the decision of Her Majesty's Government on the application for assistance towards the construction of the projected Railway through Nova-Scotia, contained in your letters of the 25th November and 16th January.

You are already aware, from the repeated conversations which you have had with Lord Grey, of the strong sense entertained by his Lordship and his colleagues of the extreme importance, not only to the colonies directly interested but to the Empire at large, of providing for the construction of a Railway by which a line of communication may be established, on British Territory, between the Provinces of Nova-Scotia, New-Brunswick, and Canada, that various plans which have been suggested for the accomplishment of this object have undergone the most attentive consideration.

It appears from Sir John Harvey's Despatch of August 29th, 1850, as well from your letters and the verbal communications you have made to Lord Grey, that the Provincial Government of Nova-Scotia, fully relying on the concurrence of the Legislature, is desirous of undertaking the construction of that part of the projected line which would pass through that Province, and proposes to obtain for that purpose a loan of £800,000 which is the estimated expense of the work. The assistance which Lord Grey understands you to apply for on behalf of the Province is that the payment of the interest of a loan to this amount should be granted by the Imperial Parliament, the effect of which would be that the money might be raised on terms much more favorable than would be otherwise required by the lenders.

I am directed to inform you that Her Majesty's Government are prepared to recommend to Parliament that this guarantee should be granted, or that the money required should be advanced from the British Treasury on conditions which I will now proceed to state.

In the first place, as Her Majesty's Government are of opinion that they would not be justified in asking Parliament to allow the credit of this country to be pledged for any object not of great importance to the British Empire, as a whole (and they do not consider that the projected Railway would answer this description unless it should establish a line of communication between the three British Provinces) it must be distinctly understood that the work is not to be commenced, nor is any part of the loan, for the interest on which the British Treasury is to be responsible, to be raised, until arrangements are made with the Provinces of Canada and New-Brunswick, by which the construction of a line of Railway passing wholly through British territory from Halifax to Quebec or Montreal shall be provided for to the satisfaction of Her Majesty's Government.

In order that such arrangements may be made Her Majesty's Government will undertake to recommend to Parliament that the like assistance shall be rendered to these Provinces as to Nova-Scotia, in obtaining loans for the construction of their respective portions of the work. If it should appear that by leaving it to each Province to make that part of the line passing through its own territory, the proportion of the whole cost of the work which would fall upon any one Province would exceed its proportion of the advantage to be gained by it, then the question is to remain open for future consideration whether some contribution should not be made by the other Provinces towards that part of the line, but it is to be clearly understood that the whole cost of the line is to be provided for by loans raised by the Provinces in such proportions as may be agreed upon with the guarantee of the Provincial Parliament.

The manner in which the profits to be derived from the Railway when completed are to be divided between the Provinces will also remain for future consideration.

You will observe that I have stated that the line is to pass entirely through British Territory, but Her Majesty's Government do not require that the line shall necessarily be that recommended by Major Robinson and Captain Henderson.

If the opinion which is entertained by many persons well qualified to form a judgment, is correct, a shorter and better line may be found through New-Brunswick, it will of course be preferred and there will be sufficient time for determining this question while the earlier part of the time is in progress. It is also to be understood that Her Majesty's Government will by no means object to its forming part of the plan which may be determined upon, that it should include a provision for establishing a communication between the projected Railway and the Railways of the United States. Any deviation from the line recommended by Major Robinson and Captain Henderson must, however, be subject to the approval of Her Majesty's Government.

It will further be required, that the several Provincial Legislatures should pass laws making the loans which they are to raise, a first charge upon the Provincial Revenue after any existing debts and payments on account of the Civil Lists settled on Her Majesty by laws now in force, and also that permanent taxes shall be imposed (or taxes to continue in force till the debt shall be extinguished) sufficient to provide for the payment of the interest and sinking fund of the loans proposed to be raised after discharging the above prior claims.

It will further be necessary that the expenditure of the money raised under the guarantee of the Imperial Parliament shall take place under the superintendence of commissioners appointed by Her Majesty's Government and armed with sufficient pow[illegible] to secure the due application of the funds so raised t[illegible]eir intended object. The commissioners so appointed are not, however, to interfere with the arrangements of the Provincial Governments, except for the above purpose.

The right of sending troops, stores and mails along the line at reasonable rates must likewise be secured.

If on the part of the Government of Nova-Scotia you should express your concurrence in the above proposal Lord Grey will immediately direct the Governor General of the British North American Provinces to communicate with the Lieut. Governors of New-Brunswick and Nova-Scotia, who will also be directed to bring the subject under the consideration of their respective Executive Councils, in order that if they should be prepared to join in carrying the undertaking into effect on the terms proposed, the details of the arrangement between the Provinces may be settled, and the sanction of the Legislatures obtained for the plan, so that it may with as little delay as possible be submitted for the approval of Parliament.

Before, however, the proposed measure can be so submitted to Parliament, it is proper to observe that there are some other questions affecting the pecuniary relations between the Mother Country and the Colonies, which will require to be considered; but as these questions have little if any reference to the United States, it is not necessary that they should be further adverted to in this letter.

I am directed to add that Lord Grey thinks it unnecessary that any measure should be taken by Her Majesty's Government to encourage the establishment of steam vessels for the accommodation of Emigrants of the humble class, which is one of the subjects to which you have called his attention.

If there should be a demand for such vessels, Lord Grey has no doubt that they will speedily be supplied by private enterprize; indeed he has been informed that ships of large size intended for the conveyance of emigrants, and furnished with auxiliary steam power are already building both in this co[illegible] and in America; and if by undertaking the projected [illegible]ailway a demand for labour is created in the British provinces, and a large extent of fertile land is opened for the occupation of settlers, these circumstances cannot fail to lead to an extension and improvement of the means now afforded for the conveyance of emigrants to these Provinces.

Lastly, with reference to the suggestions contained in your letter that convicts might be employed in the construction of the Railway, I am to inform you that though Her Majesty's Government entertain no doubt that the expense of the work to the Provinces might thus be greatly reduced, while at the same time by judicious regulations all risk of serious inconvenience might be guarded against, they would not be disposed to take any steps with a view to the adoption of this suggestion, unless on a distinct application from the Colonial Legislatures; but if such an application should be made, Her Majesty's Government would be prepared to make the necessary arrangements for the employment of a moderate number of convicts on the work, without any charge for their custody and subsistance to the Province which may have applied for them. I am, &c.

(Signed) B. HAWES.

5 Sloane Street, March 12th, 1851.

Sir,—I have the honor to acknowledge your letter of the 10th March, conveying to me by direction of Earl Grey, the decision of Her Majesty's Government on the questions raised in my letters of the 25th November and 16th January.

I beg you to assure his Lordship of the satisfaction with which I have read that communication, and of the sincerity of the belief which I entertain that the Governments of the North American Provinces will cheerfully, and to the full extent of their means, exert themselves to secure upon the terms proposed, the completion of the great national highway, for the construction of which Her Majesty's Government are prepared to propose to Parliament to advance the funds, or pledge the National credit.

Should anything occur to delay a general arrangement, (which I do not apprehend.) beyond the period when Nova Scotia may be prepared to execute her part of the line, for local or other purposes, it will be time enough then to submit whether that portion of the work which will run through her territory should not be commenced, either with or without the aid of Her Majesty's Government.

As the rapid sale and settlement of the waste lands of the three Provinces will now become very desirable, in order that their annual revenues may be increased, and the country on both sides of the Railroad settled as the work proceeds, I hope to be able, in a few days, to submit a plan by which these objects may be attained by an organized association, acting under the countenance of the Imperial and Colonial Government, but without any aid from their public resources. I have, &c.

(Signed) JOSEPH HOWE.

B. Hawes, Esquire.

On Saturday, the Attorney-General of Nova Scotia laid on the table of the Assembly a resolution, which concludes as follows:—"That this House do accept the proposition of the British Government for advancing the above amount (£800,000 sterling), for constructing a Railroad across the Province of Nova Scotia, on the terms and conditions embodied in the letter of the Under Secretary of State, B. Hawes, Esq., to Mr. Howe, bearing date the 10th day of March, 1851."

The subject underwent discussion yesterday; and we learn from a communication received late last evening from Halifax, and posted in the News-Room, that it is most likely the Session of the Legislature will close without any action being taken in the Railroad matter. A motion to postpone the whole subject until Mr. Howe's return had been made, and would, most likely, be carried.

Mr. Howe would leave Liverpool in the Steamer of the 5th April. He writes that he would remain until then to organize some of the leading men of the kingdom into a great co-operative Association to buy and people the lands along the lines.

Quebec.—The number of vessels that arrived at Quebec during the last year was 1379—436,379 tons. Of these 96 vessels were Foreign. As compared with the vessels arrived at this Port, a statement of which we gave last week, it appears that we have upwards of 600 arrivals more than at Quebec, although the amount of tonnage arrived there exceeds that at this Port by about 176,000 tons. The number of Emigrants arrived at Quebec last year was 32,292.

The Executive Committee of the European and North American Railway for the State of Maine have petitioned the Legislature of Massachusetts for aid to the undertaking, by an appropriation of a portion of the funds received by the sale of public lands in the State of Maine belonging to Massachusetts, on the ground that the opening of this Railway through Maine and contiguous to the property of Massachusetts, will be highly advantageous to the said property and will tend greatly to increase its value; and also, that it will be the means of promoting the growth and prosperity of Maine and other places to the east of Massachusetts and thereby create a new beneficial influence in favor of Boston and other towns in that locality by opening up new and enlarged sources of traffic to them.

Jamaica.—The House of Assembly of this Island passed a measure on the 13th ult., by a large majority reducing the Governor's salary from £7000 to £5000—the reduction to take effect with the present Governor, and not to be deferred until the appointment of his successor. The question of a reduction in salaries has been made the test between the Government and the opposition, and it now appears that the latter have carried their point. It remains to be seen whether Earl Grey will sanction this reduction of the salary of his relative Sir Chas. Grey, as in the event of his refusal, a determined stand will likely be taken by the House, which has been recently elected, and therefore may be said to represent the views of the people.

PROVINCIAL APPOINTMENTS.

James Travis and Henry G. Simonds, Esquires, to be Sitting Magistrates at the Portland Police Office, under the provisions of the Act passed in the present Session.

Ebenezer L. Burpe to be a Coroner in Queen's County.

Charles Simonds, Junior, and Drs. David R. Carter, and Joseph S. Waterhouse, to be additional Trustees for the Restigouche Grammar School.

John H. Harding to be a Commissioner of Buoys and Beacons at Shippegan, in the room of Hugh A. Caie, left the place.

By His Excellency's Command.
J. R. PARTELOW.

Secretary's Office, 29th March, 1851.

Charles Johnston, Esquire, to be High Sheriff for the City and County of St. John; and William Bayard, Esquire, M. D., to be Coroner for the same for the ensuing year.

By His Excellency's Command.
J. R. PARTELOW.

Secretary's Office, 1st April, 1851.

[The Sheriffs for the several Counties have been re-appointed to office for the ensuing year.]

Great Road Supervisors.—Robert S. Matthew, from St. John to Hayward's Mills, and from Bellisle to St. John; John Jordon—St. John to Quaco; George Anderson,—St. John to St. Andrews; Edward Simonds—Fredericton to St. John, via Nerepis; John Jordon, Junior—King's County line to St. John.

By Telegraph to the News Room.

ARRIVAL OF THE BALTIC!

Seven days later from Europe.

The American Steamer Baltic arrived at New York on Thursday evening last, in a little over twelve days from Liverpool, bringing English dates to the 22d of March.

Trade at Manchester was reported to be active. The Cotton Market was daily improving, prices at Liverpool having advanced ⅛d. per lb. during the week. Flour had also advanced 6d. per barrel. No remarks on the Timber market.

Parliament was and had been during the week principally engaged upon the Bill relating to Roman Catholic Ecclesiastical titles in England.

The English papers state, that it was probable Lord Palmerston would soon resign his office of Secretary of State for Foreign Affairs. It is probable he will be succeeded by Lord Aberdeen, and it is not at all unlikely that Sir James Graham will also join the Russell Ministry, when the Papal Bill is disposed of.

Machiaville—supposed to be one of the rebel chiefs—has been executed at Rome.

From India, it is stated that Fort Darhoor had surrendered unconditionally.

Ship News.—Arrived at Penarth Roads, March 15th, brig Nancy, from St. John.—Off Liverpool, 15th, ship Lotus, from New Orleans.

Sailed from St. John.—March 15, Fingalton, from Bristol; from Gloucester, Ant; from Deal, the Glasgow; from Queenstown, St. Lawrence; 16th, Warwick, from Charante; Helena, from Liverpool; 19th, Elizabeth Holderness, from Poole; Britannia, from Newcastle; Wolfes Cove, from Hull; 15th, Perthshire, from Liverpool, for Staten Island.

Loading at Liverpool—Themis, for Staten Island; Kitty Cordes, for Mobile; Jane Hammond, Edinburgh, Charles Saunders, and Oriental, for Quebec; Speed, Providence, Janet, and Perseverance, for St. John.

At London—Faside and Lisbon, for St. John. At the Clyde—Onyx, for do.

Cleared—John S. DeWolfe, for St. John.

Boston, Friday, 4th April.—A fugitive slave was arrested in Boston to-day, and the trial is progressing. He is strongly guarded, and there is less excitement than previously.

To the Editors of the Saint John Courier.

A few months since, a legal advertisement was published in your Journal, purporting to be a libel for divorce, in which John A. Underwood appeared as Libellant, and Mary Underwood as Libellee. This proceeding was instituted in the Courts of the State of Massachusetts.

As Mrs. Underwood was not then a resident of this Province, it was very manifest that this publication was designed to wound her sensibilities and defame her reputation.

It is but an act of simple justice to Mrs. Underwood, who is well known in this City as a lady of unimpeachable character, of marked talent and of extraordinary musical attainments, to state, through your columns, that the cowardly malice which prompted this publication has been entirely thwarted, and the libel dismissed without an attempt to sustain its slanderous charges in a Court of Justice.

Saint John, March 31, 1851.

☞ *"One of the Congregation,"* in reply to Mr. Dixon's communication in the Chronicle of the 28th ult. is in type, but we cannot find room for it until next week.

☞ A Sermon will be preached on Sunday evening, 6th instant, at Trinity Church, by the Rev. J. Armstrong, for the purpose of bringing before the Parishioners the circumstances of the Church at present being erected in Lower Cove, preparatory to a further appeal to them in behalf of its funds.

☞ The usual Monthly Service may be expected in the Reformed Presbyterian Church, Sydney Street, to-morrow evening, at six o'clock, when Revd. Mr. Stavely, will preach.

The Sinner must do something to enjoy Salvation. What is it?

W. W. Eaton will examine the above proposition and question in the light of God's word, Lord's day afternoon at the usual time and place.

☞ The Mail for England, to go by the Steamer *Canada* from Halifax, will be closed at the General Post Office in this City on Tuesday evening next, at eight o'clock.—Mails for England, *via* the United States, will also be closed here at half-past three o'clock on Thursday and Saturday next.

WOOLLEN HALL.

☞ The friends and patrons of the PANTECHNETHECA are respectfully notified, that the new branch in Mr. F. A. Wiggins' Brick Building, on the corner of Prince William and Princess Streets, will be opened on WEDNESDAY next.

Messrs. JAMES GARRETT & CO., the Proprietors, respectfully solicit a visit to their new and splendidly fitted up Shop, and an inspection of their varied and extensive Stock of CLOTHS, CASSIMERES, VESTINGS, &c. &c.

April 5.

MARRIED,

On the 25th ult., by the Rev. A. McLeod Stavely, Mr. Patrick Frizell, to Miss Martha McNutt, both of this City.

On the 31st ult., by the same, Mr. George Neill, of the Parish of Upham, to Sarah, daughter of the late Mr. William Henderson, of this City.

On the 27th ult., by the Rev. Henry Daniel, Mr. Charles Edmund Cox, to Miss Isabella Levingston, both of Saint John.

On the 30th ult., by the Rev. Samuel Robinson, Mr. John Turner, to Mrs. Hannah Coughrine, all of this City.

On the 18th ult, at Sussex Vale, by the Rev. Thomas McGhee, Mr. Robert Pugsby, to Miss Agnes, third daughter of Mr. Nelson Morton, all of that place.

In Salisbury, on Sunday 23d March, by the Rev. James McFee, Mr. Joseph Blakeney, Jun., to Miss Deborah, fifth daughter of Mr. David Mills, all of Salisbury, Westmorland County.

At St. John's Church, Chatham, Miramichi, on the 26th ult., by the Rev. James McCurdy, Mr. James M. Wolhaupter, Merchant, of Bathurst, to Miss Alexandrina R. Thomson, second daughter of the late Rev. James Thomson of Chatham.

At St. Andrews, on the 26th ult., by the Rev. John Ross, Mr. James Russel, to Miss Agnes McDouall, fourth daughter of the late Alex. McDou[illegible] Esq., of that place.

DIED,

Suddenly, on Thursday the 3d inst., Vilot[illegible] daughter of Capt. James Fitzgerald, in the [illegible] of her age.—Funeral on Sunday, at 4 o'cl[illegible] her father's residence in Portland. [illegible] eldest

On the evening of 3d inst., Sarah A[illegible] year of [illegible] daughter of Wm. H. Secord, in the [illegible] o'clock, her age.—Funeral to-morrow, Sunday [illegible] from her father's residence, Paddock [illegible]

In Portland, on Thursday, after [illegible]ort illness, [illegible] John, youngest son of Mr. Robert [illegible]intyre, aged two years.

On the 8th ult., Reuben, son o[illegible] r. Jacob Bradshaw, of St. Martin's, in the seventh year of his age.

At Richmond, Carleton County, on Monday the 24th ult., Mr. James McBride, in the 63d year of his age. Mr. McBride was for more than half a century a pious and consistent member of the Wesleyan Methodist Church.

On the 9th March, at Little Falls, Madawaska, Mr. William Fawcett, of Ballyshannon, (Ireland) formerly Color Sergeant in the 34th Regiment, and for the last nine years Barrack Sergeant in the Ordnance Department.

At Westport, Brier-Island, Nova-scotia, on the 21st March, Anne, wife of Mr. John Doherty, in the 58th year of her age, and second daughter of the late Mr. Samuel Mason, of this City.

At Halifax, on Tuesday evening, 25th ult., after a protracted illness, Mr. Charles Keefler, Senior, in the 53d year of his age.

At Forest College, Halifax, on the 26th ult., Robert Parker, youngest son of Dr. Gesner, aged seven years.

At Exeter, (N. H.) on the 24th ult., after a short illness, in the 20th year of her age, Frances Amelia, wife of Mr. Daniel A. Murray, and second daughter of William P. Sayre, Esq. of Dorchester, N. B.

On the 20th ult., in Boston, Mary, only daughter of Joseph Beyer, Esq., and grand-daughter of A. Beyer, Esq., Professor of Music, in this City.

MARINE JOURNAL.

PORT OF SAINT JOHN—Arrived.

Saturday—Schr. N. Noyes, Holmes, Boston, 2 days—Geo. Thomas, flour, pork and tobacco.
Sunday—Brigt. Emily, Fritz, Alexandria, 10—J. & R. Reed, wheat and corn.
Wednesday—Schr. Oriana, Leeman, Beverley, (U. S.) 7—Master, ballast.
Thursday—Steamer Admiral, Wood, Boston, via Portland, &c.—Geo. Thomas, general cargo.
Friday—Barque Ocean, Shultz, Leith, 90—R. Rankin & Co., coals.

COASTWISE.

Saturday—Sch. Sarah, Snow, Barrington, mackerel.
Sarah, Vantassel, Digby, clams and eggs.
Pearl, Estabrooks, Sackville, deals, oats, &c.
Laurel, Brinton, Wilmot, beef and fish.
Sunday—Schr. Wilmot Packet, Harris, Wilmot, oats, cordwood, &c.
Steamer Maid of Erin, Belyea, Annapolis and Digby, passengers, &c.
Wednesday—Schr. Susan, Lord, Deer Island, fish.
Caroline, Hurst, Wilmot, butter, oats and eggs.
Thursday—Schr. Willing Maid, Outhouse, Westport, dry fish.
Eliza, Hinds, Cornwallis, potatoes and turnips.
Digby Packet, Turnbull, Digby, cattle, hats and apples.
Telegraph, Gilliatt, Annapolis, ballast.
Pilot, Slocomb, Annapolis, smoked meat, apples, &c.
Steamer Maid of Erin, Belyea, Annapolis and Digby.
Friday—Schr. Active, Outhouse, Westport, dry fish and eggs.
Weymouth, Burden, Cornwallis, oats, barley, &c.
Elizabeth Caroline, Lindsey, Grand Manan, fish.
Post Boy, Smith, Yarmouth, old furniture and oars.

CLEARED.

March 31st—Brigt. Fashion, Bingay, Barbados, boards and shingles—R. Rankin & Co.
April 1st—Brig Rio Grande, Wilson, Cardenas, boards and butter—Crane & Co.; Schooner Byron, Widdleton, Providence, deals and laths—G. Eaton.
2d—Barque Harriot, Dyer, Liverpool, timber, deals, &c.—J. & T. Robinson.
4th—Schooner Sarah, Snow, Portland, salt and mackerel—Colin E. Cross.

The ship Infanta, from Liverpool, via Halifax, for New-York, went ashore at Quogue, Long Island, about 25 miles west of Montauk, on the 29th ult.—The steamer Sampson brought her steerage passengers, 250 in number, up to New-York on Sunday last, when the ship was lying head on, with 17 feet water under her stern, and remained perfectly tight. She would probably be got off after discharging. The underwriters' schooner was engaged in running anchors off when the Sampson left.

Arrived at Trinidad, March 1st, brig Pilgrim, McCready, St. John.—At New-York, 27th, brigt. Portland, Scott, Havana; 31st, schr. Relief, Johnston, Rio Hache.—At Providence, 26th, schooner William, Haines, St. John; 27th, Venture, Whelpley, do.; 30th, schr. Echo, Holder, do.—At Holmes' Hole, 28th, schr. Peerless, Daniels, from do. for New-York.—At Halifax, 31st, schr. Catherine Brown, Brown, St. John.—At St. Andrews, 30th, barque Mary, Scott, Boston.

Cleared at New-Orleans, March 19th, ship John Fielden, Strang, Liverpool.—At Savannah, 21st, barque Oromocto, Joslin, Liverpool.—At Philadelphia, 28th, schr. Liverpool, McLelland, St. John.—At Halifax, April 1st, schr. Charles, Whipple, St. John.

(*By Telegraph.*)—Arrived at New-York, April 2d, brigt. William Allen, Moore, Surinam.—Sailed from New-Orleans, March 30th, ship Eudocia, Bannerman, Liverpool.

Saint George Society.

THE Annual Meeting of SAINT GEORGE SOCIETY will be held at the St. John Hotel on Monday Evening next, the 7th instant, at 8 o'clock, when the election of Office Bearers for the ensuing year will take place.—By order of the President.
T. E. G. TISDALE, Secretary.
April 5.

Exchange for Sale.

A BILL to be drawn upon the Receiver General of Her Majesty's Customs, London, at 30 days sight for such a sum as will yield £482 11s. 11d. Sterling, payable in Dollars, Half Dollars, or American Gold, at 4s. 2d. per dollar.
Tenders for the above Bill will be received until 12 o'clock, on Monday the 7th instant.
Parties tendering will state what amount of Bill they will accept for the above mentioned sum and the rate per cent premium.
Tenders to be addressed to "The Controller of Customs and Navigation Laws, St. John and to be marked on the Outside 'Tender for bill.'"
Custom House, St John, 5th April.

Saint John Gas Light Company.

NOTICE is hereby given that the Sixth annual General Meeting of the Stockholders of the above Company, will be held within their Office, Carmarthen-street, on MONDAY the 5th day of May next, at 12 o'clock, noon, for the election of Directors and transaction of other business.
By order of the Board of Directors.
ROBERT BRITAIN, Secretary.
April 5.—2i. [Morning News.]

Mechanics' Institute.

ALL persons having claims against the Institute are requested to hand them to the Secretary previous to Wednesday next, for adjustment.
W. HUTCHINSON, Jr. Secretary.
April 5th.

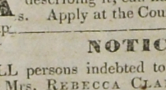
ROSS' Grand Serial
FIVE MILE MIRROR,
OR A TOUR OF 1000 MILES
ALONG THE SHORES AND RIVERS OF NEW-ENGLAND!

MR. AMOS A. FURNAS, the Proprietor of the above magnificent Moving MIRROR, has great pleasure in announcing to the Citizens of St. John and vicinity, that he will Exhibit in the Hall of the MECHANICS' INSTITUTE, on Wednesday and Thursday Evenings, 9th and 10th instant.
This splendid work of Art represents 200 interesting scenes and localities, 100 Cities, Towns, and Villages, 35,000 Buildings and Public Edifices, and 150 Steamboats, Ships, and Sailing Crafts. To conclude with a very amusing and grand NEW ENGLAND MILITIA MUSTER SCENES, &c.
Mr. Card will preside at the Organ.
TICKETS, 1s. 3d. Children half price.
☞ Doors open at 7 o'clock.—Mirror will move quarter before 8. April 5.

FISH STALLS.

SEVERAL STALLS in Fish Market to be Let by Auction, on MONDAY the 14th instant, at 10 o'clock, A. M.
HENRY CHUBB, Mayor.
April 5, 1851.

For WINDSOR.



THE Steamer "COMMODORE" will leave for *WINDSOR* on her first trip on Wednesday, the 16th instant; returning, will leave Windsor at high water on Thursday, the 17th. April 5.

FOUND, on Thursday last:

A SMALL SUM of MONEY. The owner, describing it, can have the same by paying expenses. Apply at the Courier Office. Apr. 5.

NOTICE.

ALL persons indebted to the Estate of the late Mrs. Rebecca Clark, of the Parish of Lancaster, deceased, will please make immediate payment to the undersigned; and all persons having demands against the said Estate, will also please hand them in to him.—Dated 1st April, 1851.
3i.p. JAMES QUINTON, *Executor.*

BRUSHES.

A LARGE assortment of White Wash, Plasterers' and Painters' WALL BRUSHES now on hand. [April 5.] BERTON BROTHERS.

WHARF TO LET.

A COMMODIOUS WHARF, at present occupied by Messrs. Lunt & Pickup; will be let for the ensuing year. Apply to HENRY CHUBB.
April 5, 1851.

Bank of New-Brunswick,
1st April, 1851.

A DIVIDEND of *Three and a Half per Cent.* on the Capital Stock for the half year ending 31st March, 1851, will be paid to the Stockholders on or after the 30th instant. *By order of the Board.*
R. WHITESIDE, Cashier.

Bank of New-Brunswick,
1st April, 1851.

THE Annual General Meeting of the Stockholders for the choice of Directors for the ensuing year, will be held at the Bank on Monday the 5th day of May next, at 12 o'clock.
THOS. EDWD. MILLIDGE, President.

NOTICE.

THE Subscribers have this day formed a Co-Partnership for the transaction of a General COMMISSION BUSINESS, under the firm of Kirk & Worrall.
JAMES KIRK, Jr.
GEO. W. WORRALL.
Office, Nelson Street, St. John, N.B., April 1, 1851. 3i

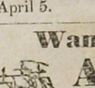
CARD.

THE Subscriber having disposed of his Stock of FLOUR & GROCERIES, together with the good will of such business to Mr. S. S. Hall, would respectfully tender his thanks to his friends and the public for their patronage in the past, and he would request those whose accounts remain unsettled, to hand the same in for adjustment at the old stand on the South Market Wharf, where he still retains an office, and may be found by those having business with him.
April 5. J. V. TROOP.

CARD.

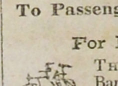
THE subscriber having purchased the FLOUR AND GROCERY BUSINESS heretofore carried on by Mr. J. V. Troop, and intending to continue the same in the Store recently occupied by him on the South Market Wharf, would respectfully solicit from his friends and the public generally a share of their patronage.
April 5. S. S. HALL.

Wanted to Charter.



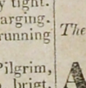
A VESSEL of 200 to 250 Tons Register to take a cargo of D[illegible] to a Port in Ireland.
A Vessel of 300 to 450 Tons Register, to take a cargo of Timber to Newcastle.
April 5.—1i. ROBERT RANKIN & Co.

To Passengers for New South Wales.
For PORT ADELAIDE.



The superior coppered [illegible] Barque "HELENA," B. B[illegible] Master, shortly expected [illegible] from Liverpool, will sail hence for Adelaide about the middle of May, and can [illegible] date a few Passengers.
Parties intending to avail themselves of this [illegible]ble conveyance to New South Wales, will make application at the Courier Office.
St. John, 5th April, 1851.

TO LET.



THE Shop and Dwelling [illegible] at present occupied by [illegible] Grier, on the North East corner of Market Square.—Possession to be given on the first of May. If this eligible Stand be not rented before the 15th instant, on that day be let by Public Auction at 12 [illegible]
April 5.—2i. DAVID J. MERR[illegible]

GARDEN SEEDS.

The Subscribers have received per Steamer "[illegible] via New-York—

AN assortment of SEEDS required for [illegible] and early culture, comprising Cabbage [illegible] most approved sorts; Cauliflower, Cucumber, [illegible] Annual and Perennial Flower Seeds. The [illegible] der of their Field and Garden Seeds have [illegible] shipped by the *Glasgow* and *Renfrewshire,* and [illegible] be expected by the 15th April.
April 5. JARDINE & Co.

FRUIT!—FRUIT!

12 BOXES ORANGES & LEMONS (last trip); 5 cases containing [illegible] boxes small, 10 boxes, 40 lb. each, prime [illegible] FIGS, a superior article.
JAS. MACFARLANE, Market [illegible]
April 5.

Lubec Calcined Plaster.

20 CASKS of Calcined Plaster, of superior quality, Lubec [illegible] ture; for sale by JOHN V. THURGAR.
April 5.

LOCKHART & CO.
Brick Building No. 1, Prince Wm. Street.
WHOLESALE AND RETAIL
Cheap Hat, Cap and Fur Store.
NOW OPENING AND TO ARRIVE—

GENTS' French HATS, *Rivets real French manufacture, only 20s., Paris price;*
40 Dozen Gent's Satin HATS, Spring Style;
40 do. Men's Paris and Plate HATS;
60 do. Men's and Youths' Drab, Brown, and Gold Sporting HATS;
40 do. Men's and youths' Pearl, Ta[illegible] Kossuth, Oriental and Farmer's [illegible]
40 do. Men's and youths' CLOTH [illegible] every style;
60 do. Silk and Lawn Glazed CAPS;
10 do. Silk Plush CAPS, very nice [illegible]
10 do. Brussels and Venetian Carpet [illegible]
Glazed Hats; OIL CLOTH;
Gents' Furnishing Goods;
TRUNKS, Valisses, and UMBRELLAS.
With a large assortment of other Goods.
CASH paid for FURS.
April 5. LOCKHART & Co.

Molasses and Sugar.

50 PUNS. very bright Cuba Molasses, 12 hhds. Porto Rico SUGAR.
April 5. BERTON BROTHERS.

SADDLERS' TOOLS.

A KIT of Saddlers' Tools, for sale below cost by JAMES N. C. [illegible]
April 5.

COOKING STOVES,
Franklins, Ploughs, &c.
Of Domestic Manufacture, and of superior [illegible]

A LARGE assortment of COOKING STOVES, FRANKLINS, Register GRATES, Ploughs, &c.—for sale at very low prices by JOHN V. THURGAR, North Market Wharf.
April [illegible]

No. 1 PIG IRON.

To arrive per Ship *Onyx,* from Glasgow—
100 TONS No. 1 Gartsherrie IRON; for sale by WM. & GEO. CARVILL, Nelson Street.
April 5.

London Paper Hangings.

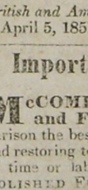
Expected to arrive in Three Weeks.

A CHOICE assortment of beautiful [illegible] each piece containing twelve yards [illegible] and from twenty-one to twenty-two inches [illegible]
April 5. JOHN KIN[illegible], Prince Wm. [illegible]

Blacksmith's Coals.

50 CHALDRONS Wallsend Blacksmith's COALS, for sale—apply to JOHN KIN[illegible], Prince Wm. [illegible]
April 5.

First Premium
WASHING FLUID!



THIS much esteemed article is always kept in quantities to suit purchasers, by WHOLESALE and RETAIL, by
DONALD ROSS,
British and American Book Store, Prince Wm. [illegible]
April 5, 1851.

Important to Housekeepers.

McCOMBIE'S Compound Restorer and Furniture Polish! is beyond comparison the best article ever discovered for [illegible] and restoring to their original lustre [illegible] of time or labour—all [illegible] kinds of VARNISHED POLISHED FURNITURE. Sold at the [illegible] of [April 5.] DONALD [illegible]
☞ Wholesale Dealers Supplied.

A FINE Supply of the latest and choice prints of British Authors, and New-York BOOKS,—just received from New-York.
Also—"SEARS' FAMILY VISITOR" for April,—a splendid Pictorial sheet. [illegible]

4th APRIL, [illegible]
Received per Steamer [illegible]
METALLIC India Rubber CAPES, very light and [illegible] perfectly water-proof; Walking [illegible] GINGS, same material.
Also—One Case of OIL CL[illegible] description made.
The above will be sold wholesale [illegible] proved paper, cheaper than [illegible] St. John.

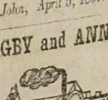
New-Brunswick Cloth[illegible]
SIGN OF THE "GOLDE[illegible]

P. S.—The subscriber will [illegible] Spring Ships, the largest and be[illegible] produced in this market of CLO[illegible] HATS, CAPS, and FURN[illegible] which shall not be equalled in th[illegible] and quality, and will be sold at a [illegible] Cash or approved paper as to [illegible] compete with this Establishment.

Co-Partnership
THE Business heretofore car[illegible] by W. H. KELTIE, Bre[illegible] after the date hereof, be condu[illegible] premises by the Subscribers, u[illegible] firm of "KELTIE & P[illegible]
Maltsters and B[illegible]
Dated at Portland this 29th day [illegible]

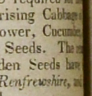
TO FARMERS.
THE Subscribers are in imm[illegible] 2000 Bush. BARL[illegible] delivery.
Cash will be paid the above to d[illegible] Farmers having early application t[illegible] quested to make KELTIE & [illegible] MALTSTERS [illegible]
Portland, St. John, April 5, 1851.

For DIGBY and ANN[illegible]



THE Steamer MAID OF ER[illegible] YEA, is intended to leave the [illegible] on WEDNESDAY Morning next [illegible] DIGBY and ANNAPOLIS.
April 5.

Steamer ADM[illegible]
NEW ARRANGE[illegible]
Saint John, Eastport, Portland, and B[illegible]



THE American [illegible] RAL, 700 t[illegible] Wood, will leave [illegible] further notice,) every TUESDAY [illegible] for Portland, Frankfort, Eastport [illegible] Returning, leave St. John ev[illegible] 9 o'clock, A. M., for Eastport, Fr[illegible] and Boston. GEORGE THO[illegible]
March 8. North[illegible]

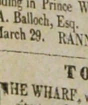
Favor's Package E[illegible]
FAVOR'S Package Expres[illegible] States will be made up eve[illegible] morning, commencing the 6th insta[illegible] Steamer "Admiral." Goods purch[illegible] Bills collected, and Money carried [illegible] terms. All business connected w[illegible] will receive the personal attention [illegible] L. H. WATERH[illegible]
1st March, 1851. South[illegible]

CHRONOMETERS
George Hutchinso[illegible]
BEGS leave to acquaint Shi[illegible] having procured an Astron[illegible] and other Apparatus for Correcti[illegible] pared accurately to ascertain th[illegible] RATE OF CHRONOMETER[illegible] of Mr. William Hutchinson, [illegible]
Time Pieces and Nautical [illegible] are carefully repa[illegible]
COFFEE HOUSE CORN[illegible]
St. John, N. B., March 29, 1[illegible]

WANTED
AN experienced Licenced SC[illegible] undertake the management [illegible] at Musquash. A liberal Salary [illegible] Apply to the Subscriber—if by let[illegible] ARTHUR J[illegible]
Musquash, March 27, 1851.

London Nov[illegible]
MADAME LEVILLY, [illegible] Hanover Square, London [illegible] Ladies resident in the Colonie[illegible] opened a new suite of Rooms, an[illegible] her choice stock of Parisian M[illegible] adopted for Ladies Dresses, &c[illegible] this opportunity of calling espec[illegible] STAYS—the comfort and elegan[illegible] much admired last season—as [illegible] system of making Dresses and [illegible] does not necessitate their being tried [illegible] merely to forward the correct di[illegible]
London, March 14, 1851.

TO LET
FROM FIRST MAY [illegible]

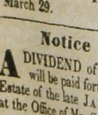


THE Brick Ho[illegible] liam Street, n[illegible] Also, the pleasan[illegible] ing House in C[illegible] present occupied [illegible] Kaye. Apply to [illegible]
March 29th, 1851.

OFFICE TO LET
To be Let, one of those [illegible] known desirable Front O[illegible] Building in Prince William St[illegible] by A. Balloch, Esq. [illegible]
March 29. RANNEY, ST[illegible]

TO LET
THE WHARF, with Timb[illegible] situate at Carleton, next [illegible] of Messrs. S. Wiggins & Son [illegible] or separately. Possession can [illegible] WM. & [illegible]
March 28.

For Sa[illegible]



THE subscri[illegible] Hundred [illegible] LAND, twenty [illegible] and under go[illegible] comfortable H[illegible] —within six miles and a ha[illegible] the Old Westmorland Road [illegible] River.—Further information [illegible] applying to Robert Bowe[illegible] ses, or to THOMA[illegible]
March 29.

Notice to Cr[illegible]
A DIVIDEND of Ten S[illegible] will be paid forthwith to [illegible] Estate of the late James Gr[illegible] at the Office of Mr. S. Gerow [illegible] JAM[illegible] STE[illegible] Administrators, Est[illegible]
St. John, 29th March, 1851.

NOTICE
ALL persons having any le[illegible] the Estate of Mr. Ann S[illegible] this City, deceased, are reques[illegible] same, duly attested, to the [illegible] three months from the date her[illegible] indebted to the said Estate, a[illegible] immediate payment to the [illegible] JAMES [illegible] GEORG[illegible]
St. John, March 29, 1851.

PEW FOR [illegible]
PEW No. 31 in the ce[illegible] JOHN CHURCH. P[illegible]
March 22. A. HAS[illegible]

£50
TO LEND on Freehold [illegible] St. John.
St. John, March 22.

JOHN KI[illegible]
PRINCE WILLI[illegible]
Is now removing to Messr[illegible] New Brick B[illegible] Just opposite the Sto[illegible]
March 22, 1851.