COMMUNICATION.

To The Editor of the "Head Quarters."

Fredericton, June 16, 1851.

Sir,—Having just returned from a meeting of the Executive Committee of the European and North American Railway, I feel that it may not be considered out of place in me, to put before the public, as soon as possible, some of the reasons which have operated on my mind, as one of the committee, in coming to the conclusion we have, viz., to organize our company as soon as our Charter and Facility Bills shall arrive in this Province confirmed. I feel the more urged to this from the unfortunate excitement which, unhappily for all our interests, is creating amongst ourselves antagonistic views on the subject of the Halifax and Quebec, and the European and the North American Railways; and on the behalf of the latter I hesitate not to state most explicitly that the committee would view any Provincial difference, or mutual hostility between the promotors of the two lines, as *fatal* to both. In accomplishing these great undertakings, we must have energetic and mutual action. Delay, protracted negotiation, and angry discussion, must necessarily bring us to the close of another year, without any public work having been commenced in our country; and to those whose interests are most deeply involved I put the question, can this be wise?

Our Legislature has already decided against the proposition of the Colonial Minister; has passed Facility Bills, and granted a Charter to authorize a company to build a Railway in this Province; the conditions of one of these Bills is, that when capitalists can be found to invest at their own risk £250,000 sterling, of their own money, Provincial Debentures are to be issued for a like amount; and further, the Legislature has renewed its pledge to the Quebec and Halifax line, of ten miles of land on each side of the line, together with a bonus of £20,000 per annum for twenty years. What necessarily conflicting interests are here created? With regard to the European line, I know it is the favorite expression of many.—"Oh! you can't get the money." *We* say, give us our Facility Bills, assented to by Her Majesty, (as rumour says they are, or will be)—give us them before the time for action passes, and let us try—if we fail (a word, by-the-bye, not in our own vocabulary,) it must add to the chances of the other line; but if we succeed, an immediate stimulus will be given to our country's energies, and the Halifax and Quebec line cannot be injured.

On the other hand, suppose the Imperial Government should think that New-Brunswick had already offered her reasonable and fair proportion towards the Quebec and Halifax line, (a supposition readily suggested by Her Majesty's assent to our Facility Bills,) and that Canada and Nova-Scotia should also meet the views of the Home Government on this great national undertaking, can there be a doubt but that the main Trunk Line will be constructed? When we consider the fact, that by the offer of New-Brunswick about 2,000,000 acres of land will be placed at the disposal of the Government immediately adjacent to this great line, and a bonus of £20,000 per annum for twenty years is also given, it would seem not improbable that the Colonial Minister is really satisfied with the proposition, or else intends to make some other arrangement, which will not conflict with the well working of our Facility Bills; and which may be fairly subject of future consideration by our Legislature.

I will now give some reasons which, I think, fully justify the proceedings of our Legislature, and which have influenced me, as one of the Executive Committee. First, as to the money required, the mode of obtaining and manner of securing its repayment. As it cannot reasonably be expected that New-Brunswick will abandon the European and North American line, the amount of money probably required would be about £3,000,000 to construct these two lines through New-Brunswick; in obtaining this sum under Imperial guarantee, Mr. Hawes, in his letter to Mr. Howe, dated 10th March, 1851, says:—

"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 this and the following extract from Mr. Hawes' letter, I by no means wish to be understood as finding fault with the precautions and guards contained in them, as I conceive it might be necessary for the purpose of securing the sanction of the British Commons to so large a *loan* as five or seven millions, that the Ministry must be prepared to shew that the Imperial Treasury should not be called upon eventually to pay the amount. Mr. Hawes again says:—

"It will be further 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 power to secure the due application of the funds so raised to their intended object. The Commissioners so appointed are not, however, to interfere with the arrangements of the Provincial Governments, except for the above purpose."

I have italicised such parts of these extracts as appear to me to claim particular attention. Now as to the interest and sinking fund, there are two methods contemplated by this letter;—one that the British Government will advance from the Imperial Treasury the £3,000,000 at 3½ per cent. interest, or will guarantee a like interest to capitalists, taking our Provincial Debentures, payable at a distant period. If the former course be adopted, and the British Government will reduce the annual interest proportionably to the amount paid every year into the sinking fund, such terms would be most desirable, provided other conditions were not attached to counteract them. By the latter mode, Provincial Debentures would be put into the market, payable, for instance, in 33⅓ years, with the Imperial guarantee to the holder, of an annual interest of 3½ per cent. At the expiration of the term of 33⅓ years, the sinking fund of 3 per cent. per annum to be paid by the Province, will have accumulated to a sum equal to the Debentures, and thus the Imperial Treasury be saved harmless. What is the practical effect of this? The capitalist who loans his money on such security, will require his annual interest, and will not receive his principal by instalments. The British Government, for its own security, requires the sinking fund of 3 per cent. annually, which fund to be available and secure, she would very properly take into her own keeping; hence the Province will be called upon every year to pay the whole interest, and at the end of the 33rd year to pay to the holders of the Debentures the full annual interest upon the £3,000,000, say £105,000, when in fact but £55,000 of the principal is due, the balance having already been paid by the Province into the sinking fund.

I apprehend there can be no escape from such a result, unless the sinking fund be placed at interest yearly, so soon as paid in, and the proceeds credited to the Province; or that the British Government allow interest on the sinking fund to meet proportionably the yearly interest of the Debentures. If either of these plans is adopted, there must necessarily be attendant and no inconsiderable expences, to be deducted from the interest on the sinking fund, before credit be given to the Province. I have made these deductions on the supposition that £3,000,000 would be required, and a 3 per cent. per annum sinking fund; this may not be the case, but the same practical results would follow in reference to the actually required amount, and the question still remains, is New Brunswick prepared to assume a greater responsibility than she has already done in reference to the Quebec and Halifax line?

I come now to the securities required. In the first place, *laws* must be passed, making the loan a first charge on our *Provincial Revenues*, after existing debts on the Civil List. This specific charge on our present revenues, made up, as the Colonial Minister well knows, from impost duties, would clearly seem to indicate that Mr. Hawes contemplated a more fixed fund, when he said, "*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 the *sinking fund* of the loans," &c. That these taxes were to have been fastened on our lands, and […]hatever other kind of property we might deem […]ble, not subject to the fluctuations of com[…] […]ok must be admitted. Is it likely that […]inistry of England—the successful […]e Trade—did mean or would con[…] […]olony of Great Britain, should […]eth of their own policy, as to […] thirty years, with an exor[…] […] we did this, what would […] Trade with the Ameri[…] […]ry, should the oppor[…] […]o doubt, understood […] to the charge upon […] *impose permanent* […]inister thus speaks […]posed that he in[…] […]her way than a […]pendent of our […]ngland even […]dered a […]ruction […]ld we, […]vince, […]venue […]ears, Go[…] […]be […]eir […]

such grounds as these, Mr. Editor—arrest the construction of this line, and retard facilities of travel and commerce with our thrifty neighbours, and you hasten, ten-fold more than you repel, annexation. Why, sir, there is more *annexation* in six weeks' walled up discontent and cramped commerce, than in sixty years of a full and free interchange of thought, intercourse, and traffic with our Republican neighbours. Give to our people and our commerce full and unfettered access to the wide field of the United States, and without claiming to be a prophet, I predict that almost every colonist—although he will find much to admire, and may form many pleasing friendships—will still return to his untaxed colonial home, happier and more content than when he left, and reconciled to look, in his increasing prosperity, with fearless aspirations to the time when our mother country will launch us amongst the nations of the earth; our nationality—Great Britain's offspring; our motto—peace and friendly relations with all the world. In conclusion, Mr. Editor, I merely remark, that with the fullest confidence in the feasibility of the European and North American line, I will close this letter, with expressing the hope, that the urgent application of the Legislature for a speedy assent to our Facility Bills, will soon bring them to our shores with Her Most Gracious Majesty's concurrence.—Our season is fast flitting by, and delay is death to our project. I cannot close, however, without tendering to the Hon. Mr. Howe my humble thanks, as a colonist, for the manly eloquence with which he advocated in England—Colonial interests.

I remain, &c.
GEORGE BOTSFORD.

The Courier.

SATURDAY, JUNE 21, 1851.

The United States Mail Steamship Humboldt, from Havre, via Cowes Roads, arrived at New-York on Tuesday evening last, in 12½ days from the latter place. She brings London papers of the 4th instant.

The U. S. Mail Steamer Hermann, which left New-York on the 17th ult., did not reach Cowes until the 1st June, owing, it is stated, to the badness of her coals. The Europa, which sailed four days after her from New-York, got into Liverpool on the 1st. The new screw steamship Lafayette, from Philadelphia, was delayed in her voyage to Liverpool by the breaking of her air pumps when three days out. She had to put into Cork for coals.

The Parliamentary intelligence is destitute of general interest.

The Parliamentary Committee had decided on the Cape route for the Australian mails.

Trade accounts in the provinces were satisfactory. Consols were firm and tending upwards. The money market was easy.

The weather continued cold for the season of the year, and rain was much wanted for the spring crops.

The success of the World's Fair in London still continued to be the great theme of conversation. On the 2d June, nearly £1,800 was taken at the doors, and the London *Times* states that on the 3d instant, the number of people who visited the Exhibition, was officially returned at 53,371, the amount taken at 1s. a head, and by the sale of season tickets, being £2,415 2s.

The illuminations on Saturday night, May 31, in honor of her Majesty's birth-day, were more than usually brilliant, and more houses than on previous anniversaries of the same event were decorated with devices and letters in variegated lamps and gas.

The Steamship Great Britain is being put in thorough repair, and will, it is said, commence to run between Liverpool and New-York next September. She is to be commanded by Captain Mathews, formerly of the Great Western.

The repairs of the Atlantic are in a good state of forwardness, and it is expected that she will resume her place in the Collins line about the first of July.

Richard Lalor Shiel, British Minister at Florence, died suddenly on the 26th of May. The death of the Earl of Shaftsbury is also announced.

Louis Napoleon had visited the Southern Departments for the purpose of opening the Paris and Lyons Railway. A grand banquet was given him at Dijon, where he made a speech which gave great dissatisfaction to the Parisian Journals, which looked upon it as a declaration of war against the Assembly. The President returned to Paris on the 3d of June, where he was received with some stir, but no disturbance ensued.

The Government of Spain was in great fear of an insurrection at Madrid, and great military precautions had been taken. The Spanish Democrats had issued a long programme of future operations.

Portugal was generally tranquil. Two regiments at Oporto had attempted a reactionary movement; but it was suppress by the authorities. The Chamber of Deputies was dissolved on the 25th, and a new Cortes convoked for the 15th September.

The meeting of the Emperors of Austria and Russia at Olmutz, was of a military character.

THREE DAYS LATER FROM ENGLAND.

[*By Telegraph to the News Room.*]

Boston, June 20—4 p. m.

The Niagara arrived at New-York before eight o'clock this morning, with Liverpool dates to the 7th inst.—She brought 65 passengers.

The political news is not important.—The Ministry are very unpopular, but a crisis will be averted this year.

Markets.—Cotton has improved; Sugar somewhat lower; Breadstuffs steady—sales moderate.

France.—The speech of Louis Napoleon at Dijons was very violent against the Chambers, and a part of it was suppressed. The Assembly was very indignant.—Paris was greatly excited.

Portugal.—Another rebellion has broken out in Portugal in favor of the Queen, and against Saldanha.

Cape of Good Hope.—The Kaffirs are reported to be gaining fresh strength. Sir Harry Smith is calling for levies of troops, the force at his command being totally inadequate to the emergency.

SHIP NEWS.

Arrived at Liverpool, 31st May, ship Cambria, McCulloch, New-Orleans; June 3, Montrose, Hue, Apalachicola; 6th, ship Gibson Craig, Rudolph, St. John; Avon, Johnston, Savannah. At Newcastle, June 3d, Peruvian, from St. John.

Sailed—26th May, Blanche, from Donegal; 29th, Adelaide, from Belfast; 31st, Ocean, from Castletown; 5th June, Harriott, from Liverpool, all for St. John. From Liverpool, 31st May, Prince of Wales, for Quebec; 4th June, the Duke, do.

Loading at Liverpool—Oromocto, Virginia, and Thomas Fielden, for St. John; Eudocia, for New York and Quebec; Catharine for New York and St. John.

From California.—By the arrival of the Crescent City at New-York on Wednesday evening, the particulars of the conflagration at San Francisco had been received. The City was almost wholly destroyed. The loss of property is estimated at $15,000,000. Several lives were lost.

The Railway.—There is one great fact connected with the question which is now agitating the public mind in these Colonies, which is quite apt to be lost sight of, but which will be forced upon our attention, and will have to be provided for long before we have the pleasure of handling Mr. Howe's seven millions of sovereigns; namely, whether we have the ability, with our own means, to enter upon the Railway projects which have been submitted to us. It has been repeatedly asserted, and with absolute truth, that New-Brunswick is not able even to construct that portion of the European and North American Railway which passes through her territories, and the friends of that enterprise entered upon it only from the belief, that as the interests of the world required this Railway, the world would provide the funds, and if it did not there would be no harm done.

But if the whole resources of New-Brunswick and its people are not adequate to build *our* Railway, how can it be, that from these resources *two* railways can be built? The falacy lies in imagining that money loaned to us is our own, and will not be required of us again. Too many of us are apt to act on the principle of the man who, when he had signed a note, said, "Thank God that debt's paid."

Let it be remembered, however, that were the project embraced, the repayment of principal and interest would have to be commenced with the very first year of the loan, and before twenty-five years at the farthest, the whole would have to be refunded. Taking one year with another, this Province would have to pay over Two Hundred Thousand Pounds per annum for the next Twenty-two years.

Now, will any sensible man say, that this, or anything approaching to it, could be done without utterly destroying the whole trade of the country, and abstracting the last penny from the pocket of every man who would be foolish enough to stand the phlebotomy.

And this would be the case even on the assumption that the Railways paid their own expenses. But all who have experience in such matters agree in opinion, that for the first ten years at least, the Halifax and Quebec Railway, to use the words of Earl Grey, "would not be remunerative in a commercial point of view," or to speak plainly, would not pay its expenses; an additional Fifty Thousand a year would therefore have to be added for this item.

The incidental advantages to the Province would certainly be great, and if they could be obtained by anything short of total ruin, the question might be considered. As it is, we think, that the settlement of the country would be nearly as much facilitated by pushing good roads into the interior, as by railways. Such a plan has the advantage of *experience* in its favour. Railways have hitherto been built to facilitate an already existing traffic. To enable the inhabitants of towns and cities, *who had money in their pockets to pay the fares*, to travel and interchange commodities. Emigrants cutting out a home in the wilderness, could not afford for many a long year to ride on the rail.

There is one assumption that Mr. Howe has made, which has led many people astray. In his speeches in Nova Scotia and this Province he stated that when the British Minister offered to aid the Halifax and Quebec Railway, he could not be blamed for supposing that the Provinces still desired what they had so long been petitioning for. Now the Provinces never contemplated building this Railway from their own resources. All that they ever offered was twenty thousand a year each, for Twenty years, with valuable grants of land, and what they petitioned for, was that the British Government should advance the balance! And this we verily believe would have been obtained if Mr. Howe had not been so ready to swallow the bait. He had no right to imagine that because Nova Scotia had but a small portion of the work to do, and *that* the very Railway she wanted, that the other Provinces would fall into a scheme which must in the end work their ruin.

The very reason assigned by the British Government for not assisting to make this Railway in former times, that it would not pay, is still more imperative upon us, who are starting in life and have nothing to lose.

Post Office.—The Royal Gazette of Wednesday last, contains the Proclamation of His Excellency the Lieutenant Governor, calling into operation, on Monday the 7th proximo, the new Postage Act, transferring the management of the Department from the Imperial authorities to our local Government. We understand that arrangements have been mutually concluded between the several Colonies and the United States, to take immediate effect, for a most advantageous and convenient interchange of Mail communication throughout the whole Continent; and we congratulate the public on the consummation of a cheap and uniform postal scheme, the benefits of which will pervade the whole business and occupation of society.

Police Office.—The Master of the Brigantine *Charles*, from Youghal, was yesterday brought before the Stipendiary Magistrate, on the complaint of M. H. Perley, Esq., H. M. Emigration Officer, for having on board a greater number of Passengers on board his vessel than the Act allows, and convicted in the mitigated penalty of Ten Pounds sterling, and costs.

In conformity with the request of the Archbishop of Canterbury, communicated to the Clergy by a Circular from the Lord Bishop of the Diocese, sermons were preached in the Churches of this City on Sunday last, upon the occasion of the celebration of the one hundred and fiftieth Anniversary by the Society for the Propagation of the Gospel. The peculiar claims of that Venerable Society, upon Colonial Churchmen; its widely extended Missionary operations, and the triumphs it has won, were ably exhibited. Collections were afterwards taken up in behalf of the Diocesan Church Society, which amounted in Trinity Church to £7 18s. 6., and in St. John's to £7 3s. 1d.—*Church Witness.*

Trinity Church Sunday School.—The Annual Examination of this School took place yesterday. There were present the Rev. I. W. D. Gray, the Rector; the Revds. Mr. Stewart, Mr. Armstrong, and Mr. DuVernet, and a large number of Visitors. The proceedings were opened by the children singing a hymn, and prayer from the Rev. Dr. Gray, in his usual impressive manner; after which the several divisions in the School were separately examined, and exhibited the most gratifying degree of proficiency and knowledge in the Holy Scriptures. A Sermon will be preached in Trinity Church to-morrow evening, by the Rev. Mr. Armstrong, and a Collection made in aid of the funds of this excellent Institution.

New Ship.—A new vessel called the "*E. A. Soullard*," was recently towed into this harbour from Tynemouth, where she was built by Messrs. Lovatt and Parker, for the Messrs. Vaughan, of this City. She is of a most elegant model, and is pronounced by competent judges to be strong and of very superior workmanship. Her measurement for Registry is 868 tons, and 834 O. M. She is now fitting out at Peters' Wharf, and is well worthy of inspection. The gentleman whose name she bears is a merchant of Savannah.

COMMON COUNCIL PROCEEDINGS—*18th June.*

Present—The Mayor; *Aldermen* Needham, Smith, Johnston, Vanhorne, Dunham, and Beattey; *Councillors* J. A. Harding, Nowlin, Hagarty, McAvity, Thompson and Coram.

Freemen sworn—Bernard Brady, William Allen, and William Emerson.

Leases—Renewals were granted; of two Lots, to Jeremiah Gove, two Lots to George A. Lockhart, one Lot to Adam Jack, all at increased rents. The leases to contain covenants for continued renewals, or payment of improvements.

Certain members of the Baptist Society in Carleton having complained that the Trustees of the Corporation had interfered to prevent a lease being issued to them, in accordance with a previous order in Council, it was resolved, that the lease be delivered, notwithstanding the objections of the Trustees. A letter from these gentlemen to the Common Clerk was read, protesting against the granting of any Renewal leases without their consent. It seems that in 1845 the Corporation, with the assent of their trustees, granted to the Baptists a lease of two Lots, at a rent of £5 each, upon which they have since made large improvements. The rent is now several years in arrear, and the Trustees have brought an action to recover it. The Baptists have petitioned the Council to take back the lease and grant them a new one, at the reduced rent of £3 a Lot, to which the Board assented by a vote of 6 to 5. The Trustees protest against this step, and resolve to proceed for the arrears of rent under the first lease.

Bye Laws—Mr. Smith, Chairman of the Committee to revise the Lime Inspection Law, reported certain amendments; the Board adopted them, and directed an ordinance to be prepared in accordance.

Petitions—Of George McKelvey, complaining that he was deprived of the benefit of his purchase of the Slippage at Lower Cove, by the proceedings of certain parties holding wharves there; referred to the six Aldermen.

Of Thomas G. Hatheway, respecting the opening of a drain; referred to the Alderman and Councillor of King's.

Of Thomas Baldwin, late Collector of taxes, praying that his Account Books may be restored to him; refused—8 to 3.

Of Adam Dobbin and Morris Moran, for relief from road-work; complied with.

Of George Bond, for a settlement of the disputes relating to his Mill lease; referred to the Carleton Land Committee.

Streets—Mr. Johnston obtained leave to have the Scavenger Work in Duke's Ward done by contract, and to advertise for tenders for improving certain of the streets in that Ward. Accounts passed for Scavengers and labour at streets and squares:—Thomas Johnson, 24s.; Owen Quin, 8s.; Hugh Campbell, 28s. 9d.; J. Orr, 45s.; T. Connelly, 92s. 6d.; P. M'Laughlin, 75s.; A. Bonner, 56s.; Samuel Short, 25s.; P. Taft, 48s. 3d.; L. McGinnis, 22s. 9d.; W. Kilpatrick, 3s. 6d.; James Price, 18s. 9d.; G. McKelvey, 24s. 3d.; ditto, £6;—a motion to reduce this last sum to £5, was lost, 7 to 3; A. Bonner 38s.; T. Connelly, 20s.; P. McLaughlin, 29s.; G. Bond, 5s.; J. Wiley, 10s.

Mr. J. A. Harding moved for leave to advertise for tenders for the Scavenger work in King's Ward; granted.

The Harbour Master—A return of his income for the last year directed to be made, under oath.

Fire Department—A report of the Chief Engineer on the state of the Engines was read. The Board then proceeded to organize the Department, and appoint the various Officers and Firemen. To be, Chief Engineer—Thomas M. Smith; to be Engineers—James Portmore, of Company No. 1; John J. Munroe, No. 2; James M. Decker, No. 3; D. Jones, Jun., No. 4; John W. Cudlip, No. 5; Wm. H. A. Keans, No. 6; Wm. Olive No. 7. Captain of Fire Police—Thomas McAvity; Lieutenant, John M. Walker.

Accounts passed—The Recorder, for taxed costs in several suits, 26l. 15s. 6d.; George Stockford, one year's salary as Inspector of Bread, 10l.; Rent of public pound, 10s.; Stephen Gerow, for Hay Scales, at Lower Cove, 40l.; C. Sparrow, whitewashing Butcher's Market, 3l.

Accounts referred—R. Shives, for Printing; Engine Company, No. 3, for sundry work.

Nuisances—Notices directed to be sent to parties interested in vacant Lots, to place fences in front, on the streets.—Adjourned at six p. m.

Fire at Indian Town.—On Wednesday last an out building at Indian Town, owned by Mr. Barnes Travis, was discovered to be on fire. On the alarm reaching the City, Volunteer Engine Companies Nos. 4, 5 and 6, started for the scene of danger, and being soon brought into play, quickly extinguished the fire, but not until the upper part of the building was destroyed. The fire is supposed to have originated from a defective chimney into which the pipe from a cooking-stove had been recently introduced.

New Works.—The North British Review for May, has been received by us from Messrs. Leonard Scott & Co. of New-York, through Messrs. J. & A. M'Millan, of this City, where it is for sale. To those parties who keep up with the current literature of the day, this is a valuable and useful work, the articles being written in a masterly style. The contents are as follows, viz:—France since 1848; Forms of Infidelity in the 19th century; Copperfield and Pendennis; Dickens and Thackery; Recent Extensions of Formal Logic; Sir William Hamilton and Mr. DeMorgan; Autobiography of the Rev. Wm. Walford; Animal Magnetism; Public Libraries; Arago's Life of Carnot; The Water Supply of London; Royal Supremacy in the Church of England, and the Papal Aggression.

☞ We understand that it is the intention of the owners of the Steamer "*Creole*," to give a Pleasure Excursion from this City to Portland and Boston, on the 2d July, giving parties wishing to go on to witness the Festivities of the 4th, the option of returning on the 5th, or the following week.—Bills will be posted in season.

The Railway Again.—We publish to day a communication from Mr. Botsford, on the subject of the European and North American Railway. The communication will speak for itself, but we may add that we have it from undoubted authority, that it is the determination of the Executive Committee to push the line up the Douglas Valley, and thence to Woodstock and Bangor, which would place the track within striking distance of the inhabitants of this City.—*Fredericton Head Quarters.* [Mr. Botsford's communication will be found in a preceding column.]

Fredericton Cathedral.—The spire of this fine building is now in course of erection by the contractors, Messrs. Lawrence and Mitchell; when the Spire is finished, the outside work of the Cathedral will be completed, and will remain as a monument of the untiring zeal and perseverance of the first Bishop of Fredericton.—*Ibid.*

Diocese of Fredericton.—On Sunday the 15th instant, an Ordination was held in the Cathedral of Christ's Church, Fredericton, by the Lord Bishop of this Diocese, when the following gentlemen were ordained:

The Rev. William N. Jaffrey, Missionary at St. Mary's, Priest.

Mr. Thomas Hartin, late of King's College, Fredericton, Deacon.

An appropriate sermon was preached by the Lord Bishop of Fredericton, his text was taken from the 72d Psalm, 8th and 9th verses.—*Ib.*

The Terminal examination of the students in King's College is appointed for Wednesday the 25th inst., at noon. At the same hour on Thursday the 26th, the Encænia will be celebrated, the Chief Justice as Chancellor presiding in convocation. The commemorative oration will, on this occasion be delivered by the Principal; and an essay will be read by the successful competitor for the Douglas Gold Medal, on "The Analogy of the Doctrines and Duties of Christianity to the Views and Hopes of Great Authors in Classical Antiquity.—*Ib.*

A Coroner's Inquest was held on Monday, on the body of a man named P. Kelly, a fiddler, who had died suddenly in the house of one Latta, in Morris-street, on Saturday night. It appeared that the deceased drank a quantity of strong rum and then lay on a bench or box where his head hung over the side, in which condition he was found dead—having been, probably, suffocated. The Jury returned a verdict accordingly.—*Freeman.*

Mr. John McBurney, carpenter, of Fredericton, was killed on the 13th inst. by falling from the frame of a new building; and Charles Perkins, of the County of Carleton, and Charles Johnston, of Grand Lake, were drowned by the upsetting of a boat, near Government House Point, on the 16th, while conducting a raft of timber down the River.

A lad, twelve years of age, son of James Kinlay, Esq. of West Cape, Prince Edward Island, with his uncle, who was deaf and dumb, lost their lives on the 1st instant, by the burning of Mr. K.'s dwelling house, which had been set on fire by the carelessness of a servant, who left a candle burning on going to bed.

Four Men Drowned.—On Thursday the 12th inst., four men—Joseph Parker, John Reed, David McKeen, and James Higgins—whilst crossing from Porter's Lake to Musquodoboit, in a canoe, were upset, and sad to say, all were drowned. Some of them had large families—fourteen children in all, we understand, being left fatherless.—*Halifax Sun.*

Nova-Scotia.—A proclamation appears in the Royal Gazette of Wednesday last, announcing that the new Post Office Act will come into operation in Nova-Scotia on the 6th of July.

The troop Ship *Resistance* arrived at Halifax on the 12th inst., from Bermuda, with the 42d, Royal Highlanders, 1000 strong. The 88th, Connaught Rangers, embarked in the Resistance on Wednesday last for home. The *Hercules*, is expected at Halifax from Barbados, with the 72d, Highlanders.

The Halifax Chronicle of Tuesday says, that H. M. S. Persian is to sail immediately for the protection of the Fisheries in the Bay of Fundy.

Death of Lady Colebrooke.—A week or two since, we copied from an American paper the announcement of the death of this amiable and much esteemed Lady. We now transcribe, from a West India paper, a more particular account of this sad event:—

(From the *Barbados Globe*, April 21.)

On Saturday, the 19th, at "Dunscombe," Emma Sophia, the wife of Sir William Colebrooke, aged 49 years.

We record the foregoing paragraph with feelings of the most poignant regret, and profoundest sorrow. The amiable, the elegant, the hospitable, the generous-hearted, the religious, and the benevolent Lady Colebrooke is no more! She was well on Saturday evening, when she left Government House for Dunscombe, in the parish of St. Thomas's; so well that she got out of her carriage and walked up the steep hill to the house; on arriving at which, she complained of severe pain in her chest, called for a glass of water—sat down, and almost immediately breathed her last!—and thus passed away from amongst us an ornament to society—a pattern to her sex as a wife and mother, and a most liberal and kind benefactress to the indigent and the poor.

The remains of this gifted and lamented lady were followed from Government House to the Cathedral, at half-past five last evening, by an immense multitude of all ranks and classes of the community. At the "Governor's gate" they were received by the Lord Bishop and several of his Clergy—and after the usual Church service, were consigned to the tomb in the Cathedral burying-ground, amid the general grief of the largest and most perfectly orderly assemblage of persons we have ever seen congregated on a similar mournful occasion. The President and the Ex-President of the Council, the Speaker of the Assembly, the Chief Justice, the Treasurer of the Island, and several Military Heads of Departments were the bearers of the coffin—which his Excellency Sir William Colebrooke and his Private Secretary, Mr. Forman, followed as chief mourners.

With the deepest and most respectful sympathy do we express the sentiment that we have heard expressed by every lip, with reference to this most melancholy event, and echo the universal hope—that God will comfort the bereaved husband and afflicted daughter under this their irreparable loss and sad misfortune.

GOVERNMENT NOTICE.

Supervisors of Great Roads who have filed their Bonds agreeably to Law are hereby notified, that Warrants for Grants made on the respective Roads and Bridges which they were appointed to expend, have this day been issued, and will be payable from time to time as the money may be required to discharge Contracts and other obligations, at the Treasurer's Office, Saint John.

J. R. PARTELOW,
Provincial Secretary.
Fredericton, June 18, 1851.

Supreme Court.—*Trinity Term, 14th Victoria*, 1851. William W. Street, A. B., one of the Attorneys of this Honorable Court, is called to the Bar, and admitted, sworn and enrolled Barrister.

D. Gustavus Maclauchlan, Gentleman, having produced the requisite Certificates, and having been examined as to his fitness and capacity, is admitted, sworn and enrolled an Attorney of this Honorable Court. W. CARMAN.

In the District of Montreal the cold rains recently prevailing there have killed the wheat seed in many localities. A great deal of the Potatoe seed has also rotted.

Toronto, June 17.—Last night, the House of Assembly passed resolutions on which to found an address to the Queen, praying that similar aid may be given in the establishment of a line of steamers between Quebec and Great Briton to that now extended to the Cunard line—the Provincial Legislature giving them the same encouragement that the American government gives to the Collins line.

DESTRUCTIVE FIRES IN CALIFORNIA!

New Orleans, June 14.—The steamship Alabama has arrived here from Vera Cruz, with four days' later intelligence from California, which came by the way of Acapulco.

A terrible fire had occurred in San Francisco, laying in ashes property to the amount of from twelve to sixteen millions of dollars.

Among the buildings destroyed are the Custom House, Union, Parker's National, New World, City, Delmonico's and the Exchange Hotels; also, Rose's Buildings, and the offices of the steamship company.

The fire also spread to the shipping, burning a large number of their vessels which were lying at their wharves.

It was first discovered on Clay street, and ran through about one dozen blocks, quickly spreading to other parts of the city, the greater part of which is a heap of ruins. The buildings on Hunter, George, Main, Centre and ElDorado streets are reduced to mere shells.

Every newspaper Office in the city, except the *Alta California*, was destroyed.

The utmost consternation prevailed during the fire, and thousands were turned out of house and home, having lost their all.

Measures were about being adopted to relieve the distressed.

Business was not much thought of, and San Francisco presented a sorriful and heart-sickening picture.

A great fire had also occurred at Stockton, the loss from which was estimated at over a million of dollars.

The news from the mines continues of a cheering character. New discoveries were daily made, and the prospects of the miners were highly favorable.

Those working with the quartz crushing machines were reaping a rich reward. In some instances the average per man was $30 to $50 per day.

New-York, June 18.—Flour is cheaper to-day—11,500 barrels sold—State bringing $3,81 to $3,94; Canadian, $3,94 to $4,06. Sales of 11,500 bushels Canadian Wheat, part at 95 cents.; and 6500 bushels Genesee at $1. Sales of 45,000 bushels Corn at 56 to 56½ cents. for mixed. Beef firmer: sales 250 barrels mess, at $8,50 to $11.

Freights firmer: 8500 bushels Corn engaged for Liverpool at 5½d. *a* 5¾d.; and at the close, 6d. asked; Flour taken at 1s. 6d.; dead weight, 20s. To Glasgow, Flour taken at 1s. 10½d.

Passengers in the ship *Speed*, sailed on Saturday last for Liverpool—Mrs. Kirk and family; Miss Berton, and Mr. E. E. Lockhart, of this City.

☞ The Rev. William Ferrie, Deputy from the Free Presbyterian Church of Scotland, will preach (D. V.) next Sabbath Day, as follows, viz: At eleven o'clock a. m., in the Free Church, Sydney-street; at three o'clock p. m., in the Rev. Robert Irvine's Church, Great George-street; and at six o'clock in the evening, in the Free Church, Sydney-street.

☞ A Sermon will be preached in the Wesleyan Chapel, in Portland, at half-past two o'clock to-morrow afternoon, by the Rev. Mr. Cooney, after which a collection will be made for the purpose of raising funds to extend the Library of the Sabbath School connected with that Church.

☞ The Bazaar, for the benefit of St. Paul's Church and Sunday School, will be opened in the South wing of the Custom-House, on Wednesday next, the 25th of June, at 12 o'clock.

☞ A Mail for England, *via* Halifax, will be closed at the General Post Office in this City on Tuesday next, at eight o'clock in the morning.

Venetian Cloth.—A new article equal to French Doeskin for Summer Coats, at one half the price—made to measure in our usual neat style.
J. Garrett & Co.
Woollen Hall, Wiggins' new Building,
June 14. Prince William Street.

WHERE, TELL ME WHERE
Can be Purchased the Cheapest and Best Clothing?
ECHO ANSWERS:
At the New-Brunswick Clothing Store,
WATER-STREET,
SIGN OF THE GOLDEN LAMB.

MARRIED,

On Thursday evening last, by W. W. Eaton, Mr. James E. Barnes, to Miss Margaret J. Scoullar, youngest daughter of the late Mr. James Scoullar, all of this City.

On the 16th instant, by the Rev. Robert Irvine, Mr. Andrew Nixon, to Miss Jane Davis.—On the 19th instant, by the same, Mr. James Boyd, to Miss Martha Gillespie, all of this City.

On Tuesday evening last, by the Rev. James Quin, Mr. William Donovan, to Margaret Collins, both of Carleton.

On Wednesday afternoon, in the Brussels-street Baptist Church, by the Rev. Samuel Robinson, Mr. Charles E. Coleman, to Miss Thirza Mehala, third daughter of Mr. David Odell, all of Portland Parish.

At Sheffield, on the 13th inst., by the Rev. J. Porter, Mr. John T. Babbit, of Burton, to Miss Hannah E. Quinton, third daughter of Mr. James Wasson, of Sheffield.

Also, at the same place, on the 14th instant, Mr. Lemuel Nason, of Fredericton, to Miss Martha, second daughter of Mr. James Bailey, of Sheffield.

At Sackville, on the 22d ult., by the Rev. Albert Desbrisay, Mr. William Gaston, to Miss Harriet Forbes, both of that place.

DIED,

In this City, on the 17th inst., after one week's illness, Capt. John J. Barry, aged 28 years, a native of Cork, (Ireland.)

On Tuesday evening last, Edward, aged six weeks, son of Mr. John J. Munroe.

At Carleton, on Sunday morning last, Mr. Michael Rierdan, aged 69 years,—leaving a large number of friends and acquaintances to lament their loss.

At Indian Town, on Friday, Mrs. Letitia Danville, in the 53d year of her age, leaving a large circle of relatives and friends to mourn her loss.

At Dorchester, on the 4th instant, Elizabeth, relict of the late John Keillor, Esq., in her 85th year.

At Fredericton, on the 12th inst., Caroline D., wife of Mr. Nathaniel Price, and third daughter of Mr. W. S. Estey, in the 26th year of her age.

At the same place, on the 13th instant, Robert, infant son of Rev. C. Spurden, aged eight days.

At Newcastle, Miramichi, on the 5th inst., Mr. Peter Mitchell, aged 62 years.

At Upper Nelson, on the 9th instant, Mrs. Ann Sutherland, aged 94 years.

At Halifax, on the 14th inst., in the 47th year of his age, Adam Gordon Blair, Esq., of the Military Secretary's Department, and Secretary of the Provincial Grand Lodge of Freemasons.

At Brooklyn, New-York, on the 10th inst., of intermittent fever, Emma, wife of Mr. C. W. Bishop, of Onslow, N. S.; and on the same day, Charles, their eldest son.

At Pottsville, Pennsylvania, on Saturday morning week, Miss Isabella, only daughter of the late Thomas Graham, Surgeon, of St. John, N. B.

MARINE JOURNAL.

PORT OF SAINT JOHN—Arrived,

Saturday—Steamer Creole, Deering, Portland—R. P. McGivern, passengers.
Sunday—Schr. Friendship, Hardy, Frankfort, 3 days—Geo. Eaton, ballast.
Tuesday—Barque Mary Ann, Bullen, Philadelphia, 7—W. & G. Carvill, flour and meal.
Brig Richard Cobden, Elder, Philadelphia, 10—J. Fairweather, flour, coal, &c.
Brigt. Elizabeth Hastings, Fitzgerald, Boston, 4—J. W. Craig, ballast.
Steamer Admiral, Wood, Boston—Geo. Thomas, passengers and merchandise.
Wednesday—Ship David Cannon, Robertson, New-York, 5—W. & R. Wright, ballast.
Barque Wolga, Spence, Carthagena, 42—Allison & Spurr, ballast.
Brig Prompt, Lodge, Boston, 7—R. Rankin & Co., ballast.
Zenobia, Anthony, Philadelphia, 11—Geo. Thomas, anthracite coal.
Messenger, Cain, Yarmouth, (N. S.) 2—Charles McLauchlan, ballast.
Brigt. Charles, Kines, Youghal, 38—to order, passengers.
Juverna, Henneberry, New-York, 6—T. McCarthy, flour, &c.
Schr. Limerick Lass, Harber, New-York, 10—R. Rankin & Co., ballast.
Mary Jane, Elkin, Bath, 5—Geo. Eaton, putty, &c.
Thursday—Barque Sidonia, Ruth, New-York, 10—S. Wiggins & Son, ballast.
Brig Iola, Smith, Porto Rico, 28—Crane & Co., sugar and molasses.
Brigt. Emily Allison, Scott, Boston, 4—Allison & Spurr, general cargo.
Friday—Ship Robertson, James, Baltimore, 10—Wm. Thomson, ballast.
Pyramid, Henderson, New-York, 7—John Robertson, ballast.
Barque Richard Young, May, Portland, 2—S. Wiggins & Son, ballast.
Schr. Alabama, Wall, St. George's, (U. S.) 1—E. D. Jewett & Co., ballast.
Steamer Maid of Erin, Belyea, Portland—Thomas Parks, passengers and merchandise.
Admiral, Wood, Portland—Geo. Thomas, passengers, &c.
This Morning—Ship Juno, Moran, Philadelphia, 6—John Roberrtson, ballast.
Falcon, Patten, New-York, 5—John Robertson, ballast.
Schr. Hero, Sawyer, Boston, 2—to order, ballast.

COASTWISE.

Saturday—Schr. Postboy, Smith, Yarmouth, milk pans.
Temperance, Stanley, Mispeck, empty barrels.
Sarah, Vantassel, Digby, dry fish.
Sunday—Schr. Volante, Pettis, Parrsboro, deals.
Steward, Ayres, Joggins, deals.
Margaret, Brown, Cornwallis, oats, hams, &c.
Hope, Seaman, Cumberland, deals.
Bee, Haines, Westport, fish.
Exile, Hatfield, Truro, plaster and fish.
Dove, Dwyer, Cornwallis, potatoes and oats.
Gipsey, Slocomb, Wilmot, treenails, cheese, &c
Vanguard, Morris, Apple River, deals.
Victoria, Campbell, Maitland, deals, butter, &c.
Steamer Fairy Queen, Belmore, Annapolis and Digby, passengers.
Gipsey, Creaser, Shepody, passengers and cattle.
Mary Eliza, Stilwell, Goose Creek, deals.
Dorchester, King, Dorchester, deals and eggs.
Hero, Flewelling, Point Wolf, deals.
Argus, Whelpley, Point Wolf, deals.
Amanda, Wells, Harvey, deals.
Triumphant, Bissett, Dorchester, deals.
Rambler, Wood, Sackville, deals.
Ellen, Cole, Sackville, deals.
Morning Star, Driscoll, Salmon River, deals.
Mountaineer, Fitzgeral, Salmon River, deals.
Rising Sun, Marr, Salmon River, deals.
Scotia, Buckard, Salmon River, deals.
Pandora, Shields, Salmon River, deals.
Tusket Lady, Cleveland, Wilmot, potatoes & boards.
Fame, Cole, St. Andrews, ballast.
Wednesday—Schr. Mary Elizabeth, Benjamin, Welchpool, ballast.
Steamer Fairy Queen, Belmore, Windsor, passengers.
Bgt. Tigress, Hull, Annapolis, ballast.
Chance, Gunste, Windsor, deals and plaster.
Black Hawk, Letteny, Annapolis, fish and eggs.
Thursday—Schr. Zephyr, Beeler, Digby, wood, &c.
Sarah Ann Hill, Harris, Westport, fish.
Friday—Schr. Spray, Balsam, St. Andrews, ballast.
Albert, Smith, Barrington, mackerel.
Digby Packet, Turnbull, Digby, fish and oil.
Laurel, Brinton, Wilmot, fish, butter, &c.
Linnet, Cline, Welchpool, fish.

ENTERED FOR LOADING

June 21—Queen Pomare, Lindsay, Liverpool.

CLEARED.

June 14th—Ship Speed, Grundell, Liverpool, timber and deals—S. Wiggins & Son; Malabar, Seeds, Dublin, timber and deals—R. Rankin & Co.; Barque Fame, Moses, Cork, deals—Lunt & Pickup; British Queen, Bell, Londonderry, timber and deals—R. Rankin & Co.; Brig Thomas Wood, Nicholson, Leith, timber and deals—Kirk & Worrall; Broderine, Furst, London, deals—H. Garbutt; Schr. Del Norte, Stinson, Boston, boards and shingles—Geo. Eaton; Ellen Nancy, Bowden, Gloucester, (U. S.) salt—J. W. Cudlip; Sagamore, Dorr, Rockland, boards and clapboards—Geo. Eaton.

16th—Barque Edward Bilton, Crozier, London, deals—R. Rankin & Co.

17th—Ship Mississippi, Bryan, London, timber and deals—Kirk & Worrall; Eagle, Boyce, Liverpool, timber and deals—Gilbert & Co.; Schr. Mary, O'Mahoney, Boston, boards and clapboards—Geo. Eaton.

18th—Ship Margaret Ann, O'Hara, Liverpool, timber and deals—Jas. Briggs; Provincialist, Quinn, Londonderry, timber and deals—Allison & Spurr; Barque Londonderry, Burr, Londonderry, deals—R. Rankin & Co.; Schr. Franklin, Mussels, Boston, clapboards and shingles—E. D. Jewett & Co.

19th—Ship Phenix, Soley, Liverpool, timber and deals—John Robertson; Barque Deodata, Jargensen, Gloucester, timber and deals—R. Rankin & Co.; Brig Dalston, Davidson, Cowes, deals—Kirk & Worrall; Eliza Jenkins, Price, Newport, deals—R. Rankin & Co.; Field Marshal Radetzky, Gore, Gloucester, deals—S. Wiggins & Son; Brigt. Portland, Scott, Boston, clapboards, plank and shingles—E. D. Jewett & Co.; Sarah, Johnston, Labrador, flour, salt, barrels, &c.—R. Rankin & Co.; Schr. Cuba, Kavanagh, Boston, boards, plank and shingles—Geo. Eaton.

20th—Ship Sunbeam, Winsor, Machias, (U. S.,) railway sleepers—Allison & Spurr; Barque Anthracite, Harris, Grimsby, timber and deals—John Robertson; Frederick, Smith, Penarth Roads, timber and deals—S. Wiggins & Son.

21st—Ship Jemsetgee Cursetgee, Withycombe, Liverpool, deals, &c.—R. Rankin & Co., and G. & J. Salter; Brig Velocity, Cook, Kingstown, (Ireland,) deals and boards—W. & G. Carvill.

Spoken, June 7th, lat. 35, long. 80, ship Elizabeth Bentley, 11 days from Mobile, for Liverpool.

Sailed from Queenstown, May 29th, ship Favorite, Pickance, for New-York.—From Glasgow, 30th, brig Competitor, Goudy, Philadelphia.—From Newport, June 2d, barque Avon, Curry, City Point.

Arrived at Halifax, June 13th, barque British American, Powell, Liverpool.—At Wilmington, 12th, barque Amelia, Holder, New-York.—At New York, 16th, ship Wm. Ward, Scoullar, Cadiz; 20th, (by telegraph,) barque Princess, Perry, Dublin.—At Boston, 13th, schr. William, Haines, St. John; 17th, brigt. Margaret Elizabeth, Crowe, do.—At Eastport, 18th, barque Frederick, Frink, Liverpool.

Sailed from Alexandria, June 12th, brigt. P. I. Nevius, Boddie, and Emily, Fritz, St. John; 16th, schr. Relief, Johnson, do.—From New-York, 17th, brig Ion & Sohn, do.

Cleared at Wilmington, June 9th, brig Pilgrim, McCready, Grenada.—At Portland, 11th, brig Victor, Kinney, Cienfuegos.—At New-York, 16th, barques Charlotte, Brandt, and Eliza, Tiernan, St. John; 17th, ships Themis, Leighton, and Vancluse, Gilchrist, do.—At Boston, 18th, schr. Richmond, Pangbourn, do.

The barque Sovereign, Capt. Pratt, sailed from Halifax on the 4th March last for Liverpool, and has not since been heard of.

NOTICE.

THE Semi-Annual Examination of the *Central Madras (Male and Female) Schools*, will take place at the School House in Duke-street, on Friday next, the 27th instant, commencing at ten o'clock, A. M. A. STEWART,
June 21. *Clerk to the Governor and Trustees.*

Madras School.

WANTED, a MASTER for the CENTRAL SCHOOL, St. John. Applications therfor, accompanied with testimonials of character, to be handed to the Rev. A. Stewart, on or before the 5th July next. St. John, June, 21 1851.

Contract for the Erection of a MADRAS SCHOOL HOUSE at Fredericton.

TENDERS will be received at the Counting Room of Messrs. L. H. DEVEBER & SON, until *Monday*, the 7th day of July next, at 12 o'clock, noon, for the erection and completion of a Madras School House Building, including all materials and workmanship necessary for the same, agreeably to plans and specifications to be seen at the Office of M. Stead, Esq., *Architect*, in Garden-street.—The Building to be completed and ready to be handed over on or before the 31st day of October next.

The Plans and Specifications to be seen at Saint John, until *Friday* the 27th instant, and after such date, at the Venerable Archdeacon's, at Fredericton, until *Saturday* the 5th day of July next.

F. A. WIGGINS,
L. H. DEVEBER,
JOHN V. THURGAR, } *Committee.*
St. John, June 21st, 1851.

GLOBE ASSURANCE COMPANY.

THE General Annual Meeting of Stockholders for the Election of Directors, and the transaction of such other business as may be brought forward, will be holden at the Office of the *Globe Assurance Company*, on Monday, the 7th day of July proximo, at noon. JOHN DUNCAN,
21st June, 1851. [Obs.] *President.*

PARISH OF PORTLAND.

THE Subscriber, having concluded taking a Census and Statistical Account of the Parish of Portland, according to Act of Assembly, 12 Vic. cap. 48, begs to proffer his very sincere thanks to the inhabitants of that Parish for the uniform kindness and attention he has received from them when in discharge of that duty, and for the general readiness of disposition they have shewn, to give him all required information.

Since the preceding Census was taken, Portland has been visited with a dreadful calamity by fire, and many reverses in trade; the Subscriber nevertheless trusts, that the Account just finished will be gratifying to the inhabitants, and exhibit a satisfactory demonstration of the comparative prosperity of the Parish of Portland. L. W. DURANT.
June 21, 1851. [Chron.]

New-Brunswick—King's County, ss.

To the Sheriff of King's County, or any Constable within the said County—Greeting.

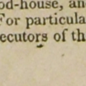
WHEREAS ANN FRANCIS DOLBY, Executrix of the late Will and Testament of George H. Hazen, late of the Parish of Sussex, in the said County, deceased, has rendered and filed her account as such; and hath requested that the said account may be passed and allowed according to law, you are therefore required to cite the Creditors, next of kin of the deceased, and all persons interested, to appear before me, at a Court of Probate to be held at the Court-House in Kingston, within and for said County, on TUESDAY, the Fifth day of August next, at One o'clock in the afternoon, to attend the passing and allowance of the said account.

Given under my hand and the seal of the said Court, this fifth day of June, Anno Domini 1851.

E. B. SMITH,
Surrogate Judge of Probates.
Wm. McLeod, *Register of Probates for King's County.*

TO BE LET, for one or more years,

And immediate possession given—



THE large Brick DWELLING-HOUSE, pleasantly situated at the corner of Union and Crown Streets, and fronting Courtney Bay, belonging to the Estate of the late Charles Wark. It contains twelve Rooms, frost proof cellar, and store room; and there is a never-failing well of good water in the cellar, and a cistern for rain-water in the basement story; together with coach-house, stable, wood-house, and garden attached.

For particulars, apply to Mrs. WARK, or to the Executors of the Estate. June 21, 1851.

For Belfast.

THE splendid fast sailing coppered and copper fastened ship "BRITANNIA," Robert Simpson, Commander, will sail for the above Port about the 30th inst., has first rate accommodations for Passengers, her Cabin being fitted up in a very superior manner. For Passage apply to Capt. S., on board, or to N. MACLARDY,
June 21. No. 2, South Market Wharf.

For Liverpool, direct.

THE A. I. Coppered Ship "DAVID CANNON," Robertson, Commander, will sail for the above port on or about 1st July next, and can accommodate a few Cabin passengers, the "D. C." having splendid Cabins and superior State Rooms. For information, apply to Captain Robertson, or at the Office of CHAS. McLAUCHLAN.
June 21, 1851.

Charter to Clyde.

A Ship of 500 or 600 tons Register, capable of carrying Timber, may obtain a Charter to Clyde by early application to WM. THOMSON,
June 21. 8, North Market Wharf.

Domestic Manufacture!

SEALED Proposals for building a first class FIRE ENGINE for the Parish of Portland, will be received by the Managing Committee till Saturday, 28th inst. Parties disposed to contract, will receive all necessary information on application to the undersigned, South Market Wharf.
J. L. WOODWORTH,
June 21. Secretary to Committee.
[New Bruns. & News—3i.]

Iron, Patent Metal, Spikes, Oakum, &c.

The Subscribers are landing ex ships Perseverance, Speed, Onyx, Industry, Pomona, Queen Pomare, Barbara, and brig Cluny:—

300 TONS Scotch, Common and Refined IRON, well assorted;
20 tons small Round Iron, do., 3-16 to 1-2 inch;
40 " best Staffordshire Boiler PLATES;
250 bundles Sheet IRON, No. 16 to 24;
5 tons Plough PLATE, assorted sizes;
6 " Hoop IRON, 5-8 to 3 inch;
300 " No. 1 Gartsherrie Pig IRON;
500 bages Spikes, assorted, 4 to 10 inch;
2000 fathoms best proved short link CHAIN, assorted, ¼ to 1¼ inch;
370 Ploughshare Moulds;
200 boxes Charcoal Tin Plates, ICW, IC, IX, IXX, DC and DX;
10 tons Muntz's Patent Metal Bolts, assorted, ⅜ to 1¼ inch;
10 cases Sanderson's best Cast Steel for Axes;
2 tons German and Spring STEEL;
2 " Blister STEEL, CC, ND and hoop L;
200 bolts Gourock Canvass, assorted, No. 1 to 7;
10 tons best CORDAGE, well assorted;
10 " Liverpool OAKUM.

—IN STOCK—

600 tons common and refined English and Scotch IRON;
50 " small round do., ass'd. 3-16 to ½ inch;
20 " Plough Plate and Hoop Iron, assorted sizes;
10 " Sheet IRON, assorted, No. 12 to 26;
90 boxes TIN PLATES, assorted, IC, IX, DC and DX;
150 bags Spikes—4 to 10 inch;
200 bolts Muntz's Patent Metal, ⅝ to 1⅜ inch;
1000 Fathoms best proved short Link CHAIN, assorted, ¼ to 1¼ inch;
25 best proved Stud Chain Cables, assorted, ⅞ to 1⅞ inch;
38 Iron and Wood Stock Anchors, assorted, 2 to 34 cwt.;
25 tons Liverpool OAKUM;
100 bolts Navy Canvass, assorted, No. 1 to 7;
10 tons assorted CORDAGE;
Smith's Anvils, Vices, and Bellows.

Daily expected per ships Catherine, and Gypsey—
20 tons CORDAGE;
5 best proved Stud Chain Cables, 1½ to 1⅞ inch;
5 Wood Stock Anchors, 20 to 34 cwt.
250 tons common Bolt IRON.

For sale at lowest market rates for Cash or approved payment.
WM. & GEO. CARVILL,
June 21. *Nelson-Street.*

Gas Fittings and Hardware.

W. H. ADAMS

Has received per Barque Janet, from Liverpool—

2 CASES plain Gas FITTINGS, containing single and double plain PENDANTS, sliding Harp Lamps and single Pendants, plain and scroll Brackets, Glasses, Jets, &c.
4 Casks containing Brass Goods, Planes, Iron Squares, Farrie's Pincers and Hammers, Door Bolts, Locks, Copper Tacks, Brass Bills, Door Knockers, Grid-Irons, Brass Cocks, &c.
5 Dozen round-point Ballast SHOVELS.
21st June, 1851.

Gas Fittings, House and Ships' Water Closets, &c.

To arrive per "Lesmahagow," from the Clyde—

A LARGE and handsome assortment of Patent Ornamented and Plain GAS LUSTRES, 1, 2 and 3 Lights; PENDANTS, BRACKETS, &c., &c.; SHEET LEAD and LEAD PIPE.
A. CAMPBELL,
June 21.—3i. *Merritt's Building, Water-st.*

Rye Flour and Corn Meal.

Landing ex "Richard Cobden," from Philadelphia—

307 BRLS. CORN MEAL; 54 brls. RYE FLOUR.—For sale by [June 21.] JARDINE & CO.

Tea, Salæratus, &c.

Landing ex "Emily Allison"—

30 CHESTS Fine Souchong TEA; 15 barrels SALÆRATUS;
And a further supply of Moore Collins & Co's North American Electric WASHING FLUID, in pint and quart bottles, and casks of 15 gallons each.
June 21. BERTON BROTHERS.

SUGAR—in Bond.

20 HHDS. Cuba SUGAR; 20 hhds. Porto Rico SUGAR, of very bright quality; 20 barrels ditto.—For sale by [June 21.] BERTON BROTHERS.

Ex the "John Woodil:"

500 BAGS Liverpool SALT. *Per "Admiral" from Boston*—A few Boxes ORANGES and LEMONS, in good order. JAS. MACFARLANE.
June 21, 1851.

Table and Pocket Cutlery, &c.

W. H. ADAMS

Has just received per Ship "Queen Pomare"—

A GOOD assortment of Table and Pocket Cutlery, Scissors, Files, Britannia Tea and Table Spoons—*at low prices.* June 21, 1851.

BOOKS

SUITABLE for Sunday Schools and charitable purposes, are just opened and on sale by the single volume, or otherwise, for half the usual price the Society published them at. Please apply at the Store of JOHN KINNEAR, Prince William-street, *Secretary and Treasurer of the St. John Religious Tract Society.*

Also—Tracts for gratuitous distribution, and Tracts and Books belonging to the same Society, for sale. June 21, 1851.

BUTTER.

5 FIRKINS Cumberland Butter, received ex sch'r "*Stewart*" from Minudie, N. S., for sale by J. H. KINNEAR,
June 21. Water-street.

Canadian Flour.

LANDING this day at North Market Wharf, ex "Juverna" from New York—110 Barrels Canadian Superfine FLOUR—for sale by WM. THOMSON.
June 21.

SALÆRATUS, CREAM TARTAR, and BAKING SODA, of a superior quality, for sale by
June 21. J. H. KINNEAR, Water-st.

COFFEE MILLS.—43 Improved box Coffee Mills, a very desirable article for family use, for sale by J. H. KINNEAR.
June 21. Water-street.

Superior Congo.

30 CHESTS of the "Joseph Pulsford's" Cargo,—for Sale by
June 21. BERTON BROTHERS.

Canadian S'fine Wheat Flour.

To Arrive per Wm. Wallace" and "Themis," from New-York

300 BRLS. Canada Superfine Wheat FLOUR; for sale by WM. THOMSON,
June 21. 8, *North Market Wharf.*