chen door. I drew up there, and desired the servant to go in and tell the police I was waiting for them. He left me at once, and entered the cottage. Two or three minutes elapsed. The police appeared. The moment they appeared I rose in my stirrups, and called out to them that I was the prisoner they came to arrest, and defied them to do so. This challenge was echoed by my friends with three loud and hearty cheers, in the midst of which I struck spurs to my horse, and dashed into the wood, in the direction of the coast. Accompanied by my generous and courageous-hearted friends, I reached the sea-shore on Monday afternoon, at a point where a boat was in readiness to receive me. I jumped from my horse, got into the boat, put off to sea, and beat about there for a few days, until the ship came up, which, thank God! bore me at last to a free and hospitable land.

In plain words, these are the plain facts of the case. As I have written them here, they were written by one of my friends, at the house where we changed horses on our way to the coast. The manuscript containing them was forwarded next morning, Tuesday, to the editor of the leading journal of the colony, and bore the names of my friends, written by their own hands, in attestation of its truth. The gentleman to whom it was sent was instructed not to publish the names that were attached to it. He was, however, at the same time, requested to insert the document itself in the next number of his paper, and was left at full and perfect liberty to show the signatures to any person who might wish to be satisfied upon the subject, and would pledge his honour not to abuse the confidence reposed in him, by involving the parties concerned in any legal difficulty.

The men who vouched with their signatures for the truth of the statement they made, and now repeated, are men of considerable property and highly creditable position in the colony, and no one there would be rash enough to speak a single word derogatory of their honour.—I have the honour to be your faithful and grateful servant,

THOMAS FRANCIS MEAGHER.

The Courier.

SATURDAY, JUNE 26, 1852.

The Steamship *Niagara*, with the English Mail of the 12th inst., arrived at Halifax on Wednesday last, in eleven days from Liverpool. She had fifty-nine passengers, fifty of whom proceeded in the Steamer to Boston. Among those who left her at Halifax were Messrs. Samuel Parks and Michael Thomson, of this City. These gentlemen arrived in town early yesterday morning from Windsor, and kindly favored us with the latest English papers, in advance of the mail, which did not reach us until to-day. Our selections of general news are very brief, however, the important conversation which took place in the House of Lords on the 7th inst., on the subject of the late Railway negociations, occupying a large share of our disposable space.

The letter of Mr. Hincks, referred to in the debate, will be found on our first page.

Money being procurable at 1⅞ to 2 per cent. has placed the holders of Foreign and Colonial produce in an independent position. Sugar has been in extensive demand. Coffee in good demand. Teas very brisk—with an upward tendency. Colonial vessels in demand, to meet the increasing Eastern trade. The manufacturing districts are busy. Corn rather lower, in in consequence of the splendid weather for growing crops. Provisions steady. Cotton advanced ⅛ of a penny. Freights have not varied; steerage passengers not abundant. The Bank of England now contains £21,000,000 stg. in its coffers.

At the evening sitting, in the House of Commons on Thursday, the Chancellor of the Exchequer announced that the expense of the Kaffir war having been much less than was anticipated, he should not have occasion to move the vote of £200,000 he had placed on the table on account of that extraordinary item of military charge.

There was an increase of £63,000 in the Irish banks' circulation last month.

The submarine telegraph connecting England and Ireland has been completed. It is extended from Holyhead to Howth; the cable weighs 110 tons, is 70 miles long, and was submerged in 18 hours, being the greatest exploit yet in connection with submarine dynamics.

The English Ambassador at Paris, had applied to the French Government for explanations respecting the proceedings with the London newspaper correspondents.

Nothing further has transpired in Murray's case. The British Government has sent orders to Mr. Moore, our Consult, at Ancona which have been sent on by telegraph to the Vice-Consul, at Trieste. An energetic action on the part of the British authorities is anticipated.

In Germany the antagonism of parties respecting the Zollverein has reached a serious hight. Some concessions, or an open rapture, must speedly take place.

The Grand Council of the canton of Ticino, in Switzerland, has passed a law by a vote of 53 to 51, suppressing the Roman Catholic religious corporations existing in the canton, and confiscating their property. The Grand Council consists of 114 members.

Late advices from Bombay, by telegraph from Marseilles, were to the 12th May. The enemy had made an effort to retake Martarban, by surprise, but were driven back with immense loss.

The news from Australia continues of an interesting character, and, in consequence, preparations are in progress for facilitating emigration to that country on an extensive scale. At Liverpool model ships were being fitted up for the conveyance of passengers. During the last month 72 vessels, containing 4,872 emigrants, sailed from London, alone, to Australia.

The Cape of Good Hope mail packet Harbinger, with dates from the Cape to the 20th May, had arrived. The news showed most clearly, contrary to all expectations, that the war was far from being finished. The Caffres had rallied throughout the Amatolis, and had gone back to the Siater Kloof, where Maconio was in command, and had been joined by a large number of rebel Hottentots. The Caffres are as much unsubdued as ever, and fight with the greatest energy and fierceness. It was thought, however, that the policy of the new commander-in-chief, General Cathcart, would soon tell powerfully upon them. He had directed that the cattle of the Caffres should be destroyed, when captured. Two of the rebel chiefs had been captured and sentenced to be hung, to strike terror into the remaining chiefs.

HOUSE OF LORDS, MONDAY, JUNE 7.

Earl GREY rose, pursuant to notice, to ask the Under Secretary of State for the Colonies whether it was the intention of Her Majesty's Government to lay on the table of the House any further correspondence relating to the proposed construction of a Railway between Halifax and Quebec. In asking the question of which he had given notice, he would only say a few words in explanation. Their Lordships would remember that much interest had been taken in the subject of the proposed construction of a Railway from Halifax to Quebec. Some years ago, when the Noble Earl opposite filled the office of Colonial Secretary, he received addresses from the Colonies on the subject, and officers of the Royal Engineers were appointed to explore the country and report as to the line they might think best for the construction of the Railway. The report was received in 1848, when it was his (Earl Grey's) duty to transmit it to the Governors of the Colonies affected by it. In the spring of 1849, Lord Elgin, the Governor of Canada, sent certain resolutions of the Executive Council of that colony to him, proposing that the great work contemplated should be undertaken on certain terms by this country. That proposal was very liberal, and he had no doubt that it would have met with the concurrence of the other two Provinces; but at the same time the adoption of that measure would have involved the expenditure of a large sum of money by this country; and at the same time, looking to the financial condition of the country, it was not considered advisable by the Government that the measure should be assented to; accordingly, with reluctance, the proposal was declined. In the autumn of the following year, the Lieutenant Governor of Nova-Scotia (Sir John Harvey) deputed to this country a member of the Executive Council, Mr. Howe, with whom he (Earl Grey) had frequent communications. That gentleman proposed that a loan on behalf of the Province of Nova-Scotia of £800,000 should be raised by the Province, with a guarantee by this country which would enable it to be raised at a lower rate of interest. The assistance asked for was the credit of this country only, not the advance of the money. That proposal was considered by himself and his colleagues as exceedingly reasonable; and accordingly in March, last year, intimation was given to Lord Elgin and to the Lieutenant Governors of Nova-Scotia and New-Brunswick that if the Provinces would divide among themselves the expense of constructing this Railway, and would undertake to execute the work, the Government would recommend to Parliament that the guarantee of the British Treasury should be given, which would effect a saving of 2½ per cent. in the rate of interest. The Province, unassisted, could obtain the money at 6 per cent.; but, with the guarantee of the British Treasury, at 3½ per cent. The despatches containing this decision were sent over in March, 1851; and in making this statement to the Governors, he informed them that Her Majesty's Government did not insist that the line recommended by Major Robinson should be adopted; but all they insisted on was, that it should be a line passing entirely through British territories, and that any deviation from Major Robinson's line should be subject to the approval of the Government. Since that date, various communications had taken place; and shortly before leaving office he had received an intimation that the Assemblies of the three Provinces had agreed upon the principles on which the expense of constructing this great work should be divided among them. At the same time, it was quite a different line from that which Major Robinson recommended should be adopted. He had been informed that Mr. Hincks, a member of the Executive Council of Canada, Mr. Chandler, a member of the Executive Council of New-Brunswick, and Mr. Howe, as the representative of Nova-Scotia, would be sent to this country to communicate with the Government and to ascertain whether the proposal would be acceded to.—To this communication he answered, that while he regretted Major Robinson's line had not been adopted, the Government would be quite prepared to consider as to sanctioning the line now proposed; and he was sanguine that that would have led to the construction of that great national work.—The establishment of a railway communication between the three Provinces, on British territory, was an object of the very highest national importance. (Hear.) Without that, the permanence of their connexion was extremely problematical. It was, therefore, with great disappointment he had learnt, from an answer reported to have been given in the other House of Parliament, that the communication between Her Majesty's present advisers and the very able and intelligent gentlemen who came from the Colonies, had not led to a satisfactory result, and not only that the proposal had been rejected, but rejected in a manner which, judging from a letter which had appeared in the papers, had given rise to feelings of great excitement, and would render it improbable that the communication could ever be established. As from the answer given in the other House, it appeared that the negotiation was brought to an end, he hoped the whole correspondence would be laid at an early date on the table of that House. He was sure it was a subject which well deserved the attention of their lordships, and ought to receive it at the earliest possible moment (Hear, hear.)

The Earl of DERBY said that as he had for several years taken a very deep interest in the successful conclusion of the negociation for connecting by railway the three British Provinces, he would answer the question and statement of the noble earl opposite, although the question had been addressed to the noble lord behind him (Lord Colchester,) as belonging to his department, though it was by no means a question of colonial interest only.—(Hear, hear.) The noble earl had made two charges against the government—first, as to the substance of the negociation being broken off; and next, as to the manner in which it had been broken off. He would deal with the last charge first. He had certainly read with some surprise the letter referred to by the noble earl, dated 1st of May, from Mr. Hincks. That gentleman complained that the deputation had been kept waiting for about seven weeks without being able to get any definite answer on the subject on which they were in attendance, and said that it would be impossible for them to make much longer delay. Mr. Hincks had arrived in this country on the 15th or 16th of March; he had frequent interviews with the head of the colonial department (Sir J. Pakington): but Mr. Chandler, the representative of New-Brunswick, had not then arrived, and Mr. Howe had not yet arrived. Mr. Chandler did not arrive till about the 15th of April; and on the 20th either he or Mr. Hincks had an interview with Lord Colchester at the Colonial office. That noble Lord, being newly in office, had not had his attention previously called to the matter. Between the 20th and 26th he (Lord Derby) received a letter from Mr. Hincks stating what had passed at the Colonial office, and requesting an early interview; and this was the memorandum he had made for his private secretary:—"Give him an early appointment, the matter is one of very great importance; but I should wish, if possible, to see together with Mr. Hincks the representatives on this matter of New-Brunswick and Nova-Scotia." He and Sir J. Pakington saw Mr. Hincks and Mr. Chandler on the 30th of April. He then learnt for the first time that the legislatures of the different Provinces had passed bills in favour of this scheme; those bills had not been received by the colonial department, and had only been in possession of the deputation twenty-four hours. He also learnt for the first time that the intention was to deviate very considerably from a line which it was most desirable should be taken; and the deviation was to such an extent, that though literally and really it was within British territory, it might just as well have been on United States territory, for any desirable purpose that it would fulfil. Sir J. Pakington stated, in very strong terms, his disappointment at the line varying so much from that of Major Robinson, and that that must weigh very materially in any decision of the government. He was, therefore, a little surprised, having stated to Mr. Hincks and Mr. Chandler that the whole subject should be brought immediately under the consideration of the government, that he himself would explain the papers and communicate them to his colleagues, and that they would take the earliest possible opportunity of signifying their decision,—this having taken place on the 30th of April—to find the letter the noble earl had adverted to in the papers dated on the following morning.

In that letter Mr. Hincks said—"In the interview we had yesterday, we were given to understand by his lordship that he would examine the various papers on the subject of the railway, and would see us again after the arrival of Mr. Howe, from Nova-Scotia. I left his lordship in the confident hope that we should receive an early communication of the intentions of her Majesty's government."—Such was certainly his intention; but Mr. Hincks having had an interview with him at three o'clock on Thursday, the 30th of April, he could hardly suppose the government would be able to give him an intimation of their intention before the following morning, when that letter was written. (Hear, hear.) He added, that from what had passed in the House of Commons on the same evening, he felt it his duty to the Province, whose interests were intrusted to his care, to explain frankly to the government that it would be quite impossible for Canada to continue any longer a negociation which had already involved her in much trouble, and which would materially retard other arrangements that might be made for the construction of the railway. After this, he would ask their lordships candidly on which side was the obstruction—on the part of the representatives of Canada or on the part of the government. He (Mr. Hincks) went on to say that he had not been sent to England as a humble suitor, and he most respectfully requested a final answer by the 15th inst., when, if the government were unable, either from want of time, or the necessity of consulting parliament, to come to a decision by that period, he begged it to be understood that Canada withdrew from the present negociation, and he should deem it his duty to enter into arrangements which would put it out of the power of the Provinces to negociate on the present basis. He (Lord Derby) had every respect for the representatives of Canada, New-Brunswick, and Nova-Scotia; but when a plan was laid before the government involving an expenditure of seven millions which they were asked to guarantee, it was somewhat too much for a gentleman to use the terms contained in that letter, and say that Canada would withdraw from an arrangement from which it and the British Provinces were to derive the greatest benefit. (Hear, hear.) Though a little surprised at the tone of this letter, he (Lord Derby) had not deferred executing the promise he had made to Mr. Hincks. He had brought the matter before a cabinet council, at which it was fully and deliberately discussed; and it was with great regret they had come to the conclusion that it was not to the advantage of the Provinces that they should sanction the proposed line, inasmuch as it forfeited the very main advantages which led them in the first instance to be anxious for its promotion. That communication was made to Mr. Hincks about the 16th or 17th of the same month. Sir J. Pakington had considered it the most respectful course to write his despatches first to the governors of the colonies, and then to communicate them to the representatives of the colonies in this country.—In the meantime, on the 13th, he (Lord Derby) had received an application from another society, who were desirous of engrafting a scheme of emigration on the general scheme of the railway known to be in contemplation by the government; and on the 15th he gave an answer, that from recent communications great doubts had arisen whether the negociations pending between the government and the colonial legislatures were likely to lead to the construction of the railway in question; and it appeared that the colonial deputies had first learned from the secretary to this society that the plan was not approved by the government. As far as personal respect was concerned, nothing could have been more cordial and attentive than Sir J. Pakington's treatment of these gentlemen. He received them at his own house; gave them invitations to her Majesty's ball, invited them to dinner, and constantly saw them on the same terms as the Secretary of State would have received any ministers accredited from foreign powers. As to the substance of the negociation, he would say that the government had been most anxious to see it carried out; and he had been active in pressing it on the late government. But he thought a better course than giving a guarantee would have been to make a grant of the waste lands through which the line passed. He meant not to say that the guarantee would not have been redeemed by the Provinces, though the contribution might have pressed very hard on the Province of New-Brunswick. Nevertheless, he had been quite willing to leave the construction of the line to the colonial legislatures, giving the desired guarantee, provided it was so constructed as to secure those advantages which were promised from it.—The noble earl admitted that it was a *sine qua non* that the line should be carried through British territory. It was not a slight deviation that was now proposed. But the great object was in connexion with the scheme of emigration, to have opened up a large tract of country in New-Brunswick available for emigrants; but this had been lost sight of. (Here the noble earl described the course of the line, as originally proposed, and the deviations, which could only be understood by reference to a plan.

Major Robinson's line, he observed, had always been taken as the basis of the negociation; but the proposed line, instead of making the circuit of the northern and eastern coast, made two right angles, passed by St. John, and was carried further to the west.—It was true that by this scheme there would be a less length of railway to be constructed; but Major Robinson's line would not involve a greater distance between Halifax and Quebec. The line by St. John might offer greater commercial advantages, but it abandoned the scheme of opening up New-Brunswick to emigrants. The St. John line, for nearly the whole line, ran within a few miles of the United States territory, and there was no security that it would not pass on the United States side of the St. John River. Such a railway in an open undefenced country, would not differ in the least, in the event of war, from a railway carried through the United States territory. (Hear, hear.) It tended far more to open up the United States than the British territory; and in some parts it was cut off by the rapid torrent of the St. John River from communication with the British territory.—Under these circumstances the government did not think the project one which so carried out imperial objects as to justify them in giving a guarantee for the proposed expenditure by the colonial legislatures. (Hear.)—To have undertaken such a liability without consulting Parliament would have been highly improper, and he doubted whether Parliament would have sanctioned it. However much he might prefer the plan of granting waste lands, he would not have hesitated to recommend a guarantee had the line been such as to secure those other and more important objects to which he had referred. On these grounds the government had thought it their duty to inform the governors of the Provinces that they were compelled, with regret, to refuse the guarantee, believing that the line did not promote really and truly British objects. The government had nothing to conceal, and there would be no opposition to the production of the papers. (Hear.)

Earl GREY said he had not meant to bring any charge against the Government for the abandonment of the project. After what the Noble Lord had said, he would add a few words to the negociation. Having formerly had much communication with Mr. Hincks, he had always found him frank and straightforward in all his dealings; and it was to be regretted that two persons of such weight and and station in the Provinces as Mr. Hincks and Mr. Chandler should have learnt the decision of the Government from a subordinate officer. It was only a short time since the Emigration Commissioners had thought it necessary to put an advertisement into the papers, cautioning the public not to listen to schemes put forth by this person without adequate authority; but he (the Noble Earl) was quite ready to admit that the manner in which the decision of the Government had been communicated to the delegates had been the result of accident. The really important point in the matter, however, was, that a line of Railway communication should be established in the British territory. No doubt the line of Major Robinson would have been infinitely preferable in many respects; but as the Railway would have had to be constructed by the colonists themselves, with the assistance only of the credit of the country, it was but natural that they should prefer the line which offered the greatest commercial advantages. (Hear, hear.) It was said that it would have swallowed up the whole of the surplus revenue of the colony; but he thought that, directly and indirectly, the returns of the Railway would have covered the interest. (Hear, hear.) On the 20th of February, he (Earl Grey) had hurriedly written to Lord Elgin, on the eve of the departure of the mail, stating that it had not been possible for him to consult his colleagues, but that, as far as his own opinion went, though he greatly preferred Major Robinson's line, it would be better that the line which the Provinces had been with such great difficulty brought to agree to, should be made, rather than that there should be no Railway at all. (Hear, hear.) The line of the colonists would certainly be more insecure in case of war; but in the time of peace it would have offered us the great advantage of an independent mail, as well as great facilities for the conveyance of our troops. (Hear, hear.) With respect to the papers, he should certainly prefer to move for their production.

Earl FITZWILLIAM looked on the question of whether any offence had been given to the delegates as a matter of little importance compared with that of whether there should be a line of Railway from one of the Atlantic ports to connect the Provinces of Lower and Upper Canada, New-Brunswick and Nova-Scotia. He very much regretted the course which Her Majesty's Government had thought it right to pursue, because the Federal Government of the United States gave great encouragement to such projects, and he should greatly deprecate anything that would lead the colonists to draw an unfavourable contrast between the conduct of the mother country and that of the United States. The question of annexation was already discussed in Canada; and though he was far from thinking that it was at all in the ascendancy, yet the subject was one that, half a century ago, could not have been broached in the colony. (Hear, hear.) He thought, therefore, that it was very undesirable to thwart the opinion of the colony; and, besides, whatever line should be chosen, it would be open to the objection of being near the American frontier. The line along the valley of the St. Lawrence would be within only twenty-five miles from the northern frontier of the United States.

The Earl of DERBY—But the line of the Saint John would pass within three miles of the frontier. (Hear, hear.)

Earl FITZWILLIAM—At all events, the objection was only one of amount, and he very much doubted whether the one Railway would be much more secure, in the case of war, than the other. (Hear, hear.) He should think it a matter of very great regret, if the idea should be created in the Provincial mind that the claims of the colony were disregarded, or treated as of slight importance; and he trusted that the Noble Earl at the head of the Government would so shape his future course, that if any feeling of dissatisfaction had been already created, it should be speedily removed. (Hear, hear.)

Lord MONTEAGLE differed from the Noble Earl who had just sat down, in thinking that the communications which had passed between the Government and the gentlemen deputed from the colony were of the greatest importance, for there had been many cases in which a trumpery case of supposed neglect had created a feeling on the part of our colonies that rendered subsequent negociation with them exceedingly difficult. (Hear, hear.) He (Lord Monteagle) thought the explanation of the Noble Earl perfectly satisfactory; but if unreasonable conduct on the part of the delegates was a sufficient ground for rejecting their proposals, he should not, as the Noble Earl had done, have rejected them on the merits. (Hear, hear.) The very fact that the Noble Earl had no surveys before him, while it was a good reason for not acceding to the proposition of the deputation, was the very reason why he should not at once have decided against it. The colonists were sufficiently sensible of the disadvantage of the proximity of their line to the United States, but they felt that it was only a question of degree; for if they had taken Major Robinson's line, it would have been open to the very same objection. But the fact had been entirely overlooked, that this was not a mere question between Major Robinson's line and the line of the colonists, but the rejection of their proposition made it certain that at no great length of time a line would be opened over American ground.—(Hear. hear.) It had been nothing less than a miracle that the three colonies should have been brought to concur in a matter of such great importance, not only to themselves but to us, and he deeply regretted that the opportunity should have been lost. (Hear, hear.)

The Earl of DESART defended the course taken by the Government, and drew their Lordships' attention to the significant fact that a meeting, which had taken place in favour of the St. John line, in 1850, had been held at Portland, in the State of Maine. They might, therefore, well suspect that those who advocated that Railway were interested in a line connected with the United States. The Government had taken, then, the best course—not in contradicting the wishes of the colonists, but in declining to assist, in the manner requested, a line as much or more calculated to serve the influence of the United States as of the colony itself. He believed that if the Government had applied to the House of Commons for its consent to the plan, it would never have sanctioned the request. (Hear, hear.)

Earl POWIS supported the colonists. They had not asked for the least assistance beyond the guarantee of the mother country, and who could expect them to choose any but the best commercial line. He considered that the advantage of five or ten years of peace with their Railway would fully counterbalance any possible disadvantage that would arise from its proximity to the American frontier. When they reflected upon the hundreds of miles of Railway which were being opened every year through the United States, he was afraid that the refusal of this country to entertain the proposal of the colony would be a great blow to those who a few years ago had refused, solely from Imperial motives, the solicitations of persons in the United States to support their lines. (Hear, hear.)

The papers were then ordered.

THE CROPS.—The rain on Monday night last, followed by very warm weather, has, we learn, quite changed the face of the country. Crops of all kinds are looking well; and if we are favoured with frequent showers and heat, grass even may yet recover. The River, we are told, rose several feet, and a great deal of timber and logs was got out.

SEIZURE.—On Wednesday last, H. M. Cutter *Netley*, commanded by Lieut. Kynaston, of H. M. ship *Cumberland*, at present stationed in the Bay of Fundy, for the protection of the Fisheries, arrived in our harbour with the American Schooner *Coral*, of Machias, in charge, which vessel was seized for a breach of the Act Geo. III., cap. 38, sec. 59, in taking fish off the north head of Grand Manan, on the 16th inst., within little more than musket-shot of the shore. The Master of the *Coral*, Mr. Gatecomb, is a native of Grand Manan, as also two of the crew, which amounts to five in all. The vessel was yesterday handed over to the Comptroller of Imperial Customs at this port, for the purpose of being dealt with according to law; and as the Master does not attempt to deny the charge, it is probable the Schooner will be condemned and sold in due course for a breach of the Fishery Convention of 1818, which prohibits American vessels fishing within three miles of the British shores. This is the first instance that has occurred at this port for many years of a vessel being brought in for a breach of this Act.

FISHERY BOUNTIES.—It will be seen by the extract of a despatch from the Colonial Secretary, which we publish to-day, that the Home Government have conceded the important point of sanctioning Acts passed by the Colonial Legislatures, granting bounties to parties engaging in the Fisheries.

NEW STEAMER.—The new steamer, *Eastern City*, 616 tons, which was built expressly to run between this port and City of Boston, made her appearance in our harbour on Thursday afternoon, about two o'clock, with upwards of six hundred passengers, who were for the most part Americans. The arrival of so many respectable and well-dressed people gave our streets quite a gay appearance; and if our adjoining neighbours of the Republic can be induced to visit us in similar numbers during the summer months, it will, we believe, be mutually advantageous to both parties, and will gradually create a traffic that will make the contemplated Railway between this and the State of Maine a profitable investment, when completed.

The *Eastern City* is a splendid specimen of a substantial American built steamboat, having great breadth of beam and a powerful engine of 11 feet stroke. The time occupied in coming from Eastport was three hours and forty-five minutes, although this cannot be taken as a criterion of her speed, it being her first voyage; it may be mentioned, however, that during part of the run she went at the rate of fifteen miles an hour. She is elegantly fitted up, and will accommodate about two hundred passengers with berths, and has all the appearance of being a first-class, steady, comfortable boat. As she is owned by a large number of persons residing in Boston, Calais and this City, it is probable that she will secure a fair share of patronage, although the competition at the present time is brisk, there being four steamers now on the line. On Thursday afternoon, she took a run outside of Partridge Island, with a number of persons on board, who had been invited for the occasion, her performance giving general satisfaction; and yesterday, at half-past eleven, she left for Eastport, Calais and Boston, with her pleasure-party and other passengers from this place. She is commanded at present by Captain John McAllister, of Calais, who has been superintending the building of her in New-York, for the last six months; and Mr. True, formerly of the *Creole*, is Clerk of the *Eastern City*—an office for which he is well qualified.

In common with the rest of our citizens, we wish the new Steamer every success, and have much pleasure in publishing the following certificates respecting her:—

New-York, June 15th, 1852.

MINUTES OF TRIAL TRIP OF STEAMER EASTERN CITY.

Started from the Dock, foot of Cherry-street, at 10 o'clock and 45 minutes, A. M.—Steam at starting, 16 pounds; worked engine and hooked on—revolutions per minute, 15—throttle one half open—vacuum 29 pounds. At twelve o'clock, steam 24 pounds—revolutions, 20—vacuum, 28½—throttle open. At one o'clock, steam 30 pounds—revolutions, 22½. Average revolutions during running time, 18½; average steam, 22 pounds. Abreast Sandy Hook Light at one o'clock: time from there to the Battery, one hour and twenty minutes—average speed, 17 miles per hour, against a three mile ebb tide.

The boat in every respect fully meets the most sanguine expectations of the agent and builders of hull and engine.

JOHN C. THOMPSON,
Chief Engineer of United States Mail Steamship Pacific;
PETER McMILLAN,
Engineer of Allaire Works.

NEW-YORK, June 15, 1852.

We, the undersigned, do hereby certify that we have just returned from the trial trip of Steamer EASTERN CITY, and that we do consider the Engine and Boilers of said Boat capable of carrying "fifty pound" of Steam or Steam pressure to the square inch,—and that we consider the Steamer EASTERN CITY a "perfectly safe" boat, her hull being a great deal heavier than any of our boats now plying upon Long Island Sound, or any of our outside routes, it being built more like a ship than a steamboat, and being so steady, a person would hardly know there was an engine in it, even in the heaviest seaway.

JOHN C. THOMPSON,
Chief Engineer of United States Mail Steamship Pacific;
PETER McMILLAN,
Engineer, Allaire Works.

Attest—
EPES SARGENT.

AMHERST FEMALE SEMINARY.—We are informed that this useful institution fully sustains the high character heretofore accorded to it, and justly enjoys a large share of popularity. The proprietor has spared neither pains nor expense in fitting up and furnishing the building in the most comfortable manner, and in procuring the most competent teachers, five of whom are constantly employed in giving instruction in the various branches.

The terms, as will be seen by an advertisement in another column, are very reasonable, thus bringing the advantages of a finished education for young ladies within the reach of persons of moderate income.

NORTHUMBERLAND ELECTION.—The writ for an election to fill the vacancy in the representation of this County, occasioned by the death of the Hon. Alexander Rankin, has been issued. The nomination of candidates takes place on the first of July and the polling on the 6th.—George Kerr and Peter Mitchell, Esq., have offered themselves as candidates. The Gleaner says they are both gentlemen of the legal profession, and liberals, and adds—"a man professing any other principles would not have the slightest prospect of succeeding with the people of the County at the present time."

☞ We are pleased to find that our townsman, Mr. H. P. Sancton, has so far recovered his health, as to be able to resume business. His card appears in our columns. We trust that in supplying the public with good and cheap articles he will be duly encouraged and rewarded.

General Scott is the candidate agreed upon by the Whig party in convention at Baltimore on Monday last, as their candidate for the Presidency, and the Hon. William A. Graham, of North Carolina, for the Vice Presidency.

(*From the Royal Gazette.*)

PROVINCIAL APPOINTMENTS.

JOHN HAZEN, Esq., to be Sheriff of the County of Sunbury, in the room of THOMAS HICKS, Esquire, resigned.

BEVERLEY ROBINSON, Junior, to be a Notary Public.

GERHARDUS C. CARMAN, ARCHIBALD MENZIES, and JAMES OLIVE, Esquires, to be Commissioners of Sewers for the Parish of Lancaster, County of St. John.

ISAAC WOODWARD and CHARLES W. WARDLAW, Esquires, to be Commissioners for the Harbours and River of St. John and the Bay of Funday, under the Act 13 Victoria, cap. 26, intituled "An Act to provide for the greater safety of Passengers on board of Steam Boats."

ALLAN A. DAVIDSON, Esq., to be a Coroner for the County of Northumberland, in the Place of JAMES WRIGHT, Esq., deceased.

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

Secretary's Office, 21st June, 1852.

Extracts from a Despatch of Sir J. Pakington, Bart., to the Officer administering the Government of New Brunswick, dated May 26, 1852.

"Among the many pressing subjects which have engaged the attention of Her Majesty's Ministers since their assumption of office, few have been more important, in their estimation, than the questions relating to the protection solicited for the Fisheries on the coasts of British North America.

"Her Majesty's Government have taken into their serious consideration, the representations upon this subject contained in your Despatches noted in the margin, and have not failed to observe, that whilst active measures have been taken by certain Colonies for the purpose of encouraging their Fisheries, and of repelling the intrusion of foreign vessels, it has been a subject of complaint in New Brunswick, that impediments should have been offered by the policy of the Imperial Government to the enactment of bounties considered by the local Legislature essential for the protection of its trade. Her Majesty's Ministers are desirous to remove all grounds of complaint on the part of the Colonies, in consequence of the encroachment of the Fishing vessels of the United States upon those waters from which they are excluded by the terms of the convention of 1818, and they therefore intend to despatch, as soon as possible, a small naval force of Steamers, or other small vessels, to enforce the observance of that convention.

* * * * *

"With regard to the question of promoting the Fisheries of the British Colonies by the means of bounties, Her Majesty's Government, although desirous not to sanction any unnecessary deviation from that policy which regulates the Commerce of this Country, are still disinclined to prevent those Colonies, by the interposition of Imperial authority, and especially pending the negotiation with the United States on the principles on which the Commerce with the British North American Colonies is hereafter to be carried on, from adopting the policy which they may deem most conducive to their own welfare and prosperity.

"Entertaining these views, it is the intention of Her Majesty's Government to advise the Queen to give her assent to an Act passed by the Legislature of Prince Edward Island in the Session of 1851, for the promotion of its deep sea Fisheries, and they will be prepared to give favourable consideration to any Acts for a similar purpose which may be passed by the Legislatures of the other North American Provinces."

☞ Mr. Crowly's affidavit, &c., respecting his loss of Money on board the Steamer Maid of Erin, came too late for insertion to-day.

MARRIED.

On the 19th inst., by the Rev. Wm. Donald, A. M., Mr. Charles Bowles, to Miss Elizabeth F. Armstrong, both of this City.

On the 21st inst., by the Rev. John Irvine, Mr. Samuel Parks, to Margaret Ann, second daughter of Mr. Parks, both of the Parish of Westfield, in the County of Kings.

On the 22d inst., by the same, Mr. Samuel Hamilton, to Miss Martha Irvine, both of Portland, in this County.

On the 24th instant, at St. Malichi's Church, by the Rev. John Quinn, Mr. John O'Neill, to Miss Ann Quinn, both of this City.

At the North American Hotel, on Wednesday the 23d inst., by the Rev. William Ferrie, A. M., Mr. Israel Sherwood, to Miss Anne McAuley, second daughter of Mr. James McAuley, all of Lancaster.

On Wednesday the 23d inst., at Carleton, by Rev. W. T. Cardy, Mr. Thomas Smith, to Miss Catherine Burley, both of Carleton.

On Wednesday the 16th inst., by the Rev. J. F. Bent, Wesleyan Minister, Mr. John Bell, to Miss Eleanor McMahon, both of Studholm.

At Fredericton, on the 15th inst., by the Rev. Mr. Allison, Mr. W. H. Smith, to Miss E. E. Scott, both of that City.

DIED.

On Tuesday morning, after a lingering illness, Mr. Andrew Gabby, aged 80 years, a native of County Down, Ireland.

At Portland, on Wednesday last, Emily, daughter of the Rev. William Smith, Wesleyan Minister, aged four years.

At Digby, N. S., on Monday evening last, Anna Louisa, infant daughter of A. McL. Seeley, Esq., aged nine months.

At Petersville, Queen's County, on the 22d inst., Mr. James Corbitt, in the 74th year of his age.

At New-York, on the 25th ult., Mr. Nathan Hampton, formerly of this City, aged 39 years, leaving a wife and five children to lament their loss.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Saturday—Barque Midas, Palmer, New-York, 8 days—R. Rankin & Co., flour, corn, &c.
Steamer Creole, Winchester, Boston—R. P. McGivern, passengers and merchandise.
Sunday—Brig Runnymede, Carey, New-York, 8—Geo. Thomas, ballast.
Monday—Ship Cape Cod, Hopkins, Boston, 3—N. S. Demill, ballast.
Barque Napoleon, Daunewig, Queenstown, 30—Chas. Brown, ballast.
Tuesday—Ship Britannia, Coulthart, Liverpool, 31—John Wishart, salt, coals, &c.
Carnatic, Devereaux, New-York, 8—J. W. Cudlip, ballast.
Steamer Admiral, Wood, Boston—Geo. Thomas, passengers and merchandise.
Wednesday—Barque Susan, Meredith, Cork, 35—L. Burns, passengers.
Brig Vixen, Graham, Liverpool, 52—Wm. Walker, general cargo.
Mary, Holland, Cork, 49—R. Rankin & Co., passengers.
Schr. Echo, Holder, Boston, 2—Master, ballast.
Franklin, Mussels, Boston, 2—E. D. Jewett & Co., general cargo.
Thursday—Ship Eva, Philbrook, New-York, 7—J. W. Cudlip, ballast.
Eos, Leufstadius, Boston, 5—J. W. Cudlip, ballast.
Riverdale, Wilson, New-York, 5—John Wishart, ballast.
Barque Zanoni, Wilson, Alexandria, 7—to order, ballast.
Jarlan, Larsen, Boston, 5—Geo. Thomas, ballast.
Forager, Spendlove, New-York, 6—S. Wiggins & Son, ballast.
Brig Thomas Wood, Nicholson, New Haven, 7—S. Wiggins & Son, ballast.
Challenge, Crosby, Boston, 3—Chas. McLauchlan, ballast.
Millman, Barclay, New-York, 6—W. & G. Carvill, ballast.
Brigt. Eliza Ann, Hilton, Philadelphia, 14—J. & R. Reed, corn and corn meal.
Three Brothers, Knowlton, Sydney, (C. B.) 9—R. P. McGivern, coals.
Schr. Windsor, Francis, Halifax, 5—Master, molasses, sugar, &c.
Steamer Eastern City, McAllister, Boston, via Calais, &c.—L. H. Waterhouse, passengers, &c.
Friday—Schr. Dart, Smith, Halifax, via Yarmouth—C. McLauchlan, tea, &c.
Gazelle, Frost, Halifax, via Yarmouth—Charles McLauchlan, sugar, &c.
Blossom, Lawless, Prince Edward Island—Master, oats, potatoes, &c.
Steamer Maid of Erin, Belyea, Portland—Thomas Parks, passengers and merchandise.
Admiral, Wood, Portland—Geo. Thomas, passengers, &c.
This day—Steamer Creole, Winchester, Boston—R. P. McGivern, passengers, &c.

COASTWISE.

Saturday—Schr. Sarah, Parker, Annapolis, staves.
Julia, Anderson, Petitcodiac, deals.
William Henry, Bishop, Shepody, deals.
Lavinia Clark, Stiles, Hopewell, deals.
Pandora, Sheilds, Salmon River, deals.
Dorchester, King, Dorchester, deals.
Amanda, Wells, Harvey, deals.
Leader, Wood, Shepody, deals.
Scotia, Buckard, Shepody, deals.
Rambler, Wood, Shepody, deals.
Western, Baker, Ten Mile Creek, deals.
Friends, Copp, Harvey, deals.
Ellison, Reid, Harvey, deals.
Abeona, Cole, Sackville, deals.
Pacific, Edgett, Salmon River, deals.
Edwin, Oliver, Sackville, deals.
Wilmot Packet, Harris, Sackville, cheese, &c.
Vanguard, Morris, Apple River, deals.
Sunday—Str. Fairy Queen, Edgett, Petitcodiac, oysters.
Monday—Schr. Lark, Hersey, St. Mary's Bay, fish.
Princess, Benman, Fishing Voyage, fish.
Erin, Murray, Parrsboro, deals.
Foster, Downey, Cumberland, deals.
Str. Maid of Erin, Belyea, Annapolis, passengers.
Tuesday—Schr. Triad, Soley, Londonderry, deals.
Mariner, Woodman, Economy, deals, butter, &c.
Wednesday—Schr. Pilot, Slocomb, Digby, meat, &c.
Industry, Parker, Walton, deals and cordwood.
Gipsy, Slocomb, Wilmot, cheese, potatoes and eggs.
Thursday—Schr. Spray, Balson, St. Andrews.
Favorite, Helms, St. Andrews, ballast.
Susan, Lord, St. Andrews, ballast.
Alonzo, Gilliatt, Cornwallis, butter, eggs and calves.
Zephyr, Beeler, Bear River, cordwood and fish.
Laurel, Brinton, Wilmot, treenails, cordwood, &c.
Hope, Melanson, New Edinburgh, deals.
Digby Packet, Turnbull, Digby oil and hats.
Element, Green, Apple River, deals.

CLEARED.

19th—Ship America, McLean, Liverpool, deals—John Robertson; Barque Corinthian, Spence, Hull, timber, deals, &c.—Kirk & Worrall; Brigt. Kendall, Crowell, Bath, junipertimber—T. McHenry.

21st—Barque Kepler, Krudop, Grimsby, timber and deals—John Robertson; Ross, Brown, Hull, timber and deals—Kirk & Worrall; Brig Daring, Bingay, Barbados, fish and lumber—R. Rankin & Co.

22d—Ship Charlemagne, Singer, Liverpool, deals—W. & G. Carvill; Faneuil Hall, Sears, Liverpool, deals—N. S. Demill; Brig Hope, Totherick, Newcastle, timber and deals—R. Rankin & Co.; Brigt. P. I. Nevius, Boddie, Alexandria, plaster—Master; Schr. Cuba, Kavanagh, Lynn, boards and shingles—E. D. Jewett & Co.

23—Brigs J. W. Johnston, Morrison, St. John's, (N. F.) boards, lime, bricks, &c.—W. H. Harrison & Co; Schr. Dolphine, Hoffman, Magdalen Islands, salt, bread, &c.—R. Rankin & Co.

24th—Ship Hungarian, Patterson, Liverpool, deals—J. L. Woodworth; Brig Lady Lilford, Watt, Ardrossan, timber and deals—R. Rankin & Co. Schr. Brothers, Brundage, Prince Edward Island, limestone—Master.

25th—Ship Falcon, Wade, London, deals—N. S. Demill; Barque Brothers, Doran, Newry, timber, deals, &c.—Wm. & Geo. Carvill; Brig Aden, Frizzel, Porto Rico, lumber and fish—Crane & Co.

26th—Ship Albert Franklin, Long, Cork for orders, deals—John Robertson; Brig Zero, Harrington, Glasgow, deals—J. L. Woodworth; Schooner Providence, Boutin, Halifax, limestone and bricks—G. & J. Salter.

The brig Pilgrim, McCready, from New-York for this Port, ran ashore near Lubec, and was subsequently got off. The Maid of Erin went down last evening to tow her up.

Barque Oromocto, hence, for Cork, was seen on the Banks, 2d inst., by ship A. Z., at New-York from Liverpool.

Spoken, June 14th, lat. 42 10, long. 62 5, brig Thetis, hence, for Dundalk; June 21st, off Mount Desert, brig B. M. Prescott, hence, for New Haven.

Arrived at Valparaiso, 5th May, ship Montrose, Hue, St. John.—At Boston, June 18th, sch'rs. Mary Jane, Elkin, and Pearl, McLean, St. John; 22d, brig Clifton, Cochran, Liverpool, 29 days; Calcutta, Clark, St. John; 23d, schr. Eliza Ellen, Kelly, do.—At Halifax, 23d, schr. Amagent, McRae, do.

Cleared at Savannah, June 16th, barque Edgar, Pendleton, St. John; 17th, brig Integrity, McKellar, do.; 19th, brig Lucy Spear, Hanson, do.—At New-York, 21st, barque George, do.; 24th, ship Meridian, do.—At Boston, 23d, schr. Hellespont, do.; 24th, brig Velocity, and schr. Mary Jane, do.

Sailed from Mobile, June 16th, ships Perthshire, Creighton, and Beejapore, McLay, St. John.

Loading at Matanzas, June 10th, barque Canmore, Harvey, of this port, for New-York.—At Cobija, April 5th, ship Thomas Fielden, Sutherland, from St. John, to sail for England in all May.

At Trinidad, 9th inst., schr. Orion, Anderson, loading for Boston.—At Cienfoegos, 10th, Acadian, Lockhart, do.

Arrivals in Britain from St. John.—June 5th—Actress, off Falmouth; 5th—Emily Allison, at Wexford; 6th—Eliza, at Belfast; Acadian, in Penarth Roads; Atalanta, off Torry Island, Bristol Channel; Cornelia, off Staxigo; 12th—Ben Nevis, at Liverpool.

Sailed for St. John—June 3d, the Economy, from Cork; 5th, Agenoria, from Shields; 7th, Perilla, from Cork.

NOTICE TO THE PUBLIC.

IN pursuance of an order in Council dated the 21st instant, that "all Letters transmitted by "Mail containing or purporting to contain Money, "shall be registered at the Post Office receiving the "same, and a Receipt given therefor, and also a Receipt taken from the party to whom the same may "be delivered, on condition of the payment at time "of posting such Letters, of sixpence for each Letter, in addition to the Letter Postage chargeable for "the same; unless the party requiring the transmission of any such Money Letter decline paying the "said sum of sixpence for such extra service, in "which case, the said Letters shall be transmitted "as any other Letters by Post:"—Notice is hereby given that the necessary forms will be at once printed and issued to the Postmasters and Way Office Keepers, to enable them to carry the above order into effect from 6th July next.

Persons desirous of thus Registering letters, must post them thirty minutes before the hours appointed for closing the respective mails, as, to insure greater accuracy in their transmission. Postmasters are authorized to refuse Registering Letters brought to the Post Office at a later hour.

As stated above, the Registration fee and Letter postage, must be paid in advance; this may be done, however, either in money, or in Postage Stamps, or part in money, part in Postage Stamps.

It must be understood, that this Registration will not extend to the United States, nor to any Foreign country. Should it be desired, however, such letters will be Registered and forwarded as far as possible under the Regulations for the Registration of letters. Throughout the United Kingdom, and British Provinces, letters thus Registered will be treated with the same care as in this Province.

J. HOWE, *Postmaster General.*

GENERAL POST OFFICE, St. John, 25th June, 1852. } 2i.

Extension of Time for Completing Reed's Point Improvements,

To 1st NOVEMBER, 1853.

THE Committee of Common Council deeming it expedient to extend the time for completing the Works at Reed's Point, from representations made to them by intending Contractors, hereby notify those persons who handed in Tenders in accordance with the advertisement, that the same are unopened, and will be returned to them on application at the Committee Room; and further, that Tenders will be received by the Committee, up to TUESDAY the 6th July instant, at noon, from parties willing to Contract for one or more Sections of the Work, to be finished and completed by 1st November, 1853.

Ten per Cent. of the Contract price will be advanced on signing the Contract.

Five per Cent. on 1st September, October, November, and December; and

Five per Cent. on 1st April, May, June, July, and August, 1853—in all Fifty-five per Cent.,—and the balance will be paid when the work is completed.

One or more of the Committee will be in daily attendance at the Committee Room, to afford any additional information required.

THOMAS McAVITY,
J. M. WALKER,
G. VANHORNE,
J. STEPHENSON,
G. V. NOWLIN,
J. C. LITTLEHALE,
J. W. CUDLIP,
} COMMITTEE.

June 26th, 1852.—[City papers, 2 ins.]

NOTICE.

LUNATIC ASYLUM.

THIS Institution, which has been open for inspection every day for the past year, is now, in order to secure the quiet of the Patients, to be seen only on FRIDAYS and SATURDAYS, from One to Four o'clock.

Cards of admission must be applied for to either of the Commissioners, or to

JOHN C. WARD,
St. John, 26th June, 1852. *Secretary.*

NOTICE.

THE Semi-annual Examination of the Public GRAMMAR SCHOOL will take place, according to law, on Tuesday next, the 29th inst., at 10 o'clock, A. M.

J. H. GRAY,
St. John, 26th June, 1852. *Secretary.*

☞ NOTICE. ☜

THE Semi-Annual Examination of the Central Madras (Male and Female) Schools, will take place at the School House in Duke Street, on Monday next, the 28th instant, commencing at ten o'clock, A. M.

A. STEWART,
June 26. *Clerk to the Governor and Trustees.*

NOTICE.

THE Members of the "*New-Brunswick Alumni of King's College, Windsor,*" will confer a favor by forwarding their Subscriptions for 1852, to the subscriber, in order that they may be paid over to the Treasurer, at the Encænia at Windsor.

J. BOYD, M. D.,
Sec'y. & Treas. N. B. Alumni, &c.
St. John, N. B., June 26, 1852.

Grand Bazaar and Tea Soiree.

A BAZAAR, in aid of the Building Fund of the Sydney-street Free Church, will be opened (D. V.) in Saint Stephen's Hall, King's Square, on WEDNESDAY the 30th inst., and THURSDAY the 1st proximo, when there will be offered for sale a lot of most beautiful and miscellaneous Needle Work and Fancy Goods, lately contributed by the Ladies of Glasgow, in aid of the above Church, along with such other Articles as may be kindly furnished by the Ladies and friends of the Congregation in this City and neighbourhood.

TEA SOIREE.

ON the Evening of FRIDAY, the 2d of July, the Ladies will entertain the friends of the Congregation at a GRAND SOIREE, to be held in Lawrence's Long Room, at 8 o'clock, P. M.—Tickets of Admission, 2s. 6d., to be had of Messrs. WALLACE & SMALL, North Market Wharf, and JOHN LEES, Market Square.

Persons disposed to add to the articles for sale, are respectfully solicited to do so, and to forward the same before the end of this month, to Mrs. DOCTOR MILLER, Germain Street. June 26.

NEW-BRUNSWICK.
City and County of Saint John.

SURROGATE COURT holden on the twenty-first day of June, A. D. 1852.

In the matter of the Estate of RICHARD CALVERT, late of the City of Saint John, deceased:

WHEREAS THOMAS CALVERT and CALISTA HAWS, Administrator and Administratrix of the Estate of the said RICHARD CALVERT, deceased, have filed the final account of their administration of the said Estate:

I do therefore cite all the Creditors and Next of Kin of the said deceased, and all persons interested in the said Estate, to appear before me, ALFRED L. STREET, Surrogate Judge of Probate in and for the City and County of Saint John aforesaid, at the Registrar's Office, in the said City, on Thursday the twenty-ninth day of July next, at two of the clock in the afternoon, to attend the passing and allowance of the said account so filed as aforesaid.

ALFRED L. STREET,
Surrogate Judge of Probate.

NEW-BRUNSWICK.
City and County of Saint John, SS.

SURROGATE COURT holden on the twenty-first day of June, A. D. 1852.

In the matter of the Estate of JOHN O'TOOLE, late of the City of Saint John, deceased:

WHEREAS ELIZA O'TOOLE, Administratrix, and WILLIAM D. W. HUBBARD, Administrator, of the Estate of JOHN O'TOOLE, late of the City aforesaid, deceased, have filed the final account of their administration of the said Estate:

I do therefore cite all the Creditors and Next of Kin of the said deceased, and all persons interested in the said Estate, to appear before me, ALFRED L. STREET, Surrogate Judge of Probate in and for the City and County aforesaid, at the Registrar's Office, in the said City, on Friday the thirtieth day of July next, at two of the clock in the afternoon, to attend the passing and allowance of the said account so filed as aforesaid.

ALFRED L. STREET,
Surrogate Judge of Probate.

HURD PETERS,
Attorney at Law.

☞ Office over Messrs. Flewwelling & Reading's, *Prince William-street.*

St. John, 26th June, 1852.

COMPOSITION and SPIKES.

Just received ex Ships 'Commodore' and 'Snowdon':

440 BOLTS Muntz's Patent METAL, 8 Tons SPIKES assorted; for sale at lowest Market rates.

June 26. McMORRAN & DUNN.

Amherst Female Semina[ry]

PRINCIPALS
Mrs. C. E. Ratchford and Miss ...

THE Winter Term of this Institution ... closed, the Seminary will re-open on the ... July next, when a few more Pupils can be ... modated as Boarders.

TERMS.

Board and Washing, (white dresses excepted) Instruction in Reading, Writing, Arith... of the Globes, Ancient and Modern ... Ancient and Modern History, Gramma... toric, Natural Philosophy, Astronomy, ... English Composition and Embroidery—£... Academical Year.

EXTRA CHARGES.

Music.
Piano or Spanish Guitar, } Three Lessons per W..., £2 per Quarter or Half ...

Drawing.
Pencil or Crayon, Five Lessons per Week, } £1 per Qr. or Half ...
Mono-Chromatic, Plain or Blended, } £1 10 "
FRENCH, Five Lessons per Week, } £1 10 "
ITALIAN, Three Lessons per Week, } £1 10 "

Rates payable Quarterly in advance.

There are two Terms per year, of five ... each. The Quarters, or Half Terms, ... 15th January, 1st April, 15th July, and 1st Oc... Pupils will also be received at intermediate p... and charged *pro rata*.

The French Department is under the care of ... Protestant French Ladies, from one of the pri... Female Seminaries of the United States, wh... on the Ollendorff System, and also assist in ... Music Lessons. Daily conversation in Fren... insisted on.

Three or more Ladies will be constantly em... ed in the English Department, Music, Drawing ... No pains will be spared to preserve the health of ... Boarders, by proper exercise; and those young La... dies whose parents may wish them to ride, will ... allowed the use of a quiet Saddle Horse.

Pupils remaining at the Seminary during the V... cation, will be charged Ten Shillings per Week ... Board and Washing.

The Seminary is situated within a few mi... walk of four different places of Public Worship, ... near to the Telegraph Station and Post Office.

For further particulars, apply, post paid, to
C. E. RATCHFORD.

Amherst, Nova-Scotia, 23d June, 1852.

THE Court of Directors of the *New-Brunswick and Nova-Scotia Land Company* have ... ed, during the present year, to sell Lands ... on Lines of Road within the Tract belonging ... Company, in Lots of 100 to 300 acres each, ... to the convenience of purchasers, at Four Shillings and Sixpence Currency, per acre, dividing the ... chase money into instalments, spread over ... as follows, viz:—

Deposit on signing agreement to purchase, - - - 6d. p...
Second year, no instalment required.
Third year, - - - - 6d.
Fourth year, - - - - 6d.
Fifth year, - - - - 6d.
Sixth year, - - - - 6d.
Seventh year, - - - - 6d.
Eighth year, - - - - 6d.
Ninth year, - - - - 6d.
Tenth year, - - - - 6d.
without addition of Interest.

The Instalments must be punctually paid ... year, on or before 31st October.

Several Farms having Houses, Barns ... Buildings erected thereon, also for sale, ... reasonable Terms, varying from £60 to £... cording to the quality of the Soil, the value ... dition of the Buildings, &c. &c.

Reference,—J. V. Thurgar, Esq., the Co...ny's Agent in St. John.

By Order of the Court of Directors,
R. HAYNE, *Chief Commissioner*
New-Brunswick and Nova-Scotia Land Office, Fredericton, April, 1848.
[Freeman and M. News 6.]

Valuable Freehold Property FOR SALE.

A commodious DWELLING HOUSE, situate at North East corner of ... Square, containing Drawing Room, ... Parlors, five Bed Rooms, Kitchen, Pantries, ... Room, with a never failing Spring of pure W... Cellars, Out-houses, &c. It is one of the ... comfortable and convenient Family residences ... the City, with an unobstructed view of the H... and Bay. The house is fitted up with gas.

The ground comprises one lot and half, ... a site for the erection of another Dwelling ... For terms, &c., apply on the premises.

June 26. JOSEPH STEPHENS...

HENRY P. SANCTON,
Soap and Candle Manufactu[rer]
Orange Street, Saint John, N. B.

HAS constantly on hand, SOAP and CA... which he can recommend to his frie... the public in general—such as cannot fail ... satisfaction to the consumer and dealer—and ... by attending to his business, to ensure an ... patronage which it will be his effort to de... extend.

☞ Those who are in want are invited ... and see for themselves.—We confidently ... that there are no better manufactured in the C... The smallest favor thankfully received.

☞ MIND!! Orange-street—near Centenary Chapel. June 26.

REMOVAL.

A. MARTIN intimates to his customers ... he has removed his Confectionery ... lishment to the brick building, foot of Ch... Hill, Prince William Street, one door ... drug store of W. O. Smith, Esq.

St. John, 26th June, 1852.

NOTICE.

ALL persons having any demands ... Estate of the late E. D. VERY, of ... of Portland, will please render the ... three months from this date; and all ... debted to the said Estate will make ... payment to

ELIZA W. VERY, Admin...
A. McL. SEELY, Admin...

June 26.

NOTICE.

THE Subscriber has been appointed Ag... the following Manufactories:—

R. W. WINFIELD, Esquire, *Hardware Manufacturer, Birmingham.*
W. & G. HARDING, *Earthenware Manufacturers, Staffordshire.*
WM. HOUNSELL & CO., *Lines, Twines, Manufacturers, Bridport.*

Parties requiring LINES and TWINES ... quantities, large or small, or EARTHENWARE by the Crate or less, and HARDWARE ... scriptions by the piece, dozen or otherwise, ... ing their orders with me can have them ... at Manufactory cost, and charges of ... Goods from each of the above will be ... Store. WM. WAR...

St. John, June 26, 1852.—1m.
[Eastport Sentinel 1m.]

NOTICE.
North American Clothing ...
SOUTH SIDE KING STR...

R. HUNTER begs leave to ... friends and the public in general ... ving engaged the services of a very ... as Foreman in his establishment, ... hand a large and splendid assortment ... Broadcloths, Cassimeres, Doeskins, Fancy ... &c. &c., he is therefore enabled to give ... tisfaction in the Custom Department ... previous time since his commencement ... Gents leaving their orders may depend ... ing their garments made up in the most ... style, and by the best workmen the City ...

☞ All Garments warranted to fit, ...

June 26.

HARDWARE.

Received by the Steamer "Admiral"

A FURTHER supply of American ... comprising, together with the stock ... hand, one of the best selected to be found ... Province. The public are respectfully ... call and inspect, as the stock is entirely ... will be sold low for cash or approved ... WALLACE & ...

June 26.

PINE TIMBER!

10,000 TONS PINE TIMBER ... average.—For Sale by G. SUTHERLAND.

June 26.

Wanted Immediately

A COMPETENT ENGINEER, ... Steam Saw Mill in the Country. ... J. BERTON BROS.

June 26.