COMMUNICATIONS.

[FOR THE COURIER.]

The Northern Line,—Deputy Surveyor Layton,—"Q. R.," and the "WE" of the New-Brunswicker, (par nobile fratrum).

MESSRS. EDITORS,—The Miramichi Gleaner has published a *valuable document* from the pen of Mr. J. G. G. Layton, dated at Dorchester, which will, no doubt, settle the vexed question of Railroad route through this Province, and obtain for the Deputy *Crown Land Surveyor of Richibucto* a vote of thanks from the writer in the *New-Brunswicker*, who seems quite *plucky* with this assistance. I must thank you, Messrs. Editors, for the *honour* of being noticed by Q. R. and the aforesaid Mr. Layton, as it appears that your allusion to my communication induced these champions of the North to "ridicule" my inaccuracies, and *be-still* my rivers and morasses. When I read the *New-Brunswicker*, I thought that O. P. would be dead letters; but when I subsequently read the marvellous production of J. G. G. Layton, in the *Gleaner*, I found that there was no cause for alarm, for although the *New-Brunswicker* was "*happy to find Mr. Layton so ably disposing of*" me, I am *happy* to assure him that he has disposed O. P. to take able care of himself. The flourish of trumpets in the *New-Brunswicker* induced me to expect something in the shape of a hard customer in the Deputy Surveyor; but you may judge of my surprise, when I read his egotistic, contradictory stuff, which is equalled in its nothingness only by the ridicule of the *New-Brunswicker*.

Mr. Layton mentions the facility with which "*Richibucto may be" crossed at a single stride, with the aid of a short pair of stilts.*" I would advise this *gentleman upon two sticks* to lengthen his artificial legs, as I shall lead him presently over some broader streams and deeper ravines and morasses, than those which he describes within the limit of his own survey; and if he should stick in the mud, he must pardon the scribbling O. P., if he should laughingly exclaim, "Behold the man upon stilts!" *Qui s'est envaysce.* Verily, Messrs. Editors, one would have imagined, from the *cock-a-doodle-doo-ing* of the *New-Brunswicker*, that O. P. was fairly "*done brown*," if I may be allowed to use this appropriate *elegantism*; but when I read the *coup de tete* of the "*able disposer*," I find that he was a Deputy-Surveyor under Capt. Henderson, and that he "*executed the exploration survey for the Halifax and Quebec Railway* (North Shore line). What distance, think you, Messrs. Editors? From Halifax to Quebec?—Oh, no! From Shediac to Quebec?—Not quite so far. He stilted it all the way between—Northumberland and Westmorland! Now, Gentlemen, this is but a small proportion of the entire distance, and I think I shall be able to make it appear that this short survey does not afford sufficient authority for Mr. Layton to *be-scribble* and *be-trash* the writers in St. John who oppose his pet absurdity, and disturb his golden dreams and pleasing anticipations of a North Shore line. Mr. Layton has illuminated the Railroad World with his crossing the Cocaigne, the Buctouche, and the Richibucto Rivers upon stilts. I beg leave to ask this timber-legged pedestrian if he graduated the length of his wooden pins to low water mark in dry seasons, or to the freshet heights, with the troublesome accompaniments of floating ice, in the months of April and May? Mr. Layton says, "*That morasses exist, I admit*"—mark this admission—"but that the line need cross them, or be made crooked, to escape them, is not true." Mark, again, the "NEED" and the "IS NOT TRUE"—"*or even if it were necessary to cross them, I deny that they present any engineering difficulties.*" Here we have the knock-'em-down assertion of a Deputy Surveyor declaring the dogma of an engineer. But Mr. Layton tells us, in the concluding paragraph of his luminous production, "*There are no ravines, and* BUT FEW MORASSES *that* NEED *be crossed.*" If there are any that *need be crossed*, it gives the——contradiction direct to the jumble in the preceding quotation. Mr. Layton admits that there are morasses—he admits, therefore, my assertion. If these morasses were not in the way, why admit them? But his concluding sentence acknowledges that there are a few *morasses* that need be crossed. He says the morasses present no engineering difficulty, from which we are to conclude that a Railroad can be made with as little trouble and expense over bogs and quagmires as over his *dead level*, gravelly soil. This may be the case along the North Shore; and if true, this discovery upon stilts is worthy of record. I think, however, that it would be requisite, in forming a correct opinion as to the relative trouble and expense, to thrust a *stilt* through the surface to the bottom of the morass to ascertain its depth, preparatory to *piling*. When I spoke of difficulties, rivers, ravines and morasses, I did not confine my remark to Mr. Layton's survey of the comparatively short distance between Northumberland and Westmorland; I spoke of the whole distance from Shediac to Quebec. The gentleman on stilts meets this with his own survey of a part of the line. He may have considered his part equal in point of difficulty to the whole, or he may have seized upon my scribblings as a favourable opportunity to mount his stilts and display his local knowledge to the world. Be this as it may. Let us now see what Capt. Henderson says about a North Shore line; and surely if the deputy is good for a little, the principal ought to be good for as much. I must here acknowledge my obligation to the Fredericton *Reporter* of the 26th of December for the following quotations, taken from an excellent editorial in that paper, and which, I think, will trip up the heels of my timber-legged friend, and destroy the felicity of the *we, alias* Q. R., of the *New-Brunswicker*. Capt. Henderson, describing the North Shore route, observes:—

"It is proposed to cross the S. W. branch of the Miramichi river," where "it will require a bridge 500 feet long and 30 feet high." It will also cross the N. W. branch of this river, where it will require a bridge 2000 feet long and 30 feet high." It will also "cross the Nipisiquit river at the Papineau falls." "The precise course of the line will of course depend on the bridge sites." "The Jacquet river lies in a large deep valley, but *it is believed* it may be crossed about four miles from its mouth.

Speaking of the Restigouche, he says—"it would require a bridge 1800 feet long, and a heavy embankment on the North shore." Between this and the St. Lawrence, the country, he states, is "intersected in every direction by deep vallies and vast ravines." He describes the route by the Metipediac river as *difficult* and *expensive* for twenty miles: "the hills in many places come out boldly to the "river, and will render it necessary to cross it in "several places." "At Clarke's brook the rocky "bank of the river is very unfavorable—here it "must cross twice. Between this and the river "Ammetesquaqua, the route crosses four times." Upwards from this point for three miles, "it will "be the most expensive part of the line." "Be"tween the 378th and 380th mile, the river turns "almost twice at right angles—It will be necessary "to cross the river three times here—the centre "bridge will be a heavy one." He informs us that the line traversing the first 38 miles up the valley of the Metapediac will cross twelve bridges, averaging "from 120 to 150 yards long." The Rimouski, he tells us, will require a bridge 500 feet long and 40 feet high.

Capt. Henderson particularizes some deep ravines and other difficulties; and it would seem as if my Lord Grey was influenced by his statements, when he expressed his opinion that New-Brunswick would have the worst of the bargain in this Northern route, and advised the selection of a shorter and better one, if it could be found. I am not surprised that the people in the North should advocate a route through their respective …—this is all very natural. The wish, … ayton on his stilts, will stride over … nd readily find an easy way; and … n, excited by the wish, quickly … kward immigrant into a dexte… gloomy wilderness into … nd figures from these … revenue for repay… here is, and there will … ng respecting the route … the people bordering on … vrence and those in the … ortion of the Province. … r consideration with *our* … first, the means of the … the greatest amount of … upon *New-Brunswick*, … of the majority should … afely assert, that the … terests of New-Brunswick, and the fearful cost of the Robinson route, will, I trust, induce our legislators to discountenance at once the grand absurdity. We want the European and North American line for general convenience and Provincial improvement, and we want inter-colonial communication by the shortest, cheapest, and most accommodating route. O. P.

Halifax, 30th December, 1851.

TO THE EDITORS OF THE COURIER.

SIR,—In Nova-Scotia we have got through the first Act of the great Military Railway Drama; the curtain is about to rise upon the second Act in your Legislative halls. Whether it shall come to a tragic conclusion, or degenerate into farce, remains to be seen. As the "regular actors" on this side the Bay have left the stage for a time, I may crave leave to step forward and explain the position of matters in this Province, which, from the tenor of some remarks in your recent papers, seems hardly to be understood in St. John.

In Halifax the Railway mania runs high, and the reason is not difficult to divine. As the Atlantic terminus of the North Shore route, it is expected to rise into a second New York—everybody is to become rich without delay or question. In other parts, the Liberals, with few exceptions, such as Brown, of Horton, and Killam, of Yarmouth, cling to Howe, and support whatever he tells them will help the party. Hence the pressure from without brought to bear upon Mr. Young during the Session, and his unexpected adhesion to the scheme. He was told by his party in plain words, that he must either work with Howe or retire. William, unlike his more consistent brother George, preferred the loaves and fishes. Mr. Howe's appeal to his ancient *confreres* in politics was well responded to, and his coquetting with the Conservatives neutralized the opposition in that quarter. All he asked was to be allowed to try the Bills in New-Brunswick and in England. Then his abandonment of the Sinking Fund and Permanent Taxes, and limiting the amount to one million in place of two millions, helped to secure the loose fish.

All would have been of no avail but for the Commissionerships; true, they are only five in number, but they are promised to everybody, under strict injunctions not to tell his neighbour, and in this way five is soon made to multiply into fifty. Thus it will be at Fredericton next week, as you will find out by and bye. Is a St. Andrews man obstinate, he must be provided with a Commissionership—only he must not mention it to him of Shediac or Restigouche, or Sunbury, or a dozen others who are promised the same thing; and so it goes round till the bubble bursts, as assuredly it will by and bye, and great will be the explosion accordingly.

You seem to think Mr. Howe was forced to give up the objectionable features of his scheme. This is a mistake. With the influences at his command, he could have carried almost anything he brought forward. The secret lies here. The present bills are intended to be merely an entering wedge. Mr. Howe barely conceals from anybody that he does not expect the Railway to be built under the present Legislature, even should it be followed up in New-Brunswick. There is to be another Delegation to the Colonial Office, and then your Delegate and our Delegate will say to Lord Grey—"This is all we can get our people to do; let us have the money." One may fancy the reply of this amiable individual. What follows? The Delegates will report to their people—"We have done our best for you; the money cannot be got unless you come up to the *terms*. What say you—will you close at once with this magnificent offer, or be without a Railway?" After destroying (as the British Government intended from the first,) all efforts of Companies to construct the lines through Nova-Scotia and New-Brunswick, to the United States,—after forcing the sickening conclusion upon the public mind, that the only chance of getting a Railway in our day is to agree to the terms dictated by the home Government,—and after all that the power of humbug has already effected in this business, I should not be much surprised to find a large majority in the three Provinces ready to swallow Mr. Hawes' conditions, sinking fund, convict, taxation and all. By that time England may have something else upon her hands, and with Financial Reform Associations, and, possibly, a continental war, the chance of fobbing the seven millions is rather remote.

This is the glorious future in store for us, *if* New-Brunswick goes for the Northern route, or, which is the same thing, leaves the question of route open for the joint Commission to settle—*If*, "aye, there's the rub." We shall be delighted *if* your Assembly does either, because Halifax, in that case, is sure to be the emporium of the Canada trade.

You would be amused at the long faces on some of our railway men, since the letters of "A Countryman," in answer to Mr. Pryor's pamphlet, pointed out in good set phrase other absurdities of the Northern scheme, and held up the St. John River route as the only line likely to be agreed to in Canada or New-Brunswick, and this, followed up by your leading editorials and the public meeting last week, has wonderfully cooled the ardor of some who six weeks ago would have laughed at the presumption of St. John in this matter.

Many persons think there is a deep game afloat in reference to future negotiations. Our Act, after reciting that "Her Majesty's Government is prepared to advance the funds required, &c., *on certain conditions*"—(the only official announcement of the conditions is contained in Mr. Hawes' letter,) goes on to enact that it is "understood and hereby declared that the Legislature of this Province will *confirm and carry out by such enactments as may be necessary to give full effect to the same, any arrangement and agreement* which may be made by the Governor in Council in the spirit and for the purposes of this Act."

This clause confers immense powers upon the several Governments, and may hereafter be made use of to sanction the very conditions Mr. Howe now affects to repudiate. The truth is, with these acts made the law of the two Provinces, there is *no going back*. The Executive will have power to make the best bargain they can. It will be too late then to cry out—"Oh, we never intended to go beyond a certain amount in our share of the loan, or to have a Sinking Fund, &c." Besides, with a *permanent tariff*, a vote of want of confidence would be worth just about as much as the paper it was written upon.

The story of building a *Government Railroad*, 212 miles in length, for a million of pounds, is absurd. It cannot be done for much less than twice the money. To talk of limiting our liability to £35,000, and yours to £70,000 sterling a year, is simply a delusion. Does any man in his senses suppose, that after the million in the one case, or the two millions in the other, are spent, we are to stop there?—Certainly not, unless the Shubenacadie Canal is taken as an example, where, after expending £100,000 to find out that it would not pay expenses after it was made, we thought it better to accept the first loss, and abandon the whole thing as a bad job; or unless, as in the case of Michigan Central Railroad, built by the State, we allow the great Military Railroad to be covered with a second growth of the native forest, and repudiate the debt. These are sad warnings.

One of your Executive Council, Mr. Gray, of St. John, who came over to pay his respects to the Railway King last week, distinctly asserted that the Northern route would be carried through your Legislature by a large majority. From what we can learn, it is intended to leave the route to be determined by Commissioners; and Mr. Partelow, in order to lull the suspicions of the St. John River Counties, has very cunningly drawn the recent additions to the Executive from that quarter, while in swamping the Legislative Council to carry the measure, he has taken care to select men who look well North!

The correspondence between the two Governments during the last nine months will probably be moved for in your House. The specimens already published in this Province furnish a curious lesson in the arts of Colonial diplomacy. This "magnificent offer" of the British Government has done more to sap the integrity of public men in the Colonies, than years of retribution can well restore.

Yours, &c.
A RAILWAY AMATEUR.

BLACKWOOD'S MAGAZINE.—We have received, through Messrs. McMillan, of this City, the December No. of this sterling publication, (reprinted from the original by Messrs. Leonard Scott & Co., of New York). In addition to several other first-rate articles, it contains two which will peculiarly interest the readers of "Magi" in this Province, viz., "Life amongst the Loggers," and a critical notice of "Johnston's Notes on North America." There will also be found in the present No. a capital satirical article, entitled "Champions of the Rail," from a perusal of which those among us who happen at present to be imbued with Railway matters may derive, not merely amusement, but considerable practical information on the "art and mystery" of "Railway concoctions."

NORTH BRITISH REVIEW.—The No. for November (reprinted from the British issue by Messrs. Leonard Scott & Co., New York,) has also been handed us by Messrs. McMillan. We have not yet found leisure to peruse it attentively, but have heard it highly extolled. The following are the contents:—Prize Essays on the Peace Congress; Principles of Taxation; The Fine Arts in Edinburgh; The Old Testament—Newman and Greg; Burns and his School; John Owen; Comparative Philology; The Frontier Wars of India; Translations from the Classics—Æschylus; Re-awakening of Christian … in Germany.

…IA.—This week's Gazette, contains … pointment of Sheriffs for the differ… 1852.—Joseph Allison, Esq., … d Sheriff of Hants County, … Vilkins, Esq.; and Duncan … as been appointed Sheriff … toria. The others remain … *Witness.*

The Courier.

SATURDAY, JANUARY 3 18.2.

A RETROSPECT.

It is a right and proper thing, at those epochs marked out as the end of an old and the beginning of a new year, to "take heed to our ways, and ponder the paths of our feet."

While this is a duty which each one for himself, in his own particular affairs, will find it wholesome and profitable faithfully to fulfill, it becomes us, as Public Journalists, to have a care for those things, which being everybody's business, are apt to be overlooked as nobody's business.

We propose, then, to take a short retrospective view of our Political and Commercial position, with such prospective reflections as the subject may draw out.

Before venturing into the arena of politics, it is well to define the point of view from which the "Courier" looks at this vexed question. We have hitherto been, what may be properly called neutral in politics.

Like the plodding practical mercantile class, whom we flatter ourselves we represent, we have abstained from taking a part in what we considered the small particular manœuvres of the day and hour, reserving to ourselves the right to bestir ourselves when occasions of real importance arose, and then to take what appeared to us the side of truth and justice, totally indifferent whether in doing so, we favored Government or opposition.

While we have never lent our columns to be the vehicle of private spleen or abuse, whether against Government or individuals, the "Courier" has always been the free and independent organ of public opinion, ready to give a hearing to both sides, and open to all properly written communications.

At and after the last General Election, public feeling in this part of the country was strongly excited against the Government. In this County, all the members returned were pledged to its overthrow, and at this time last year it was generally supposed that the Government would be in a minority at the approaching Session. We then stated that in our opinion, in view of the material the people in their wisdom had chosen to represent them, there was no platform on which party Government could be formed; that the then Government were as likely to deserve the confidence of the people, and to carry on the business of the country, as any Government that could be chosen from the opposition. We were led to this opinion from knowing that the opposition included men holding the most opposite principles on all public questions. It included Freetraders and Protectionists, Tories and Radicals, those who wished the Government to be responsible to the people, and those whose every idea was selfishness, despotism and centralisation, those who would desire to educate and elevate the people and extend their power, and those who regarded them only as the swinish multitude, to be bribed, bullied, or cajoled to suit a purpose, and betrayed and sold when interest or ambition required.

When the House met, the Government was sustained, but by such a slender majority, that the Session was passed amid struggles for existence which effectually prevented any measures being brought forward for the benefit of the country.

During the recess, several members of the opposition have joined the Government, and the approval of their conduct by a majority of the Constituency of this County, led to the resignation of those who were held as the chief strength of the opposition.

Government may now, therefore, be considered all-powerful, and the people will have a right to expect that measures will be brought forward to reform all that is wrong in our institutions and to advance the prosperity of the country.

It is probable that no party can be long dominant in this country which does not adopt and faithfully carry out some such principles as the following:

1st. An extension of the suffrage to rate-payers, vote by ballot, and biennial elections.

2d. A reduction of expenditure to a standard suited to the requirements and circumstances of the people.

3d. The exclusion from both branches of the Legislature of all persons holding office under Government.

4th. Elective Legislative Councils.

5th. Municipal Corporations, not in name, but in reality, or the direct appointment and controul by the people of every County and Parish, of their local officers, and of all expenditures for roads, schools, and local management.

6th. Such an educational system, based on direct taxation, aided by Provincial grants, as shall secure a good common education to every child in the Province.

7th. A reciprocal trade, or reciprocal duties with our neighbours.

8th. Such a management of the public lands, and such a reform in the emigration department, as shall bring to the cultivation of our wilderness, a fair proportion of the labour and capital now seeking an outlet from over-peopled Europe.

At the last Session of the Legislature, a Railway policy was introduced by Government, and almost unanimously adopted by the Legislature and the country, by which, without undue risk, the construction of the Railway which was most required in the country, and which held out the best prospect of being remunerative, was rendered certain.

In the meantime, however, Mr. Howe, of Nova-Scotia, having gone to England to procure the assistance of the British Government to enable Nova-Scotia to build her portion of the same Railway as a Provincial work, and failing to accomplish his object, accepted the offer of the Colonial Secretary to loan money to the Colonies, *on certain conditions*, for the construction of a Military Road from Halifax to Quebec.

Although Mr. Howe, on behalf of Nova-Scotia, agreed to the then conditions, yet they were such as he must have known could never be complied with by the Colonies, and the result has been that even Nova-Scotia refused to accept more than One Million of the money, and utterly repudiated the conditions.

The offer was promptly and indignantly rejected by our Collective Wisdom, but Mr. Howe having, during the summer, made a PROGRESS through the Provinces, in the course of which, by his brilliant speeches, lavish promises, and the still more attractive vision of millions of sovereigns to be got for the asking, and not to be repaid till quite convenient, he raised such a longing in the minds of the more gullible of the community, and especially in Westmorland and the Northern Counties which would be directly benefitted by the North Shore Railway, that the more feasible project was, for the time, all but abandoned, and all action for its accomplishment effectually paralyzed.

The recent proceedings in Nova-Scotia and Canada, however, and the disclosure drawn from Mr. Howe in the House of Assembly, *that no other terms than those contained in Mr. Hawes' letter had been obtained from the British Government*, have led to more sober second thoughts, and most of those who seceded would probably now be willing to return to their first love. Delays, however, are dangerous, and it is now a matter of great uncertainty whether we can have railways at all.

Sufficient time has elapsed since the decision of the Legislature in Nova-Scotia, to allow of information being received from the Colonial Secretary, whether the money can be obtained on such terms. If it can, our Government and Legislature will no doubt accept of a loan, to the extent of their means, and secure the construction of the Halifax and Quebec, the European and North American, and the Saint Andrews and Quebec Railways, all in one. If it cannot, we presume that common sense and consistency will prevent them from repudiating their recorded opinions, and reversing their wise and prudent decision. At all events, we cannot conceive it possible that they will abandon their former policy and legislate in the dark, unless some authentic assurance is given that other and better terms can be obtained than those formerly rejected.

COMMERCIALLY, the past year has been a very prosperous one to the Province.

Lumber, the staple of the country, has been more remunerative to those engaged in the trade than has been the case for many years.

It should not be forgotten, however, that fortunes are quite as easily lost as made in this business, and we hope that former dearly-bought experience will teach moderation to those in the trade, and prevent others from abandoning slower but surer means of livelihood, for a pursuit that is of too gambling a nature to be depended on.

Shipbuilding is now becoming a very important interest in the country, and has latterly been prosecuted with much spirit, and, we believe, with profit. The thanks of the country are due to the enterprising shipbuilders who have, by the noble specimens of naval architecture they have put out of their hands, given a character to the Port and the Province, that is worth more to us than can well be reckoned.

Other branches of domestic manufactures do not seem to make much progress, probably owing to the limited capital of the country finding more remunerative employment.

The crops throughout the Province were generally very good, which, in connection with the prosperity of the staple trade, has afforded good prices to the Framer, good wages to the Labourer and Mechanic, a favorable balance sheet to the Merchant, and an increase of capital to all.

Take it all in all, we have abundant reason to be thankful for the blessings bestowed upon us in 1851, and with prudence at the helm, honour and integrity as our chart, and industry and enterprise as our propellors, we start into 1852 with a good prospect of a favorable voyage.

We understand that a Despatch has been received from the Colonial Secretary, intimating that the Railway Facility Bill will not be passed until the Legislature shall have had an opportunity of re-considering the whole subject.

THE ELECTIONS in Queen's and Albert Counties have been held during the present week, and in the former, Samuel H. Gilbert, Esq., has succeeded in securing the seat in the Assembly lately occupied by his father, (Hon. Thomas Gilbert,) who was recently elevated to the Legislative Council; and in the latter County John Lewis, Esq., has been elected to fill the vacancy caused by Mr. Steves being appointed a Legislative Councillor.

COMMON COUNCIL PROCEEDINGS.—At several meetings of the Council lately, the members have had under consideration the drafts of Bills intended to be forwarded to the Provincial Legislature for enactment, with a view to settle the pending difficulties between the East and West sides of the Harbour, and to obtain a loan from Britain, at a low rate of interest, to pay off the present Bond-holders.

A Bill soliciting an appropriation to assist in building wharves, and for other improvements of the Harbour in the vicinity of Reed's Point, has been approved of by the Council, and directed to be forwarded to the Legislature. The same steps have also been taken with a Bill seeking to confer the privilege of erecting houses on the burnt districts 27 feet high, the posts to be 20 feet.

Yesterday, the Council had under consideration the draft of a Bill relating to the assessing and collecting of Rates and Taxes in the City. Some of the provisions, especially the one authorizing the appointment of a permanent Clerk to the Assessors, would be a decided improvement upon the present mode of assessing and collecting the Taxes, as it appears, by the recent census, that a number greater than the present tax-payers—some fifteen hundred—are not assessed at all!—Under these circumstances, those who at present pay the taxes should insist upon a charge that would make the burden bear equally upon all the inhabitants.

The Bill stands over for consideration on Monday.

MECHANICS' INSTITUTE.—Last Monday evening, according to request, Rev. Mr. Wishart delivered again his lecture on "The Female Sex." The audience was respectable, and larger than the state of our streets could have led us to expect. After an exordium of some length, the Lecturer divided his subject into three heads:—What the Ladies had done.—What they had not done—And what he conceived might or should be done to elevate *woman* to a position nearer to *man*. Under the first head he introduced to our notice those departments of Literature, and even of Science, in which woman had distinguished herself, not forgetting the inferior occupations of housewifery and needle work. Under the second, he noticed several departments on which woman could not enter, without infringing the law of her sex, and others into which woman might enter with honor to herself. Under the third head, he exposed some of the *artificial* traits of society, which, it would be well to let fall into disuse, and especially many of the circumstances which attend what is usually called a young Lady's *coming out*. The Lecture was well received by the audience.

Next Monday evening, Mr. Hinton, lately from England, will lecture on "Insanity."—*Obs.*

MR. WISHART'S LECTURE.—The Rev. Mr. Wishart delivered his eighth lecture last evening at the Institute, before a large and respectable audience—the subject being "*Some Modern Authors.*" We need scarcely add that the Rev. gentleman was listened to throughout with much attention.

The lecture did not, like most of those of the writer, consider the subject along the line of any very strict method. The order of *time* was that which it principally followed. Commencing with some of the lesser celebrities of modern days, such as Crabbe, Rogers, Campbell, Miss Edgeworth, &c., it went on to speak of the rise of exact British criticism, and of the effect of the republication of the old ballads in producing the newer schools of Poetry. Scott, Byron and Moore were spoken of at most length,—John Wilson too was criticised. Some notices were given of the metaphysicians, then of the economists, then of the theologians of the age. The lecturer excused himself for not going into other departments, on the plea that he had touched upon them in previous instances. Some of the light writers of the hour were then adverted to, and the lecture terminated with the remark that literature is now worn out, and that it will not again become vigorous until society shall have passed through the ordeal of convulsion.

We understand that the proprietors of all the principal Dry Goods Stores in the City have commenced closing their establishments at six o'clock in the evening, and will continue doing so until the 1st of April, in order that those in their employ may have time for relaxation and improvement, and of which seasonable opportunity we trust our young friends will take proper advantage, and make such good use of their time as will tend lastingly to their usefulness and credit in society.

FIRE IN UNION STREET.—About five o'clock on Sunday morning, the premises occupied by Mr. Marsters as a coach and sleigh factory, and the harness factory of Mr. Cummins, were discovered to be on fire. The flames quickly spread to some of the neighbouring buildings, destroying a house, barns, &c., belonging to Mr. Marsters; a blacksmith's shop and other buildings. The Engine Companies were quickly on the ground; and having a copious supply of water, stopped the further progress of the fire. Mr. Marsters has suffered severely, we understand, all his stock in trade being totally destroyed. Many sleighs, the property of Mr. Marsters, and some coaches, sleighs, &c., belonging to others, were destroyed. Mr. Marsters could not even save his books. Mr. Cummins also suffered severely.—*Freeman.*

THE RAILWAY.

Some of our contemporaries having written so much in favour of Major Robinson's Railway Report, as published in the Journal of the Assembly for the year 1849, appearing at the same time to have nothing more than a partial knowledge of that document, we think it necessary to give a brief review of its most important sections, as bearing particularly on the proposed route or routes from Halifax to Quebec.

The first line alluded to by Major Robinson, is one "commencing at Halifax, and crossing the Province of Nova-Scotia, to a Port in New-Brunswick, and then by Fredericton along the St. John River to the Grand Falls."

This, the first Line, he says, "fails in the most essential object contemplated by the proposed Railway, viz., a free and uninterrupted communication at all times and seasons of the year, from the port of arrival on the Atlantic terminus in Nova-Scotia, to Quebec. The intervention of the Bay of Fundy is fatal to this route." He then goes on to say that—

"In summer, the transhipment of passengers and goods to and fro, would be attended with the greatest inconvenience, loss of time, and additional expense, whilst in winter it would be even still more inconvenient and liable to be interrupted by storms, and the floating masses of ice which then occur in the Bay."

Without stopping to remark upon the aptitude of the *floating masses of ice* "occurring" in the Bay, or the manifest *bounce* which the Major's pen must have made on the score of veracity, by representing what every body knows to be an *error*, we will only state that the intervention of the Bay of Fundy, which "is fatal to this route," is not now so much as contemplated: the design being to run the Line from Halifax to the Bend of Petitcodiac, and thence to St John; and as this great "fatality" is averted, those who quote Major Robinson's lucid opinion, are so far left to beat the air. It has no practical application to any project now under consideration. After discussing the routes through Nova-Scotia, he next goes on to say—

"As it will be seen in the end, that only one of these lines, viz., the second, has been explored and carried out *successfully* from its terminus on the Atlantic, quite through to Quebec, it may perhaps be considered superfluous to enter upon the discussion of rival lines * * * because if completed, they would not be likely to be recommended in preference to the one which will be proposed for adoption."

Shortly after we however find our explorer pointing out the difficulties of those lines which he *had not* explored, in the following language:—

"The fourth obstacle is the broad and extensive range of highlands which occupies the whole space in the centre of New-Brunswick, (!) from the Miramichi river, north to the Restigouche."

Hear Capt. Henderson's version of the same subject:—

"Other valleys also exist by which it is believed the Restigouche may be reached, after leaving the Tobique valley. The valley of Boston Brook would bring the line to the Restigouche more to the westward; that of Jardine's Brook would carry it more to the eastward, and nearer to the valley of the Kedgwick river, which is the only tributary of the Restigouche by which it is believed a practicable route can be obtained through the Highlands between the Restigouche and St. Lawrence rivers. The tract of country which this line passes through, and would open up north of the Tobique, is very fine soil, and offers fine land for settlements."

Referring to one of the routes, as laid down on the maps—to which we invite the attention of our readers—we find that after traversing the vicinity of the valley of the St. John as far as the Grand Falls, it there crosses the main river, and thence continuing by the St. John, crosses first, Grand River; next, Qusibus River; and then Green River; all of them inconsiderable streams:—but it has nothing to do with the space "from the Miramichi River north to the Restigouche." The impediments there described do not lie in its way, and Major Robinson could not, we think, have been ignorant of that circumstance. If so, his ignorance was guilt. Here we have to refer to a more impartial witness. It will be observed that, at the time when Major Robinson directed his whole energies to find a passable route over the hills, creeks, and rivers on the shore of the Bay Chaleur, Mr. Wilkinson was no less indefatigable in exploring the upper and central districts in the neighbourhood of the St. John. While thus employed—at some places with good success, and at others with the reverse—one of his parties receives an order from Major Robinson, who unfortunately was the first in command, to re-explore a route which he (Mr. Wilkinson) had already disaproved of! This transaction is thus significantly hinted at by Mr. Wilkinson in his Report:—(See Appendix 1849.)

"Upon returning to Green River by way of the portage from the South Branch, I found that the party I left there, having explored the Otter Branch route, and cut out and surveyed the portage, had proceeded on their way to explore from the North Western Branch of Green River, with the view already explained; but having met you on the way, received your directions to return, and to explore more minutely the apparently objectionable part of the valley of Green river, before described, and shown in Sketch No. 2, until I should rejoin them."

The lateness of the season, compelled Mr. Wilkinson to desist; but the information which he communicates—both from his personal observation, and from that of Mr. Ramsay who was in his employment and had charge of a party, is both important and satisfactory. We here copy the concluding paragraph of his Report—still requesting the reader to bear in mind the dogmatic decision of Major Robinson upon the impracticability of routes which were never yet surveyed, although from their hasty exploration, Mr. Wilkinson does not hesitate to recommend them as far as the circumstances of the case would permit:—

"I believe that each of the routes described, necessarily in very general terms, is practicable, as far as I have examined the same. Of the degree of practicability, or of the probable expense of construction, I conceive that no safe opinion could be formed without an approximate location. To discover what route or routes may be most eligible for preliminary survey, I deem to be the object of the exploration. A judgment upon this point with regard to any subdivision, must of course be materially governed by its relationship to the whole line. As far, therefore, as it may be either my duty or privilege to offer my opinion, it is, upon its special merits, in favour of Route No. 3; and more generally because upon both national and colonial grounds, it appears most desirable to avoid any unnecessary deviation from the most direct line between the Bend of Petitcodiac and the River du Loup, which the natural facilities of the country will permit."

We now return to Major Robinson. In recommending the Eastern route on the mere ground of "population," he speaks as follows:—

"The total population of New-Brunswick has been estimated to amount, at the beginning of 1848, to 208,012, distributed in the proportions as under:—

County of Restigouche,	4,214	
" " Gloucester,	10,334	
" " Northumberland,	19,493	
" " Kent,	9,769	
		43,810
" " Westmorland & Albert,	23,581	
" " Kings,	19,285	
" " St. John,	43,942	
		86,808
" " Queens,	10,976	
" " Sunbury,	5,680	
		16,656
" " York,	18,660	
" " Carleton,	17,841	
		36,501
" " Charlotte,		24,237
Total,		208,012

These are the Major's figures, and this is the extraordinary process by which he arrives at the conclusion that on the ground of *population* the Eastern route should have the preference. The calculations may please himself, but to the few silly persons in this Province who will be foolish enough to imagine that 164,202 is a larger amount than 43,810, the Major's premises and conclusion will still remain a riddle. It will be observed that nearly all this gentleman's calculations are based upon a comparison between the Bay of Fundy route and that by the East Shore, a theory which, in the present state of affairs, deserves no notice.

Acknowledging that a central route would materially shorten the line to Quebec—a position which a writer in St. John, who is in favour of the Eastern route, denies—Major Robinson states his unwillingness to give up the shorter line, and in doing so, is compelled to make the following reluctant admission:—

"During the winter, a small reconnoitring party (on snow shoes) was sent up the Metapediac Valley, as far as Metallis Brook, and they made their way across the country, from thence to the mouth of the Torcadi River, on the Rimouski.

"Their report on this line was rather favourable; and had there been any necessity for it, it would have been more fully explored the next season (1847).

"As soon as this was sufficiently advanced to admit of the parties entering the woods, the explorations were resumed.

"A grade line was carried over the Cumberland Hills. It was cut out through the woods, from the foot on one side, to the foot of the slope on the other, a distance of ten miles, and carefully levelled with a theodolite. This proved it to be quite practicable.

"The exploration of the Eastern line was again taken up."

"In the Report (Appendix No. 3,) there is a third route suggested for examination and trial, viz., by one of the lower branches of the Green River and the Squattock Lakes. Whether successful or not, it is liable to the objection of approaching the frontier of the United States."

Dropping for the present the romancing report of Major Robinson, let us turn for a moment to Capt. Henderson's statement of a few of the difficulties to be met with on the Major's favorite route to Quebec. The following extracts we copy from the Appendix of the same year's Journals, commencing at page 114.

"It is proposed to cross the southwest branch of the Miramichi River, near the head of the tide. * * * It will require a bridge about 500 feet long, and 30 high. * * * It will then pass through a flat cedar country, to the north-west Miramichi River, which it crosses at the 234th mile, by a bridge which will require to be 2000 feet long, and 30 feet high." * * * "It is proposed to cross the Nipisiquit River near the Papineau Falls." * * "The precise direction of the line will, of course, depend on the bridge sites selected on the several streams and rivers flowing into the Bay Chaleurs." * * * "The Jacquet River lies in a large, deep valley; but *it is believed* may be approached and crossed about four miles from its mouth." * * * After enumerating several difficulties in the vicinity of Eel River and the Restigouche, he goes on:—"The Restigouche is full of islands; the mountains, especially on the south shore, come boldly down to the river; and it is proposed to take advantage of these islands to cross the broad channel of the river." * * "It would require a bridge 1800 feet long, and a heavy embankment on the north shore." * * The section of country lying between the Restigouche and St. Lawrence Rivers he describes as "intersected in every direction by deep valleys and vast ravines." * * The only route he describes as practicable is that by the Metipediac River. Here the route for twenty miles is difficult and expensive. "The hills in many places come out boldly to the river, and will render it necessary to cross it in several places." * * "At Clarke's Brook, the rocky bank of the river is very unfavourable." Here it must cross twice. "Between this and the River Ammetesquaqua, the route crosses four times." Upwards from this point, for three miles, "it will be the most expensive part of the line."(!) "Between the 378th and 380th mile the river turns twice almost at right angles. It will be necessary to cross the river three times here; the centre bridge will be a heavy one." * * * "The line crosses twice between the 385th and 390th mile, to avoid a rocky precipice, and again about one mile below the forks, making, in the first 38 miles up the valley of the Metapediac, twelve bridges in all; these will average from 120 to 150 yards long."(!)

After various other crossings and re-crossings, Capt. Henderson brings us to the Rimouski, where a bridge 500 feet long, and 40 feet high, will be required, to the Trois Pistoles, where it will require a heavy bridge; the breadth of the ravine at the top is 300 feet, and 100 at the bottom; it is 150 feet deep;" and then, after crossing the Riviere du Loup and the Bayer River, he quietly sets us down in Quebec, after a rather rough passage. Such is the "easy and practicable" line recommended by Major Robinson, to suit the exact meridian of Halifax, Nova-Scotia! We leave its further consideration to our readers, confidently hoping that such an expensive undertaking, locally difficult, and partially useless, if made, will never be encouraged by the people of this Province.—*Fredericton Reporter.*

The *London Morning Chronicle* states as one of the consequences of the outbreak of Louis Napoleon, that the English Whig ministry, on the point of falling to pieces through the revived disagreements of the Palmerston and Grey factions—has been saved by the events at Paris from a forced resignation. They find in the events which have occurred at Paris a bond of union, and a reason for holding their places.

By Telegraph to the News Room.

ARRIVAL OF THE AFRICA!

BOSTON, 4 P. M., 2d Jan., 1851.

The *Africa*, with Liverpool dates to the 20th ult., has arrived at New York.

The *Atlantic*, from New-York, arrived at Liverpool on 18th, and the *Asia*, from Boston, on 20th December.

COTTON had declined ⅛d. per lb., with large sales. FLOUR AND WHEAT had improved a little in price. CORN remained the same.

FRANCE.—From France the latest accounts represent all quiet. In the Departments there had been considerable excitement and some fighting, but in every instance the authorities had been triumphant. The result of the election in France would not be known before the 28th December. Russia, Prussia, and Austria, it was reported and generally believed were straining every nerve to support Louis Napoleon. Victor Hugo has escaped. General Cavaignac has been offered his freedom, but has refused to accept it unless the same privilege be extended to his associates!

The Queen of Spain has pardoned all the prisoners concerned in the Cuban invasion.

SHIP NEWS.—Arrived from St. John, Sept. 23d, Titania, at Adelaide, N. S. W.—Remained at Annan, Dec. 4th, Sally, for Carlisle.—Arrived, Dec. 13th, Anna, at Donegal; 14th, Algoma, at Gloucester; 15th, Irvine, at Liverpool; Britannia, at Cork; 17th, Ben Nevis, at Valentia; Wyke Regis, at Poole; Clio, at Plymouth; Thomas, at Bristol; Themis, at Liverpool; Kossuth, and Mary Caroline, at do.; 18th, Bell Kate, from Magaguadavic, at Liverpool.—At Falmouth, 17th, Thomas, from St. John, for Perth, lost mainsail, &c.

Sailed from Liverpool, Dec. 14th, John S. DeWolfe, for Charleston; 15th, Olive, for Mobile; 17th, Speed, for Savannah; 18th, Elizabeth Bentley, Patriarch, and Ambassadress, for Mobile.

SAINT JOHN SAVINGS' BANK.

Deposited in December, - -	£1606	4	7
Withdrawn in do. - - -	675	17	8

Acting Trustee for Jan.—ROBERT F. HAZEN, Esq.

☞ A Collection will be made in Saint James' Church, Lower Cove, to-morrow, for the benefit of the Poor.

☞ On Sabbath next, (to-morrow,) the usual Annual Collection, on behalf of the Poor, will be taken up in SAINT ANDREW'S CHURCH, in this City.

☞ The Annual Collections for the Poor will be made after the usual Services in Mr. IRVINE'S Church, to-morrow, the 4th inst., at 3, P. M. The Pastor will deliver a New Year's Sermon.

MARRIED,

On the 31st ult., by the Rev. Robert Irvine, Mr. John Roberts, of the Parish of Portland, to Miss Margaret Cassidy, of this City.

At Norton, on the 23rd inst., by the Rev. E. A. Warneford, Mr. Thos. W. H. Kierstead, of Hampton, to Deborah Ann, eldest daughter of Mr. David Wetmore, of Norton.

On the 25th of December, by the Rev. W. Smithson, Mr. William A. Wright, of London, to Margaret Ann, daughter of Mr. Benj. Taylor, of Sheffield.

On the 18th Dec., at the residence of the Bride's father, by the Rev. George Stirling, Mr. Abraham Long, to Miss Sarah Miles, fourth daughter of James A. Miles, Esq., of Keswick Ridge, Parish of Douglas, York County.

At Fredericton, on the 18th ult., by the Rev. S. Elder, Mr. John L. Haines, to Miss Phœbe Nason, both of that City.

On the 25th, by the same, Mr. Israel Phillips, of Blissville, to Miss Ann Nason, of the same place.

At Harvey, on the 25th ult., by the Rev. Wm. Sears, Mr. David Harris Calhoon, to Miss Hannah E. Pipes, of Amherst, Nova-Scotia.—On Sunday 28th ult., by the same, Ward Edgett, Esq., to Miss Jane, youngest daughter of William Carlisle, all of Hillsborough.

On Thursday, the 4th ult., by the Rev. Joshua Bunting, Mr. William Odell, to Miss Rachael Elizabeth Johnston, both of the Parish of Upham, King's County.

DIED,

On Saturday last, Caroline Matilda, aged 12 years, daughter of Mr. John J. Roberts, after a protracted sickness of four years and a half.

On Saturday, 27th ult., William J., infant son of William and Mary Shannon, aged 13 months and 3 days.

On the 29th ult., after a long illness, Mr. Alexander Mitchell, aged 46 years, a native of Scotland, leaving a wife and three children to mourn the loss of a kind father and husband.

On Wednesday morning, after a short but severe illness, Julia Emily Sayre, second daughter of Mr. George Scoullar, in the 19th year of her age, much and deservedly lamented by a numerous circle of relatives and friends.

On Wednesday morning, 31st inst., Alexander, infant Son of Mr. Alexander Paterson, aged 8 months.

On Thursday, after an illness of 12 months, Mr. Thomas Powers, Junior, in the 25th year of his age, deeply regretted.—Funeral on Monday next, at 2 o'clock, from his late residence, corner of Leinster and Carmarthen-streets, when friends and acquaintances are respectfully invited to attend.

At Burton, County of Sunbury, on the 16th ult., after a lingering illness, which she bore with the greatest patience and resignation to the Divine will, Cornelia Vredenburgh, wife of Mr. Henry DeVeber, and eldest daughter of the late Isaac Hubbard, Esq., in the 69th year of her age, leaving a large family and many friends and relatives to mourn their bereavement.

At Salisbury, County of Westmorland, on the 24th Nov. last, of consumption Jerusha, wife of Mr. Early Kay, in the 29th year of her age.

In Boston, on Monday, 29th ult., of a protracted illness, Mr. James Aaron Warlock, in the 34th year of his age, late of this City, and originally of Killarney, County Kerry, Ireland.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Tuesday—Steamer Creole, True, Portland—George Thomas, passengers and merchandise.

Wednesday—Schr. Belmont, Frizell, New-York, 10—Wm. Thomson, general cargo.

COASTWISE.

Sunday—Str. Fairy Queen, Belmour, Digby, passengers. *Monday*—Schr. Plover, Patterson, Welchpool, fish. Joseph Stewart, Lambert, West Isles, fresh fish. Ellison, Reid, Harvey, deals and butter. [nan, dry fish. *Wednesday*—Schr. Mary Ann, Winchester, Grand Ma-

CLEARED.

Dec. 27th—Ship Montrose, Hue, Valparaiso, fish, lumber, bricks, &c.—John Wishart; Brig Lydia, Healey, Glasgow, deals, fish, &c.—John L. Woodworth.

30th—Schr. Alabama, Wall, Boston, lumber—E. D. Jewett & Co.; Pearl, McLean, Bath, hackmatack timber—T. McHenry.

31st—Schr. Laleah, Elder, New Bedford, hackmatack knees and scantling—J. W. Cudlip.

Jan. 2d—Ship Salem, Kenney, Liverpool, timber, deals, &c.—Owens & Duncan; Schr. Eliza Jane, McLean, Boston, lumber—Geo. Eaton.

The schr. Daring, Capt. Fought, of St. John, N. B., sailed from St. John's, Newfoundland, bound for Sydney, C. B., on the 19th Nov., and was in company with the American brigantine T. M. Mayhew, Spencer, on the 22d, at 4 A. M.—Scattarie bearing N. W., distant 12 miles.—Capt. Spencer is of opinion that the vessel is lost with all on board, having encountered a very severe gale when parting company, and has not since been heard of.—*Cape Breton News, Dec.* 20.

Arrived at Apalachicola, Dec. 5th, ship Commodore, Prichard, Boston.—At New Orleans, 14th, ship Jenny Lind, Card, New-York.—At Savannah, 27th, barque Ashley, Betts, Cardiff.—At New-York, 25th, barque Albion, Bell, Galway; Perseverance, Sullivan, Dublin, 78 days, with loss of sails and bulwarks, and other damage.—At Boston, 27th, schr. Echo, Holder, St. John.—At Portland, 20th, brig Victor, Kinney, Turks' Island.—At Bath, 28th, schr. Ori, McMullin, St. John.

(*By Telegraph.*)—Arrived at Boston, Jan. 2d, barque Nova-Scotian, Corning, from the Clyde; brig Patriot, from the West Indies.

Cleared at New-York, Dec. 24th, brig Banshee, Powers, St. John.—At Boston, 27th, schr. Oliver Frost, Smith, St. John.

Spoken, Nov. 16th, lat. 15 N., long. 25 W., ship Dundonald, from Liverpool, for Bombay; same day, in lat. 17 20 N., long. 28 40 W., ship Thomas, Fielden, from St. John, for Valparaiso.

Arrived at London, Dec. 10th, ship Great Britain, Hare, Callao.—At Falmouth, 10th, ship Devon, Stickney, from Honduras, with foremast and fore and main topmasts sprung.—At Glasgow, 11th brig Village Belle, from Truro, via St. John.—At Londonderry, 10th, ship Superior, Mason, St. John.

Sailed from Newport, Dec. 6th, barque Prince of Wales, Brown, St. Thomas.—From Gloucester, 11th, ship Robert A. Lewis, Vaughan, Cardiff.—Cleared at Bristol, Dec. 11th, ship John Miller, Vaughan, Virginia.

Loading at Liverpool, Dec. 12th, the Royalist, Kerr, and Grand Turk, Parry, for St. John; J. S. DeWolf, Bradshaw, Charleston; Speed, Grundell, Savannah; Elizabeth Bentley, Abell, and Olive, Olive, Mobile.

GREENOCK, Dec. 8.—Early this morning it blew a tremendous gale. The Peruvian, of St. John, N. B., broke from her moorings, and drove ashore at Helensburgh. She was got off with little damage.

NOTICE.

THE Annual Meeting of the New-Bru[nswick] AUXILIARY BIBLE SOCIETY w[ill be] held, God willing, on the Evening of TUES[DAY] next, the 6th January, in the Hall of the Mecha[nics'] Institute.

A Collection will be taken up in the course [of] the proceedings, to aid the funds of the Society. Doors will be open at half-past Six, and business commence precisely at Seven o'clock.

JAMES PATERSON, } Secretaries.
S. L. TILLEY,

St. John, Dec. 27, 1851.

Diocesan Church Society.

A Meeting of the Executive Committee of [the] Diocesan Church Society, will be held (D.V.) at St. John, in the Trinity Church Sunday School Room, on Wednesday the 7th of January next, [at] 12 o'clock.

W. Q. KETCHUM, Sec'y.

Fredericton, Dec. 17, 1851.

GRAMMAR SCHOOL.

THE Duties of this SEMINARY will be resumed next MONDAY, the 5th of January. Pupils, about to commence their Classical studies, as well as New Pupils, in any state of Classical progress, can be received.

JAMES PATERSON, LL.D. PRINCIPAL.

St. John, Jan. 3.

Commercial and Mathematical SCHOOL,

GARDEN STREET.

THIS School will re-open, after the Christmas Holidays, on Monday next, the 5th of January.

☞ Youth are carefully prepared for the business of the Counting House, for the Sea, or for Mechanical pursuits.

W. MILL[S].

St John, Jan. 3d, 1851.

Notice to the Public.

ON and from the 6th instant, the Mail communication between this City and Hal[ifax,] Annapolis, &c. *across the Bay of Fundy*, will cease, and correspondence for those places will in future be forwarded by the land route, *via* Amherst.

J. HOWE, *Postmaster Gen[eral].*

General Post Office, St. John, }
1st January, 1852. }

ADVERTISEMENT.

Bank of British North America.

Incorporated by Royal Charter.

THE Court of Directors hereby give notice, [that] a Half Yearly Dividend at the rate of [...] cent. per annum, on the Capital of the Bank, will become payable to the proprietors of [shares] registered in the Colonies on and after the [...] of January, 1852, during the usual hours of [business] at the several Branch Banks, as announced [by] Circular, to the respective parties.

The Dividend is declared in Sterling [...] and will be payable at the rate of exchange [current] on the 26th day of January, 1852, to be fixed [by the] Local Boards.

No Transfers can be made between the [...] cember, 1851, and the 26th day of January, [1852,] as the Books must be closed during that period.

By order of the Court.

G. DEB. ATTWO[OD,] Sec[retary].

St. John, Jan. 3, 1852.—4i.

[Courier only.]

PROVINCIAL PENITENTIARY.

Tenders for Fresh Beef.

SEALED TENDERS will be received [by the] Commissioners of the Provincial Penitentiary at the office of the Secretary, until MON[DAY] next, the 5th January, 1852, at noon, from [persons] willing to furnish FRESH BEEF, required [for the] use of the Prison, from that date until the [...] cember following, the same to be delivered [at the] prison by the Contractor, in hind and fore [quarters,] at such times as shall be directed by the Keeper, and to be of good merchantable quality, subject to approval of the Keeper and Visiting Commissioners.

Payment will be made monthly. Two responsible persons must be named in the Tender [as] sureties for the faithful performance of the [contract].

By order of the Board.

SAMUEL D. BER[TON,] Sec[retary].

January 3, 1852.

Hardwood Logs Wanted.

THE Commissioners of the Provincial Penitentiary are desirous of contracting for [the] delivery at the Prison, early next spring, [of] 50 M. superficial feet Maple, Ash, Elm [and] wood LOGS.

Application to be made to the undersigned, [or] the Keeper of the Prison.

By order of the Board.

SAMUEL D. BER[TON,] Sec[retary].

January 3. (3i.)

To be Let:

THE COTTAGE, in N[...] Road, now occupied by the subscriber.

S. J. SCO[...].

St. John, Jan. 3, 1852.

Valuable Freehold Property

FOR SALE OR EXCHANGE.

THE Subscriber offers for sale [his] well known Property near the [Wesleyan Missio]nary Chapel, Saint George's S[treet, or] would prefer exchanging for a C[...] or smaller tenement. Those persons who [wish to] view the premises can do so at any moment, [and be] made acquainted with the terms, on application [at] his residence, or at the School House in [...] Street.

THOMAS HUTCHIN[GS].

St. John, January 3d, 1852.

NOTICE.

JAMES T. HALL, of the City of Saint [John,] Clothier, having made an assignment of all [his] Goods and Chattels for the benefit of all such [credi]tors as shall execute the Trust Deed within [...] days from this date, all parties are hereby [notified] to execute the said Trust Deed within the [...] time, in order that they may participate [in the] benefits.

Dated the thirtieth day of December, A.D. [1851.]

JULIUS L. INCHES, } Trustees.
JOHN W. BEARD,

Dec. 31.

NOTICE.

A MEETING of the Creditors of Mr. JA[MES] HALL is requested at the Store lately occupied by him, in Prince William Street, on MON[DAY] next, the 5th inst., at 3 o'clock.

JULIUS L. INCHES, } Trustees.
JOHN W. BEARD,

January 3.

Fireman's Dress Ball.

THE Members of FAUGH-A-BALLAGH Volunteer Fire Engine Company, No. 6, [intend] giving a BALL under their Banner, on WED[NES]DAY Evening, the 21st instant, at Lawrence's Assembly Rooms, King Street. Dancing to [commence] at Eight o'clock.

Firemen and others can obtain cards of admission on application to either of the Committee.

Members of other Companies are requested to attend in Uniform.

COMMITTEE.

Wm. H. A. Keans,	Henry F. Perley,
Wm. F. Bunting,	Thomas M[...],
John Berryman, Jun.	J. Willard B[...],
Fred. Leavitt,	Chas. E. P[...],
Geo. H. Perley,	W. C. Leonard,
Wm. H. Austin,	W. D. Bunting.

FRED. LEAVITT, }
GEO. H. PERLEY, } Secretaries.

Jan. 3, 1852.

Money Mistake!

A PERSON in the week before Christmas, when about leaving town, received a Note for a larger sum than One Pound instead of ten or a five Shilling Bill; it is believed [to have] been received from a Stable Keeper.

The loser can have restoration by proof of [...] and cost of advertising. Enquire of

G. CHADW[ICK,] Near the Country M[arket].

Jan. 3, 1852.—3i.

FLAX SEED.

THE Subscribers have on hand 100 Bushels FLAX SEED, which they recommend to Farmers and others as an excellent article [for feed]ing Stock.

JARDINE & C[O].

FLOUR! FLOUR! FLOUR!

Now landing ex Schr. "Belmont," from New-York,

150 BARRELS Canadian S[uperfine] FLOUR; for sale low by

W. THOMSON, 8 North Market W[harf].

January 3.

Crushed Sugar and Tea.

10 TIERCES Crushed SUGAR, [...] chests Souchong TEA, ex "[Bel]mont" from New-York, on consignment for sale by (Jan. 3.)

G. SUTHERLAND.

£5 REWARD.

LOST, on New-year evening, a Patent Silver Hunting WATCH. The finder [by] leaving it with Mr. ABRAHAM MAGEE, King [Street,] will receive the above reward.