their satisfaction with the manner in which the subject had been treated, requested Sir James Alexander to take the chair, which he accordingly did. G. E. Cartier, Esq., M. P. P., then moved,—"That the thanks of this meeting are due, and are hereby tendered to Mr. LeSueur, for the interesting—and not only interesting, but also instructive and eloquent lectures, which he has delivered upon the important subject of the Great Trunk Railway."

Mr. Cartier introduced this motion by a short speech, in which he expressed the wish—heartily supported by the meeting—that Mr. LeSueur, would issue his Lectures in form of a pamphlet—if possible illustrated by a Map.

J. J. Day, Esq., said he had much pleasure in seconding the motion, and expressed his astonishment that in a city so much interested in the subject of these lectures as Montreal is, such an opportunity of obtaining information had not more generally been taken advantage of.

Sir James Alexander, in conveying to Mr. LeSueur this expression of opinion, said he was happy to have an opportunity of congratulating that gentleman upon the able manner in which he had treated the subject. From personal observation he could bear testimony to the accuracy of what Mr. LeS. had said, regarding the vast resources of New-Brunswick, and these resources could not but be developed by such means of communication with other countries as the proposed Railway would afford. He himself had explored considerable portions of New-Brunswick some years ago, when the Imperial Government contemplated the construction of a military road through that Province to Quebec, and he agreed with Mr. LeSueur in thinking that the Northern route had been recommended by Major Robinson principally on military grounds, which, owing to the then recent disputes concerning Oregon, the Major had perhaps given an undue importance to.

Mr. LeSueur, in accepting the thanks of the meeting, expressed his satisfaction at having received a favorable verdict from so competent an audience, and the hope that his attempt to disseminate correct views of this great undertaking would not be altogether unsuccessful.

PROVINCIAL LEGISLATURE.

HOUSE OF ASSEMBLY—FREDERICTON, *Wednesday, January 28.*

The Hon. Provincial Secretary laid before the House a Message from His Excellency the Lieutenant Governor, containing a Despatch from Earl Grey, in which his Lordship declines to advise Her Majesty to give her assent to the bill, passed last session, abolishing Judges' fees; also containing letters from Chief Justice Carter and Judges Street and Wilmot, protesting against the bill.

The despatch of Sir Edmund Head merely enumerates a number of bills passed last session with suspending clauses. Of that relating to the Judges' fees, after some asterisks, he says:

"With reference to the Act, No. 7, it is unnecessary for me to do more than forward the enclosed letters from three out of the four Judges, now holding seats on the Bench, addressed to your Lordship."

LETTER FROM THE CHIEF JUSTICE TO EARL GREY.

Fredericton, May 8th, 1851.

MY LORD,—I must regret that I am obliged to trouble your Lordship in consequence of an Act of Assembly lately passed by the Legislature of this Province to abolish the fees which, since the erection of the Province, have formed an important part of the emoluments of the Judges of the Supreme Court. I had hoped, after your Lordship's despatch, dated the 25th Nov., 1850, that some arrangement would have been effected upon the terms proposed by the Lieut. Governor, in his despatch of the 16th May, 1849, and sanctioned by your Lordship.

To such an arrangement the Judges would have assented, though it would on an average have reduced their annual incomes by £50 or £60, and I was certainly not prepared to find, without any previous notice or proposed compensation, a Bill introduced in the Legislature for the total and immediate abolition of the Judges' fees, supported in opposition to your Lordship's views and instructions by the majority of the Executive Council.

I think it right and necessary under the circumstances to state distinctly to your Lordship that this measure has been carried without any previous communication with the Judges, and without their assent, which assent would be freely given to any measure permanently commuting their fees for the annual sum of £100, to be charged on the Civil List of the Province, in addition to their salaries now charged on that fund.

The present measure if assented to by Her Majesty, would bear with peculiar hardship upon me. Your Lordship is aware that I lately accepted the office of Chief Justice at the reduced salary of £700 currency, being £50 less than the salary I was receiving as a Puisne Judge, and nearly £400 a year less than that of my predecessor, by which arrangement an annual saving of £150 was effected in the Civil List on the reduced scale of salaries.

The salary of £700, which I now receive, was established by an Act of Assembly which passed in 1849, which gives that salary irrespective of fees, an arrangement which was urged in the debates of that time as preferable to a higher salary proposed, inasmuch as the requisite amounts would be made up by fees varying with the amount of business and labour. It can hardly be contended that an income of £800 currency (which the proposed commutation would give me) is exorbitant for an office of so much trust and importance.

I must therefore confidently rely on your Lordship's consideration and protection, and trust that Her Majesty may not be advised to give her assent to any measure for depriving the Judges of their accustomed fees, without some certain provision for the compensation proposed by His Excellency the Lieut. Governor, and sanctioned by your Lordship, to which we offer our ready assent.

I have, &c., JAMES CARTER.

FROM MR. JUSTICE STREET TO EARL GREY.

Fredericton, 5th May, 1851.

MY LORD—As one of the Judges of the Supreme Court of this Province, I feel it again necessary to appeal to your Lordship (as H. M. Principal Secretary of State for the Colonies) for protection from an Act passed by the Legislature of this Province in its last Session, now just closed—the object of which is to abolish all the fees of the Judges of the Supreme Court, (which have hitherto formed an important portion of their incomes,) without provision for any allowance as a commutation in lieu thereof, and thus at one blow to take from each of us about £150 a year in reduction of our hitherto established incomes.

I did hope after your Lordship's explicit and decided Despatch of the 25th November last, to his Excellency the Lieut. Governor, that there would not again have arisen any cause for the Judges troubling your Lordship further on this subject, but the Legislature having passed this Act in the very face of that Despatch, which had been previously laid before both houses, were we to remain silent on the subject, your Lordship might be thereby led to an erroneous impression that we had either given our assent to the measure, or were indifferent to its effect—particularly as the act in its passage through the lower house was supported by the Secretary of the Province—a leading member of the Government, even without a suspending clause, while it was strenuously opposed by the present Attorney General, the leader of the Government in that House, upon those high-minded, honourable principles that have ever governed both his political and his private career, declaring it to be a measure, not only in direct defiance of the before mentioned Despatch of your Lordship, but an act of great injustice to the Judges, and a breach of public faith. It is true, in the Legislative Council, the suspended clause was added, (without which his Excellency might not have thought himself under your Lordship's instructions at liberty to give his assent to the Bill), but the measure was there also supported by three members of the Executive Council. I therefore think it but right to assure your Lordship, that this proceeding has been taken without any previous notice, or consultation, or advice, with myself, or (as I believe) with any of my brother Judges on the subject, either by any member of the Government or of the Legislature; but on the contrary, we appear to have been looked upon and treated as parties who had no voice in the question, whose rights and interests were not to be considered as having any weight, and whose rank and station as administrators of justice in the highest Law Court in the country, was not worthy of notice, and this too with that passage before them in your Lordship's Despatch, wherein the dissent of H. M. Home Government, to any measure intended to diminish the salaries of the Judges, or to any commutation even of their fees, without their assent, is so clearly expressed.

It is true, my Lord, that we have assented, and I believe we are all still willing to take £100 a year each, if made a permanent charge on the Civil List Fund, as a commutation of fees, rather than that they should continue to be a subject of controversy in the House ... Assembly, although, we thereby give up from £50 ... each, of our present incomes; and your ... assented to this arrangement, we did ... Legislature, at the last Session, would ... resolution expressive of its assent ... might be carried into effect, rather ... to take from us the whole of the ... violent whatever—any act of in... ...tly trust your Lordship will ... extraordinary, as the Act ... the salaries of the ... of the Bench, at a ... ved to them the present ... ional income of the office, ... bearing upon the amount ... were so established—and of ... and Mr. Justice Wilmot ... ments under the provisions ... full confidence that all ... reby given to those ... not subject to any ... ery first session after ... ons after that Act was ... this new ...

ings, if allowed to go into force, must have a tendency to depreciate the present high standing of our Supreme Court, and shake that public confidence in the integrity and ability of the Judges which has hitherto always been shown, and is so necessary to the satisfactory administration of justice. One of the leading arguments used by the advocates of these measures, and which produces its effect upon the minds of the ignorant part of the public, is, that there will be no difficulty in finding persons ready and willing to take the office of Judge at reduced incomes, and this may be true; but the important part of the question is, will such persons be duly qualified with integrity of character, independence of mind, and legal acquirements to fill so important an office in a way beneficial to the public, or (however well meaning they may be) will they be free from that bias in the administration of justice which a dependance upon the voice of a majority of the House of Assembly for their means of support must naturally produce? It needs no great stretch of understanding to say that they will not; but at all events, they would be suspected of being subject to such influence, which of itself would destroy public confidence.

These, my Lord, appear to me prominent reasons on behalf of the public, why the Judges of the land should never be left at the mercy of a popular Assembly; but in this case there are others more immediately relating to myself, which I think it right to bring under your Lordship's notice, to show the great injustice this measure would do me.

At the time I was offered a seat on the Bench in 1845, I was holding office which brought me in a certain income of upwards of £350 currency a year, besides my practice at the Provincial Bar, which was at that time a large and lucrative one, all which I gave up when I accepted the appointment to the Bench, in the fullest confidence that the then salaries of the Judges with the established Fees were held as permanently binding upon the Government to maintain, and would never be allowed to be interfered with to the injury of these incumbents; and I was the more confident of this as both branches of the Legislature had previous thereto on more occasions than one, by petition to the Crown, and by resolutions almost unanimously passed, declared that the income of the Chief Justice should be equal to £1,000 a year, and those of the Puisne Judges to £900 a year each, (that is currency) which is about what we now receive, including fees. If I could for a moment at that time have supposed that the then income of the Judges was not permanently secured to the incumbents, taking the office therewith by the good faith of the Crown, and that it was to be subject to the control of a majority of the House of Assembly, I certainly should not have given up the advantages I then possessed for a seat on the Bench; for I find the income as it then was barely sufficient to meet the ordinary expenses of a family in this place, living in the rank a Judge of the Supreme Court is expected to maintain; beside which, as the House of Assembly seem determined against allowing retiring pension in any case to old and long tried faithful Judges, who from age or infirmity may be rendered incapable of continuing to discharge the duties, it becomes more requisite that the incomes attached to their offices should be secured to them so long as they continue to fill the same.

I do therefore, in conjunction with my brother Judges, who will also severally address your Lordship on the subject, confidently trust that H. M. advisers will not recommend the Royal Assent being giving to any Act so pernicious and injurious in its effect both as to public and private interests in this colony, as the one in question would be if allowed to go into force, not only as to its own operation, but as opening a door to future enactments of the like nature.

I have, &c., GEORGE F. STREET.

FROM MR. JUSTICE WILMOT TO EARL GREY.

Fredericton, May 9th, 1851.

MY LORD,—The Legislature of this Province having, at its late Session, passed an Act, with a suspending clause, to abolish the fees at present received by the Judges of the Supreme Court, without making any provision in lieu thereof, I have the honour to inform your Lordship that such a measure, if sanctioned, will cause a very considerable diminution from my present income, to which I cannot give my consent.

I am willing, however, to accept the commuted allowance proposed by his Excellency, Sir E. Head, and approved of in your Lordship's despatch of the 25th Nov. last.

I have, &c., L. A. WILMOT, J. S. C.

Saturday, Jan 31.—A copy of the "grave remonstrance," moved for on Thursday, by Mr. Needham, was brought down to-day—it is as follows:—

"The Executive Council, in Committee, having had under consideration the recent provisional appointment of the Hon. L. A. Wilmot to the office of Puisne Judge in this Province, deem it their imperative duty to bring under the consideration of the Secretary of State for the Colonies their opinion of the unusual mode of this appointment.

"The Council are willing to admit that the Minute of Council of the 21st October last, on the subject of the Chief Justice's resignation, might be considered as a virtual recommendation of the then senior Puisne Judge of the Supreme Court to the office of Chief Justice; but with regard to the appointment of Mr. Wilmot to a seat on the Bench by the direction and authority of the Secretary of State, *even provisionally*, without the previous advice or recommendation of any responsible Executive Council within this Province, the Committee cannot but consider it as at variance with those principles of Responsible Government understood to be now in force in this Province.

"The Committee respectfully request that his Excellency the Lieut. Governor will be pleased to forward this Minute of Council to the Right Hon. the Secretary of State for the Colonies.

"E. B. CHANDLER, G. S. HILL,
"W. B. KINNEAR, J. R. PARTELOW,
"R. L. HAZEN.
"Committee Room, Jan. 10, 1851."

Monday, Feb. 2.—Mr. Johnson, (of Miramichi,) put the following question to the Government:—

"If there be any Despatch from the Secretary of State for the Colonies, in reply to the Minute of Council, or 'grave remonstrance,' against the appointment of Mr. Justice Wilmot; and if so, whether the same will be laid before the House without an address for that purpose?"

The Attorney General said he would reply to-morrow.

Tuesday, Feb. 3.—The Attorney General, in reply to Mr. Johnson's question, stated that a Despatch had been received from Earl Grey, and that the Government were prepared to lay a copy of it before the House.

Wednesday, Feb. 4.—In the House to-day, the Bill to amend and declare the law relating to the Fish Market was moved by Mr. Gray. Mr. Wilmot supported it. Messrs. Harding, Needham, and Johnston opposed it. A long discussion ensued. Progress was reported.

A Bill to Incorporate a Provident Institution was opposed by Messrs. Gray and Wilmot, because it did not state the specific objects. The Speaker and others supported it. Progress was reported.

The Company got up by Mr. Buckerfield consists of four Baronets, two Honourables, and others. The objects are to encourage emigration, the fisheries, and other things.

The Charlotte County Scrutiny was up last night—each party objected *prima facie* to 105 voters—35 alternately. Each failed in some instances; on the whole, Fitzgerald gained two, making his majority nine.

Thursday, Feb. 5.—In the House to-day, the Bill extending the Act for the protection of Lumber passed.

The Bill to make the Islands of Grand Manan, Campo Bello, &c. free ports, was taken up in a thin house. There was no opposition to the principle of the Bill; but the Government Members not being in their places, on motion of Mr. Hanington, progress was reported, in order to give time for consideration of some of the details.

Railway despatches were being presented, the same as already published, only that they contain Mr. Chandler's credentials on his last mission, but nothing special.

In supply, the grants to Mr. Duval and Mrs. Chamberlain passed, after some discussion; also, the usual grant of £300 to the Sackville Academy.

The grant to the Newcastle Institute was rejected. Dr. Bayard's claim caused a long discussion, but was rejected. Messrs. Johnston, Partelow, Wilmot, Gray and Thomson spoke in favour, but only nine Members voted for it.

Mr. Botsford's Bill, abolishing Judges' fees, is the standing order for Monday, and the Government School Bill for Tuesday. House adjourned.

Friday, February 6th.—In the House, Earl Grey's reply to the remonstrance regarding the appointment of the Judges, and extracts of two Despatches from the Governor to him on the subject, were brought down. The Governor recommended the appointments. Earl Grey said he did not wish to do any thing inconsistent with the form of Government established in the Province.

Mr. Hatheway's motion to strike all Lawyers' names off the Mining Committees, caused a long discussion, after which the motion was withdrawn.

Doctor Gesner's petition, praying that no bill on the Mining question should pass, was introduced by Mr. Hanington. In the course of an animated debate which followed, the Attorney General, Messrs. Botsford, Gray, and Hayward called it indecorous, and said that passages in it reflected upon the characters of Messrs. Botsford and Gray, and therefore was an insult to the House. Mr. Hanington thereupon withdrew it.

The Bill to define Offences passed; there was much discussion on some of the clauses.

In the Council, the Bills relating to Sewers and Fire Assessment (Saint John) passed, also several other bills of minor importance. Nothing else done.

Fredericton, 7th Feb., 1852.—½ *past* 12.

Nothing doing in either House.—Mining and some other Committees sitting.

... Court, a rule Nisi has just ... Waddell's case, on the ...s contrary to the evi...

... Boston, arrived ... left for Eng... morning, ...ers from House), J. Vas... T. S. ...

The Courier.

SATURDAY, FEBRUARY 7, 1852.

We publish to-day a summary from the Halifax *Chronicle*, of the propositions and memoranda of the Canadian and New-Brunswick Delegates, on Railway affairs. It would seem from them, and the action had upon them by the Legislature of Nova-Scotia, that there is no probability of any scheme for a joint Railway being agreed to. If such be the case, it will only be for Canada and New-Brunswick to agree upon some plan for the construction of a Railway from Quebec to St. John and St. Andrews, and one from Miramichi or Shediac, to Calais. Nova-Scotia will no doubt, at some time or another, construct lines from Halifax to Windsor and Digby, and from Whitehaven to Amherst. Until that time, we can connect by steamers across the Bay, or even by ocean omnibusses between Galway and St. Andrews.

It would appear from the memorandum of the Executive Council of Nova-Scotia, that the main object in adhering so firmly to the North Shore line, was to draw the trade of Canada, as well as that of a considerable part of New-Brunswick, to Halifax. We have always contended that this was the case, and now it is openly avowed. It turns out, after all, that it was not Imperial or Colonial interests the people of Halifax were seeking, but simply to deprive us of our natural advantages of situation, and to build up Halifax at the expence of St. John.

With such opposing interests, it was impossible that any joint Railway could be agreed to, which would not injure one or the other Province, and it argues no little diplomatic ability on the part of Mr. Howe, that he could persuade even a portion of our people to join in his scheme.

We are glad to learn that a numerously signed Petition has been forwarded to the Legislative Council against the Bill for the alteration in the Building Act which passed the House last week.

The people of St. John have paid dearly for the knowledge that no man can safely do business in a City built of combustible materials, and however hard the Law may bear for a time upon individuals, it is one absolutely required for public security.

We trust that Government will not allow the Session to pass without making some provision for small change in the country. It is now almost impossible to do business for the want of it, and as people are not allowed to coin money for themselves, it is certainly the duty of Government to do it for them. Two thousand pounds in pence and twenty thousand in sixpenny and shilling silver tokens might easily be obtained in Birmingham and issued from the Provincial Treasury, at a profit of twenty per cent. to the Province,—or the dies and bullion might be imported, and the coin struck by any of our own Mechanics. Indeed, the dies for the pence are now here, and there is no reason that we know of why we should not have change.

The Bill to restrict the sale and importation of intoxicating liquors is to be taken up in the Assembly on Thursday next. The friends of the Temperance cause are sanguine that it will pass both branches of the Legislature. We understand there is a clause in the bill permitting parties to import liquors for their own use.

NEW STEAMER.—We understand that a Steamer is now being built at New-York, under contract to be launched on the 1st inst., for parties at Calais and St. Stephen, which it is proposed to place upon the Eastern route, with the view of making one direct trip, each week during the season, between Boston and St. John. Her dimensions are—length, 220 feet; breadth of beam, 30 feet; depth of hold, 10 feet. She will have twenty-four state rooms, and about 125 berths. Her builders have engaged that she will be as speedy as any boat out of Boston, and will be ready to commence her trips in April. Mr. W. H. Stearns, late of the *Admiral*, has been appointed to command the new Steamer. He has been in this City for some days past, to afford parties an opportunity of taking shares, and has succeeded in getting about $7000 subscribed. The Company expect to get an Act of Incorporation from the Legislature of Maine.

The new Steamer will add to the travelling facilities between Saint John and the United States, and we therefore wish her every success.

MECHANICS' INSTITUTE.—On Monday evening, the Rev. W. Ferrie delivered an interesting extemporaneous lecture to a respectable audience, on *American Slavery*. He evidently feels deeply for the case of the Slave, and it would be the pride of his heart, if he could infuse into his hearers the same amount of just abhorrence at the abominable features of slavery, which he himself entertains. He showed most plainly that the case of the slave is a most deplorable one—whether we view him in his captivity in Africa, in his passage to America, in the circumstances of his landing on the shores of America, in the vile treatment he often receives at the hands of cruel and unrelenting masters, or in the persecution with which he is hunted, whenever Providence puts it in his power to endeavour to effect an escape from bondage. The whole lecture was highly interesting and was well received.—*Observer.*

William Watts, Esq., of Fredericton, will lecture at the Institute, on Monday evening next. Subject—"An Hour with Mrs. Hemans, 'L. E. L.,' and other Modern Poetesses."

"THE LOYALIST" newspaper has been revived at Fredericton, by its former editor, Mr. Thomas Hill, and is to be published in that City every Saturday, in quarto form. The first number of the new series contains a large amount of original matter on Provincial affairs, and makes a very creditable appearance.

NOVA-SCOTIA.—RAILWAY PAPERS.—Several Railway papers were laid upon the Table of the House, yesterday, illustrative of the new phase of the "Great Question."

The first of these is a Despatch from Sir Edmund Head of 25th Jan'y, advising Sir John Harvey that the Executive Council of N. B., and the Hon. Messrs. Hincks, Young and Tache, of Canada, had come to an understanding respecting the Halifax and Quebec Railway—express a belief that those views will be concurred in by the Government of Nova-Scotia, and a strong hope that, if concurred in by the three Governments, the Imperial Authorities will not reject them.

Next in order is a memorandum, dated 28th January, 1852, and signed by F. Hincks, E. P. Tache and John Young, Members of the Canadian Executive, and E. B. Chandler, representing the New-Brunswick Government, detailing the several steps that had been taken, at different times, to effect Railway communication between Halifax and Quebec, down to the period when Delegates from the three Provinces met, and agreed upon a common policy at Toronto. The Delegates consider that Earl Grey having refused aid to the Portland Railway, the Northern line must be entirely abandoned for the present, and that the "only line, therefore, which is now open for consideration, is one which, following Major Robinson's line from Point Levi to River du Loup, or Trois Pistoles, would cross to Lake Temiscouata, and from thence traverse in its main course, a country watered by tributaries of the River St. John, to the City of St. John, from which city it would take the European line to the Bend of the Petitcodiac, from whence it would follow any line through Nova-Scotia that may be found most eligible by that Province."

The change of route is enforced by a number of arguments—that the Southern line is not inconsistent with the Toronto proposition, nor with that of the Imperial Government—that it would be much more remunerative than the northern route, and that it is now the only cheap and practicable scheme for uniting the British Provinces.

The Executive Council of Nova-Scotia in reply, in a memorandum of the same date, decline to recommend to Parliament to grant the money required on the line proposed, inasmuch as Nova-Scotia was still required to make one-third of the entire line—eighty-eight miles beyond her own frontier, after all the contemplated advantages of participating in the carrying trade of Western Canada and the sea ports on the Gulf, and commercial connection with the central settlements of New-Brunswick, were withdrawn by the change of route; and that New-Brunswick would have one hundred miles less of road to make, while the quantity of land to be thrown into the common stock would be largely diminished.

The Delegates from Canada, in their answer of the 29th of Jan'ry, strongly urge the greater commercial advantages of a line by the Valley of the Saint John, and conclude with a proposition to the Government of Nova-Scotia which may be considered final, and is as follows:—

The line to be constructed on joint account of the three Provinces.

That Nova-Scotia assume *one-fourth* of the liability and ownership of the line—New-Brunswick *five-twelfths*, and Canada *one-third*.

By this arrangement Nova-Scotia will be required to build 159 miles instead of 212, as contemplated by the Bills of the late session, making a difference of 53 miles, which at £5000 a mile is £265,000—a sum nearly sufficient to build branch lines to Windsor and Pictou.

There can be no doubt that the scheme now presented for our acceptance is less favorable, in a commercial point of view, to the Capital than the Northern route—but it will ensure us a railway communication with the United States as well as Canada, for the first of which alone we were all through prepared to build to our own frontier. The question now is, whether we will build 35 miles of railway beyond our own territory in addition to our own proper share, with money borrowed at a trifle over three per cent., or abandon the whole scheme, and borrow money at five and six per cent., for local railways.

That Saint John will be largely benefitted by the change of Policy, is undeniable, but if so, our Western Counties will largely share the advantages of her increased population, wealth and consumption. What the Legislature of Nova-Scotia should do, under this new phase of the Railway Negociation, is quite clear to our mind—it is now evidently a question of Railroad or no Railroad, and that the Legislature will decide wisely, we entertain not a doubt.—*Halifax Chronicle, Jan. 31.*

LEGISLATIVE.—Hon. Provincial Secretary reported the following resolution from the committee on the Railroad:

The Committee appointed to take into consideration the proposition made by the Delegates from Canada for the construction of an Inter-Colonial Railway, beg leave to report, that they are not prepared to recommend to the House to accept that proposition.

Joseph Howe, J. W. Johnston,
J. D. Fraser, Thomas Killam,
M. J. Wilkins, Hugh Munroe,
Stewart Campbell, Stephen Fulton.

Hon. Mr. Johnston introduced a Bill to extend the Elective principle to the Legislative Council.

The last proposition from the Canadian Delegates was not signed by the Hon. Mr. Chandler.

The following is a copy of the memorandum of the Nova-Scotia Government, in reply to the first proposition:—

"The undersigned, members of the Executive Council of Nova-Scotia, having maturely considered the altered circumstances in which the colonial governments are placed, by the construction put on Mr. Hawes' letter of the 10th March, by Earl Grey's Despatches of the 27th November and 9th January,—

"And, having considered the written propositions submitted by the Hon. Messrs. Hincks, Tache, Young and Chandler, Delegates from the Sister Provinces of Canada and New-Brunswick, and the verbal explanations of those gentlemen, are not prepared to advise His Excellency the Lieutenant Governor to recommend to Parliament to grant the money required on the terms proposed, for the following reasons:

"The agreement entered into between the three provinces represented at Toronto, was based upon the construction then given to Mr. Hawes's letter of the 10th March.

"By that agreement, Nova-Scotia, in consideration of her making one-third of the line to the St. Lawrence, secured, not only the advantage of Roads to the chief centres of commerce in Canada, New-Brunswick, and the United States, but, if the northern or any direct route had been selected, she would have participated in the carrying trade of Western Canada, of the Seaports on the Gulf, and have established very intimate relations with the population which might have been thrown into Central New-Brunswick.

"The Delegates from the Sister Provinces now propose, that, having no positive assurance of the completion of the European line, abandoning all hope of connections with the Gulf Seaports or the settlements of Central New-Brunswick, and adopting a line up the River St. John, Nova-Scotia still should make one-third of it. This is scarcely reasonable. The equivalents being varied or withdrawn, this Province should be relieved from a burthen which she assumed under very different circumstances.

"Besides, if the St. Lawrence and European lines are combined, New-Brunswick will have 100 miles less of road to make, while the quantity of land to be thrown into common stock will be largely diminished. The undersigned are confident that the proposition now made by the Honorable Delegates, would not meet the approval of the Provincial Parliament, even if submitted with the whole influence of the Executive Government."

J. B. UNIACKE, MICHAEL TOBIN,
JAMES MCNAB, JOSEPH HOWE,
HUGH BELL, SAMUEL CREELMAN.

TWO MAIL STEAMSHIPS PUT INTO HALIFAX!—The American steamer *Humboldt*, from Havre, *via* Southampton, for New-York, seventeen days out, put into Halifax on Sunday last, to secure her rudder, which had been damaged by a heavy sea in long. 30.—The *Humboldt* encountered a succession of violent westerly gales, and cold weather. The ice on her deck was four inches thick on reaching Halifax,—a quarter boat had been swept away, her bulwarks started, and planking ripped up from her wheel-houses.—After taking on board 200 tons of coal, and making the slight repairs required, she proceeded on her voyage on Monday.

The Steamer *Niagara*, eighteen days from Liverpool, for New-York, put into Halifax on Wednesday afternoon at two o'clock, for a supply of coal. She resumed her voyage in two hours afterwards

The *Humboldt* brought English dates to the 14th January, and the *Niagara* to the 17th.—From the telegraphic despatches to the News Room, we extract the principal items of news.

Brown & Shipley's circular reports a large business in Cotton. The sales of the week ending on the 16th, were estimated at 40,950 bales, on a small part of which a slight advance in price was obtained, but the market closed tamely at the prices current of the preceding week.

Indian Corn had improved 1s. 6d. to 2s. per quarter, and was in good demand at 29s. 6d. to 30s. for mixed and yellow, and 32s. for white. In Flour and Wheat there had been a fair business doing at previous rates.

The London Times announces that the next session of the British Parliament will be opened on the 3d February, by the Queen in person, and that the present Cabinet, without any further modification, is resolved to face the difficulties of the season of 1852. The Times however gives no hope that Lord John Russell's Government will survive the session, but plainly hints that it will speedily fall before the accumulating difficulties and oppositions which it must experience.

Sir Harry Smith, Commander-in-chief of the Cape, has been superseded by Major General the Hon. George Cathcart, Deputy Lieutenant of the Tower of London. The appointment is unfavourably viewed, as Major Gen. Cathcart, has never had any experience in British warfare.

No progress towards a settlement between the operative Engineers and their employers had taken place. On the 14th Jan. thirty-six firms closed their establishments—10,000 men being at once thereby thrown out of employment. It was expected some steps would soon be taken to bring about a compromise.

It was thought probable that Lord Clanricarde would replace the Marquis of Normanby as Ambassador at Paris, in the event of the latter joining the Cabinet. Lord Normanby had arrived in England from Paris.

A subscription was being made throughout the United Kingdom for the benefit of the widows and orphans left by the destruction of the Amazon; the Queen gave £150 stg.

The *London Daily News* of the 12th instant, states, in reference to the Prometheus affair, that the British Government will express to the Cabinet at Washington, in frank and manly terms, their regret at what has occurred, and testify in a marked manner their disapprobation of the aggressor's conduct.

It is stated that the Danish Government has yielded to the demand of Austria and Prussia respecting the government of the Duchies. The difficulties so long pending may now be presumed to be settled, subject to ratification by the Chambers.

FRANCE.—The President of the French Republic has issued a decree, dissolving the National Guards of France, but it is to be reorganised whenever the Government may deem it necessary for the maintenance of public order.

It was daily expected Louis Napoleon would declare himself Emperor, but it was felt that such a step would not add to the despotic power he at present exercises.

Decrees had also been issued, banishing Victor Hugo, and 627 Representatives of the Mountain, from the territory of France, Algeria, and the Colonies.—The same decree likewise ordered the removal of General Changarnier, Lamoriciere, and Bedeau, and M. M. Thiers, Guardin, and 12 others, temporarily from France and Algeria, for reasons of public security. The Generals had been released from the fortress of Ham, and escorted to the frontiers. Large numbers of persons were being shipped off to the pestilential swamps of Cayenne.

It is announced that the new Constitution will be promulgated previous to the 20th of January, to allow time for the publication of the organic laws.

The papers are filled with accounts of the removal of the prisoners sent to Cayenne. Among the number are two additional ex-representatives—M. Alexandre Martin and M. Michot Broutel.

A decree had been issued, declaring that within three days the property of the insurgents who had taken flight was to be sequestered, and administered by directors of the State domains.

The *Moniteur* publishes the new Constitution, as indicated in the proclamation. The President is to be responsible governor for ten years. Justice is to be dispensed in the President's name. He has the initiating laws, and the right of pardoning. He is to present an annual Message—to command the land and sea forces—declare war and make treaties and appoint to all functions. "I swear obedience to the Constitution and fidelity to the President," is the oath required from all public functionaries. In case of the President's death, the Senate convokes the nation for a new election. The President is entitled to a secret deed to designate a citizen as meriting the confidence of the people.

The *Globe's* correspondent remarks that the President styles himself Prince President, which may lead to the re-assumption of titles. The new Constitution had not given perfect satisfaction.

It is announced in the London *Times* that Napoleon is about to strengthen his position by a matrimonial alliance with a Princess of Sweden, daughter of Oscar, and grand-daughter, on the mother's side, of Eugene Beauharnois. She is said to be in her 22d year, and may be considered French in her descent from both father and mother.

[By Telegraph to the News Room.]

A Week later!

The Steamer *Europa* arrived at Halifax last night at a quarter to eleven o'clock. She left Liverpool on the 24th ultimo, and has been delayed on the passage by boisterous weather and head winds.

The Passengers who landed at Halifax were Messrs. Ryan, Mockler, and Joseph Salter.

The Steamer Canada arrived at Liverpool on the morning of the 18th,—and the Pacific on the afternoon of the 21st.

During the three days preceding the sailing of the Europa, the Cotton market had been very buoyant, and prices were a turn in favor of the seller. The sales of the week amounted to 41,202 bales.

In Flour, large operations had taken place in America at an advance of 1s. per barrel. Stocks light and exporting to the north of Europe. No change in Corn since last report. Wheat in active demand, at 4d. to 6d. advance, per 70 lbs.—Sugar more steady, but no material change in price. Coffee very firm. Large arrivals of Tea had given buyers a slight advantage.

The Manchester trade report notices a large business in yarns at firm rates.

The India and China trade had improved.

The English funds were depressed.—Consols closed on the 16th at 96¼ to 96⅜. Exchequer Bills, 56s. to 59s.—Railway shares dull and drooping.

The bullion in the Bank of England was fast increasing. The last return was £17,826,887.

Freights to the United States had not varied materially. Steerage passengers still scarce.

ENGLAND.—In the political world there has been a complete lull. All parties glancing prospectively at the trial of strength that must take place between Lords John Russell and Palmerston. The near approach of the meeting of Parliament had given an impetus to the demand for a new Reform Bill. Meetings had been held in Manchester, Leeds and other towns, to aid Lord John Russell in his efforts to improve the political franchise. The demonstrations, however, do not appear to have been very remarkable for their spirit. The Manchester meeting, on Wednesday the 21st, was the most important electoral demonstration held in connexion with the subject.

The *Times* complains that the metropolis is in quite as absurd and anomalous a state as Lancashire with regard to the representation. London, with a population of 2,500,000, only sends 21 Members to the House of Commons.

The London journals are in a state of perturbation respecting the national defences, and are suggesting various resources and means of defence, in case of invasion. The *Morning Chronicle* is "surprised that the nation should have so long been blind to the necessity which exists for availing itself of their protection." Another journal argues the propriety of recalling the ships and steamers on service abroad.

The Dutch Shareholders in the Bank of the United States have held a meeting at Amsterdam, at which it was resolved to nominate a Committee of five members to press upon the American Government the expediency of hastening the winding up of that establishment.

Efforts had been made by the court party in Prussia to abrogate the constitution.

The King of Greece is reported to be seriously ill.

FRANCE.—De Morney and Fould left the Ministry, and were replaced by De Persigny, Abbattuci and Binault. De Manpes is Minister of Police. A new Ministry had been formed, named the Ministry of State, and given to Cassa Bianca.

By a decree the Orleans family cannot possess property of any sort in France, and are bound to sell what they do possess within one year. Another decree cancels Louis Philip's donation to his children, and appropriates it to other purposes. The Duchess of Orleans' dowry of 300,000 francs is maintained. The decrees are countersigned by the new minister of state, Cassa Bianca.

The great bodies of the State are to wear a particular dress. That of the Council of State and the Legislative bodies will be rich, and will resemble what was worn under the Empire.

It is said a second, if not a third attempt at Napoleon's life had been made. That an officer had pointed his pistol at him as his carriage was coming out of the Carousal. The rumour was rife in Paris with all its details; also that the wife of an ex-prefect had tried to poignard him.

The second note of the President of the French republic to Prince Schwartzenburg, contained the strongest assurances of pacific policy; and the re-appointment of M. De Flahault as Minister of France to the Court of Austria, which is a good deal talked of, seems to imply the best possible feeling between the two powers.

LONDON, *Friday evening, Jan.* 23.—The Globe's Paris correspondent, under date of to-day, states that the reported change of ministry and the measures respecting the Orleanist family caused a painful sensation in the public mind.—Nothing has occurred to warrant a fear, up to the present moment, that any thing will be done by the new government to lead to hostilities with other countries.—Of the two hundred millions of francs taken from the family of Louis Philip, five millions are to be given to the poor clergy.

SWITZERLAND.—The Radicals of Berne have demanded the dismissal of the present conservative government.

SPAIN.—There had been several executions of military officers at Madrid. Tranquillity was restored. Stringent measures were being enforced to destroy the little liberty of the press which the people of Spain enjoy.

The Canadian Delegates left Halifax in the *Europa* for Boston, about one o'clock this morning.

We perceive that from only *one* Market House in Montreal there were exported to the United States, between the 1st May and 21st Nov., 7,977 barrels of *Eggs*, value £27,207 11s. 4d. currency of P. E. Island, or nearly half of all the Agricultural exports of the Island. The eggs are valued in Montreal at 9d. of this currency per dozen; and "canna be fashed" seems the only reason why this Colony does not produce and export that article to a much greater value.—*P. E. Islander.*

An arrangement has been made by the Maine, Manchester Concord and Nashua and Lowell Railroads, which will pay an "average dividend" for eight years.

A petition is in circulation in Baltimore, calling upon Congress to fit out an expedition to go in search of Sir John Franklin.

At Alexandria on the 1st inst., the vessels were frozen in at the wharves, and the ice extended seventy miles down the bay.

FROM CALIFORNIA.—The steamer Prometheus arrived at New-York on the 30th ult. from San Juan de Nicaragua, bringing dates from San Francisco to the 1st of January. She had 360 passengers, and $63,000 in gold.

A land slide occurred at Clarke's Point, San Francisco, Dec. 27th, by which two or three iron ware houses, just built by Mr. Griffin, and used by Government for bonded goods, were entirely destroyed.—Bonded goods to the amount of 3000 tons were stored there, much of which was ruined.

Heavy rains had been experienced, which were much needed at the mines.

Most cheering accounts are received from the minessince the commencement of rains. Miners were taking from $10 to $17 per day in the ravines untouched before.

LATER FROM NICARAGUA—THE PROMETHEUS AFFAIR—The U. S. steam frigate *Saranac*, Commodore Parker, and sloop of war *Albany*, Captain Platt, and the British steam frigate *Arrogant*, Capt Robinson, sloop of war *Calypso*, and brig *Express*, were lying in the harbour. The frigate *Arrogant*, had been despatched by the Admiral commanding the West India station, with an assurance to Com. Parker, that the British Government entirely disavowed the acts of the Consul at San Juan and the captain of the brig *Express*, in the exercise of any authority whatever in connection with the Musquito Government, or in interfering in any way with the foreign commerce of San Juan. The most friendly feelings were manifested by the officers of the ships of the two countries lying in the harbour. Salutes were exchanged on the 16th inst., on the occasion of the commanders' interchange of visits. Commodore Parker was highly complimented by Captain Robinson of the *Arrogant*, the American ensign being hoisted at the main during the salute. This was returned on board the *Albany*, by displaying the British ensign at her main. This is a compliment rarely extended.—*N. Y. Commercial Adv.*

St. John, 5th February, 1852.

MESSRS. EDITORS,—Assuming that the mission of the Canadian and New-Brunswick Delegates has terminated, and that we are to have no Trunk Railway in conjunction with Halifax, I beg leave to submit for the consideration of the public, how far it is practicable and feasible to construct a Railway from Quebec, terminating at St. John and St. Andrews.

It is very desirable that New-Brunswick should take a decided stand in this matter, and adopt some Railway scheme which would be likely to confer general benefits on the Province at large. With that view, I therefore submit the following proposition:—

The Government of New-Brunswick to build a Railway from the Grand Falls to St. John, the distance, as I estimate it, being 170 miles.

Canada to build the line from Quebec to the Grand Falls, 200 miles.

The Government of New-Brunswick to build the line under the management of a Board of Works, who would, of course, be responsible for the economical construction of it, as well as for the efficient conduct of their officers.

The Government of New-Brunswick to issue Provincial bonds, pledging the credit and faith of the Province for £750,000, (interest at 6 per cent., payable half-yearly at the Bank of England,) the principal to be repaid in thirty years. This would subject the Province to a payment of £45,000 per annum. By this plan, New-Brunswick would keep her own land, which, at 5s. per acre for four millions of acres, would amount to more than the cost of the 170 miles of Railway.

Make the line of Railway as explored and surveyed by Mr. Wilkinson, by the Nerepis, Douglas Valley, and Oromocto Lake, to connect with the St. Andrews and Quebec Railroad, 35 miles from St. Andrews; this would place the distances thus—

	Miles.
From St. John to St. Andrews line	60
Thence to where it would turn	20
To Calais	10
	90

This would form the European and North American line, in connection with St. John and Boston.

St. John to St. Andrews line	60
Thence to Woodstock on the St. Andrews Railroad	45
	105
To Grand Falls from Woodstock	65
	170

The road, if built with money, will cost under £5,000 per mile, and the above sum of £750,000 is quite ample to build the 170 miles.

I would further suggest that the line to be built by Canada to the Grand Falls should not go by Lake Temiscouta, as proposed, but by the River St. Francis; thence up this River to Lake St. Francis, and thence to the River de Loup, on the St. Lawrence. By adopting this Lake route, a great saving of cost in the construction of the road would be effected, besides a saving in distance of fully twenty miles. I estimate the distance from Grand Falls, *via* Lake St. Francis, to be about 85 miles. If this is correct, from St. John to De Loup will be 255 miles.

The advantage of the Railway following the banks of the St. John to the mouth of the River St. Francis, must be obvious. By a reference to the map, it will be seen that the noble River St. John nearly commingles its waters with those of the Connecticut River, and encircles the Penobscot and Kennebec. Will not the great outpourings of timber, deals and clapboards readily find their way on this Railroad to St. John, where they can be sent at once to market, at half the cost of transportation by water, with great delay? A barrel of flour costs, for transportation to this wood country, two dollars, and the lumberman is now paying eight dollars per barrel. Suppose the Railroad is made from De Loup, and to St. John—it is true St. John would not supply the lumberman with flour, but Canada would, as flour is now at Toronto 14s. per barrel; allow 1s. 3d. freight to De Loup in a steamer, and 2s. 6d. to St. Francis, on the St. John, and the lumberer gets his flour for 17s. 9d. per barrel.

Will the West India produce that is now, and always has been, deposited at Halifax, to be sent up the St. Lawrence, in the spring and summer, to Quebec and Montreal, continue to be shipped in that way? I think not, but will all come to St. John and St. Andrews, because it can be sent to Canada from the West India vessels by the St. John Railway, without detention, and at one half the cost and charge that it now pays, *via* Halifax. Thus, the Toronto steamer, after landing her flour at De Loup, would return with a full cargo for Upper Canada, from St. John, consisting of West Indian produce, Bay of Fundy fish, and British dry goods, in barter for Canadian flour, pork, &c.

Nautical men say a steamer from Liverpool will make the voyage to the Bay of Fundy within six or seven hours longer than she would to Halifax. If so, what is to prevent ocean omnibus steam-vessels, fitted up on a cheap plan, to bring out thousands of emigrants, to people the interior of this Province, as well as Canada, where they would be conveyed from St. John by Railroad? To foster this trade, it might be a matter for consideration whether the Governments of New-Brunswick and Canada ought not to give a small bonus to actual settlers in these Provinces, between the age of twenty and forty years.

The foregoing propositions are submitted with a view to their consideration, in the event of the contemplated Archibald scheme not being carried out; but I believe that it is the opinion of almost every one who is acquainted with the particulars of the proposed offer of the London Association, that it is a most advantageous one for the Province.

A COLONIST.

SAINT JOHN SAVINGS' BANK.

Deposited in January,	£1575	14	3
Withdrawn in do.	1079	11	9.

Acting Trustee for February—Thomas Merritt, Esq.

☞ GARRETT & SKILLEN have now commenced to sell off their immense stock of made CLOTHING at ruinous prices. £4000 worth must be sold for whatever they fetch, to satisfy pressing demands during the months of January and February. The above amount of Clothing must be sold, if the Goods should only realize one-half their value.—Gentlemen in want of Clothing, and having a spare £5, can easily fill up a trunk so as they will be in no want of clothes for years to come.

MARRIED,

At the St. John Hotel, on Tuesday morning last, by the Rev. Mr. Stewart, Edward D. Jewett, Esq., of the firm of E. D. Jewett & Co., of Bangor, Maine, to Miss Bethiah Jane Booth, of this City.

On the 3d inst., by the Rev. Robert Irvine, Mr. Richard Mitchell, to Miss Elizabeth Cripps, both of the Parish of Sussex, County of King's.

On Thursday evening, by the Rev. R. Knight, Mr. Henry Thomas, to Miss Eliza Brice, all of this City.

On the 30th ult. by the Rev. E. McLeod, Mr. Jacob Kay, to Miss Mercy A. Kirby, both of this City.

DIED,

In this City, on Sunday morning last, Mrs. Eleanor Dowling, relict of the late Lawrence Dowling, Esq., aged 68 years.

On Monday, John, fifth son of Mr. John Doody, aged two years and six months.

On Monday evening, Charles Albert, infant son of Mr. Azor W. T. Betts, aged 1 year and 4 months.

On Wednesday, the 4th instant, Mr. William Paul, aged 44 years. Deceased was a native of Coleraine, Ireland, and has left a wife and five children to lament the loss of a kind father and affectionate husband, besides a large circle of friends to whom he was endeared by his amiable qualities.

On Thursday, John, son of Mr. William Leahy, in the eighth year of his age.

This morning, James Scoullar, eldest surviving son of Mr. Robert Thomson, aged three years and eight months.

At the Sussex Mill, Parish of Lancaster, on Sunday morning, 1st inst., after a protracted illness, Alice, wife of Mr. Francis Gallagher, aged 40 years.

At Springfield, on the 30th ult., Mary Isabella, wife of Mr. Malcolm McKenzie, aged 31 years.

At Springfield, York County, on the 15th ult., Mr. Augustus Woodworth, in the 64th year of his age.

At Minister's Island, St. Andrews, on the 30th ult., Mary Anne, wife of Marshall C. J. Andrews, Esq., in the 33d year of her age, leaving a husband and a numerous family with a large circle of friends to mourn her early death.

At Fredericton on the 1st inst., Mr. Alexander W. Ross, aged 33 years.

At Douglas, York County, on the 31st ult., La..., wife of Mr. Elias Sloot, aged 57 years.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

COASTWISE.

Sunday—Schr. Reindeer, Deelong, Quaco, ballast.
Wednesday—Schr. Sovereign, Parker, Digby, wood. Defiance, Clark, St. Andrews, passengers. Only Son, McLellan, Campo Bello, fish. Digby Packet, Turnbull, Digby, fish, &c.
Friday—Schr. Arrow, Thompson, Dipper Harbour, cordwood.

CLEARED.

Jan. 31st—Ship Falcon, Leighton, Liverpool, timber and deals—S. Wiggins & Son; Brigt. Victor, Kinney, Matanzas, sugar-box shooks—Allison & Spurr; Schr. Echo, Holder, Boston, deals—John Robertson; Ori, McMullin, Boston, deals—John Robertson.

Feb. 3d—Ship Wanata, McGregor, Liverpool, timber and deals—N. S. Demill, John Robertson and Joseph Fairweather; Barque Albion, Bell, Galway, deals, &c.—R. Rankin & Co.; Brig C...ros, Ketchum, Barbados, fish, oats, lumber, &c.—Joseph Fairweather.

5th—Brig Huron, O'Hara, Porto Rico, lumber, fish and potatoes—Crane & Co.

6th—Ship Lady Peel, Newton, Liverpool, timber, deals, &c.—John Robertson.

Barque Bonito, Stickney, which had been ashore at Brier Island, returned to port this morning, for repairs.

Sailed, on Monday evening, new ships Falcon, Capt. Leighton; Bourneuf, Capt. Delaney; and Australia, Capt. Foy, all for Liverpool.

The new ship Salem, Kinney, which sailed hence on the 22d ult. for Liverpool, put into Digby, and remained there yesterday—the master sick.

(*By Telegraph.*)—Arrived at City Point, (Va.) Feb. 3d, barque William Carson, Vaughan, Newport, with loss of sails.—At New-York, 3d, brig British Queen, Brown, St. Michaels, with loss of spars, sails and rigging; 5th, brigt. Emily Allison, Briar, Turks Island.—At Savannah, 4th, ... Speed, Grundell, Liverpool.—At Bath, (Me.) ... schr. Pearl, McLean, St. John.

Cleared at Mobile, Jan. 22d, barque Glas... Hatfield, Liverpool.—At Boston, Feb. 3d, schr. ...ca, Maloney, St. John.

Arrived at Boston, Feb. 3d, brig Eliza Go..., Sproule, St. John.

Left at St. Thomas, Jan. 24th, barque ... Moses, from Glasgow, for Boston; brig ... Crosby, from Cardiff, for New-York; and ... Richard Cobden, from New-York, for Yar... N. S.—all put in in distress.

At Bermuda, Jan. 24th, barque Canmore, ... of this port, from Glasgow, for Philadelphia, ... loss of sails.

Arrivals in Britain from St. John.—Jan. 1... Elizabeth, at Dublin; Argyle, at Queenstown; ...—Tantivy, and Blanche, at Liverpool; 19th—...za, at Gloucester; 20th—Yeoman, at Liverpool; Argyle, and Oromocto, in the Clyde.

Sailed from Liverpool, 18th, ship Themis, ... New Orleans.

NEW-BRUNSWICK.
City and County of Saint John. }
SURROGATE COURT, holden this fourth ... of February, A. D. 1852.

In the matter of the Estate of JAMES SWEENEY, late of the City and County of Saint John, ... deceased:

WHEREAS MARY SWEENEY, Administratrix, and JOHN SWEENEY, Administrator of the Estate of the aforesaid JAMES SWEENEY, deceased, have applied to me, by petition, according to law, shewing therein that the personal Estate and Effects of the said deceased are insufficient to pay the debts of the said deceased, and praying that a Licence may be granted to the Petitioners to sell such part of the Real Estate of the said deceased as might seem meet and necessary to pay the said debts.

I do therefore cite the Heirs and all persons interested in the said Estate to appear before me, ALFRED L. STREET, Esquire, Surrogate and Judge of Probate in and for the City and County of Saint John, at the Registrar's Office, in the said City, on Monday the twenty-third day of February next, at two of the clock in the afternoon, to shew cause why the prayer of the said petition should not be complied with.

ALFRED L. STREET,
Surrogate Judge of Probate.

IN BANKRUPTCY.

City and County of Saint John, in the Province of New-Brunswick, ss.

In the matter of HUGH O'TOOLE, of the City of Saint John, in the Province of New-Brunswick, Merchant Tailor, a Bankrupt:

NOTICE is hereby given, that I appoint a further General Meeting of the Creditors of the above-named Hugh O'Toole, to be held on MONDAY, the Fifteenth day of March next, at ... of the clock in the Forenoon, at the office of ... Jordan, Esquire, Provisional Assignee of the estate and effects of the said Bankrupt, in the Commercial Bank Building, in the City of Saint John, for the purpose of receiving proof of, or of ... or contesting any claim presented against the estate; at which meeting the said Bankrupt ... be examined on oath, touching his estate and ...ings, and will be required to finish his examination; and such other business relating to ... estate will be then and there transacted as ... deemed necessary. And public notice is also ... by given, that upon the application of the said Bankrupt, this day made to me, I appoint a ... sitting to be held on MONDAY, the Fifteenth ... of March next, at Noon, at the said Office, for the allowance of a Certificate of conformity to the Bankrupt, pursuant to the provisions of the ... the General Assembly in such case made and provided, when and where any of the Creditors of the said Bankrupt may be heard against the allowance of the said Certificate; and the same will be allowed, unless cause be then and there shewn to the contrary, or such other order be made as the ...tice of the case may require.

Given under my hand, at the City of Saint John, this Sixth day of February, in the year of our Lord One Thousand Eight Hundred and Fifty-two.

ROBERT F. HAZEN,
Commissioner of the Estates and Effects of Bankrupts for the City and County of Saint John.

St. John Subscription Assembly.

THE FOURTH Assembly will take place at the *Saint John Hotel* on TUESDAY ... instant. HODSON C. PET...
St. John, 7th February, 1852.

PUBLIC NOTICE.
Saint John Water Company.

A GENERAL MEETING of the Stockholders in the *St. John Water Company* is ... to take place at the Office of the said Company, on THURSDAY the 12th day of February, at 12 o'clock, noon, to take into consideration the propriety of petitioning the Legislature for an extension of the Capital Stock of said Company. By order. JAMES ROBERTSON, *Secretary and T...*
Jan. 15th 1852.

Diocesan Church Society.

THE Anniversary Meeting of the Diocesan CHURCH SOCIETY will be held ... Fredericton, in the *Collegiate School* ... THURSDAY Evening, the 12th of February, at half past six o'clock.

The Clergy and Lay Delegates ... meet in general Committee at the same ... TUESDAY and WEDNESDAY Evenings ... and 11th February, at half past six o'clock.

By order of his Lordship, the President. W. Q. KETCHUM, S...

Returns of Local Committees, not yet ... the Secretary, are immediately requested ... cluded in the Annual Report.

Fredericton, January 16th, 1852.

Situation Wanted.

THE Advertizer, whose present ... will expire on the 1st day of May ... sirous of obtaining a Situation in some ... cantile establishment for the ensuing ... stands Book-keeping and business ... Unexceptionable references can be ... address R. C., at this Office.

Salesman Wanted.

A PERSON who perfectly understands ... Woollen Drapery Business, ... Retail and Wholesale Department. SAMUEL ...
Feb. 7.

JUST PUBLISHED,

A REPORT of the Committee ... the Inhabitants of Carleton, ... their rights secured to them by the ...
For sale at the Book Store ... H. CHUBB ...
Feb. 7.

Canadian Flour, &c.

Hourly expected to arrive, per Schooner ... from Boston—
300 BARRELS of Superfine FLOUR;
25 Barrels prime PORK.
In Store—
50 Barrels extra Philadelphia RYE ...
25 ... heavy MESS PORK.
For Sale at lowest market ... WM. TI...
Feb. 7.

TO BE LET, From the first of May next, ONE FLAT of the Subscriber's ... in Queen-street, East side ... Square. MARY ANN ... Feb. 7, 1852.

TO LET, from 1st of ... THE HOUSE in D... known as the Swyn... now in the occupation ... MAN. Apply at the ... JOHN W... Johnst... Feb. 7.

TO LET, And possession given on the first ... THAT commodious ... in Elliot Row, at pr... by C. Whitaker, E... Consul. Apply to GEO. HUT... Watchmak... Feb. 7, 1852.

TO LET, For one or more Years, from 1st ... THE Subscriber's Two ... HOUSE, in Paddock S... Pipes in the House, and ... pair, for a respectable ... Also, Two Flats of a House in ... Street, in a like good condition; ... House in Cliff Street, containing ... suitable for a small family. THOS. W. ... Feb. 7. Cobourg Street, J...

TO BE LET ... THE HOUSE at present o... WM. SMITH, in Mecklenbur... Premises can be inspected between 12 and 3 o'clock. Apply to R. M. L... February 7.

Valuable REAL E... To be Sold or Le... THE following Pro... ing to the Estate of ... mas Nisbet, viz.:—T... commodious BRICK ... in Prince William S... the Bank of British North America, ... &c., in the rear. This House is in su... position and so well known that it requ... ther description. Also—The Three Story wooden Dwell... in Wright Street, occupied at pres... Adams. The Above Properties will be ei... Leased on moderate terms. Apply t... ROBERT NISBET, JAMES ROBERTSON, ...

TO RENT ... For one or more yea... THE Brick Building in th... Mr. JAMES BRAILEY and ... North Market Wharf, adapted f... Stores. Apply to EDMU... February 7, 1852.

TO BE LET ... And possession given on the fi... THE Dwelling-House ... main-street, adjoining th... His Honor Judge Parke... sent occupied by Charles ... The locality is a most desirable one f... sidence, and the premises include a la... yard.—Rent moderate. Apply at the C... 7th February, 1852.

TO LET, From the first of May ne... THAT well-known conveni... HOUSE in Brussels Str... the residence of the late M... LAY, Esq.; together with ... Wood House, Barn and Stable. Fo... apply to Messrs. W. & G. RITCHIE, ... Feb. 7. RANNEY, STURDE...

TO LET, For one or more Years, from 1st of ... THE Three Story HOUSE ... with Cellars and Back Sto... Street, Fredericton, opposi... Barracks, known as one ... stands for business in the City, eith... Goods or Groceries; at present occupied ... O. & T. SHIRKY. Rent moderate. For particulars apply to Mr. ANDREW ... Fredericton; or to JAMES MO... Feb. 7. Telegraph Office, ...

TO LET, For such term of years as may be ag... entry on the first of May nex... THAT STORE on King's Squar... GASS, DUFFY & Co.—Apply ... DAVIDSON, or ROBERT KELTIE, ... Feb. 7th, 1852.

DWELLING HOUSE TO ... WHO wants a neat ... Two-Story HOUSE, ... dence of Mrs. MILL... Cove?—It contains ... Rooms, plenty of Be... chen, Pantries, and frost-proof Cellar... nected with it a Wood House, Garde... of Water, &c. Call on the Subscriber, at the Ma... Feb. 7. MILTON ...

TO BE LET. THE HOUSE in Qu... present occupied by C... STREET, Esq., with ... Stables and Outhous... Possession given 1st M... ALSO—A large House in Great Ge... arranged for one or two families. Posse... lower flat may be had immediately; of... der on 1st May. Both houses are nearly ... in pleasant situations. R. BAY... February 7, 1852. Barrist...

To be LET, from the 1st of Ma... THAT eligible HOUSE in Prince ... at present occupied by Mrs. SCAM... a very desirable residence for a privat... Apply to [Feb. 7.] W. D. W. HUB...

FARM for Sale. THE FARM where the Subscriber ... situate in CORNWALLIS, County ... and in one of the most central distric... Township. A good School in the neigh... the Episcopal Church on the other, within a ... terian Church on the ... distance; and a Port for shipping produ... two miles of the Farm. Said Farm ... Eighty-five Acres of Upland, the greater ... high state of cultivation, with a large ... poles and soft wood, adjoining the rear of ... and Thirty-five Acres of Dyked Mars... square block, lying within one half m... barns. There is a good Dwelling Hou... premises, finished throughout, a superi... water at the door, two large barns, wo... ice-house, and other outbuildings, all in ... order. One half the purchase money may rema... premises by bond and mortgage. Should ... perty not be disposed of at private sale pre... the 29th of March next, it will then be ... Auction, at the premises, to the highest bid... WM. C. CAMPB... Cornwallis, Feb. 7, 1852.

NOTICE. THIS is to caution and forbid all and ... person from Purchasing, Trespassi... otherwise interfering with a certain Lot of ... situated on Orange Street, Queen's Ward, in ... City of Saint John, known and distinguishe... the Plan of said City as Lot Number Seven H... dred and Twenty-one, (721,) it being a Lot ta... possession of by the late THOMAS LAVITT, E... unlawfully, who are the right and lawful heirs being ... living, who are the only lawful persons who can giv... just title to said Lot, and who are determined ... prosecute to the utmost extent of the Law all pe... sons who in any way interfere with said Lot. JESSE OLMSTED, *Agent for the Heirs.* Parish of Portland, 29th Jan., A. D. 1852.

VESSELS FOR SALE. THE fine Topsail Schooner Acti..., launched in October last, now ... in Sandy Cove; has been one tr... the United States, and has prove... be a fast sailer and a good sea ... is 93 Tons new admeasurement and about ... old.—Length, 62 feet Keel; Breadth, 19 ... 8-12ths; Beam, 9 feet 4-12ths. She is well ... with Stores, and will be found, on inspection, a ... desirable and superior Vessel, being Copper Sp... and Butt Bolted, and built of the best material... —ALSO— The Schooner SISTERS, five years old, ... forty-eight Tons Register. The above Vessels will be sold on reason... terms of payment, for approved Notes, or Mortg... For further particulars, apply to Messrs. McMORRAN & DUNN, Saint John, N. B., ... DANIEL CORNWALL, Digby Neck, Nova-Scot... Feb. 7.