my conclusion)—may I not presume that "the Formation of Moral Principles and Habits, as essentially necessary to the Happiness and Perfection of Human Nature," has been competently exhibited and illustrated? For if, as I suppose to have been shewn in a direct and satisfactory manner, men *cannot live as men* without morals—that is, without regulating their appetites, passions, affections and actions by the Reason which belongs to and constitutes their human nature; and if, as indeed it follows, by the very force of the terms, no man can live *well* without *good* morals; and if, by such a right and proper exercise of the higher powers of their nature, men would certainly attain a very high degree of enjoyment and excellence;—then, as Butler, with the quiet modesty characteristic of the true philosopher, states his conclusion—"We have a declaration, in some degree of present effect, from HIM who is supreme in nature, which side he is of, and what part he takes; a declaration for virtue, and against vice. So far, therefore, as a man is true to virtue, to veracity and justice, to equity and charity, and the right of the case, in whatever he is concerned,—so far is he on the side of the Divine Administration, and co-operates with it; and hence to such a man arises naturally a secret satisfaction, and implicit hope of SOMEWHAT FURTHER."

Yes, let me add, there does arise *this* hope,—a hope sure and stedfast in the mind of every truly moral and virtuous man,—that in the end he cannot "lose his reward." Were he living in a congenial world, he would find that reward surrounding him on all sides. Were his lot cast in a genuinely Christian community, he would find it meeting him in every relation of life. Even in the imperfect condition of human society now existing, he finds it for the most part resulting from the moral sensibilities of mankind. And whatever may now be deficient, or even occasionally opposite to right and desert, is at present greatly alleviated by the inward satisfaction invariably attending a good conscience; and will be, such a man feels that he may justly confide, abundantly compensated at the consummation of all things.

It has been, indeed, a much agitated question, whether the natural reason of mankind be capable of discovering their duty towards God, and consequently the confidence which may be reposed in *Him*. Certainly, however, the process by which the existence and nature of superior beings, and of the One first and supreme, are deduced, appears sufficiently plain and clear; and these being known, the duties of natural religion reasonably follow. The argument for *a first cause* is irrefutable, and might be expected to suggest itself to a reflecting and contemplative mind. The order, harmony, and beauty of the world, and the provision made for its preservation and welfare, seem to prove that it was designed and is governed by intelligence, wisdom, and goodness. The manifest incompetence of material and sensible objects to such a work and regulation could hardly fail to lead the sober enquirer to the belief of an invisible and spiritual Deity—a power not altogether dissimilar to that which animates and actuates the body of man himself. But, supposing that thus, or in any other way, the Divine Existence was but known, how evident are the duties of mankind towards their God! Must it not be felt that the Creator should be thought of with humble reverence?—that the Supreme Power, infinite in wisdom and goodness, should be supremely admired, loved, obeyed, and trusted?—that His Will should be the object of diligent search; and, as far as discovered, be made the rule and law of life?—that thanksgiving should be offered for His goodness, and prayer for its continuance?—and, finally, that in every possible way man should show his dutiful regard to God, and endeavour that His "name be hallowed," His dominion acknowledged, and His will obeyed "on earth," as we cannot but believe them to be throughout the wide but perfectly adjusted expanse of "Heaven?"

Does any one doubt whether such thoughts as these could have arisen in a mind unblest with the light of our holy Scriptures? Let him hear, for once, what a Greek could say, who lived in the third century before our Saviour's birth. Cleanthes, born in obscurity, at Assos, in Asia Minor, visited Athens, where he devoted himself to study, drawing water as a common labourer during the night, that he might have means and leisure to attend the Schools of Philosophy by day. Thus he became a disciple, first of Crates the Academic, and afterwards of Zeno, on whose death he presided over the Stoics. Of his writings none has come down to us but the following Hymn, which I recite in Sir Charles Elton's translation:—

"Most glorious of the immortal powers above!
Oh, thou of many names! Mysterious Jove!
For evermore Almighty! Nature's source!
That govern'st all things in their order'd course!
All hail to thee! since, innocent of blame,
E'en mortal creatures may address thy name.
For all that breathe, and creep the lowly earth,
Echo thy being with reflected birth.
Thee will I sing, thy strength for aye resound!—
The universe, that rolls this globe around,
Moves wheresoe'er thy plastic influence guides;
And, ductile, owns the God whose arm presides.
The lightnings are thy ministers of ire;
The double-fork'd, and ever-living fire:
In thy unconquerable hands they glow,
And at the flash all nature quakes below.
Thus, thunder-arm'd, thou dost creation draw
To one immense, inevitable law;
And with the various mass of breathing souls
[illegible]
Save when the wicked, in their frenzy blind,
Act o'er the follies of a senseless mind.
Thou curb'st the excess; confusion in thy sight
Moves regular; th' unlovely scene is bright.
Thy hand, educing good from evil, brings
To one apt harmony the strife of things.
One ever-during law still binds the whole,
Though shunn'd, resisted by the sinner's soul.
Wretches! while still they course the glittering prize,
The law of God eludes their ears and eyes.
Life then were virtue, did they this obey;
But wide from life's chief good they heedless stray.
Now glory's arduous toils the breast inflame;
Now av'rice thirsts, insensible of shame;
Now sloth unnerves them in voluptuous ease,
And the sweet pleasures of the body please:
With eager haste they rush the gulf within,
And their whole souls are centred in their sin.
But oh, great Jove! by whom all good is giv'n!
Dweller with lightnings, and the clouds of heav'n!
Save from their dreadful error lost mankind!
Father! disperse these shadows of the mind!
Give them thy pure and righteous law to know,
Wherewith thy justice governs all below!
Thus, honour'd by the knowledge of thy way,
Shall men that honour to thyself repay;
And bid thy mighty works in praises ring,
As well befits a mortal's lips to sing:—
More blest nor man, nor heav'nly powers can be,
Than when their songs are of thy law and Thee."

Thus, then, I conceive, it may be made to appear that the principles and primary obligations of morality are so natural, that they might have been discovered by mankind in their normal and uncorrupted nature. It may be made to *appear*, I say, for this reason—that these principles and obligations need not be deduced by a long train of complex and abstract reasoning, but lie, as it were, *in promptu*, so readily do they result from ideas which could hardly fail to occur to the human mind; and so satisfactory, so almost self-evident, is the proof, when but once presented to that mind.

It may, indeed, be again remarked, that however natural such a discovery and development of the moral virtues may be—however capable men may have naturally been of understanding and practising their moral duties, and reaping the fruits in enjoyments far higher than those of the animal man—yet, in point of fact, they have been but very imperfectly known by the great majority of mankind, and still less practised by the favoured portions appearing to have attained the best understanding of them. But these failures and defects must not be allowed to disturb our conviction that the knowledge and practice of the moral virtues are the natural results of the proper exercise of our faculties. Had certain Greeks and Romans, or a limited number among other races, alone become acquainted with the theory of virtue; had such men as Socrates and Plato, Cicero and Antoninus, been alone distinguished for some approach to the perfect cultivation of it, still these might be the instances of natural causes producing their due effects, while in all the world beside they were counteracted and rendered ineffective. What the sacred preacher says of his enquiry after happiness (for this I take to be the scope of the book entitled *Ecclesiastes*,) … e in great measure applied to all the tenden… ture. "Vanity of vanities"— … disappointment—meets … seeds annually pe… lling into good … fruit to per… ld we see the … same liability … e Christian re… ilar adversities. … ment of possible … ional, depending … s; not that the … has been essen… and momentous … drawn your at… too important to … ccasion. In … may be permitted to trust … th, as it were, and lighted … s during a discussion in… compose also the staple … e—of such Casuists as … his "*Ductor Dubitan*-… Dr. John Scott, in his … ard it as their special … attainment of the end … of their nature, and … hich is its glorious … notice a few deduc… follow, and are at … selves.

God forbid—none of you will suppose me to say it lightly, or without devout reverence to Him whose holy name I invoke—the God of light, and life, and grace, and glory—forbid that I should say one word in disparagement of *any* of the means of instruction, improvement, and enjoyment which this institution may afford! On the contrary, I cannot doubt that, as HE has attached a present pleasure to every natural action, so must it be accordant with His will that our senses should be gratified, our feelings and affections cultivated, and all our intellectual powers drawn forth and exercised. Attend therefore, I say, to the objects of Natural History—to whatever in your Museum may enlarge your acquaintance with the physical world around, above, beneath, within you; and, as far as you may be enabled, follow the Chemical analysis of Liebig, the Botany of Schleiden, the Physiology of Cuvier, the Geology of Buckland, the Astronomy of Herschell, the Cosmic and Universal Philosophy of Humboldt. View the Works of Art—whatever may be exhibited of the Powers of Nature applicable to the use and comfort of man; and study the scientific principles on which you may securely build your houses, ships, and bridges; construct your roads, engines, utensils and vehicles of every description; avail yourselves of the best advantage of the common elements of earth, water, and air; and hold familiar converse with the spirit of this our age, which daily discloses new and unimagined control and direction of the imponderable, immeasurable, all but immaterial, powers of heat, light, and electricity. Render yourselves intelligent in all the variety of mechanism, by which the external means and opportunities of enjoyment may be augmented; and cultivate a taste for the refining and elevating arts of Architecture, Sculpture, Painting, Poetry, and Music; doubting not that you thus coincide and co-operate with the designs of the almighty, all-wise, and perpetually beneficent Creator. But amidst, and above all, remember and cultivate *that*, without whose improvement all other appliances must fail of the desired end—YOUR OWN SELF—the Soul, that feels, and hears, and sees, and thinks, and acts; and which *must learn to act in all respects* aright, if it would enjoy itself, and the unbounded provision made for its progression in happiness.

2. The second deduction to which I would draw your attention is equally evident; and, indeed, so obvious, that it must be sufficient merely to mention it; namely, that the proper business of education is to instruct the growing youth, not merely in language and grammar, writing and composition, calculation and demonstration, and other intellectual exercises, but, above all, in the attainment of this essential qualification for present and future happiness; to lead them in the way; teach, and dispose them to practise, the regulation of every passion, affection, and action, by such rules as right reason, or pure morality, which must be identical with the will and law of the Author of our nature, prescribes.

3. The third and last deduction which I can state on the present occasion is the same which could not but strongly impress the mind of every classical student, when he arrived at the conclusion of Aristotle's system of Ethics. Such, indeed, was the impression on the great philosopher's own mind; and it led him to regard that conclusion as the inevitable introduction to another, a greater, and far more arduous work—a work which remains even yet but very inadequately accomplished in theory, while the practical realization of it is reserved for a series of advancing ages. That work was the composition of a Polity, or Civil Constitution of a Community, providing for the whole rising generation such an education as might ensure each individual's capability of attaining his highest possible good. This he conceived—and, I believe, justly conceived—to be the most proper and important deduction from his enlightened and excellent treatise on moral virtue; and whether you refer to the condition of ancient or modern countries, you will find abundant cause to regard it as the great *desideratum*. The conception, however, of such a work, belongs to the very highest class of minds, and the execution can be effected only by the cordial co-operation of wisdom and virtue in the potential majority of a people. Let us be humbly thankful that our lot has been cast in an age when the desire is so generally and increasingly entertained, and within the boundaries of a country where every interest is represented, and every real improvement in good time adopted.

The Courier.

SATURDAY, NOVEMBER 29, 1851.

The American Steamship *Atlantic*, which left Liverpool on the 12th November, arrived at New-York at half-past one o'clock on Sunday morning last; and the British Mail Steamer *Asia* arrived at Halifax on Monday morning last, in a little less than nine days from Liverpool, with dates to the 15th inst. A telegraphic report of the intelligence by the latter Steamer was posted in the News Room, in this City, on Monday afternoon; but the Mail having been [illegible] United States' yesterday morning, we received English papers brought by the *Atlantic*.

The *Atlantic* had sixty-two passengers—the *Asia*, fifty-five. Among those by the latter were the Hon. Neville Parker, Master of the Rolls in this Province; the Hon. John Montgomery, of Restigouche; Mr. and Mrs. Smellie, of this City.

The improvement in the trade of the manufacturing districts had increased in firmness, and even an advance had been made by most spinners, and maintained.

The Cotton Market still exhibited an upward tendency. On the 12th, buyers at Liverpool had to pay an advance of ⅛d. per pound on the rate prevalent on the 7th.

There is no new feature in the Grain trade, and prices for most articles of Colonial Produce continued to give way.

With respect to the Timber market, a Liverpool Merchant under date of 14th Nov., writes to his correspondent here as follows:—"Since our last advices we have had but few Timber arrivals to test the market, the tendency of which for Deals is evidently downwards, owing to a lessened consumption, demand and an accumulation of stock in the hands of the dealers, and the continued supplies to be received from New-Brunswick. This year will shew an increased import of Deals and largely increasing consumption. We are not aware what may be the extent of your preparations for Yellow Pine Timber, but presume about an average; if so, we calculate on seeing high prices maintained for it."

By the Board of Trade returns it appears that the Export of manufactured articles from the United Kingdom for the year 1850, has amounted to £71,367,836 against £63,596,025, the value of exports in 1849, an increase of 12 per cent.

The United States and the Colonies take one-half the whole: the increase to the United States has been 25 per cent, and to the Colonies, 19 per cent. There has been an increase in the employ of British vessels to the extent of 220,747 tons in the inward entries, and 149,677 tons in the clearances.

A Bill is to be brought into Parliament in the next session, which will have for its object a thorough revision, if not an entire annihilation, of the Court of Arches, the Prerogative, Consistory, and Admiralty Courts.

A new search for Sir John Franklin is to be undertaken by Lieut Pim, partly at the expense of Lady Franklin. The aid of the Russian Emperor is to be solicited, the English Admiralty having refused to adopt it. Lieut. Pim developed his plan at a meeting of the Royal Geographical Society, held on the 10th. He had been led by various circumstances to the conclusion that Sir J. Franklin had passed through Wellington Channel, attained the Kolyma, and then steered to the westward; and when reaching the meridian of Behring's Straits, re-entered the ice in order to penetrate to the Pacific Ocean. The probability being that the missing ships had gone, not to the coast of America, but *the coast of Asia*. He stated that he proposed to start on the 15th of this month, and to travel by way of St. Petersburg, Moscow, Tobolsk, Irkutz, and Takoutz, to the mouth of the Kolyman, and thence commence exploring the coast Siberia east and west, from the north-east cape of Asia to the Cape North of Cook, altogether a distance of 10,000 miles. Lieut. Pim entered into an explanation of his plan, which, he said, he had submitted to the Admiralty, but they had refused to undertake the execution. Lady Franklin, however, had requested him to carry out his proposal by private means; and, unlimited leave of absence being granted him by the Admiralty, he had no hesitation in responding to her desire. Lady Franklin was only able to devote £500 to the expedition; it was, therefore, determined to use that money for fitting it out, and to apply to the Emperor of Russia, to assist in the object. An interview with the head of the Foreign Office was obtained. Sir R. Murchison, the President of the Royal Geographical Society, had fully entered into his views, which was …ficient to inspire him with confidence. …oceed to St. Petersburg on the 18th …ters and enlist the sympathy …ernment in the cause. …ns with the Court of …bly, his track would … Moscow by railway; from Moskow to Iskutz by sledges, a distance of 3,544 miles; and from Irkutz to Takoutz, also in sledges, a distance of 1,824 miles; the whole journey occupying about four months. At Takoutz all regular travelling conveniences terminated, and the 1,200 miles to the river Kolyman, as well as the 2,000 miles of search, would have to be performed in a manner best adapted to the resources of the country. In 1854 the task might be completed if, unfortunately, before that time no trace should have been found.

The Chairman having invited the expression of opinion of the distinguished geographers present Captain Kellet, R. N., Captain Penny, R. N., Major Carmichael Smith, and Sir W. Parish, expressed opinions favorable to the undertaking.

THE BREVET.—Among the brevet promotions in the London Gazette of the 11th, are the following:—Lieut.-General Sir Howard Douglas, to be a General in the Army; Col. James Fredk. Love and Col. Cecil Bisshopp, to be Major-Generals; Lieut.-Colonels John Bazelgetti, Sir John Gaspard Le Marchant, Sir John Campbell, (38th foot,) Andrew Brown, (1st foot,) and Henry F. Lockyer, (97th foot,) to be Colonels; Majors Wm. Frazer, (43rd foot,) James McQueen, (half-pay,) James Patience, (65th foot,) to be Lieutenant-Colonels; Captains Henry W. Bunbury, (33rd foot,) Henry D. O'Halloran, (69th,) Edward Moore, (11th,) Charles Sillery, (30th,) to be Majors.

IRELAND.—In Ireland the Catholic Clergy are particularly busy with matters both temporal and spiritual. The primate of all Ireland is stated to be organizing a regular onslaught against the Freemasons, and also arranging a plan of operation for the supporters of papal aggression in Parliament, which it is thought will have the effect of upsetting the present Ministry early in the next season.

NEW SOUTH WALES.—Accounts have been received from this Colony to the 18th August, and they are most flattering both as to the quantity and quality of the gold round about Bathurst. Sydney was deserted. The receipts per week into the town were said to reach £20,000 to £25,000—the Government armed escort brought about £10,000 per week.

FRANCE.—The new French Ministry had been defeated on the second reading of the new Electoral law, by a small majority; still every thing was quiet in Paris. The Mountain party did not intend to try their strength until near the time of the general election.

HANOVER.—The King of Hanover is dying. He had rallied a little, and on the 9th, hopes of his living some time were entertained, but the bulletin of the 10th destroyed these, and his death was hourly expected.

EGYPT.—Abbas Pacha has received the consent of the Sultan to the formation of the Railway over the Isthmus of Suez, and privileges are granted to facilitate its construction.

The detention of the English Mails from Halifax to this City has been a source of much complaint of late. The last Mail, which was forwarded by way of Annapolis, was nearly four days and a half on its way. We are not aware to whom particularly the blame should be attributed, but we trust, as the Post Office Departments in both Provinces are now under the control of the Provincial Governments, that an investigation will be ordered, and measures taken to prevent a recurrence of so great delay in the transmission of these Mails.

We understand that letters have been received in town from Mr. Archibald, of London, giving a satisfactory account of the progress of the negotiation now going on with capitalists in England, for taking up the balance of Stock in the European and North American Railway.

Our obituary this day contains a name which, from various circumstances, is so associated with all our recollections of St. John, that we can hardly realize to ourselves that the bearer of it no longer lives among us; and while recording, with deep regret, the death of the late Honorable WARD CHIPMAN, we cannot but offer a passing but imperfect tribute to the memory of a man so justly entitled to any mark of respect which it is in our power to pay.

The late Chief Justice was grandson to the Honorable William Hazen, one of the earliest settlers of this place, and the only son of the Honorable Ward Chipman, a Massachusetts Loyalist, the first Recorder of this City, being nominated such in the Charter, afterwards for many years a Judge of the Supreme Court and Member of His Majesty's Council, and at the time of his death administering the Provincial Government, which devolved on him upon the [illegible] …essively Advocate General, and Clerk of the Circuits—Recorder of the City, Solicitor General, and Puisne Judge of the Supreme Court. In 1834, he was appointed Chief Justice, which office he held until the close of the last year.

Born in this City, where his early education was also received, and in which, since the commencement of his professional career, he has constantly resided, except when absent on public duties, he has always taken a lively interest in its advancement and prosperity; and we may say with truth that no one has passed from us who possessed greater claims, by his many virtues and high qualifications, to the public esteem and veneration, and few, if any, have enjoyed in a higher degree, the confidence and regard of all classes.

It is almost needless for us to say how faithfully he discharged his various duties—as a zealous and able advocate, a learned, upright, and patient Judge, a discreet and diligent legislator, holding not merely the position of a member, but presiding in each Branch, first as Speaker of the Assembly, and afterwards as President of the Legislative Council.

He was a truly pious and consistent member of the Church of England, to whose doctrine and discipline he was warmly attached, and ever a liberal benefactor to her support.

It is well known that, feeling the increasing pressure of bodily infirmity, he retired, at the close of the last year, from his high office. The estimation in which he was held by his Sovereign, and the marks of regard and respect shown to him by the members of the Bar in the Province, on his retirement, we have before recorded.

The late Chief Justice has left no children; but his widow, his aged mother, and a large circle of relatives, are left to mourn the loss they have sustained in the death of one so justly endeared to them all.

At a meeting of the members of the Bar resident in this City, which took place yesterday at the Office of the Honorable the Solicitor General, it was resolved, that, as a mark of respect for the talents and urbanity of the late Chief Justice, they would attend his funeral this day in their robes.

MECHANICS' INSTITUTE.—Calvin L. Hatheway, Esq., of Sunbury, lectured last Monday evening on *Agriculture*. The platform will be occupied on Monday evening next by Mr. John McLardy, of this City.

MR. WISHART'S LECTURE.—The Rev. Mr. Wishart delivered his third lecture, the subject being "The Ingredients of Society," at the Hall of the Mechanics' Institute, on Thursday evening last, before a very large audience, from whom he met with a most cordial reception. The lecture was much more generally interesting than the two preceding ones, and was listened to throughout with great attention. The object of it was to hold up to view the leading orders that compose society, and to state those circumstances in which they could be rendered more efficient and virtuous; a community was represented as comprising *eight* prominent classes, viz., the Labourer, the Soldier, Artisan, Farmer, Trader, the Landed Proprietor, the Professional person, and the man of Genius. The last of these was spoken of as *numerically* the least important, but as creating the greatest influence in an intellectual way; He was described as the person who forsook the old lines, and thereby enabled Society to re-constitute itself. The latter part of the lecture shewed that in a provincial or strolling company of players, one person was obliged to play many parts; availing himself of this illustration, the lecturer adverted to the fact, that in youthful communities, some of the links were wanting, that the labourer and the farmer were often the same person, and that in most departments men are seen fulfilling a variety of functions. The lecture concluded with a variety of humorous local allusions, illustrative of the subject in our own community, which appeared to amuse the audience, who left, evidently well pleased with both the lecturer and themselves.

Next Thursday evening the subject will be "The Formation of Character."

BISHOP DOLLARD.—A lithographic likeness of this eminent Catholic prelate, in his clerical vestments, has been laid upon our table this week. The work was executed at the establishment of Messrs. Sarony & Major, of New-York, from a sketch by Mr. J. McGrigor Allan, and is a good likeness. It is for sale at our Book Store, at the low price of 1s. 3d. The late Bishop Dollard was generally respected among all denominations in this Province, and we therefore anticipate an extensive sale for his likeness.

We have this week to notice the American reprint of the *London Quarterly Review* for October, published by Messrs. Leonard, Scott & Co. of New-York, and for sale here by the Messrs. M'Millan. We have only been enabled cursorily to glance over the contents. Such of the articles as we have perused maintain the sterling character of the publication. We may more particularly notice, Widow Burning—Major Ludlow; Life and Works of Bishop Ken; Correspondence between Mirabeau and the Count de la Marck; Lyell, on Life and its Successive Developments; Papal Pretensions,—are articles peculiarly interesting. Puritanism in the Highlands; the Men; Wilkins' edition of Sir Thomas Browne; the Lexington Papers; and Revolutionary Literature—in all nine articles—complete the contents of this very excellent number, and we cheerfully recommend it to our readers.

We have also received, through Messrs. McMillan, *Blackwood* for November, by the same Publishers. The contents are:—The Dramas of Henry Taylor; A Legend of Gibraltar; German Letters from Paris; The Submarine Telegraph; My Novel, or Varieties in English Life; The Master Thief—a Norse Popular Tale; Day Dreams of an Exile; and Autumn Politics. All vigorous and racy written articles.

NEW VESSELS.—A very handsome vessel, called the *Senator*, measuring 908 tons, N. M., was launched on Saturday last, from the Back Shore, where she was built by Messrs. Wm. Potts & Son, for Messrs. Gilbert & Co. Her materials and workmanship are of the best description, we believe, and her model appears excellent.

A splendid new Ship, of about 1000 tons register, named the *Arabia*, was launched on Wednesday last, from the Ship Yard of Messrs. W. & R. Wright, in this City. This fine vessel is clipper-built, of excellent model, with all the latest improvements, and is constructed of the best materials, and will, if possible, add to the high character of her builders for neat and faithful workmanship.

The Steamer Conqueror arrived yesterday from Salisbury, with a new Ship in tow, for Messrs. Kirk & Worrall, and the Pilot from St. Mary's Bay, with a new Ship, built by Capt. Bourneauf.

The "solitary writer" would not willingly enter the lists with his magnificent friend, "Major Longbow;" he knows too well the penalty attached to wrestling with a chimney-sweeper, or disputing the side-walk with a dirt-carrier. If, however, the gallant Major is determined on an encounter, he may possibly take time to "read up," and endeavour to dust his jacket for him. By the bye, what can he mean by the vulgar nickname of "the solitary writer?" Is it possible that the great Sagamow of all the Mohawks means to insinuate, by the use of this epithet, that the views held on Railway matters by the *Courier* are confined to *one* individual?

He knows full well—and we say it only for the information of people *out* of the Province—that his principles, as expressed by "*Take the money*," "No fear of taxation," "John Bull is an easy creditor," "Leave posterity to pay the debt," &c., &c., are happily confined to himself and some half-dozen other such gentlemen of easy morality, who hang upon the skirts of great enterprizes for what they can *loaf* out of them. That the opinions of the *Courier* are held in common with the great bulk of the intelligent and informed of the Province, we have abundant reason to know; and by the time the *game is played out*, we are satisfied that all parties will feel that in this, as in everything else, "honesty is the best policy."

THE NEW-BRUNSWICKER AND ITS RAILWAYS.—We copy, by request, from the St. Andrews *Standard*, the annexed letter, signed "A Colonist," in reply to a Railway article in the *New-Brunswicker*. The writer appears to understand the subject well, as also who the "*writer*" in the New-Brunswicker really is. The article alluded to has also been shown up in the Fredericton *Reporter* and Carleton *Sentinel*. It is evident, after such gross assumptions, that the public has lost all confidence in the Railway statistics of our friend the "Major," on which he considers himself an authority.

"I observe an editorial in the *New-Brunswicker* of the 15th ult., on 'Railway Routes.' I cannot ascribe the article to the pen of the editor of that respectable journal, as he has uniformly advocated the cause of the St. Andrews and Quebec Railway; I therefore regret that my friend, the editor, should lend his columns to false representations; the sapient author of the article I well know, and he should not shield himself under false colors. I can scarcely suppose a man in the City of Saint John would presume to beguile the public by unfair, untrue, and insidious statements. The writer says—the length of line from the Bay Verti to 514 miles; from Saint John to Shediac, via Bay Verti, 110 miles. By this route a traveller from St. John to Quebec must travel 621 miles. Now— [illegible] Woodstock line, … distance is 120 miles.

Woodstock to the Grand Falls, by the Railroad line,	-	71 "
Grand Falls to St. Lawrence,	-	109 "
Thence to Quebec,	-	108 "

Total by this route, 408 miles.

Would any man travel 621 miles to get to Quebec, when he could reach the city by 408 miles travel? Why should the line from Halifax to St. John be taken to Shediac, when it can come by way of Dorchester fully 20 miles shorter? A glance at the map will prove this. The measured distance from Grand Falls, by the Railway Survey, is only 61 miles, while the post-road is 71; the difference is caused by the road following the windings of the River St. John.—Again: the line intended at Fort Fairfield, on the River St. Francis, thence to the St. Lawrence is 30 miles less than by Lake Temiscouata. With these deductions, this writer will find, even taking his own figures, instead of 669 miles from Halifax to Quebec, via St. John, it is only 608 miles. Will it not be better, then, to allow the main Trunk line to pass through the *centre* of New-Brunswick, touching the City of St. John, Fredericton, Woodstock, Grand Falls, Madawaska—a country abounding with the fairest timber and good land?

Where this writer has obtained his information of the difficulties of constructing a line from Woodstock to the Grand Falls, is a mystery. Major Yule, of the Royal Engineers, certifies that no part of this line exceeds 39 feet rise in a mile, from Grand Falls to St. Andrews. The St. Andrews and Quebec Railroad Company caused an examination of the line following the St. John to St. Francis River, and no engineering difficulties whatever exist. Mr. Keefer, an eminent engineer, has surveyed a line and taken levels from St. Lawrence to Lake St. Peter, a tributary of St. John, and certifies a most favorable route.

Another gross mis-statement of this writer deserves contradiction, viz., that the Saint Andrews Railroad Company, knowing this route to be impracticable, applied to the Legislature of Maine for permission to pass through their State. This is not true. The facts, as I ascertained, are these: Some people of Maine, interested in the lands up the Aroostook, were desirous to obtain a branch line, and applied, I believe, with permission of the St. Andrews Company, at the time so much madness prevailed at the Portland Convention. The Portland men, finding it would be *a rival line* to theirs, frustrated the scheme.

When it is known that there is scarcely an acre of ungranted land by the Bay Chaleur line; the numerous rivers and deep ravines to cross; the deep snows; the rake of the boisterous St. Lawrence; and for a certainty that the North Shore line will cost fully one million pounds sterling more than the Central line, I feel ashamed for any man who will venture to advocate such nonsense."

A COLONIST.

We learn by Telegraph to the News Room, that the Mail Steamer *Cambria*, from Boston, arrived at Halifax at ten o'clock on Thursday night, and sailed in about two hours afterwards for Liverpool.

The Mail from this City arrived in time, and was forwarded by the Steamer.

MAID OF ERIN.—On Wednesday we inspected the new boiler (nearly completed) at the Iron Foundry of Messrs. Fleming and Humbert, for the Steamer *Maid of Erin*. This boiler will cost upwards of £1000—is of the most superior workmanship, and manufactured from the very best English iron, imported for the express purpose. At present the *Maid of Erin* contains two boilers. The new one, being so much larger than either of the old, and containing as it does all the latest improvements, it is expected that this Steamer, after being completed, will perform her usual trips in little more than one half the time it now takes her. The Maid of Erin is the best sea-going Steamer upon our waters, and, with her new boiler, we believe she will be as swift as any boat we have got. Mr. Parks is an enterprizing man, and deserves to be well patronized.—*News*.

The following is an extract of a letter from the Hon. John Young, now a Member of the Government, and Commissioner of Public Works in Canada, to John A. Poor, Esq., read at the Portland Convention, dated 24th July, 1850:—"I am glad that the Halifax and Quebec road has received its *quietus*. That it may ultimately be built, I have but little doubt; but at present, I have always viewed its prosecution as impracticable, and with the present population of the British Provinces, it would never pay."

(*By Telegraph to the News Room.*)

QUEBEC, Nov. 28.—The Hon. John Young, Chief Commissioner of Public Works, has been returned for the City of Montreal, by a large majority. He recommends the Valley of the River St. John for the Quebec and Halifax Railroad.

NOVA-SCOTIA LEGISLATURE.—*Railway Bills.*—On Saturday, Nov. 15th, the Committee of the Assembly divided on an amendment moved by Mr. Killam to Mr. Howe's Railway measure—13 to 39. Names as follows:—

Against the Bill—Messrs. Johnston, Killam, Brown, Wade, Jost, Bourneuf, Comeau, Marshall, Creighton, J. Coffin, Whitman, Ryder, Shaw. For the Bill—Attorney General, Provincial Secretary, Financial Secretary, Messrs. Doyle, Wier, Esson, Annand, Fraser, B. Smith, Mosher, Dimock, E. Young, Hall, Chipman, Fulton, Bent, Archibald, Jas. Campbell, McLellan, Zwicker, Wilkins, Henry, McKinnon, Holmes, Murray, P. Smith, Moore, S. Campbell, Martell, H. Munroe, J. Munro, McLeod, McQueen, T. Coffin, Locke, Freeman, John Campbell, Cowie, and the Speaker.

On Monday, Hon. Mr. Johnston led up the debate, and moved two resolutions.

1st—*Resolved*, That a Railroad through Nova-Scotia, connecting this Province by a line of Railroad through New-Brunswick, with the frontier of the State of Maine, and thence with Portland, whereby a grand Railway communication would be opened with the United States, and also with Montreal, Quebec and other parts of Canada, promises more remunerative returns and more general advantages to this Province, than can be expected from a Railway route from the frontier of Nova-Scotia, through New-Brunswick directly into Canada; and that the formation of both lines would lead to an expense greater than any benefit to be expected from the concurrent existence of the two—And therefore Resolved, that the plan for forming a Railroad through Nova-Scotia, be kept distinct from and independent of the formation of a Railroad through New-Brunswick directly into Canada.

2d—*Resolved*, That an agreement for the formation of a Railroad from Halifax to Quebec through New-Brunswick, at the equal expense of the three Provinces of Canada, New-Brunswick and Nova-Scotia, will in effect impose upon Nova-Scotia the expense of constructing and operating upwards of 65 miles, which Canada, and 22 miles which New-Brunswick would respectively have to bear, were the several Provinces to construct and operate the portion within their own limits, and that a share in the ungranted lands on the line would be a very inadequate consideration for the unequal burden thus imposed on Nova-Scotia, more especially as it is proposed by the Bill before the Committee that should the expense of construction be extinguished, each Province shall retain that portion of the Railroad within its own limits—And therefore Resolved, that in any agreement among the three Provinces of Canada, New-Brunswick and Nova-Scotia, this Province ought not to be required to assume a greater responsibility than the construction and operation of that portion of the line within its own territory.

He occupied a good while in their advocacy. Other gentlemen spoke, some for, but most of the speakers were against them. The House divided about 7 o'clock, P. M., and the numbers were—for, 9; against, 37.

On Tuesday, the House proceeded with the Bill. One or two clauses passed, when a debate was got up on the subject of taxing the three or four Eastern Counties, through which the Railway will run, for aid. Dr. Brown, supported by Messrs. Killam, Marshall and Johnston, were in favour of taxation, and were the principal speakers. Most of the other speakers opposed. A right of way was offered freely by the Representatives of the Eastern Counties—the matter of expense to be in each case a County charge. The whole day was occupied in the discussion, and at length it was determined to appoint a Select Committee, to report by Bill or otherwise.

On Wednesday, Mr. Johnston, chairman of the Committee, reported to the effect that the Counties should provide the right of way and stations, but expressing no opinion upon the question of taxation beyond. Dr. Brown then moved a resolution that all the lands within twenty miles on each side of the line should be taxed to the extent of one fifth of the expense. For the motion 8, against it 44—Mr. Wade voting with the majority, Messrs. Johnston, Killam, Brown, and others, in the minority. The report of the Committee was then affirmed, and that branch of the subject allowed to stand over. The Bill was then proceeded with, clause by clause, and passed without further debate. Dr. Brown and Mr. Killam sought to add a clause to limit the rate of interest on the money to be obtained, as a maximum, to 3½ per cent., but after some conversation the amendment was withdrawn.

Thursday was occupied in a practical business kind of debate, in which almost every Member took part. The provision for compelling the Counties to provide a right of way for the Railroad, was debated awhile. The question of fencing, &c., and the cost, was then taken up, and elicited various views. The clause at length amended, passed, giving the power of ordering fences, when necessary, to the Commissioners. The first Bill passed in Committee. The next difficulty arose upon a clause in the second Bill, in consequence of the Hon. Mr. Johnston objecting that the loan, *principal and interest*, should not be chargeable upon the Provincial Revenues in so many words as stated in the Bill. The interest should be provided for, but as the *principal* was to be paid off by the sinking fund, it was enough to charge the *interest*, for ever, upon the Revenues. This provoked a long discussion. Messrs. Fraser, Hall, Holmes, and others, had always contemplated that the Province should provide £35,000 sterling, annually, for interest, when required—and when not required, towards a sinking fund. That is to say, if the Road paid its own expenses, and 3½ [illegible] towards payment of principal. They had brought their minds up to that when they voted for the principle of the Bill. Hon. Provincial Secretary said that that was more than he contemplated. There ought to be no misunderstanding. The principle was this: If the road paid working expenses, and nothing for interest, which was most unlikely, and the worst possible view, then the Province must advance £35,000 annually. If, however, the Road paid expenses, and yielded beyond, say to the extent of 3½ per cent. on the capital, then the Province would not be called upon for a farthing; but the moment the receipts exceeded these two items, then the surplus was to form the sinking fund. That was the true principle. No sinking fund to commence till the work yielded over 3½ per cent. and working expenses. The Speaker thought it all amounted to the same thing, for while the interest was paid, the British Government would not expect, nor require the principal, or any part of it, and yet to borrow the amount, and charge ourselves with the interest for ever, but specially except the *principal* from being a charge, might call for explanation hereafter, and perhaps endanger the Bill and the whole scheme. The Provincial Secretary at length remodelled the clause, so as to obviate all objections. This Bill also passed in Committee.

The House met at 3 o'clock on Friday. The Hon. Provincial Secretary asked leave to introduce a Bill for the purpose of enabling the Government, in the event of anything occuring to prevent the Railway scheme as now settled from going into immediate operation, to commence the construction of a Trunk line through the Province which might subsequently be made available as a general trunk line for the proposed Road—provided the Revenues of the Province were not at any time pledged for more than £20,000 annually. He also asked leave to introduce a Bill for the purpose of appropriating the £100,000 guaranteed to be paid in aid of the line by the City either to the General lines or Branch lines East or West. Leave was granted and the Bills read a first time. He also presented Petitions from a Colonization Association in England, and the Provincial Railway and Land Association in Canada. He asked leave to introduce two Bills one for incorporating the Association and the other for the management of the Crown Land department in this Province.—*Sun*.

The United States Congress meets on Monday next, 1st December. The President's message, it is said, will be sent on from Washington, to the several post offices in Baltimore, Philadelphia, New-York, &c., in advance, as it was last year, to be delivered to the newspaper office the moment it is sent into Congress.

FRIGHTFUL CASUALTY IN NEW-YORK.—One of the most painful casualties, involving a frightful loss of life, which it has ever been our duty to record, took place on Thursday afternoon at the Ninth Ward School-House, in Greenwich avenue, when fifty little children, boys and girls, were without a moment's warning hurried into eternity.

The School building is a large five-story new stone edifice, built, as was supposed, in the most thorough-going manner. The stairway is of that description known among builders as a *well-staircase*, flagged with stone on the ground floor. In the rear of the building there is another stairway; but the principal mode of access to the School-rooms is by the well-staircase.

On the first landing is located the Primary Department; on the second, the Girls' Department; on the third, the Boys' Department, and so on; and, daily, some eighteen hundred children of both sexes attend the School.

Shortly after two o'clock on Thursday, all the pupils being in the building, the principal of the female department, Miss HARRISON, was suddenly seized with a fit of paralysis, and fell fainting from her chair. The pupils became alarmed, and two or three ran out to procure assistance for her. Seeing the children running, some inconsiderate person in the street raised the cry of "fire," the Bell on Jefferson market station, which is within a block, was quickly struck, and in a moment, a crowd gathered around the School House. The alarm of fire having communicated to the pupils, rendered them almost frantic with excitement, and they all rushed out in a body, from the four floors, crowding down to the street by means of the well stair-case. In the excitement of the moment, the children were some of them forced over the bannisters, others leaped down, and were instantly killed by falling upon the pavement at the bottom of the well, and finally the rush became so great, that the bannisters gave way, and the children were precipitated down, more than fifty steps, and piled one on the other at the bottom of the well. The confusion can be better imagined than described. The poor, unthinking infants all screaming with fright or with pain, followed so swiftly one on the other, that many who were not injured in the fall, were smothered by those who fell on them; and worse than all, the street doors opening inwards, were closed by the mass of children against them, so that it was impossible to open them from the outside, and there being no means of egress for those who arrived without injury at the bottom, they were crushed and smothered by those who fell upon them.

As soon as the nature of the excitement was known to them, the teachers displayed the most praiseworthy presence of mind. Miss Louisa McFarlane, one of the assistants in the primary department, placed herself in the doorway, and did all in her power to prevent the affrighted children from rushing out, and the other teachers did as much, otherwise the destruction of life must have been much greater. So impetuous was the rush, however, that five of the teachers, two, Miss Margaretta L. Smith, Miss Cornelia L. Barnes, from the female department, and three, Miss Ellen D. Traphagen, Miss Louisa McFarlane, and Miss Julia Blake, from the primary department, were forced over the bannisters and fell with the children into the well. They were, however, happily not seriously injured.

The time in which all this took place was much less than that we have occupied in describing it.—Meanwhile the excitement in the street was intense. The alarm of fire had collected a dense crowd, and though the police were early on the spot, in strong numbers, they had great difficulty in obtaining a passage through the excited assemblage. Finding all their efforts at forcing the front doors useless, the police entered the building by the backway, and broke open a door leading into the well, from the basement. The children were then taken out, alive and dead, and conveyed to the Station house near by, followed by a large number of mothers and sisters, each one anxious to ascertain if their own little relatives were uninjured. In the station house, the wounded were placed in cots, and efficient medical aid immediately summoned. The dead were laid out to be recognized by their friends. We are incompetent to describe the heartrending grief of the searchers, while looking among the mutilated bodies for their little ones. Accustomed as we are to frightful casualties in this city, we have never seen an occasion that called so loudly for the sympathies of the beholder. Many mothers were there, who but a few minutes before had equipped their *only children* for school, and now were suddenly called from home, to look among the fearfully mutilated bodies for all that remained of their offspring. Others there were, who after searching in vain for their lost ones, again and again turning over the ghastly remains, were almost prostrated with joy at discovering their children alive and well. We leave mothers and fathers to imagine the scene, as they only can; describe it, we cannot.—*New-York Courier & Enquirer, Nov. 22.*

SAINT JOHN SAVINGS' BANK.

Deposited in November,	- -	£879	3	8
Withdrawn in do.,	- -	778	6	2

Acting Trustee for Dec.—Robertson Bayard, Esq.

MARRIED.

At St. Malachi's Church on the 25th inst., by the Rev. James Quin, Mr. Walker Welch, Branch Pilot, to Mary Ann, second daughter of the late Mr. James Dowd, all of this city.

On Thursday evening, at St. Malachi's Church, by the Rev. James Quin, Mr. John Murphy, to Bridget, third daughter of Mr. John McGarrigle, all of this City.

On the 25th inst., by the Rev. Robert Irvine, Mr. Robert Nixon, to Miss Fanny Mary Wilson, both of this City.

On Thursday, by the Rev. James Quin, Mr. James Norris, to Miss Mary Timmins, both of this City.

At Simonds, on the 27th inst., by the Rev. J. W. Disbrow, Mr. Thomas Arthurs, to Miss Ellen, second daughter of Mr. Jacob Arthurs, all of the Parish of Simonds.

On the 30th ult., at Hampstead, (Q. C.) by the Rev. Joseph Bartholomew, Mr. Hugh Brown, of the Parish of Greenwich, King's County, to Miss Sarah Ann, second daughter of Mr. Joseph Sleep, of the former place.

On the 13th instant, at Petersville, by the same, Mr. James Hamilton, of Greenwich, to Miss Margaret, youngest daughter of the late Mr. James Home, of Petersville.

At Chatham, Miramichi, on the 20th inst., by the Rev. Samuel Bacon, Rector, Theophilus Desbrisay, Esquire, Barrister at Law, to Jemima, second daughter of the late David Swayne, Esq., of [illegible]

At Amherst, N. S., on Tuesday the 11th inst., by the Rev. W. C. Beals, Mr. Samuel Holstead, of St. John, N. B., to Miss Mary Black, daughter of the late Mr. Thomas S. Black, of Amherst.

At Trinity Church, Yarmouth, (N. S.) on the 20th inst., by the Rev. J. T. T. Moody, Robert Robertson, Esq., Collector of Colonial Duties, Barrington, to Miss Sarah, eldest daughter of Mr. William Richan.

DIED.

At his residence in this City, on the morning of Wednesday the 26th instant, in the 65th year of his age, the Honorable WARD CHIPMAN, late Chief Justice of this Province.

On Saturday, Joshua, second son of Mr. Henry Bagley, aged 6 years and 7 months.

On Saturday morning, William, youngest son of Mr. Charles Hill, aged 15 months.

At Annapolis, N. S., on the 10th inst., of water on the brain, Robertine, youngest daughter of Mr. A. Davidson, aged 9 years.

In Portland, on Monday morning, Mary Ann, youngest daughter of Mr. Thomas McWilliams, aged 21 months.

In Portland, on the 6th inst., after a short illness, Mrs. Lydia Ann, wife of Mr. James Davison, aged 35 years, leaving a family to mourn the loss of a kind and affectionate mother.

This morning, after a short but severe illness, Mr. George Wilson, in the 78th year of his age. Funeral on Tuesday afternoon, at ½ past two o'clock, from the residence of Mr. James Wilson, Straight Shore, Portland.

This morning, at Indian Town, Miss Margaret Euphemy Ross, daughter of Mr. Wm. Ross, in the 20th year of her age. Funeral on Tuesday next, at two o'clock, from the residence of Mr. Michael Fisher, when friends and acquaintances are respectfully requested to attend.

On Monday morning last, Mr. Samuel Ketchum, of Hampton, (K. C.) in the 72d year of his age.

At Dorchester, on the 25th inst., William Henry, aged 22, fourth son of Mr. Robert Godfrey. He was a young man of much promise and unblemished character. He leaves a large circle of relatives and friends to regret his loss.

At Boiestown, on the 22d inst., Thomas, fifth son of Mr. Patrick McCloskey, aged one year and two months.

At Garden Creek Mills, Parish of Kingsclear, on the 21st instant, Miss Margaret C. R. Ross, second daughter of Mr. John Ross.

At Quebec, on the 20th instant, Mr. Thomas Morgan, eldest son of Mr. William Morgan, of Fredericton.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED.

Saturday—Ship Lesmahagow, Gimber, Liverpool, 32 days—R. Rankin & Co., salt, coals, &c.
Barque Frederick, Smith, Wilmington, (Del.) 7—S. Wiggins & Son, ballast.
Brig Charlotte, Joslin, Boston, 4—L. McMann, ass'd cargo.—Lost an anchor off Point Lepreaux.
Schr. Iris, Covill, New-York, 8—Colin E. Cross, flour, &c.
Sunday—Ship Yeoman, Purdon, New-York, 8—Wm. Parks & Son, ballast.—Lost mizen topmast and head of mizen mast.
Barque Industry, Atlee, Liverpool, 30—Kirk & Worrall, general cargo.
Brig Eliza, Brothers, New-York, 8—R. Rankin & Co., ballast.
Brigt. Bream, Harvey, Turk's Island, 22—J. & T. Robinson, salt.
Schr. Echo, Holder, New-York, 8—J. V. Troop, general cargo.
Thursday—Schr. Relief, Johnston, Alexandria, 14—J. & R. Reed, wheat.
Steamer Creole, Atkins, Eastport—Geo. Thomas, passengers and merchandise.
This Morning—Brigt. Grenada, Robinson, Turks' Island, 18—J. & T. Robinson, salt and molasses.

COASTWISE.

Saturday—Schr. Hope, Belmour, Annapolis, goods.
Sunday—Schr. Rambler, Wood, Shepody, deals.
Jim, Minness, Aylesford, barley, cheese, cattle &c.
Sisters, Snow, Digby, barley, fish and lambs.
Monday—St'r Pilot, Leavitt, Annapolis, passengers &c.
Schr. Erin, Johnston, Deer Island, fish.
Hillsboro, Irvine, Hillsboro, deals, butter, &c.
Star, Dakin, Grand Manan, fish.
Tuesday—Schr. Rival, Parker, Campo Bello, fish.
Onslow, Ludlow, Welchpool, fish and oil.
Emeline, Calder, Welchpool, fish.
Wednesday—Schr. Digby Packet, Turnbull, Digby, cider.
Thursday—Schr. Spray, Balson, St. Andrews, furniture.
Weymouth, Burden, Cornwallis, barley, butter, &c.
Dove, Trecarten, West Isles, fresh fish.
Friday—Schr. Hope, Belmour, Annapolis, mails.
Alonzo, Gilliat, Cornwallis, horses, cows, and apples.

CLEARED.

Nov. 22d—Ship Lockwoods, Errington, Queenstown, deals—John Robertson; Barque Allen Brown, Vickery, Glasgow, deals and manganese—Chas. McLauchlan; Brigt. Fashion, Burke, Antigua, fish potatoes, plaster, lumber, &c.—Allison & S… Alfred Henry, Kidd, Sydney, (C. B.) … Master.
24th—Ship Ottawa, Walsh, Waterford … and deals—Kirk & Worrall; Thomas … Bristol, timber and deals—Allison & Spurr … Bellona, Thompson, Penarth Roads, … deals—John Robertson.
25th—Brig Essay, Hucklebridge, Hull … Chas. Brown.
26th—Ship Boadicea, Perkins, Liverpool … ber and deals, &c.—J. & R. Reed and A. … Barque Brothers, Doran, Newry, deals … & G. Carvill.
27th—Schr. Rose, Ganion, Sydney, (C. B.) … last—Master.
28th—Barque Princess, Lovett, Penarth … deals—S. Wiggins & Son; Brig Integrity … lar, Matanzas, lumber, &c.—Allison & Spurr.

Shipwreck.—Intelligence has been received … legraph of the loss, at sea, of the ship … and for this port, from Liverpool, with a … cargo. Her passengers and crew have … New-York.—No other particulars.

The American schr. Monadnock, Colson, … for Boston, got on shore below Musquash … snow storm on the 26th inst.—Vessel and … lost: crew saved with difficulty.

Schr. Alpha, Lynch, hence, for Boston, … ven shore in the late gale, near Eastport, … and proceeded.

Brig Belt, of and for Annapolis … driven ashore in Jones' Harbour, in the … inst., with loss of keel and fore foot, … ral plank started.

British brig Exile, Sharp, from … Salem, with wood, went ashore on … Nahant, in the gale on the 21st inst. … Crew saved.

Schr. Frances, of Weymouth, (N. S.) … master, from St. John, with a cargo of … ton, went ashore on the 21st inst., on … land, bilged, and is expected to be a … crew saved.

Barque Rival, of Yarmouth, (N. S.) … diac, for the Clyde, which went ashore … W. reef of Governor's Island, while … to make the harbour of Charlottetown … in a heavy gale and snow storm during … the 15th inst., was to have been sold … for the benefit of all concerned.

Arrived at Richmond, (Va.) Nov. … Village Belle, from Windsor.—At … brig Richard Cobden, Elder, Cardiff … York, 20th, brigt. Emily, Fitzgerald … 24th, ship Samuel, Morris, Dublin … 18th, brig Eliza Goddard, Sproule … Hartford, 20th, schr. Resolution, … Boston, 24th, brigt. Juverna, … Islands; 25th, brig Masonic, from … Edgartown, 19th, schr. Abeona, … for St. John.

Cleared at New-York, Nov. 18th … for St. John; 19th, ship Jenny Lind … Orleans; 22d, Beejapore, McLean … schr. Richard Cobden, for St. John … Wm. Wallace, for Magaguadavic.

Arrivals from St. John.—Nov. … Queenstown; 11th—St. John, … rora, at Hull; George Carl, at … Europe, at Deal; 14th, Kingston … the Clyde.

Ship Cornelia, Robertson, … cher, Gregg, from St. John, the … passed the Pentland Frith, Nov. …

At Newport, Nov. 3d, barque … Brown, from Cardiff, and Madison … Gloucester, for City Point.

Cleared at Bristol, Nov. 11th … for Virginia.

Sailed from Queenstown, Nov. … Marshall, New-York.—From … El Dorado, Thompson, New Orleans … William Carson, for City Point … 8th, ship Coronella, Larkin, … Snowdon, Walker, Savannah; … Pickance, New Orleans.—From … zuma, for Newport.

Loading at Liverpool, Nov. … Robertson, New Orleans.— … vin, for Savannah; … Wacousta, for St. John.

Spoken, Nov. 2d, long. … port, for Apalachicola; 5th, … ship Infanta, of this port.

COMMISSARIAT …

TENDERS will be received by … missary General DRAKE … the 2d December, at 12 o'clock, … to Contract for the

Carriage of about 270 B… from St. John to Fre…

Two good Sureties will be req… W. H. DRAKE. 29th November, 1851.

Corporation Cred…

A DIVIDEND of Two and … CENT. upon the several Bonds … Mayor, Aldermen and Commonalty of … SAINT JOHN, for the Half Year … day of December next, will be paid … 1st proximo, at the Chamberlain's Office … spective Creditors, on the production … or other Securities held by them.
Dated this 29th day of November …
WM. WRIGHT,
[Obs. 3.] THOS. MERRITT.

NOTICE.

Saint John Gas Light C…

A DIVIDEND of THREE PER … Six Months ending the first … be paid to the Stockholders of … GAS LIGHT COMPANY, on or after the first day of December next, at the … Carmarthen Street.
By order of the Board of Directors … R. BRIT…
St. John, 29th November, 185…

Saint Andrew's S…

THE Members of SAINT AND… will celebrate the anniversary … Saint, by SUPPING together … HOTEL, on MONDAY Evening … at 7 o'clock. Guests admitted … Tickets to be had of Messrs. … JAMES …
Nov. 29th, 1851.

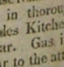
St. Patrick's Soc…

next, 1st December, at eight o'clock … By order of the President, WM. PATT… November 29.

FOR SALE.

TWENTY Shares New … PANY's STOCK. Apply … ROBERT … St. John, Nov. 29.

Real Estate for S…



THAT valuable F… situated in St. George … and occupied by the … Lot is 40 by 100 … House remarkably well built … and in thorough repair. … besides Kitchen, Pantries, and … Cellar. Gas introduced to every … cellar to the attic; a never failing … and convenience for a large … under cover, besides which is a … Coach House. The above from … proximity to the market and … ship, render it a most desirable … parties desirous of purchasing … between the hours of twelve and … Tuesdays, Thursdays and Saturdays … all particulars made known on … J. M.
Nov. 29.

PEW in Trinity Church … for Sale, possession given … next.—Please apply to JOHN … November 29.

Pure Orrel Co…

200 CHALDRONS … landing ex … Liverpool. [Nov. 29.] JOHN …