of 10,672 men to make a similar load upon the St. John Suspension Bridge. Whether the cables would really bear this load, even for a very short time, were they by any possibility subjected to it, I consider very doubtful indeed, as it is found that a wire cable, made of a thousand wires banded together does not possess a thousand times the strength of a single wire, even though every wire be of the same strength. This is from the great *practical* difficulty in drawing them all straight alike, and straining and bending them the same. This is the reason why builders generally assume so small a proportion of the breaking strain for a safe load. Of this, however, every engineer must judge for himself. It is very certain there is no economy in risk. An excess of strength is far better than a deficiency.

On the Strength of the Towers.

It has been previously stated in this Report that the pressure upon these towers is vertical. It will therefore be sufficient to provide for this pressure. They are built upon a firm base, and of such proportions as to ensure their own stability, being built of the best material, and laid in cement, it being taken for granted that the workmanship is good, of which, from the fine appearance of the outside of the work, I consider there is little doubt. It is proposed to demonstrate their strength. The part of the tower below the saddle has the smallest sectional area; they are here six feet square, containing 36 square feet in each tower, or 144 square feet collectively at the four points of support. This crushing weight of granite varies from two to six tons per square inch of surface. Taking the lowest average, would give us 288 tons crushing weight upon each square foot. Now, as there are 144 square feet in the area of the surface of the towers, we get $144 \times 288 = 41,472$ tons, as the crushing weight of the four towers, or more than forty times the extreme weight that can by any possibility be brought upon them.

On the Strength of the Anchors.

Each cable is fastened by a separate attachment to its own anchors. The smallest sectional area that these attachments present is 12½ inches, or two shackles each 2½ inches × 2½ inches. There are, therefore, twenty attachments, of 12½ inches each, to the ten cables. The strain on these attachments is directly tensile. Any load applied on the Bridge is immediately communicated through the cables and over the saddles to the anchors at either end. For instance, were twenty tons applied on the platform of the Bridge, there would be a strain of twenty tons upon each set of anchors, less the friction over the saddle. Therefore, to arrive at the strength of the anchors, only half their number must be taken into account, or one for each cable. The tensile strength of refined iron varies from sixty to eighty thousand pounds per sectional inch (according to quality). In calculations for large castings it is only considered advisable to take a sixth as a safe load. We have, therefore, $10 \times 125 \times \frac{60,000}{6} = 1,250,000$ lbs., 558 tons, for a safe load.

On the Strength of the Suspending Rods.

There are 147 on either side of the Bridge, or 294 in all. The amount of weight required to break one would be about eight tons. They have all been tested, I understand, with a strain of four tons. Before loading the Bridge, I subjected one to a strain of five tons, striking it violently at the same time with a hammer, to cause vibration. It bore this without shewing any symptoms of weakness. Assuming, therefore, eight tons to be the breaking strain, taking one quarter of this, or two tons, multiplied by the number of rods, we have $2 \times 294 = 588$ tons as a safe load for the rods, were this load equally distributed over the platform of the Bridge. Moreover, the upper and lower chords and trussed handrail have the effect of distributing any passing load over three or four of the suspending rods; and the more so on account of a certain degree of flexibility in the cable, which settles imperceptibly when the load presses heavily upon any particular point. If two of the suspension rods upon one side were taken out, leaving twelve feet of the roadway unsupported, there would still be strength enough in the chords and handrail so to distribute the load on to the two next adjoining rods, as to require about seven tons to cause fraction of the roadway.

On the Strength of the Transverse Beams.

The transverse beams of the roadway which support the planking are 3x14 inches in the middle, rounded on top to 3x12 at the ends. From actual experiments that I have made since my return to Saint Andrews, upon beams of the precise length, size of scantling and description of timber of those used in the St. John Suspension Bridge, taking the mean of those experiments, I found they broke with a dead load of four tons hung in the middle of each beam, which would be equivalent to about eight tons distributed all over the surface of the same. These beams being covered with long three inch planks laid longitudinally, and extending over se- … the strength of an individual beam upon which there may be a pressure, (but has no effect upon the beams collectively,) and, moreover, distributes any passing load over the adjoining beams in proportion to the length of the load. A load of three tons, including teams, in one of the usual waggons of the country, would be distributed over about three beams, or twelve feet. The breaking strain of these three beams (where the load is distributed) would be twenty-four tons, as I have already shown. In order to be safe, one quarter of the breaking strain, or six tons only, should be allowed; and as a load of three tons, including teams, will always be liable to be passed by another of the same weight, I therefore consider that loads of three tons are as much as can pass one another with safety.

On the Strength of the Planking in the Roadway.

The planks in the roadway are three inches thick, and vary from six inches to upwards of a foot in width. Their bearing between the transverse beams is three feet nine inches. They are firmly spiked down at every crossing. The ultimate strength of a plank six inches wide, and three feet nine inches bearing, firmly fastened at each end, is four tons. Taking the quarter of this, or one ton, as a safe load, it is as much weight as ever should be on a single wheel. This is while the plank is new and unworn. When the plank becomes worn down to two inches in thickness, it will then bear up only half this load, and must be removed. I consider it would have been much safer, and more economical, to have planked the carriage-way in the middle with four inch planks, leaving the footpaths covered as they are at present. This would have rendered the Bridge much stiffer and steadier, and would only have added about ten tons to its weight. There is one inch wear in a three inch plank, for when it becomes two inches thick it must be removed; while, on the other hand, there is two inches, or double wear, in a four inch plank. The decay need not be taken into account, for in such a dry and airy position as the deck of the Suspension Bridge, good white pine plank will not suffer much from decay in less than five or six years.

SUMMARY.

	Tons.
1.—Absolute tensile strength of cables,	1125
2.—Suspended weight of Bridge, including cables,	150
3.—Extraneous load, *theoretically*, that would cause fracture,	975
4.—Greatest extraneous load that the Bridge could ever be subjected to,	714
5.—Safe strength of cables,	281
6.—Load that Bridge will bear with perfect safety,	131
7.—Greatest load that anchors will bear collectively, with perfect safety,	558
8.—Load that suspending rods can bear collectively with perfect safety,	588
9.—Load that beams will bear collectively,	294
10.—Greatest loads, in tons, that can pass one another with safety,	3
11.—Greatest loads upon a wheel,	1

Description of the Testing.

Having decided upon the safe strength of the Bridge, I resolved to test the whole structure with seventy tons, or a little more than half of its safe load. This was done by means of carts, loaded with bricks, in the following manner:—

Thirty carts were first placed upon the Bridge, each cart and its load weighing two tons. These carts extended in double lines completely from one end of the Bridge to the other, the carts upon one side not being opposite each other, but breaking joints, as it were, the carts upon one side being in between two on the other. These carts were taken on one at a time, and its horse and driver allowed time to get off before another was brought on, the Bridge all the time undergoing inspection, to see if everything was in order. After all these carts had been placed in their positions, which had been previously marked for them, then three double teams, weighing upwards of three tons each, were led, one at a time, from one end of the Bridge to the other, between the double line of carts. The horses were then taken off, and the whole load, amounting to about seventy tons, was left standing for an hour, while the whole of the Bridge underwent a close inspection, without finding anything out of place. In the meantime, the carts were made fast to the two lines of chains attached to the stationary power erected at either end of the Bridge, and were then wound simultaneously off, the last of each line of carts passing one another in the centre of the Bridge, the carts upon the north side going off at the eastern end, and those on the south going off at the western end.

DECREASE OF PAUPERISM IN IRELAND.—Yesterday a return was printed by order of parliament, showing a considerable decrease of pauperism in Ireland. On the 1st January, 1852, the number of paupers relieved (indoor and outdoor) was 170,484; and on the 1st January last the number was 141,822. The decrease after deducting the increase in one place of seven, was 28,662.

The Courier.

SATURDAY, MAY 28, 1853.

THE ENGLISH MAIL, by the Steamer "Europa," arrived at Halifax on Tuesday last, in ten days from Liverpool, but the letters and papers for this City were not received until yesterday forenoon, nearly three days afterwards.

The *Europa* had 100 through passengers, and forty-five for Halifax. Among the latter was W. J. Ritchie, Esq., of this City.

The Parliamentary intelligence is not of particular interest. The Financial Budget was still under debate in the Commons; and some statements were made implying bribery towards Irish members to secure their support.

The Chancellor of the Exchequer had stated, that in the bill for extending the Income Tax to Ireland, he proposed to place the tenant farmer of Ireland upon the same footing as the tenant farmer of Scotland.

Owing to the Dockyard exposures, Lord John Russell had brought in a bill to prevent persons in the public service in the Dockyards voting at elections.

In the Liverpool grain market, breadstuffs had been firmer during the week, owing to the lateness of the spring. American wheat had advanced one penny, and other descriptions also advanced; demand good, at full rates.

In the Liverpool Cotton market, there was a general demand throughout the week, but the market was devoid of animation. Spinners refraining from laying in large stocks. The advance was called 1-16th on middlings, and 1-8th on fair American.

The Railway Share Market generally has been flatter, the decline being about half per cent. on the average,—Canada Trunk Shares are ⅞ to 1⅛ premium.

SALE OF SHIPS.—Among the sale of Ships since the 16th April are the following:—Fleetwood, 567 tons, built at Miramichi, in 1851, £5600; C. F. Bennett, 127 tons, P. E. I., 1852, £615, (resold for £750); Albert, 475 tons, Windsor, 1847, £2200; Susan, 390 tons, P. E. I., 1847, A 1, £2000; Taymouth Castle, 281 tons, Pictou, 1845, £1200; Caroline, 998 tons, Quebec, 1852, A 1 six years, £8100; Julia, 1070 tons, Quebec, 1852, £8280; Falcon, 310 tons, Sackville, 1852, £2350; Corea, 734 tons, Quebec, 1840, Æ, £2730,—all new measurement. A ship building at Bideford, of about 800 tons, with more than a Baltic outfit, to be classed thirteen years, but not coppered, has been sold at £17 10s. per ton.

TIMBER MARKET.—*Liverpool, May 13.*—The stock of Colonial Timber is reduced to a very moderate quantity, and is being realized at very high rates. The Yellow Pine ex *Perseverance*, from St. John, is the only sale since our last, which sold at 23⅜d. per foot, being an average of 18¾ inches. Red Pine sells by retail at extreme rates, the scarcity and increased value of Baltic Timber having had a favourable influence upon it. St. John Birch is worth 21d. per foot, and Nova-Scotia 18d. to 19d. per foot. About 50 standard of Yellow Pine Deals, of middling quality, ex the *Falcon*, from St. John, brought £12 per standard, and about 70 standard second quality Spruce, ex *Perseverance*, realized £10 2s. 6d. per standard. Railway Sleepers, Hacmatac, 9, 10x5, are worth 4s. 6d.; 9, 9x4½, 3s. 6d.; 9, 12x6, 6s.—Pitch Pine Timber is rather lower in price, the late sales of Savannah having been effected at 2s. 1d. to 2s. 1½d. per foot.—*Farnworth & Jardine.*

In consequence of the bill for the conversion of the 3 per cent. Stocks having received the Royal assent, books have been opened at the Bank of England for the application of those proprietors who may be desirous of converting their stock into any of the three descriptions of new securities offered by the Government. The conversion proceeds but slowly, the amount thus far applied for being below £1,000,000. At present the applications are solely for the 2½ per cent. Stock, the public being still left in doubt as to the precise terms on which the Exchequer Bonds are to be issued.

The reports of the trade of the manufacturing towns during the past week denote a continuance of the remarkable prosperity exhibited in the Board of Trade returns recently issued.

A bill regulating the weights used in sales of … has been introduced by the Government … decimal numbers. As the law stands the troy pound is the unit, but the weights ordinarily used are those of the troy ounce and its decimal parts, many of which are not multiples of the troy pound.

The Post-office authorities have given notice that in consequence of Government having terminated the contract with the Australian Royal Steam Navigation Company for the conveyance of the Australian mails every month by way of the Cape, there will be temporary suspension of that service, for the purpose of enabling the Government authorities to make other and permanent arrangements. An opportunity will be afforded to the several steam companies already established, or in course of formation, to compete fairly with each other for this service, for the due performance of which the terms of the new contract will be rigorously enforced.

A meeting of merchants and bankers was to be held on the 17th inst., to promote the establishment, in the City of London, of a mercantile and maritime college, together with a museum of trade, where specimens of produce, &c., as well as commercial statistics of all kinds, may be collected. The question will also be considered whether the Gresham College may be induced to enter into the spirit of these proposals, and transform its present lifeless routine into something that shall better harmonise with the purposes for which it was founded.

The market for foreign and colonial produce has been tolerably active.

In the Manchester market we have nothing calling for special notice since last week. Producers exhibit considerable disinclination to take contracts except at extreme rates; and in several cases much difficulty has been experienced in making contracts, owing to apprehended strikes in certain localities.

The Iron market is without animation. Scotch Pig, in the absence of speculation, is a shade lower, and is quoted at 50s. per ton, in Glasgow, f.o.b., 3-5ths and 2-5ths cash. The demand for Rails and Plates continues. Prices in Staffordshire remain as fixed at quarter-day, and the large makers are full of orders. Present quotations in Liverpool—Merchant Bar, £8 5s.; Nail Rod, £9 15s.; Hoop, £11; Sheet, £11 15s.; No. 1 Scotch Pig, £3 5s.

Freights to the United States have been very firm this week, dead weight being abundant, and shipping scarce. Steerage passengers are not so brisk; price of passage to New-York, about £3 15s. to £4.

At the meeting of the National Provincial Bank of England, a dividend of six per cent., with a bonus of two per cent., was agreed upon.

The Dublin Exhibition was opened on the 12th inst., by the Lord Lieutenant, in the presence of fifteen thousand spectators. Mr. Benson, the architect, was knighted by his Lordship, but Mr. Dargan, to whose munificent advances of £80,000, the exhibition owes its origin, declined the honor.

JEWS IN PARLIAMENT.—In the Exchequer Chamber, on Wednesday, Lord Campbell delivered judgment in the case Salomons *v.* Miller. His Lordship decided that until the law be altered, no Jew could take his seat in the House of Commons, and that the words "on the true faith of a Christian" were essential, and must be taken. Alderman Salomons was liable, and the verdict of the Court of Exchequer for the payment of one penalty must stand.

The Master of the Rolls has granted an order for the release of Bishop Ullathorne and the Very Rev. Dr. Moore, the Bishop consenting to pay over the £200 he had previously offered, as more than the amount of his own and Dr. Moore's private property.

MONEY ORDERS FOR THE COLONIES.—The Post-master-General is establishing a money order system between this country and the Colonies. So far as relates to the receipt and payment of money in the Colonies, and its transmission to and from the United Kingdom, his Lordship intends to avail himself of the agency of ordinary banks, except in any case where the Colonial postal arrangements are not under his direction, and where the authorities of the Colony may prefer to undertake this business themselves. The receipt and payment of money in the mother country will form a branch of the money order system already existing. Advertisements will shortly appear, inviting tenders from bankers for the performance of the duties referred to.

THE MAMMOTH STEAMER.—The dimensions of the iron steamer about to be built by Mr. Scott Russell for the Eastern Steam Navigation Company are:—620 feet long, 100 feet beam, 600 horse-power, and 12,000 tons burthen. She is to be propelled by four paddles and a screw. The horse-power will be proportioned as follows:—2,000 for the screw, 2,000 for the midship paddle-wheels, and 2,000 for the fore paddle-wheels. The engines, which have already been contracted for, to be constructed immediately.

The *Waterford Mail* reports that crime of every description has nearly altogether ceased in that now peaceable and well-disposed county.

Lieut. General Sir Walter Raleigh Gilbert, Bart., G. C. B., and member of the Council of India, died lately, aged 68 years.

Lady Dalhousie, who was a passenger on board the Monarch from Calcutta, died on board that vessel, when off the Land's End on the 3d of May. The corpse was landed at Falmouth, and conveyed to London.

The colonelcy of the 76th regt. has become vacant by the demise of Lieut.-Gen. Sir Robert Arbuthnot.

ADMIRALTY, May 5, 1853.—*Corps of Royal Marines.*—Second Lieut. Frederick Herbert Ruel to be First Lieutenant, vice Francis Robert Newton, dismissed the service.

The telegraphic news from India, dated Trieste, 11th May, announces that Sir John Cheape captured the stronghold of the robber chief, Meaton, near Donabew, after four hours' obstinate fighting, in which 102 rank and file of the British were killed and wounded. The news is, however, wholly silent respecting the political affairs at Ava, about which we are as much in the dark as we were three months ago. Mr. Luard has been suspended for his recent attack upon the Judges of India in their judicial functions. The news from China continues to be of an alarming character. Sir George Bonham had gone to Shanghai about the 27th of March, the last date given, at which period the insurrection had advanced with such rapid strides, that the Emperor had been forced to demand assistance.

The news from Constantinople is still dubious and contradictory. The last intelligence was that "Prince Menschikoff has presented his *ultimatum*, and given eight days for an answer."

The affair of the holy shrines is still complicated, although France, it is said, submitted to the wishes of Russia; but the important business relates to the Patriarchate. The Greek Pope resides in Constantinople, and, being entirely under the influence of Turkey, interferes disagreeably with the Church in Russia, of which he is the spiritual head. The Czar, in reference to the patriarch, wants to take the place of the Sultan, and hence the difficulty; yet it is, after all, perhaps only the wolf and the lamb. Russia wants Turkey, and will have it, if she—can.

FRANCE.—The Empress is in so weak a state that her physicians have ordered her to the Pyrenees to drink the waters there.

A re-establishment of the death penalty for political crimes, has been agreed to by the council of state.

CAPE OF GOOD HOPE.—By the overland mail we have advices from the Cape to the 22d March. The war with the Kaffirs had terminated by the complete submission of the rebel chief Sandilli. He and his tribe are, [illegible] beyond the Kei. The treaty with Gen. Cathcart was concluded on the 9th March.

We are glad to learn that Mr. Giles, C. E., with a staff of assistants for New-Brunswick, arrived by the *Europa* at Halifax, on Tuesday last, and may be expected in the City to-day. No doubt the work on the Railway will now be prosecuted with vigour, and leave no room for the doubting and faint-hearted to cavil at. It is said that a staff of American Engineers, organised by Mr. Morton, will take charge of the survey of the entire line between Saint John and Bangor. They may be expected to commence operations next week.

It is from no disposition to boast, but rather with a desire to acknowledge the blessings with which a kind Providence has favoured us, that we feel called upon to notice the extraordinary state of prosperity which attends every branch of production and industry in this Province at the present time. After a remarkably mild winter, the spring has opened with such seasonable weather—alternate refreshing showers and genial heat—that vegetation is not only fully a fortnight earlier than usual, but grass, which is the staple crop of this Province, has already attained such … almost now certain. The rains which have fallen within the past fortnight have enabled the lumberers, we learn, to get nearly all the produce of the forest into the larger streams, and it can now be brought to market as fast as it is wanted. Timber and deals still command a remunerating price; and from the quantity being shipped, a great deal of money must find its way into the country. Shipbuilding still goes on prosperously, and the only difficulty is, that there are not half enough of hands to be got to carry on the work that might be done to a profit.

THE SUSPENSION BRIDGE.—We publish to-day the report of Alexander Light, Esq., the Engineer appointed by the Government to examine and test this magnificent bridge. As the report is very minute and lucid, we need not here attempt to say anything in praise of the undertaking. All who have seen it have pronounced but one opinion regarding it, and it is likely that the Bridge will become quite a scene of attraction to strangers, when the new road in that direction is completed. The annual meeting of the Stockholders of the Bridge Company takes place on Tuesday, the 14th proximo.

William King, Esq. was elected Alderman of Guy's Ward on Monday last, to supply the vacancy occasioned by the elevation of Alderman Olive to the Mayoralty. Mr. King was sworn into office on Tuesday, with Alderman Keans and Councillor Mercer, the representatives of Wellington Ward, whose election had been confirmed by the Common Council on the preceding day.

THE QUEEN'S BIRTHDAY.—FIREMEN'S PROCESSION.—GRAND TURN OUT.

Tuesday last was a *gala* day in our City. Being the anniversary of the birth of Her most Gracious Majesty Queen Victoria, it was appropriately chosen for the presentation of the two new Fire Engines imported for Carleton. At an early hour flags were seen waving from various conspicuous places in the City, and all the Engine Houses presented a gay appearance. The vessels in the harbour were also gaily decked with colours. At half-past eleven o'clock, the two new Fire Companies on the western side of the harbour, composed of fine athletic young men, came over in the ferry steamer, and were met in Prince William Street by Capt. Thos. M. Smith, Chief Engineer, and a deputation from the Fire Companies on the eastern side of the harbour, who escorted them to King's Square, where the procession was formed, headed by the Chief Engineer, His Worship the Mayor, and the Members of the Common Council, and accompanied by bands of music, the fifes and drums of the Portland Company discoursing good marching tunes.

The Companies were formed in the order of their number, the Portland Company following No. 3; and on arriving at the Barrack Yard, a hollow square was formed, when His Worship the Mayor presented the new and beautiful Engines to the two Carleton Companies, Nos. 7 and 8, with the following appropriate address:—

Officers and Firemen of Engine Companies, numbers Seven and Eight—

Having recently been elevated to the important office of Mayor of the City of Saint John, I can assure you that it is with no ordinary feeling of emotion that I now recognise the position in which I am placed.

The first of my official acts, to be performed in public, is in the name and on the behalf of the City of Saint John, to present to you these beautiful and costly Engines, which have recently been purchased for your exclusive use. I can assure you that I discharge this duty with the greater satisfaction, when I see before me "the old familiar faces," and bear in mind that you, my respected friends and neighbours, possess the willing hearts and the sturdy arms to perform your duty faithfully, should occasion unhappily demand its exercise.

It is my humble prayer that Providence may ever avert from this thriving City the awful ravages of fire; yet in the ordinary course of events we cannot reasonably expect that we should be wholly exempted from this dreadful calamity.

Adopt, then, as your motto that appended to the armorial bearings of a Scottish nobleman, "READY, AYE, READY," and let your manifestations of good order and promptness, and your assiduous perseverance in the hour of peril, ever adorn the honoured and patriotic name of Firemen.

Firemen of Carleton, receive your Engines. Be ever active, vigilant and discreet, so that your fellow-citizens shall with one voice be justified in proclaiming that their most sanguine hopes indulged on the occasion of this presentment have been nobly realized.

The following reply was then read by Mr. George Clarke, one of the Carleton Firemen, in behalf of the two Companies:—

Worshipful Sir,—We, the Carleton Firemen, avail ourselves of the present occasion to congratulate you upon your assumption of the dignified office of Chief Magistrate of your native City. We feel well convinced that the integrity and strictly moral worth which have marked your private life, will be conspicuously manifested during your official career.

Rest assured, Sir, if the duty which you have just performed has been to you a source of pleasure, the satisfaction enjoyed by ourselves is greatly enhanced, when we bear in mind that the presentation to us of these two splendid Engines has emanated from one whom we proudly recognize as a trusty neighbour and valued friend.

Should occasion require our services in the capacity of Firemen, we now publicly pledge ourselves to be prompt in affording them; and ever remembering the excellent counsel you have been pleased to offer, we shall strive to shew, by our observance of good order, and by the maintenance of sound discipline, that the fondest anticipations of the present day have not been expressed in vain.

When we recall to mind the zeal, untiring industry, and, indeed, the contempt of danger, which have been frequently manifested by the Fire Companies, by whose attendance we are this day most highly honoured—when we endeavour to compute (a vain task, indeed,) the value of the property which these patriotic Firemen have saved from destruction, we, the Firemen of Carleton, will never be at a loss for examples, which we shall be "READY, AYE, READY," to strive to emulate.

After the presentation, the Carleton Companies took possession of their Engines, and three times three cheers were given for the Queen, led by the Chief Engineer, and three and one more cheers were respectively given for the Mayor and Common Council and the Fire Department. A royal salute was then fired by Portland and No. 2 Fire Companies.

The procession then re-formed, preceded by the Carleton Companies; and after passing through the City and Portland, returned to King's Square, whence the different Companies proceeded to their Engine Houses.

The whole affair passed off admirably, reflecting the highest credit upon the Chief Engineer, at whose instance the programme was arranged, and so faithfully carried out by his assistants.

The Commandant of the Garrison kindly invited our Civic rulers to partake of a lunch prepared in the Barracks, which was cordially accepted by a number of them.

During the day, many an ardent wish was expressed that the Royal Lady who sways the benignant sceptre of Britain, and whose thirty-fourth anniversary the people were then celebrating, may long live to see the nation triumphant in the arts, sciences and commerce, and everything which appertains to peaceful progress, as it was formerly on the battle-field and the stormy deep, and that every social relation may be pregnant with happiness and domestic bliss.

In the evening, the St. John Hotel was beautifully illuminated, the upper windows shewing a light in every pane of glass, which presented a dazzling appearance to every beholder.—*New-Br.*

FIRE.—A new house belonging to Mr. McAfee, in Cliff-street, near the site of the Roman Catholic Cathedral, was destroyed by fire on Tuesday evening last. The building was uninsured, and the loss to the owner, who had recently moved his furniture into the building, is considerable, the fire having broken out so suddenly that scarcely anything could be got out. The Engine Companies, who were at the scene of danger with their accustomed alacrity, succeeded in preventing the flames from spreading to the adjacent buildings. We regret to add that the hose of No. 5 was cut by some malicious person, while at work. This is a species of crime for which there is no excuse, and we are surprised that there is any one amongst us so bad as to be guilty of it.

NEW VESSELS.—Launched, on the 19th inst., and towed through the Falls on Saturday last, a fine new Ship, called the *Eastern City*, of 1227 tons, N. M., built by Mr. Alexander Sime, for A. McL. Seely, Esq.—For symmetry of model and superiority of materials and workmanship, she is not inferior to any of the fine vessels lately built at this port.—*News.*

A very handsome Clipper Ship, called the *Nova-Bella*, was towed into this Port a few days ago, from Moncton, where she was built by Mr. Duncan Robertson, for Messrs. G. & J. Salter, of this City. She measures 391 tons, N. M., and about 500 tons, O. M. We understand she is intended for a fruit vessel in the Mediterranean trade, for which purpose she is admirably suited, as she appears to be very sharp, and will probably be as fast a clipper as was ever built in North America. We have heard that it would be a difficult matter to decide whether the *Neleus*, that sailed from here recently, or the *Nova-Bella*, was the handsomest vessel. She is now lying in Pettingell's Slip, and draws well merited encomiums from all who inspect her. We heartily trust her enterprising owners will be well rewarded for their outlay, in thus adding another to the many fine vessels that are giving a high character to New-Brunswick ships in every sea where the flag of Britain is known.

Launched this day, at Carleton, from the Ship-yard of William Olive, Esq., the builder, a vessel called the *Lampedo*, 1088 tons, O. M. The L. is constructed to class for seven years. She will be commanded by Capt. David W. Cronk, of this City, part owner, and is intended to ply as a packet between this Port and Liverpool. We need scarcely add that the … fully sustains Mr. Olive's long …

Another vessel, called the *Abby P. Fenno*, was launched about the same time, from the Ship-yard of Mr. Wellington Ring, at Sand Point, Carleton, of about 250 tons, O. M.

We see it announced that a first-class Hotel has been opened in Fredericton, in a very suitable building erected for the purpose by Spafford Barker, Esq., and to be called "The Barker Hotel." The proprietors are Col. Robinson and Mr. Ormsby, well known in the United States for their capabilities in that department, and we trust that a large influx of visitors will reward those gentlemen for their enterprise. We see by the *Head Quarters* that subscriptions are being raised in Fredericton to present Mr. Barker with a suitable testimonial. We have no doubt that many of our citizens would be glad to add their mite to this well-deserved offering.

Among the advertisements in this day's paper is one of especial interest to capitalists. We allude to the notice of sale of the property of Colonel Maclauchlan in the County of York. The Colonel's residence, above Fredericton, is beautifully situated on the bank of the river, and comprises a well built cottage, out-houses and barns, and the property altogether is well worthy the attention of gentlemen desirous of procuring a beautiful country residence in connection with a valuable farm.

SIGNORA VALENTINI.—This talented vocalist has been singing at the Institute during the week, assisted by Miss Harrison, with Monsieur Wolowski presiding at the piano-forte. As we do not pretend to be judges of music ourselves, we have much pleasure in stating that we have been informed on good authority that the Signora is really a wonderful singer, and possesses a voice of great flexibility. Miss Harrison, although not such a powerful vocalist, has given much satisfaction to those who have attended the concerts. We must not omit to notice the performances of M. Wolowski on the piano, which are brilliantly executed.

SIGNOR BLITZ.—Our old friend the Signor arrived in this City last Wednesday evening, by the *Admiral*, and will exhibit some of his wonderful feats on Monday evening. He has a beautiful collection of learned canary birds with him, sixty in number, which for sagacity and docility will astonish those who may witness their performances. This celebrated magician has also many new feats to exhibit, since his last appearance here about four years ago. In ventriloquism he also has made some improvements, which will doubtlessly amuse his friends at the Hall. We may add, that the Signor himself assures us that he will do his best to render the amusements pleasant and agreeable, and that he hopes to make all who patronize him laugh as heartily as he used to do when on his periodical visits to us.

BLACKWOOD'S MAGAZINE for May (reprinted by Messrs. Leonard Scott & Co., New-York) has been placed in our hands by Messrs. McMillan, of this City. Its contents, as follows, will be found of the usual high character:—

1. Lady Lee's Widowhood.
2. Count Arensburg; or, the Days of Luther.
3. The Circulation of Matter.
4. From Brest to the Isle of Bourbon.
5. Lord Wellington in Spain.
6. Dr. Chalmers as a Political Economist.
7. A Tale from the French Stage.
8. Spiritual Manifestations.

PROTECTION OF THE FISHERIES.—H. M. Schr. *Netley*, has arrived at this port, for the protection of the Fisheries in the Bay of Fundy.

We learn from the Halifax papers, that the *Argus*, 6, steam sloop, Com. Purves, which arrived at that port on the 19th inst., from Portsmouth, has sailed for the fishing grounds to the Eastward.

The *Plumper*, 12, screw steamer, was fitting out at Portsmouth for the protection of the North American Fisheries, when the Argus sailed.

The *Basilisk*, 6, steam sloop, Com. Hon. F. Egerton, after escorting the *Leander*, 50, with the Royal Commissioners to New-York, is under orders to attach herself to Admiral Seymour's command.

It is also reported that the *Megaera*, 6, iron steamer, has been ordered to the North American station, after landing two companies of Artillery at Barbados.

The Steamship *Devastation*, which accompanied the Admiral's ship from Bermuda to Halifax, and proceeded thence to Newfoundland, with the Lord Bishop of that Island, is to cruise in the gulf during the fishing season.

Capt. Kynaston, who formerly commanded the *Netley*, is to be appointed to one of the Steamers for the protection of the Fisheries the present season.

Besides the men-of-war which have been appointed to watch over the fishing interests, it is stated to be the intention of the Vice-Admiral at Halifax to hire some half a dozen fast craft, and man them from his own ship. The Nova-Scotia Government have advertised for two vessels of 60 to 80 tons burthen, well equipped for the service.

We learn from the *Head Quarters* that a richly carved and very beautiful Tablet has been erected in the Roman Catholic Church at Fredericton, over the remains of the late Bishop Dollard. The Tablet was executed and erected by Messrs. Osgood & Co., of this City, and does credit to their taste and skill.

FROM CALIFORNIA.—The Steamship Union, at New-York, brings San Francisco papers to the 30th April.

The new gold discoveries at Negro hill were said to be very valuable; two men took out about $500 on one day. Extensive surface diggings have been discovered in the vicinity of Sacramento City.

By the report of Dr. Trask, a geologist, it appears that platinum, silver, and chronicum will be found to contribute very considerably to the exports of California.

FROM AUSTRALIA.—By way of San Francisco, we have a month's later advices from Australia. The dates from Melbourne are to Feb. 16, Hobart Town Feb. 25, and Sydney Feb. 8.

The gold fever rages as high as at any former period. The most important intelligenne comes from the Southern border diggings, where exceedingly rich mines have been discovered.

The Melbourne gold circular gives the price of gold at 75s. 3d. At Sydney, flour has advanced to £23 per ton.

Accounts of prodigious lumps of gold are given. It is asserted that a lump weighing 180 pounds had been found at the Ballarat diggings. A party of four, who had been two weeks in the colony, had found a lump weighing 1619 ounces, and sailed for England with their treasure.

The produce of the Victoria mines to the 5th of February, is $19,373,377.

Diggers at the New Zealand mines were making a pound a day.

☞ The annual Report of the Directors of the Mechanics' Institute of St. John will appear in our next.

READ, REMEMBER AND PRACTISE.—Many distinguished Chemists and Apothecaries declare that there are no medicinal qualities in Sarsaparilla, or that they are probably never obtained in making the Sarsaparilla Syrups. But no Chemist or Apothecary ever doubted the medicinal qualities of *Yellow Dock Root*. It is acknowledged by all to be the most efficacious of all American vegetables. Hence the unrivalled success of *Morse's Compound Syrup of Yellow Dock Root* in curing all diseases for which it is recommended. Sold by CHALONER & HUNT, also by FELLOWS & Co., King-street, St. John. 2w May 28.

Sporting and Field Shirts.

The above is an entire new get up in the Shirt line; the style and elegance of the article render it well worth the trouble of a walk to see them in the windows of J. GARRETT & Co., corner of King and Cross-streets. May 21.

MARRIED.

In St. John, on the 21st inst., by the Rev. E. McLeod, Mr. John Porter, to Miss Catherine Van Buskirk, both of Cambridge, Q. C.

On the 19th inst., by the Rev. R. Knight, at the Wesleyan Church in Germain-street, Mr. George Casman, to Miss Ann Hepburn.

On the 23d inst., by the same, at the same place, Mr. Alexander Kearns, to Miss Jane McLeod.

On the 26th inst., by the same, at the house of the bride's father, Mr. James Travis, to Miss Elizabeth Jackson,—all of this City.

On the 23d inst., by the Rev. E. N. Harris, Mr. Israel T. Harris, of Eastport, State of Maine, to Miss Margaret Anderson, of this City.

On Tuesday evening, by the Rev. S. Robinson, Mr. William D. Sullivan, to Miss Henrietta, sixth daughter of Mr. Thomas McCormick, all of this City.

On Thursday evening, by the Rev. Samuel Robinson, Mr. Jacob R. Pidgeon, to Miss Elizabeth Ann Carvell, both of the Parish of Portland.

On the 19th inst., at St. Mary's Chapel, Chatham, by the Rev. Samuel Bacon, Rector, Rural Dean and Chaplain to the Lord Bishop of Fredericton, J. C. E. Carmichael, Esq., to Eliza Jane, eldest … of the Parish of Chatham.

DIED.

On Sunday morning, after a lingering illness, Thomas, eldest son of Mr. Hugh Rennick, aged ten years and one month.

On Sunday morning, Ellen, youngest daughter of the late Mr. G. Green, aged seven years and eight months.

On Tuesday, the 24th inst., Mary Frederica, youngest daughter of Edmund Kaye, of this City, Merchant, aged five years and three months.

On Tuesday, the 24th, Annie Smith, infant daughter of Henry and Sarah Card, aged fourteen months.

On Thursday, Ellen, wife of Mr. P. Clifford, aged 44 years, much esteemed by all who knew her.—Funeral on Sunday, at three o'clock, from her husband's residence, Carmarthen-street, when friends and acquaintances are respectfully invited to attend.

On Thursday, 26th inst., on the arrival of the Schr. *Alonzo*, from Cornwallis, after a short illness on board that vessel, William A., aged one year and nine months, only son of the late Andrew Bennett, formerly of Cornwallis, N. S., leaving a disconsolate mother to mourn her loss.

This morning, Bridget, wife of Mr. James Bennett, aged 50 years. Funeral on Monday next, at half-past three o'clock, from her late residence, Reed's Point, when friends and acquaintances are respectfully invited to attend.

In Portland, on Wednesday morning last, Rachel, wife of Mr. John McCready, aged thirty years.

At Hampton, on the 22d inst., Henry, infant son of Henry and Hetty Otty, aged two months.

At Guayama, Porto Rico, on the 29th April last, Jacob Simpson, seaman on board Brig *Aden*, of this port.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED.

Saturday—Ship Ocean Steed, Coxe, Bath, (Me.) 2 days—N. S. Demill, ballast.
Steamer Eastern City, Winchester, Boston, via Portland—Waterhouse, Cross & Co., passengers and merchandise.
Sunday—Barque St. Johannes, Andreas, Boston, 2—R. Rankin & Co., ballast.
Brig Messenger, Cain, Boston, 3—C. McLauchlan, ballast.
Brigt. P. I. Nevius, Boddie, Alexandria, 12—S. Hersey, wheat.
Schr. Lady, Levashe, Halifax, 4—Master, oats.
Monday—Ship Ocean Queen, Hale, Boston, 2—C. McLauchlan, ballast.
Oxenbridge, Taylor, Boston, 2—G. Thomas, ballast.
Brig Vigilant, Haliday, New-York, 4—Wm. Thomson, ballast.
Schr. Seaflower, Ragan, Magdalene Islands—Master, herrings.
Algoma, Willard, Thomaston, 2—G. Eaton, ballast.
Emily, Crowell, Halifax, 7—Master, oil, rum, &c.
Tuesday—Barque Fanny, Quinn, Philadelphia, 4—S. Wiggins & Son, coals, &c.
Admiral Moorsom, Sykes, New-York, 4—Kirk & Worrall, ballast.
Meteor, Brown, New-York, 4—S. Wiggins & Son, ballast.
Brig Aden, Frizel, Porto Rico, 18—Crane & Co., sugar.
Dutch Galliot Koophandel, Hayen, Boston, 4—S. Wiggins & Son, ballast.
Wednesday—Steamer Admiral, Wood, Boston, via Portland—Geo. Thomas, passengers, &c.
Thursday—Brig Ætna, McKellar, New-York, 4—G. Bent, general cargo.
Friday—Galliot Hellenchena Wilkins, Koorzies, Halifax, 7—T. S. Magee, gin.
Brig Ellen Forrestal, ———, Limerick—Kirk & Worrall, ballast.

COASTWISE.

Monday—Schr. Star, McLean, Grand Manan, fish.
Victoria, Munroe, Annapolis, deals and butter.
Regulator, Craft, Annapolis, bricks.
Native, Saunders, Annapolis, bricks.
Tuesday—Schr. Zephyr, Crosby, Digby, scantling.
Linnet, Cline, Deer Island, fish.
Emily, Nickerson, fishing voyage, fish.
Princess, Trecartin, fishing voyage, fish.
Favorite, Helms, St. Andrews, ballast.
Reindeer, Stevens, Quaco, deals.
Str. Creole, Irish, Windsor, passengers.
Commodore, Belmore, Sackville, passengers.
Thursday—Schr. Jim, Minness, Wilmot, potatoes, &c.
Gipsy, Slocomb, Wilmot, boards, homespun, &c.
Digby Packet, Turnbull, Digby, eggs and potatoes.
Alonzo, Gilliat, Cornwallis, eggs, &c.
Friday—Schr. Geo. Noble, Brown, Apple River, deals.
Abeona, Cole, Joggins, coals.
Ellen, Cole, Joggins, coals.
Sarah, Moore, Maitland, lathwood.

CLEARED.

May 21st—Ship Prince of the Sea, Delaney, Liverpool, timber and deals—R. Rankin & Co.; Humboldt, Sampson, Penarth Roads, deals—R. Rankin & Co.; Schr. Mayflower, Gerrior, Magdalene Islands, salt, &c.—Stewart & McLean.

23d—Ship Bellcarrigg, Williams, Liverpool, deals—George Thomas; Barque Delaware, Patten, Hull, deals, &c.—John Robertson; Barque Elizabeth, Strout, Bristol, deals—R. Rankin & Co.; Chase, Chase, Bristol, deals—R. Rankin & Co.; Brigt. Mary Anne, Morton, St. John's, N. F., lumber—Joseph Fairweather; Schr. Eliza, Wright, New-York, ships' knees and timber—T. McHenry.

24th—Barque Sarah Ann, Bailey, Gloucester, deals—Waterhouse, Cross & Co.

25th—Ship Trade Wind, McCulloch, Liverpool, deals, &c.—Morrisey & Shives; Brig Catherine, Lewis, Dundalk, deals—W. & G. Carvill; Brigt. George, LeBlanc, Halifax, brandy, tallow, &c.—Wm. Thomson; Schr. Helen Gilmour, Sulis, Boston, clapboards—Geo. Eaton.

26th—Brigt. Breeze, King, Wicklow, deals—R. Rankin & Co.; Schr. Saxe Gotha, Webster, Boston, boards and plank—Geo. Eaton.

27th—Barque Tenaro, Barston, Glasgow, deals, &c.—Wm. Thomson; Brig Velocity, Patten, Cork, deals—S. Wiggins & Son; Schr. Laguna, Hartt, Providence, boards and plank—A. Cushing & Co.; Algoma, Willard, Providence, lumber—do.

28th—Ship Pedestrian, Soley, Liverpool, timber, deals, &c.—Charles Brown; Utopia, Coulthart, Liverpool, timber, deals, &c.—S. Wiggins & Son; Hornet, Potts, Liverpool, timber, deal ends, &c.—John Robertson; barque Mary Ann Peters, Brown, Bristol, deals, logwood, &c.—R. Rankin & Co.; brig Trio, Hunter, Boston, boards, &c.—George Eaton; schr. Saagaban, Green, Prince Edward Island, wheat flour—Master.

Arrived at Savannah, May 14th, schooner Oliver Frost, Smith, St. John.—At New-York, 20th, brig Sarah, Daniels, Saint John; 21st, schr Echo, from Hillsboro; 23d, brigt. Isaiah, Fitzgerald, St. John.—At Boston, 23d, barque Peruvian, Joslin, Ardrossan.—At Quebec, 19th, brigt. Dandy Jim, St. John; 25th, ship Montezuma, Sulis, Mobile.

Cleared at New Orleans, May 12th, ship William Vail, Wishart, Liverpool.—At Savannah, 18th, barque India, Ketchum, and brig Eliza Goddard, Henneberry, St. John; 20th, brig Albert, Robinson, ditto.—At Philadelphia, 19th, brig Hudson, for St. John; 20th, ship Superior, Mason, do.; 21st, ship John & Albert, Wilson, do.—At New-York, 20th, barque Linden, Gillan, ditto; 23d, brig Neal Dow, do.; 24th, schr. Effort, Curry, do.—At Providence, 18th, barque Harriott, for Savannah, to load for St. John.—At Boston, 21st, barque Glen Huntly, for St. John; 23d, ship Cheshire, do.—At Damariscotta, 17th, ship Marcia C. Day, do.—At Salem, 23d, schr. Cuba, do.

Sailed from Alexandria, May 16th, ship Armida, for St. John.—From Providence, 21st, brig Thetis, do.—From Salem, 21st, schr. Henry Danston, do.—From P. E. Island, 13th, brigt. Jane, do.

Arrived at Callao, March 12th, ship Arab, Dyer, Acapulco; Kelvin, from Central America, and sailed on the 22d for Chinca.—At Liverpool, April 24th, ship Monsoon, Kinney, New Orleans.—In the Clyde, May 9th, barque Atalanta, from St. John; 12th, Palendar, do.

Sailed from Queenstown, May 5th, the Challenger, for St. John; 6th, Lillias, do.—From Liverpool, 7th, Hercyna, for Philadelphia and St. John.

Loading at Liverpool, May 14th, ship David Cannon, Robertson, New-York; Middleton, Nichols, St. John.—In the Clyde, James Reddin, for do., and Glasgow, for Boston and St. John.

Spoken May 4th, lat. 55, long. 14, brig Zetland, from the Clyde, for St. John; May 5th, off Cape Clear, ship Eudocia, black ball liner, from Liverpool, for St. John.

Corporation Creditors.

A DIVIDEND of TWO AND A HALF PER CENT. upon the several Bond Debts of the Mayor, Aldermen and Commonalty of the City of Saint John, for the Half Year ending the 1st day of June next, will be paid on or after the 1st proximo, at the Chamberlain's Office, to the respective Creditors, on the production of the Bonds or other Securities held by them.

Dated this 28th May, 1853.

WM. WRIGHT, THOS. MERRITT, } *Trustees, &c.*

Saint John Gas Light Company.

NOTICE is hereby given, that a Dividend of 3½ per cent., for the six months ending the 30th April last, will be paid to the Stockholders of the above Company, within their Office, Carmarthen-street, on or after the first day of June next.

By order of the Board of Directors.

May 28. R. BRITAIN, Treasurer.

St. John Water Company's Office, } *May 28th*, 1853.

A DIVIDEND of Three per Cent. upon the New Stock of the St. John Water Company, for the Half Year ending 30th April last, will be paid to the Stockholders, at this Office, on and after the 15th June next. *By order of the Directors.*

J. D. LEWIN, Secretary.

NOTICE.

THE Members of the "New-Brunswick Alumni of King's College, Windsor," are requested to meet at the Office of Hon. Mr. Justice … o'clock, noon.

The Members and Subscribers will confer a favour by forwarding their Subscriptions for the last year, in order that they may be paid over previous to the Encœnia at Windsor.

J. BOYD, M. D., Sec. and Treas. N. B. Alumni, &c.

St. John, 28th May, 1853.

NOTICE.

MR. JOHN TUCKER having been appointed resident Surveyor at this Port, for Lloyd's Register of British and Foreign Shipping, is now ready to Survey Vessels Building or Repairing for Restoration, specially or otherwise, on application being made to him, at the Office of Mr. H. P. STURDEE, Agent to Lloyd's.

St. John, N. B., May 28, 1853.—1¶.

NOTICE is hereby given, that the General Annual Meeting of the Stockholders of the Gas Light Company will be held within their Office, Carmarthen-street, on TUESDAY, the 14th day of June next, at noon, for the election of Directors; and also for the purpose of considering the propriety of making an Assessment on the New Stock, in accordance with the amended Act of Incorporation.

May 28. 2i R. BRITAIN, Secretary.

St. John Suspension Bridge Company.

NOTICE is hereby given that the Annual General Meeting of the Stockholders of the St. John Suspension Bridge Company, pursuant to the Act of Incorporation, will be held at the Government Emigration Office, Custom House Building, on TUESDAY, the seventh day of June next, at one o'clock, P. M., for the election of Directors, and the transaction of such other business as may come before the Meeting.—Dated the twenty-fourth day of May, A. D. 1853.

May 28. I. WOODWARD, President.

HOME INSURANCE COMPANY.
Capital, $500,000.
OFFICE, No. 10, Wall Street.

New-York, April, 1853.

THIS Company, (the Capital having all been paid,) is prepared to Insure Buildings, Merchandize, Ships in Port and their Cargoes, Household Furniture and Personal Property generally, against loss or damage by Fire, on favorable terms.

Losses equitably adjusted and promptly paid.

SIMEON L. LOOMIS, *President.*
CHAS. J. MARTIN, *Sec'y.*
A. BALLOCH, AGENT.

DIRECTORS.

Simeon L. Loomis,	Richard Bigelow,
William G. Lambert,	George D. Morgan,
George C. Collins,	Theodore M. Namee,
Jasper Corning,	Cephas H. Norton,
Danford N. Barney,	Oliver E. Wood,
Lucius Hopkins,	Thomas H. Sandford,
Thomas Messenger,	Amos R. Eno,
William H. Mellen,	Charles Ely,
N. H. Stockwell,	Alfred S. Barnes,
Charles B. Hatch,	George Bliss,
John H. Swift,	David Sanford,
William T. Hooker,	James A. Dwight,
B. Watson Bull,	Roe Lockwood,
L. Atterbury, Jr.,	John G. Nelson,
Lucien D. Coman,	Lyman Cook,
Homer Morgan,	Levi P. Morton,
Levi P. Stone,	Curtis Noble,
James Humphrey,	John B. Hutchinson,
George Pearce,	Stephen Paul,
Ward A. Work,	Charles P. Baldwin,
James Low,	H. Gilbert Ely,
Isaac H. Frothingham,	Amos T. Dwight.
Charles A. Bulkley,	

St. John, New-Brunswick, 28th May, 1853.

NOTICE.

A GENERAL MEETING of the Stockholders of the Saint John Water Company will be held in the Company's Office, in Saint John, at noon, on TUESDAY, 14th June next, to take into consideration the best manner of disposing of the New Stock, to extend the works of the Company, and to transact such other business as may be brought before the meeting.

By order of the Directors.

J. D. LEWIN, *Secretary.*

Water Company's Office, St. John, May 11, 1853. }

ALBION LODGE, No. 570 on the Registry of England, will meet at the St. Stephen's Hall on Friday evening next, at 7 o'clock. *By order of the W. M.* May 28.

CARLETON UNION LODGE meets on Thursday evening next, at seven o'clock, at the Masonic Hall in Carleton.—*Regular Night.* May 28.

GREAT ATTRACTION.

New Feats in Natural Magic—Humorous Scenes in Ventriloquism—and the Learned Canary Birds.

FOR ONE WEEK ONLY.

Spiritual Rappings Illustrated,
AT THE MECHANICS' INSTITUTE,
BY
SIGNOR BLITZ.

GREAT Performances at the above place, on MONDAY, May 30th, and every evening during the week; and on WEDNESDAY and SATURDAY AFTERNOONS.

Since Signor Blitz' last visit, he has invented and collected a variety of beautiful experiments in Chemistry, Hydraulics, Magnetism, Optics and Mechanical ingenuity.

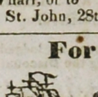
☞ Admission, 1s. 3d.; Children half-price. Doors open every evening at seven o'clock, to commence at half-past seven. Afternoons at two o'clock, to commence at three. May 28.

For LIVERPOOL.

The Packet Ship *Imperial*, Capt. R. G. MORAN, will sail for Liverpool on or about THURSDAY next.—For Passage—having superior accommodations—apply to the Master, on board, Custom House Wharf, or to J. & R. REED.

St. John, 28th May, 1853.

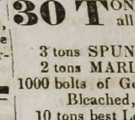
For LIVERPOOL.



The American Clipper Ship *Staffordshire*, 1817 Tons Register, J. RICHARDSON, Commander,—will leave for the above Port about 10th prox. For Cabin passage apply to Capt. Richardson, on board, or to

May 28.—Freem & Nws 2i. J. HAMILTON.

Schooner for Sale.



THE Schooner "LAUREL," … tons, is seven years old, has Anchors and Chains, with Sails, Rigging in good order, and is adapted for a coasting or fishing vessel. Inquire of the master on board, or of S. S. HALL,

May 28. 1i South Market Wharf.

Cordage, Canvass, Oakum, &c.

30 TONS of CORDAGE, best assorted, all sizes from 6 thread Ratline to … inch Shrouding;
3 tons SPUNYARN;
2 tons MARLINE and HOUSELINE;
1000 bolts of Gourock and other CANVASS, Bleached, Half Bleached, and Brown;
10 tons best London OAKUM;
2 tons best London LEAD;
20 casks PAINT OIL—Raw and Boiled;
300 bags PRESSED NAILS—assorted;
400 rolls of YELLOW METAL, &c. &c.

May 28, 1853. JOHN ROBERTSON.

SUGAR,—Port and Sherry WINE.

25 HHDS. very bright PORTO RICO SUGAR;
30 quarter casks Single Diamond, }
15 do. do. Double Diamond, } Port WINE
15 do. do. Treble Diamond, }
6 quarter casks SHERRY.

May 28. JOHN ROBERTSON.

BRANDY! BRANDY!

The subscriber has received ex brig "Elizabeth" from Charente—

3 PIPES, 30 hhds. and 20 quarter casks FINE OLD BRANDY;
102 cases Bottled BRANDY, (1 doz. each) very superior,—for Sale low, by ROBERT ARMSTRONG,

May 28. 7, Dock-street.

"Wine of Malt."

KELTIE & PENDER, Maltsters and Brewers, Portland, beg leave respectfully to intimate to their friends and numerous customers that they have now on hand a large stock of ALES and PORTER, made from the finest Malt and Hops. They are of superior strength, and have the fine flavour that malt liquor can possess; and by a new and peculiar principle in operation during the process of fermentation, a keeping property is …

"Bitter Ale."

From the considerable quantity of aromatic anodyne bitter derived from the hops used in the manufacture of this Ale, they tend to preserve the tone and vigour of the stomach, and conduce to the restoration of the health of that organ, when in a state of weakness or debility. It is brilliant, and full of fixed air, and resembles "Wine of Malt," rather than an ordinary fermented infusion; and it is satisfactory to know that a beverage so invigorating to the constitution is entirely free from every kind of impurity.

☞ Orders, by post, or left at the store of T. S. MAGEE, Dock-street, or Mr. H. CHUBB, Saint Stephen's Buildings, will meet with prompt attention.

Portland Brewery, St. John, N. B., May 28. 3m pd

Molasses! Molasses!

The subscriber has received ex brig "Hunter," from Porto Rico—

120 HHDS. 10 tierces and 10 bbls. MOLASSES—very choice.

For sale low by ROBERT ARMSTRONG,

May 28. 7, Dock-street.

NEW GOODS.

Golding & Vaughan

HAVE received per Steamers "Admiral" and "Eastern City"—An extensive assortment of Ladies' Silk Lasting and Prunella BOOTS; Jenny Lind SHOES; walking do.; Patent and Kid SLIPPERS of every description, superior to any thing before offered in this City.

Also—Misses' and Children's Fancy BOOTS, SHOES, and SLIPPERS, together with a prime assortment of Men's Patent and Leather BOOTS, SHOES, and BROGANS.

Fancy Montrays, Congress Boots, Opera … Oxford Ties, &c.

☞ Call and examine the above stock, before purchasing elsewhere, as bargains may be expected as usual.

King Street—fourth door below Foster's Corner.

May 28th, 1853.

Rice, Raisins.

JUST RECEIVED—15 tierces RICE; … Fresh Smyrna RAISINS.

May 28. JAS. MACFARLANE.

MAHOGANY.

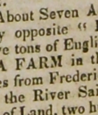
10,000 FEET of very … MAHOGANY … received, will be sold cheap, in the log, or boards, to suit purchasers.

Also on hand—A large lot of Mahogany VENEERS—branch, plain, and mottled.

JOHN DUNN, Cabinet and Chair Maker, Princess-street.

May 28.

Valuable Freehold Estate for Sale,
with immediate possession.



The Residence of the Subscriber, known as "KINGSWOOD," situated in the Parish of Kingsclear, within three miles of Fredericton. This Property has a frontage of nearly half a mile upon the River Saint John, and contains about 180 acres of Land, of which are under a good state of cultivation, and cut annually from thirty to forty tons of Hay.

N. B.—Persons desirous of purchasing the property may be accommodated with a variety of Household Furniture, Farming Implements, and Live Stock.

ALSO—About Seven Acres of the Island immediately opposite "Kingswood," which cut about twelve tons of English Hay.

ALSO—A FARM in the Parish of Kingsclear, twelve miles from Fredericton, having half a mile front upon the River Saint John, and containing 1500 acres of Land, two hundred of which are under improvement, with two Cottages and three Barns thirty by forty feet each.

N. B.—This Property, to suit purchasers, will be sold in one, two or three allotments.

ALSO—A Lot of Land of 200 acres in the Harvey well Settlement, Saint Andrews Road, … miles from Fredericton.

Terms of payment will be made easy, and for further particulars apply, post paid, to the Subscriber.

J. A. MACLAUCHLAN.

Kingswood, May 20th, 1853.

GESNER'S HISTORY OF NEW-BRUNSWICK for sale cheap by H. CHUBB & Co.

May 28.

UNION LODGE of Portland, No. 780, on the Registry of the Grand Lodge of England, has been removed to Brother MARSHALL's Building, corner of Union and Princess-streets, St. John, where the next monthly meeting for MAY will be held on … next, at 7 P. M.