The Courier.

SATURDAY, MARCH 12, 1853.

Imports and Exports.—In a recent number of our paper we gave the value, in sterling money, of the Imports and Exports, at this port and its outbays, for the year 1852; but, as the value of the Imports so much exceeds the value of the Exports, persons at a distance not acquainted with the trade of the Province, might very naturally come to the conclusion that, with such a heavy balance against us as the excess of Imports over Exports, shown by the official returns, the Colony could not be in a very healthy position, and the question would be raised at once—How are the Imports of the country to be paid for? The value of the Imports last year amounted to £1,063,554, and the Exports to £714,860, showing an increase of the former over the latter of £348,694. This is accounted for by the large number of new vessels built and fitted out in this Province, either for owners in the United Kingdom, or for sale there, the outfits for which appear in the returns of Imports, but, as a matter of course, do not appear in the value of Exports, as they leave the Province as part of these new vessels, the value of which is not stated in the official returns of Exports. The value of the cordage, rope, copper, patent metal, canvass, iron, and pitch pine timber, imported last year, amounted to £110,000. The greater part of these articles was, no doubt, used in fitting out the new vessels; in addition to which, there were provisions, naval stores, oakum, oil, paint, &c., imported and used for the same purpose. The number of new vessels registered last year, as well as those built for owners in the United Kingdom, was 113, measuring 56,719 tons; as near as we can ascertain, the quantity that may be considered as Exports from the Province, would be about 40,000 tons, leaving nearly 17,000 tons to be permanently owned by persons residing in this country; and, estimating the value of the ships exported at £8 sterling per ton—a very moderate calculation for last year's prices—we would have the large amount of £320,000 to add to the official value of our Exports, besides the freight earned by these vessels on their voyage home, which, at the lowest calculation, might be put down at £60,000. This would give the sum of £380,000 to account for the excess of Imports over Exports, amounting, as above, to £348,694, and, we think, will satisfactorily show that the Province is in a healthy state, and quite able, on account of its flourishing Export business, to meet all the demands on it for the goods imported. The above figures do not include the returns for St. Andrews and its Outports, which are not of sufficient importance to affect the question.

New-Brunswick Ships.—The demand for our vessels in Liverpool, and some other British ports, still continues increasing, and, we are happy to learn, that everything in the shape of a well built New-Brunswick Ship meets with a ready sale across the water. It is stated that the ship *Conway*, of this port, which recently sustained such severe damage in a gale, near Liverpool, has been repaired and sold for £11 5s. sterling per ton. She was owned by Messrs. Owens & Duncan. We trust our shipbuilders, however, will not be too sanguine as to the future, but confine their operations within moderate limits, as it cannot be expected that the present state of unusual prosperity will continue permanent. It must be borne in mind that the immense fleet of large vessels now lying idle at the Australian ports, for want of hands to bring them home, may get relieved as the gold diggings begin to fall off in their yield, and the result will be a glut of ships in the Liverpool market, as we have always seen in the times that are past, and which we may live to see again.

We also learn that two small Windsor craft, that carried cargoes from here to the Clyde some time ago, are now laid on for freight to Australia, and are filling up at highly remunerative rates. This proves the great demand for shipping, when small vessels are taking freight for such long voyages.

Liverpool Packets.—The *Middleton*, the first ship of the line of packets which has recently been established between this port and Liverpool, by Messrs. J. & R. Reed, and W. & R. Wright, arrived in our harbour on Tuesday morning, with a cargo of merchandise, comprising a portion of the Spring goods of several of our importing houses, and several passengers, sent out, we understand, by agents of the Saint Andrews and Quebec Railroad Company.

We congratulate our friends on so auspicious a beginning of their enterprise, and trust they may continue to receive the patronage which their spirited undertaking deserves.

We have also to notice the arrival of the Brig *Zetland*, in an excellent passage from the Clyde, with a cargo of merchandise. This vessel is noted for her sailing qualities. She has only been seventy-seven days on the voyage.

Common Council.—The principal subject of interest, which has recently engaged the attention of this body, relates to the investigation of certain charges preferred by Alderman Walker against the Police Magistrate. There were two specific matters of complaint alleged—the one, that the Magistrate had delivered warrants of commitment, signed in blank, to be filled in by a Policeman; and the other, charging him with having committed for trial one Mr. McLoon, for perjury, without duly investigating the facts, and unnecessarily inflicting a lengthened incarceration upon an innocent man.

A Committee of the Council had been appointed to inquire into the subject, consisting of Messrs. Cudlip, Littlehale, Nowlin, Stephenson, and Olive, and on Wednesday last their report and notes of the evidence, taken in presence of the Magistrate, were read at the Board. From these it would seem that a practice did exist in the Office, both before and since the appointment of the present incumbent, to deliver to the *Superintendent* of Police blank warrants, to be used, on Sunday mornings, for the removal of prisoners from the Watchhouse to the Gaol, to be detained till Monday; and the reason alleged for this is, that the condition of the Watchhouse is unfit for humanity, and that the warrant, in itself not necessary, served merely to inform the Gaoler of the cause of imprisonment. Upon the second charge the Committee were of opinion that the Magistrate, without cause, hastened the examination and commitment of McLoon, contrary to the expressed wish of the Mayor, who informed him that he possessed important evidence to prove the charge against McLoon to be groundless, and got up by conspiracy. The result was the imprisonment of McLoon for four months, until the meeting of the Grand Jury, who instantly ignored the bill of indictment. It was alleged by the Magistrate that the prosecution failed for want of the testimony of the principal witnesses, who had gone away.

The Council have directed the whole case to be laid before the Government, and for the present we forbear all comment.

The Board adopted a petition submitted by Alderman Cudlip, to amend the Police Act, so as to confine the duties of the Magistrate to his judicial functions, and to place the appointment, direction and control of the men under the charge of the Superintendent, who will be appointed by the Board, the amount of pay to be determined by the Common Council.

We publish to-day a Report of the Committee of Common Council, on the application of a number of our citizens, for leave to extend their Wharves into the Harbour; and we would request the attention of all parties interested to this document. We also would call attention to a *short* communication from a correspondent, on the improvement of the upper section of the Harbour, and the facilitating the approach from the City to the Suspension Bridge—a matter worthy of consideration, and to which, we trust, the attention of the Common Council may be directed.

The Parish Elections were held on Tuesday last, in Portland. Only *four ratepayers* were present, and came to a resolution to refer the appointments of the Parish Officers to the Sessions. In St. Martin's very little change was made in the list of last year. The returns from Simonds and Lancaster have not yet been received.

The Sessions will meet on Tuesday next, at eleven a. m., and will at once proceed to important business.

We received, this morning, a report of the debates in the House of Assembly on Wednesday and Thursday last, furnished by Mr. John Hooper, who is now employed as a reporter in the House, but our time and limits prevent us from making any use of the matter to-day.

We learn from good authority, and have much pleasure in announcing the fact, that there is every probability that the Bill now before the Legislature for dividing King's Ward, will pass into a Law.

We have to acknowledge the receipt of a copy of the Chief Superintendent's Report on the Parish Schools of New-Brunswick, for part of the year 1852. The publication comprises 72 pages, and has been neatly printed at the *Royal Gazette* Office.

BRITISH AND FOREIGN BIBLE SOCIETY.

We are happy to learn, that in many of the Churches in this City, Sermons will be preached to-morrow, (Sunday) March 13th, being the first Lord's Day since the commencement of the Jubilee Year, on behalf of this excellent Society, and Collections made in aid of the Fund now proposed to be established.

We wish to impress on the attention of our readers, that the present contributions are not to go into the general funds of the Parent Society, but are made towards the Jubilee Fund. It is pleasing to think how many beautiful streams, not only in the Mother Country, but in all parts of the British Dominions, will be pouring into this reservoir. From one of the recent Jubilee papers, we extract the following short statement of the purposes to which the special fund is to be devoted:

It is intended, therefore, that the Jubilee Contributions of Individuals, Congregations, Sunday Schools, Auxiliary, and other Societies, shall form a Fund to be appropriated to the following objects:

1. Special grants of Bibles and Testaments to Prisons, Schools, and Missions,—with other Charitable and Benevolent Institutions throughout Great Britain.
2. Special grants to Ireland, in such ways as may hereafter be determined upon.
3. Special efforts in India, Australia, and other British Colonies, by agencies, grants, or otherwise.
4. Special grants to China, and such other parts of the world as may appear open to special operations.
5. The establishment of a special and separate Fund, from the annual produce of which, pecuniary aid may be granted, at the discretion of the Committee, to persons in the employ of the Society, including the Colporteurs abroad; and to their widows and children, when in circumstances to require such aid.

It is believed that the above objects, embracing, as they do, our own country, the Colonies, India, China, and whatever other portions of the globe may in God's providence claim special efforts, will secure the approbation and co operation of the patriot and the Christian. Contributors will be at liberty to specify to which of these objects they intend their donations to be applied, or, they may direct a division of the amount between them all.

Mechanics' Institute.—Last Monday even[illegible], Dr. Paterson, President of the Institu[illegible] gave a lecture on *Vision*. The coats and hum[illegible] human eye were described and illustrate[illegible] sical properties of light were stated, and [illegible] vision elucidated in a very able an[illegible] manner.

Next Monday evening the R[illegible] A. M., will deliver his deferre[illegible] *Reminiscences of Eminent Me*[illegible] closing lecture of the Seas[illegible] therefore, the Rev. gentl[illegible] ure will take a running [illegible] jects which have been b[illegible] of the Institute during th[illegible]

Fire Police.—A[illegible] Police, held on Wednes[illegible] Gentlemen were elected [illegible] ing year:—J. M. Walk[illegible] Smith, Esq., *Lieutenan*[illegible] *tary*; Jas. Gerow, *Trea*[illegible] *Sergeants*—Robert Shives, Geo. W. Smith, Alex. Jardine, and T. W. Daniel. [*News*.

Serious Accident.—On Tuesday morning, a workman in the Ship Yard of Messrs. Sime, opposite Indian Town, named David Laskey, had both his thighs broken, and also the right leg below the knee, by slipping into a saw-pit and a plank falling upon him. The right leg has since been amputated.—*New-Brunswicker*.

London Quarterly and Edinburgh Review for January.—The above works have been forwarded to us, per Messrs. McMillan, of this City. In each of them will the searchers for valuable knowledge find "fresh fields and pastures new," and may cull therein the choicest flowers of truth. The following are the contents of the first-named work:—Vauxhall Factory Schools; Life and Letters of Mr. Justice Story; Indian Administration; Meteors, Aerolites and Shooting Stars; Cloister Life of Charles V.; Montalembert on Catholic Interests; The British Museum; Memoirs of Wordsworth; The Budget and its Results.

The contents of the *Edinburgh* are:—Bunsen's Hippolytus and his Age; Jervis's History of Corfu and the Ionian Isles; Saul of Tarsus; Hungarian Revolution; Cathedral Reform; The Indian Army; Montalembert; Mrs. Jameson on Legends of the Madonna; The fall of the Derby Ministry.

The above are on sale by Messrs. McMillan.

We have also to acknowledge the receipt, from Messrs. McMillan, of a copy of *Godey's Lady's Book* for March. It is creditable, as usual, to the publisher of this favourite pictorial miscellany.

Nova-Scotia.—*The Government Railway Bills withdrawn!*—A telegraphic despatch was received at the News Room on Thursday last, announcing that Mr. Howe had withdrawn the Government Railway Bills, and that a Committee had been appointed to report Bills for Railways by Companies. The Committee consists of Messrs. Uniacke, Johnston, Wier, Killam, Howe, Hall, and Henry.

Our neighbours now having got on the right track, will no doubt go a-head with their Railways in a sensible, practical manner; and notwithstanding the hard things that have been occasionally said on both sides, we can assure them that we have not, and never had, any other desire than that the advantages to be derived by the Colonies from Railways should be mutually and equally beneficial to them all.

We understand that Mr. Dickey, of Amherst, was triumphantly acquitted of the accusations brought against him by Mr. Howe, of having given incorrect evidence before the Railway Committee. Although his information differed in some slight particulars from the specification, yet, as he had never seen that document, he could not be held responsible for such differences. We are not informed how the specification came to be laid on the table of the House, and published in the *Morning Chronicle*. We are not aware how this could have taken place without a gross violation of a pledge of confidence on the part of gentlemen in Nova-Scotia, whose position and public character should have prevented such things.

We trust that the Government of Nova-Scotia will be able to explain the matter.

Presbyterianism in New-York.—We are informed that the congregation under the pastoral charge of the Rev. Mr. Thomson, formerly of this City, has just effected the purchase of the splendid Church at the corner of Grand and Crosby-streets, for the sum of $55,000. The congregation has increased so largely, under Mr. Thomson's ministrations, as to render a removal necessary, every seat in his present Church being occupied. This good news will be very gratifying to his many friends in this Province, who, in some measure, anticipated them, as the pleasing result of his faithful and eloquent pulpit expositions.

[*From the Royal Gazette, March* 9.]

Government Notices.—His Excellency the Lieutenant Governor has been pleased to appoint Ward Chipman Drury, Esquire, to be Private Secretary, in the place of Richard P. Pennefather, Esquire, resigned. J. R. PARTELOW.
Secretary's Office, March 7, 1853.

Notice is hereby given, That it has been certified to His Excellency the Lieutenant Governor, by Alexander L. Light, Esquire, an Engineer appointed by His Excellency the Lieutenant Governor, in pursuance of the provisions of the Act of Assembly, 12 Vic., c. 69, intituled "An Act to incorporate the Saint John Suspension Bridge Company," that the Bridge erected across the Falls of the River Saint John, at Split Rock, near the City of Saint John, under the authority of the said Act, is in all respects of sufficient strength and materials for the purposes for which the same is intended.
J. R. PARTELOW.
Secretary's Office, March 7, 1853.

Our Fisheries' doctrine, (says the *Head Quarters*, of Wednesday last,) which has received honorable mention in the Assembly, is shortly this—the exclusive right to fish within three miles of the coast, *was the right of Great Britain* by the most familiar and best established rules of International law, down to the time of the compact between the Home Government and this Province, when we purchased for £14,500 per annum, all the crown estate in the Colony, and all royalties, easements, and appurtenances belonging to, and going with that estate, *whereby for good and valuable consideration we became invested with the sole and exclusive right to those fisheries along our shores, against not only all foreign states, but even against Great Britain herself.* While we remain a Colony it is the duty of Great Britain to protect us in this and every other right, but she has no privilege, in law or equity, to treat for, much less to part with these fisheries or any portion of them, we having bought and paid for all the property that Britain held in them.

The Fourth of March has come and gone; but no Bill has passed Congress, for regulating the commercial relations between the U. S. and the British North American Provinces; nothing has been done towards altering or modifying the rights of their respective fishermen; not a word more do we hear about the Mosquito Indians or Central America; nor is the rumoured International Copyright Treaty yet forthcoming. Of the last there may be a lingering hope, that we shall yet hear that it has been sent in for the approval of the Senate, now holding an extra session.

With regard to the Fisheries, we confess ourselves unable to discover any reasonable mode by which the conflicting interests can at present be harmonised. Our Imperial Government is laudably anxious to cement its close alliance with the U. S., and is willing to deal with them liberally on controverted points. But it must not be forgotten, as we have often remarked, that in the present instance our Ministry is dealing with *what is not virtually its own*; and the plain terms, in which both Nova-Scotia and New-Brunswick have expressed themselves against any bartering or bargaining without their consent, must surely by this time have opened the eyes of the home authorities.—*N. Y. Albion.*

PROVINCIAL LEGISLATURE.

HOUSE OF ASSEMBLY.

Monday, March 7.—The Clerk communicated to the House that the Speaker was unable, from indisposition, to take the Chair to-day, but would be able to do so on the morning of to-morrow.

The Provincial Secretary said, the only course is to adjourn till to-morrow, when, if the Speaker is still unable to attend, some provision must be made to fill the chair *pro tempore*, or permanently. At this advanced season it is impossible the business of the country can be delayed, and, considering the great age and serious illness of the [illegible]aker, it is to be feared he will scarcely [illegible] to preside to-morrow. On motion, the [illegible] then adjourned till morrow morning at ten [illegible].—*Head Quarters.*

Tuesday, March 8.—The House has been [illegible]ionally occupied in [illegible]. Se[illegible] to the [illegible]ing Company. [illegible]tive to Road Grants, including the [illegible] the *Suspension Bridge*, were refused [illegible]ouse, but referred to the Road Com[illegible]

[illegible] petition elicited some remark on the va[illegible]e erection, and Mr. Scoullar suggested [illegible]d be made public and free property; that [illegible]uld be a disgrace to the Province to leave a bridge on our greatest highway subject to [illegible]

[illegible] petition from the friends of the Tracadie [illegible]rs praying for a resident Physician at the [illegible]o, caused a discussion and produced [illegible] warm words between Mr. Williston and [illegible]r Gordon. It was referred to the Com[illegible] of Accounts.

Mr. Needham brought in a Bill to amend an act to increase the Capital Stock of the St. John Water Company.

Mr. Harding brought in a Bill to amend an Act authorising the Trustees of St. Stephen's Church, in St. John, to dispose of certain lands, and presented a petition from the Gas Company for an alteration in their Charter.

A Bill authorising the appointment of Commissioners of Sewers in Queen's County passed in Committee.

The Attorney General announced that Hon. John Montgomery was yesterday sworn a Member of the Executive Council.

House adjourned shortly after 1 o'clock.

The Speaker seemed to be sinking, but did not complain.

The Scrutiny Committee is working hard. Boyd's majority of 18 is wholly reduced. Fitzgerald has now a majority, and it is increasing fast.

Wednesday, March 9.—Mr. Hanington brought in report of the Committee on the Fisheries—laid on the table.

Mr. Gray, from the Committee appointed to consider the application for an amendment to the charter of the Presbyterian Church, reported that it is not advisable that any Legislative action be taken at present—as sufficient notice has not been given to the Churches interested.

Mr. Partelow brought in a Bill to Incorporate certain bodies connected with the Wesleyan Church.

Mr. Gray, a Bill to authorize Messrs. Cunard, Merritt and others to erect a public wharf at Indian Town.

Mr. Smith, a Bill to amend the Act for the local Government of Counties, as far as relates to Westmorland.

Mr. Porter, a Bill to Incorporate the St. Croix Bridge Company, and a Bill better securing the Navigation of the St. Croix.

House in Committee on a Bill to give the Magistrates of Northumberland control of the Fisheries on the Miramichi River.

Mr. Johnston objected, as giving indefinite powers; progress was reported in order to amend the Bill.

The Bill to Repeal an Act to Amend the Act for the local government of Counties, &c., as far as regards Victoria, passed.

The Bill to divide King's Ward, Mr. Partelow wished to be printed. Mr. Wilmot stated that Carleton was opposed to the Bill, as giving an undue preponderance to the East side. Messrs. Harding and Needham supported the Bill. House thin.—Progress reported.

The Bill for the Registration of Marriages, &c., was committed. The Attorney General explained the object to be to compel clergymen and others, under a penalty, to keep a Registry of Marriages, Baptisms and Burials, and furnish certified copies to the Clerk of the Peace, semi-annually, who would be bound to file them and keep an index, receiving pay from the Sessions. Messrs. Johnston, Harding, Cutler, Smith and Ryan, said the Bill would be useless and entail expense without commensurate good. Messrs. Needham and Thompson were in favour of the Bill.—Progress reported—on motion of Mr. Hanington, the Bill was ordered to be printed. Many petitions received—one from the Commercial Bank for an extension of its Charter.

The time for receiving petitions is extended to Saturday.

The Speaker is very weak, but has decided not to resign.

House adjourned at 2 o'clock.

Thursday, March 10.—Numerous petitions still coming in—among others, one for the repeal of a section of the Charter to the Hillsboro' Mining Company, received after discussion—one praying the Legislature to protest against the passage of Gladstone's Bill—one against the erection of a Wharf at Indian Town, referred with the Bill to the Committee on Internal Navigation—other petitions on the Mining question—for Wharves, &c., also received.

Mr. English brought in a Bill for the election of the Sheriff of Carleton County. Not received, because not read before the Sessions.

Mr. Pickard brought in a Bill to Incorporate the Nashwasis Steam Ferry Company.

Attorney General, a Bill to Incorporate the North-west Miramichi Bridge Company.

Mr. Scoullar, a Bill to continue the Act suspending the Militia Law.

House in Committee on Bill to empower the Magistrates of Northumberland to regulate the Fisheries on the Miramichi River. The Members for York opposed it. Att'y General said the alteration was necessary. Progress again reported, after considerable discussion.

Bill to extend the Charter of the Aroostook Boom Company. Mr. Partelow asked time to consult parties, and wished to propose amendments. Progress reported.

The Bill to authorize the Trustees of St. Stephen's Church to dispose of lands, and reinvest proceeds, passed without discussion.

Also the Bill to Amend the Charter of the Rural Cemetery passed.

A Bill to establish the Road from Shediac to Cape Tormentine as a great Road, caused a long discussion, and was postponed three months.

Mr. Macpherson gave notice of a question respecting the disposal of Wild Lands lately laid off in the County of Kent.

House adjourned after three o'clock.

The Speaker seems much stronger.

Friday, March 11.—The Attorney General laid before the House a Despatch on Railway matters.—Mr. Partelow, the Treasurer's and Receiver General's accounts. He promised next week, an account shewing the Financial state of the Province, now being prepared by himself.

Mr. Partelow presented a petition from St. John for the suspension of the Liquor Law, and also a petition for its repeal, and said he would move the House to take action on these in a few days.

Mr. Porter presenting a like petition from Charlotte County.

Mr. Harding presented a petition from the St. John Telegraph Company, praying that no Bill may pass to extend the privileges of the Miramichi Company, so as to interfere with their rights. The whole question was referred to a Special Committee, viz: Messrs. Harding, Johnson, Ryan, Hatheway, Hayward, Gordon and Montgomery.

On motion of Mr. Smith, an address for the expenditure of £300 for a Wharf at Dorchester, passed after a long discussion.

On motion of Mr. Cutler, a similar address passed for the repair of a Road and Bridge at Richibucto.

Mr. Styles made a similar motion for a Wharf at Albert—many members spoke of the consequences likely to result from such a mode of proceeding. Messrs. Gray, Montgomery and others, opposed the first resolution on the ground of inconsistency. The members dwindled away until there was no House. After a short adjournment, the discussion was resumed and a call of the House made. The resolution was lost, as was also a resolution proposed by Mr. Ryan to re-consider Mr. Smith's motion.

Dr. Thomson brought in a Bill further to facilitate the erection of a Railroad from Saint Andrews to Quebec.

Mr. Harding brought in a Bill to Incorporate the Victoria Mining and Manufacturing Company.

The Surveyor General, in reply to Mr. M'Phelim's question of yesterday, stated that there were no applications for extensive tracts of land in Kent.

House adjourned at 3 o'clock.—No Bill committed to-day.—*Telegraph to News Room.*

From Europe.—The Steamer *Baltic* arrived at New-York last Sunday night, bringing Liverpool dates to the 23d ult.

The Earl of Clarendon has assumed the seals of the Foreign Office, in place of Lord John Russell.

In the House of Lords, Monday 21st, the Earl of Aberdeen, said it was the intention of Government, with respect to the "Six Mile Bridge affair," to prosecute those soldiers against whom the Coroner's Jury had returned a "wilful murder," and also to prose[illegible] Roman Catholic Priests for their co[illegible] occasion.

The correspondence between th[illegible] ciety and the Governments o[illegible] the United States, in reference [illegible] making hydrographical observation[illegible] laid on the table.

In the House of Commons the [illegible]mittee reported that Mr. Arm[illegible] Lancaster; Samuel Carter, [illegible] Gipps and Mr. But[illegible] were unseated for [illegible] on the subject of th[illegible] land, the Peace Society, [illegible], and other subjects, after which the House went into Committee of Supply, and voted various large sums for the Admiralty service.

During the past week information had been received at Lloyd's of the wreck of three emigrant vessels to Australia, with nearly 1,000 passengers, all of whom were saved. The ships were the Sir Fowell Buxton, lost off Point Tuburas, Rio Grande, Dec. 11; the Eglinton, Sept. 8, near Freemantle, Australia, and the Express, date blank, near Sydney.

France.—Rumors have been in circulation in Paris for some days past of the probability of an alliance by treaty between France, England and two or three minor States, with a view to counterbalance the power of the North of Europe. That many people are very desirous of a friendly understanding between the two Governments, there is no difficulty in believing, but between a regular treaty and friendly relations based on reciprocal interest there is a great difference.

A number of domestic servants have been dismissed from the Tuileries for being indiscreet enough to gossip about the household arrangements. The Emperor intends to choose all the servants himself, in future. So they say.

Austria.—*The London Advertiser* announces the discovery of a very extensive and well organized conspiracy in Hungary against the Austrian rule. Italian letters say that there now circulates in Hungary a proclamation signed by Kossuth, granting a general amnesty to all those persons who were formerly opposed to Hungarian independence. It appears that regular guerilla bands are forming all over the country, and that "things do not look well." It is added, from Austrian sources, that the Government is perfectly well informed of what is going on, and that arrests are continually but quietly taking place. It is also added that the Austrian force now on the Bosnian frontier will be made to serve a double purpose; one part will guard the frontier, while the other, formed into flying corps, will scour Hungary.

A telegraphic dispatch from London to Liverpool, and telegraphed from Halifax, per last arrival, mentioned that an attempt had been made to assassinate the Emperor of Austria. It appears at all events that the wound was slight, although accounts differ as to whether it was inflicted by a poignard or a pistol shot. Latest dates from Vienna, say that his Majesty was doing well.

The following striking letter has been addressed by Lord John Russell to Sir Henry Bulwer, our representative in Florence, and it will find an echo in the heart of every man who loves his "neighbour" as the highest duty enjoined upon him, after love and obedience for his Maker:—

"*Lord John Russell to Sir Henry Bulwer.*
"Foreign Office, Jan. 18, 1853.

"Sir,—According to the last accounts received from you, the Grand Duke of Tuscany still hesitates on the subject of the Madiai.

"But this is a matter on which hesitation implies capital punishment. It is the same thing in effect to condemn a man to die by fire, like Savonarola, or to put him to death by the slow torture of an unhealthy prison.

"It seems to be imagined, indeed, by some Governments on the Continent, that, if they avoid the spectacle of an execution on the scaffold, they will escape the odium to themselves, and the sympathy of their victims, which attends upon the punishment of death for offences of a political or religious character.

"But this is an error. It is now well understood that the wasting of the body, the sinking of the spirits, the weakening of the mind, are but additions to the capital punishment which long and close confinement too often involves.

"If, therefore, as has been lately reported, one of the Madiai were to die in prison, the Grand Duke must expect that throughout Europe he will be considered as having put a human being to death for being a Protestant.

"It will be said, no doubt, that the offence of Francesco Madiai was not that of being a Protestant, but that of endeavouring to seduce others from the Roman Catholic faith; that the Tuscan Government had the most merciful intentions, and meant to have shortened the period of imprisonment allotted by law to his offence; that such offences cannot be permitted to pass unpunished.

"All this, however will avail very little. Throughout the civilised world this example of religious persecution will excite abhorrence. Nor will it be the least of the reproaches addressed to the Government of the Grand Duke that the name of Leopold of Tuscany has been thus desecrated, and the example of a benevolent sovereign thus departed from. The peaceful, mild, and ingenuous character of the Tuscan people makes this severity the less necessary, and the more odious.

"As this is a matter affecting a Tuscan subject, it may be said that Her Majesty's Government have no right to interfere. If this means that an interference by force of arms would not be justifiable, I confess at once that nothing but the most extreme case would justify such interference.

"But if it be meant that Her Majesty has not the right to point out to a friendly Sovereign the arguments which have prevailed in the most civilised nations against the use of the civil sword to punish religious opinions, I entirely deny the truth of such an allegation.

"You are, therefore, instructed to speak in the most serious tone to the Minister of Foreign Affairs, and to lay before him all the considerations stated in the despatch. You will do it in the most friendly tone, and take care to assure the Government to which you are accredited that none are more sincere in their wishes for the independence and happiness of Tuscany than the Queen of Great Britain. "I am, &c., "J. Russell."

New Act for the Further Prevention of Forgery.—A new act has just been printed to amend a former act for the further prevention of forging bank notes. In consequence of doubts which have arisen, it is now enacted that the signatures of the cashiers of the Bank of England may be impressed on all notes, Bank post-bills, and Bank bills of exchange, by machinery instead of being written, and they shall be good and valid as if they had been subscribed in the proper hand-writing of the cashiers, and shall be deemed and taken to be Bank notes, &c., within the meaning of all laws, and may be so described in all indictments and other criminal proceedings whatsoever, any law, statute, or usage to the contrary notwithstanding.

United States.—Gen. Pierce was installed into office at Washington, on Friday the 4th instant, and, as usual, delivered an address to the assembled multitude at the Capitol. The ceremonies were opened with prayer, for the first time since the inauguration of the elder Adams.

Speaking of the Address, the *Boston Daily Advertiser* says—As a matter of taste, one would have preferred that the address had something less of, what is called abroad the national characteristic of American popular addresses, in its allusions to the past history, and the future destinies of the country. Yet considering what is without question the actual national taste, in this matter, it would be perhaps unreasonable to find any fault on this score.

On another point, however, which involves something more than a question of taste—an important one of policy, if not of principle—we cannot forbear to express our regret, at the expression of an opinion which it is to be apprehended may lead to misconstruction abroad, and tend to encourage a dangerous popular felling at home. We refer to the following passage, manifestly indicating the desirableness of obtaining possession of the island of Cuba, and perhaps even further extentions of territory.

"Indeed, it is not to be disguised that our attitude as a nation, and our position on the globe, render the acquisition of certain possessions not within our jurisdiction, eminently important for our protection, if not in the future, essential for the preservation of the rights of commerce and the peace of the world."

With this we may couple, as in our judgment equally injudicious, the following re-assertion of what is called "the Monroe doctrine," and which, unfortunately, for its changes of recognition abroad, comes in too near juxta-position with the declaration above quoted.

"The rights, security, and repose of this Confederacy reject the idea of interference or colonization, on this side of the ocean, by any foreign power, beyond present jurisdiction, as utterly inadmissible."

The two declarations taken together amount to an unreserved asserti[illegible] the right to extend [illegible] States over the [illegible] by any interpo[illegible] aid of States [illegible]ion. As to the [illegible] have no dis[illegible] at present. [illegible] some importance [illegible]ony of the Union, [illegible]uivocal declaration [illegible]sident. We refer to [illegible] the address, and other [illegible] same subject:—

"[illegible]tary servitude, as it exists [illegible] confederacy, is recognized [illegible]nstitution. [illegible] believe that it stands like any other admitted right, and that the States where it exists are entitled to efficient remedies to enforce the constitutional provisions. I hold that the laws of 1850, commonly called the 'compromise measures,' are strictly constitutional, and to be unhesitatingly carried into effect."

Washington, March 7.—The President nominated his Cabinet to-day, and the Senate immediately and unanimously confirmed it as it stands:—William L. Marcy, of New-York, Secretary of State; James Guthrie, of Kentucky, Secretary of the Treasury; Robert McClelland, of Michigan, Secretary of the Interior; Jefferson Davis, of Mississippi, Secretary of War; James C. Dobbin, of North Carolina, Secretary of the Navy; James Campbell, of Penn., Postmaster General; Caleb Cushing, of Massachusetts, Attorney Gen'l.

New Orleans, March 2.—*Great Fire.*—The most disastrous fire that ever occurred in New Orleans, broke out on Wednesday afternoon in the upper part of the Alabama Cotton Press. The flames spread rapidly, and gained a tremendous headway before the engines arrived. It destroyed nearly all the contents of the Press, besides a large quantity of cotton piled in the streets. It far exceeds the first estimates. It is supposed that over 20,000 bales of cotton were destroyed, valued at from 800,000 to $1,000,000. The property was mostly insured. The losses fall heavily on the following offices: Crescent, Home, Mutual and Sun Mutual.

Providence, March 8.—*From Cape of Good Hope.*—By the barque Corsair, at this port, from Mozambique, we have Cape Town papers to the 4th of January. The Cape Town mail to Jan. 4th, contains the account of a severe fight, in which 6000 Basutos (armed horsemen) were routed by about 1000 British troops. The chief Morhesh had agreed to deliver 10,000 head of cattle and 1000 horses as a fine for the depredations which had been committed on the colonists. He, however, failed to comply with his engagement, and the governor advanced into his territory to seize the cattle. The Basutos defended their property, and although the British at one time captured 30,000 head, they were compelled to abandon all but about 6000 head of cattle. The Basutos, however, were completely overthrown, and the next day the Chief sued for peace. The conflict lasted from morning until 8 o'clock in the evening. The British loss was 38 killed and 15 wounded, whilst the loss on the other side was much greater.

Messrs. Editors,—I observe by the Journals that a Bill has been introduced in our House of Assembly for incorporating a Company to bridge or extend a roadway across Courtenay Bay—a prospective improvement for which, I understand, we are indebted to the energy and perseverance of Councillor McAvity.

Will you call upon that active member of our corporate body to turn his attention to ascertaining the feasibility and cost of a wharf sixty feet in width, with a couple of drawbridges, to yield acess to the Timber Ponds, &c. &c., extending, say, from Lawton's Wharf, Nelson-street, to the west corner of Rankin's Wharf, Portland—an improvement which, if carried out, would remove to some extent the complaints of a want of deep water wharves—would not interfere with the set of the current in the Harbour—that would materially increase the revenues of the Corporation—would afford material accommodation to the largest class of vessels visiting our port, enabling them to lay afloat while delivering or receiving cargo, and which would at the same time shorten the approach from the Suspension Bridge to the central business districts of the City.

The continuation of Union-street to the point indicated has been spoken of for the latter object, and the extending the North Market Wharf to the same extent, as meeting the requirements of the shipping. The suggestion here made has in view the benefits anticipated from each proposal, yet it is probable a still better plan may be elicited from parties conversant with the subject, and to whom the worthy Councillor can apply for assistance.
Yours, SHORT.

Bible Society Jubilee.—To-morrow evening, March 13, the Rev. William Ferrie, A. M., will deliver a discourse on the claims of the *British and Foreign Bible Society*, after which a collection will be taken up in aid of the *Jubilee Fund*.

Report of a Committee of the Common Council of the City of Saint John, on the subject of Wharf extension into the Harbour.

The Harbour Committee, to whom was referred the application of Messrs. Gilbert, Smith, Walker, Tilton and Johnston, for liberty to extend wharfs into the Harbour beyond the Harbour Line, beg leave to report—

That by the Act 3 Victoria, cap. 81, (1840,) it is enacted that no wharf, pier or erection of any kind shall extend beyond a line as therein set forth and established, and as will be found marked on a plan on file in the office of the Common Clerk.

That your Committee are fully sensible of the necessity existing for additional deep water wharfs in the Harbour, for the accommodation of the increasing commerce of the Port. At the same time, they cannot advise the Board to entertain any application for trespassing upon the limits laid down by the Legislature.

Taking up the applications submitted in order of the properties abutting on the South Wharf, your Committee will refer to—

1st.—Benjamin Smith. On this application your Committee would recommend the Board to grant a lease extending to the Harbour line already alluded to, to be in strict accordance with the requirements of the Act, as to building a close front of square timber, and having a pier-head of not less than sixty feet—for public accommodation—Mr. Smith being permitted, if no legal objection exist, to build up the slip now open to the southward of the South Wharf, and bound to open a roadway from said pier head to Ward-street of twenty-two feet, and to keep the same in repair. This lease not to interfere with any of the rights appertaining to the Board, and at present in litigation. The lease to be for a term of twenty-one years, at an annual rent of £12 10s., and containing the usual covenants for renewal or payment for improvements.

2nd.—Henry Gilbert. Your Committee also recommend a lease to this applicant, to the Harbour line, under the stipulations required by this Act, as regards a close front of square timber, and also with the stipulation of leaving a pier-head of not less than sixty feet. The lease to be for a term of twenty-one years, at an annual rent of £7 10s., with a covenant of renewal for a further term, or improvements to be paid for.

3.—Barnabas Tilton. The grant of a lease to this applicant is also recommended, under the same stipulations as the foregoing. The lease to be for a term of twenty-one years, at an annual rent of £7 10s., and with similar covenants.

4th.—John Walker. Your Committee have also recommended a lease being granted to this applicant, extending to the Harbour line, Mr. Walker being not only bound to build a close front of square timber, and have a pier-head of sixty feet, but also to build a close wharf on the south. The lease to be for a term of twenty-one years, at an annual rent of £7 10s., and to contain the usual covenants for renewal at the expiration of the period.

5th.—Charles Johnston. Your Committee understanding that this applicant not only desires to extend his wharf to the Harbour line, but also to have liberty to build up the slip known as Johnston's Slip to the same extent. By the Act of the Legislature already referred to, two slips of not less than thirty-five feet each in width are required to be kept open between the line of King and Princess-streets, Messrs. Walker and Peters' Slip coming up to this requirement. And your Committee, if there be no legal hindrance against agreeing to the request of the applicant in this respect, would therefore recommend a lease being granted to Mr. Johnston, permitting him to build up the slip and extend the erection, along with his front wharf, to the Harbour line, provided a close front of square timber on the west and south is built up; a pier-head of sixty feet left open for the public accommodation, and liberty conveyed or granted to the Board to lie in or secure the Ferry Wharf to the south side of such extension, and any claim or right set up to the Ferry Slip waived and annulled. The lease to be for a term of twenty-one years, at an annual rent of £10, with the usual covenants for renewal, &c.

On reference to the minutes of the Board, your Committee find, as far back as 1841, attention called to the encroachments of several parties on the Harbour, viz., Messrs. Donaldson, Walker, Petingell, Bean, and several others; and that an order was made to take the necessary steps to protect the rights of the Corporation. Your Committee do not find that any action resulted from this order, and they would now submit to the Board the propriety of having so important a matter attended to, and that promptly.

Respectfully submitted.
THOS. McAVITY,
J. C. LITTLEHALE,
JOSEPH BEATTEY,
J. STEPHENSON
St. John, 8th March, 1853.

No Humbug!—A humbug is that which is not what it professes to be, and hence deceives the people. *Morse's Compound Syrup of Yellow Dock Root is just what it professes to be*, the best medicine now in use for curing those diseases for which it is recommended. All know this who have tried it, and thousands more, who are sorely afflicted may know it in the same way. Only try it and you will be satisfied. Sold by Chaloner & Hunt—also by Fellows & Co., King-st., St. John.

MARRIED,

On Tuesday evening, the 8th inst., at the residence of the bride's father, by the Rev. A. M. Stavely, Mr. James Burrell, to Martha Ann, eldest daughter of Mr. George Russel, all of this City.

On the 8th inst., by the Rev. William Elder, Mr. Duncan McDonald, of this City, to Jane, eldest daughter of Mr. James Henry, of Hampton Parish, King's County.

On the 9th instant, by the Rev. Wm. Harrison, Rector of Portland, Peter Mitchell, Esq., of Newcastle, Miramichi, to Mrs. Gough, of Portland, St. John.

On Thursday morning, at the New-Brunswick Hotel, by the Rev. E. McLeod, Mr. Rueben Ebworth, of Gagetown, to Miss Eliza Jane Penery, of Hampstead, Q. C.

At Cambridge, Queen's County, on the 1st inst., by the Rev. D. Crandal, Mr. Robert Henderson, of the Parish of Springfield, K. C., to Miss Ann, second daughter of Mr. James Read, Sen., of Cambridge.

DIED.

On Friday, 4th inst., Samuel, son of Mr. Alexander Wilson, of this City, aged five years and two months.

On Saturday evening last, Mr. John Rielly, in the 43d year of his age, formerly a resident of Pictou, N. S.—He leaves a large family, with many relatives and friends, to mourn their loss.

On Monday evening, John Francis, youngest son of Mr. Ankey Foster, Brussels-street, aged two years and eight months.

Yesterday morning, after a long and severe illness, William Marks, aged nineteen years.—Funeral to-morrow (Sunday,) at three o'clock, from his father's residence, Duke-street, when friends and acquaintances are respectfully invited to attend.

Yesterday morning, John, son of Mr. John Murphy, aged two months.

In Portland, on Monday afternoon, Mrs. Margaret Kirkpatrick, aged 75 years, a native of Mount Charles, County Donegal, Ireland.

At Hampstead, (Q. C.) on Monday last, Mr. Lambert Stockford, in the 78th year of his age.

At Eastport, on the 27th ult., Charles D. Rice, M. D., late of Woodstock—lamented by all who knew him.

At Chebogue, N. S., on the 26th ult., Mr. Calel Cook, sen., aged 81 years, an old and respectable inhabitant of Yarmouth.

MARINE JOURNAL.

PORT OF SAINT JOHN—Arrived,

Monday—Packet Ship Middleton, Nichols, Liverpool, 34 days—J. & R. Reed, general cargo.
Barque Perseverance, Stephenson, Liverpool, via Cork, 43 days—N. S. Demill, general cargo.
Brigt. Bream, Cameron, Cienfuegos, 20—J. & T. Robinson, molasses.
Schr. William Wallace, Ritchie, Alexandria, 18—Estabrooks & Ring, wheat.
Tuesday—Brigt. Kendall, Cathrin, Savannah, 11—N. S. Demill, pitch pine timber.
Schr. Henry Goldsmith, Payson, Halifax, 28—C. M. Gove, oats, copper, &c.
Ransom, Lockhart, Baltimore, 15—Geo. A. Lockhart, flour, corn, &c.
Pilgrim, Johnston, Boston, 3—Geo. A. Lockhart, flour, cordage, &c.
Janet, Morrison, Savannah, via New Bedford, 9—James Smith & Son, pitch pine timber.
Thursday—Brig Zetland, Gimber, Glasgow, 27—Chas. McLauchlan, general cargo.
Steamer Admiral, Wood, Boston, via Bangor, &c.—Geo. Thomas, passengers, &c.

COASTWISE.

Sunday—Schr. Pandora, Shields, Salmon River, deals.
Monday—Schr. Crown, Lord, St. Andrews, turnips.
Tuesday—Steamer Pilot, Leavitt, Annapolis and Digby, passengers and merchandise.
Wednesday—Schr. Copy, Daley, St. Mary's Bay, wood. Rachel, Parker, Cornwallis, potatoes and dried meat. William, Ingalls, Grand Manan, smoked fish.
Friday—Schr. Peeler, Leary, Weymouth, fish. Spray, Balsam, St. Andrews, ballast.

CLEARED.

March 9th—Brig Masonic, Heckman, Limerick, deals, &c.—R. Rankin & Co.
11th—Brigt. Rio Grande, Smith, Havana, boards and planks—Crane & Co.
12th—Brig Huron, Waters, Glasgow, deals, &c.—N. S. Demill.

Schr. Charles, Collins, hence, for Australia, in going down the Bay, got ashore in the South Channel. She is now in Yarmouth, with her keel injured: extent of damage not stated.

The brig Mary, of Cork, from Boston, for this port, which got on shore near Rockland, (Me.) a few weeks since, has been condemned and sold in Portland, after having been got off the rocks.

Brig Zephyr, Whipple, of this port, from Navy Bay, for New Orleans, went ashore on the 16th ult. at Pas a l'Outre.—Capt. W. was sick of fever at the time. He had arrived up at the city, leaving the vessel in two feet water, in charge of a pilot, until he could make arrangements to get her off, which, however, he was fearful could not be done.

Barque Kingston, Murray, from Liverpool to Charleston, reports, Feb. 4th, lat. 43 10, long. 38 10, passed a large barque, water-logged and abandoned; her name ended with the letters ARD of St. John, N. B. [No doubt the new ship Vanguard, recently abandoned.]

Ship Jane, of this port, was seen on 31st ult., lat. 33, long. 67, steering East.

At Callao, 18th Jan., ship Alabama, Marsters, from Acapulco, for Chinca Islands; 26th, ship Lady Blaney, Wiseman, from Chinca Islands, and cleared for London.

Cleared at New Orleans, March 2d, ship Monsoon, Kinney, Liverpool.—At Savannah, 8th, ship FitzJames, Hoyt, Liverpool,—At Boston, 7th, schr. Cuba, Brannen, St. John; 8th, brig Magnet, Hammond, do.

Arrived at Matanzas, Jan. 26th, schr. Lynnfield, Bogart, St. John.—At New Orleans, Feb. 22d, ship Sumaroo, Hays, Liverpool; barque Infanta, Hyland, do.; 24th, ship Orleans, Henderson, do.; 25th, ship New Zealand, Montgomery, Newry—At Mobile, March 2d, ship Sir Harry Smith, Haws, do.—At Charleston, 3d, barque Kingston, Murray, do.—At Alexandria, Feb. 28th, brigt. P. I. Nevius, Boddie, St. John.—At City Point, March 2d, barque Algoma, Anthony, Cardiff.—At Savannah, 3d, India, Ketchum, St. John.—At Boston, 3d, barque Avondale, Bradshaw, Liverpool; 5th, brig Lydia, Healy, Ardrossan; 6th, barque Palendar, Rodney, Glasgow.

Sailed from Holyhead, Feb. 18th, barque Avon, Masters, from Glasgow, for New-York.

VICTORIA HOUSE,
PRINCE WILLIAM STREET,
AND
BRITISH HOUSE,
KING STREET.
St. John, 8th March, 1853.
First Spring Importations!
Per Ship "MIDDLETON,"
5,000 STRAW BONNETS!
Newest Spring Shapes!!
J. DOHERTY & CO.
N. B.—*Further Supply per Steamer "Cambria" at Boston, together with* RIBBONS, SHAWLS, PRINTS, *and Fancy* DRESS GOODS, *to arrive per "Admiral" next trip.* J. D. & CO.

NEW GOODS,
Per Steamer "Cambria."
MORRISON & CO.,
ARE receiving a splendid lot of PAISLEY FILLED SHAWLS, in Squares and Longs, by the above arrivals, which will be sold decidedly low.
March 12.—usual papers.

LANDING
Ex Ship "Middleton," from Liverpool:
2 HHDS. GOLDEN SYRUP,
2 hhds. Refined LOAF SUGAR,
1 case Taylor's prepared COCOA,
10 cases superior Wheaten STARCH,
10 bags Black PEPPER,
1 case Italian LIQUORICE JUICE,
10 cases MACCARONI; 10 do. VERMICELLI,
1 cask LAMPBLACK; 1 do. Epsom SALTS,
2 casks Bath BRICKS; 1 cask ALUM,
1 do. CARBONATE OF SODA,
1 chest INDIGO,
20 barrels fine Seconds and Pearl BARLEY.
Ex Schr. "Cuba," from Boston:
10 barrels "Standard" Crushed SUGAR,
10 boxes Sweet ORANGES; 2 boxes LEMONS,
5 barrels BURNING FLUID,
2 boxes CASTILE SOAP,
8 cases fine Aromatic TOBACCO,
2 barrels new Peccan NUTS,
1 bale Grenoble WALNUTS,
50 bags Government Java COFFEE.
March 12. JARDINE & CO.

By the "Middleton,"
From Liverpool, just Arrived—
50 KEGS ground Mustard and Ginger;
7 casks Bread and Washing SODA,
2 barrels Cream of Tartar and Saltpetre;
2 cases refined BLACK LEAD;
2 casks Epsom SALTS;
5 casks SALAD OIL; 2 cases CASTOR OIL;
500 lbs. Blue STARCH.
—ALSO—
48 kegs 4d., 5d., 6d., 8d. and 9d. HORSE NAILS.
—For sale by
March 12. JOHN KINNEAR.

Wrought Nails and Spikes.
Per Ship Middleton, from Liverpool:
5 CASKS 4dy Shingle NAILS;
15 casks 6dy and 8dy Case NAILS;
20 do. 10dy and 12dy Board do.;
5 do. 14dy Board do.;
10 do. 5dy Horse do.;
10 do. 6dy Horse do.;
10 do. 9dy do. do.;
10 do. 10dy do. do.;
4 Tons DECK SPIKES, 4 to 8 inch;
For sale by J. H. KINNEAR,
March 12, 1853.—3w *Water-street.*

Extra Family Flour.
A VERY superior lot, just received and for sale by ROBERT THOMSON,
March 12. Prince William-street.

"PERSEVERANCE."
Received this day, by above vessel, from Liverpool—
2 CASKS CONFECTIONS, in glass jars, consisting of Pine Apple, Lemon, Acid, Tom Thumb, &c. &c. Drops; 1 cask containing MUSTARD, in jars.—For sale on reasonable terms, by WM. THOMSON,
March 12. 8, North Market Wharf.

To Gas Burners.
Expected shortly by one of the Packet Ships—
A LARGE SUPPLY OF GAS TUBING. Parties wishing their Houses fitted up can have them done on the most reasonable terms and in the best manner, by applying to DYALL & ROWAN,
March 12. Water Street.
N. B.—On hand an assortment of Laidlaw & Son's Patent Spring Lustres. Also—Pendents, Burners, Brackets, Water Pipes, Tinware of every description, Zinc, &c. &c. D. & R.

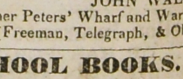
OATS and BARLEY.
To arrive ex "Coral"—
2000 BUSHELS Heavy OATS;
1500 do. Prime BARLEY.
GEORGE THOMAS,
March 12. South Market Wharf.

Alms House Notice.
A MEDICAL ATTENDANT is wanted for the Alms House and the Emigrant Hospital connected therewith, for one year from the 20th March inst.—He will be required to visit the Establishments once every day, and oftener should special cases require it—to attend all sick Paupers within the City and in the Parish of Portland, when requested in writing by any Commissioner of the Alms House; also to attend all sick Paupers in the Common Gaol, and provide necessary Medicines for the same.
Tenders for the performance of those services will be received at the Office of Henry Chubb & Co., until Friday the 18th inst., at 12 o'clock, noon.
JAMES GALLAGHER,
March 12th, 1853. *Chairman.*

Pilots' Friendly Association.
NOTICE.
THE undersigned Pilots of the Port of St John having formed themselves into an Association for the purpose of carrying on their business in a more systematic and efficient manner than formerly, respectfully intimate to Shipowners and Masters of Vessels that they have taken an Office in the South-east corner of the Custom House Building. Owners or Masters of Vessels requiring the services of a Pilot, by leaving their orders at the Office will be immediately attended to. They have appointed William A. Woods their Agent, with Power of Attorney to collect all Pilotage Fees, whose receipt will be a sufficient discharge for the same.—Office hours from 9 a. m. to 6 p. m.

John Reed, Dan'l Hatfield, Edw'd Murray, Dan. M'Dougall, John Speers, *Directors.*
James Reed, Edw'd J. Fletcher, Alexander Mills, James P. Thomas, John W. Sefly, John Scott, William Lahey, William Dougan, William Hatfield, Thomas Vaughan, Patrick Trainor, Richard Cline, John Havlin, Edward Curry, William Speers, William Donahey, George Thring, Walter Walsh, John Mills, Henry Thomas, Michael Garrity, George Mulherrin, Daniel Mulherrin.
St. John, 9th March, 1853.

WANTED TO CHARTER, to carry Deals—A SHIP of 800 Tons or upwards, for Liverpool; Ditto, 700 Tons or under, for Dublin.
Apply at the Counting Room of WM. & GEO. CARVILL,
March 12. *Nelson-street.*



Digby and Annapolis.
STEAMER CONQUEROR will leave for DIGBY and ANNAPOLIS on MONDAY Mornings, March 14th and 21st, at 8 A. M., in place of Steamer Pilot, now laid by for alterations.
JOHN WALKER,
Corner Peters' Wharf and Ward-street.
March 12. [Freeman, Telegraph, & Obs.]

SCHOOL BOOKS.
Just received per Admiral:—
OLLENDORFF'S FRENCH GRAMMAR;
" PRIMARY LESSONS in French;
Levizac's French Grammar;
De Fivas' French Reader;
Parker's Aids to English Composition;
Blake's Natural Philosophy;
Mechanics' Round and Flat LEAD PENCILS.
March 5, 1853. H. CHUBB & CO.