The Courier.

SATURDAY, MARCH 5, 1853.

We learn that the Railway intelligence received by the English Mail this morning continues encouraging. Great preparations were being made for the shipment of men and materials, and they will be with us at the opening of the season.

We understand that great difficulty will be experienced in getting a sufficient supply of labour at a reasonable price. Were it not for the stability of the men we have to deal with, we should despair of getting our Railways completed, even at the price agreed upon, in the present and prospective state of the labour market.

SHIPPING.—The number of vessels, with their tonnage, that arrived at this Port and its Outbays during last year is as follows, viz:—St. John, 1740 vessels, 334,267 tons; Miramichi, 203 vessels, 27,722 tons; Dorchester, 4 vessels, 236 tons; Sackville, 23 vessels, 2159 tons; Shediac, 134 vessels, 17,408 tons; Richibucto, 128 vessels, 22,398 tons; Bathurst, 86 vessels, 12,319 tons; Dalhousie, 105 vessels, 18,063 tons; Shippegan, 24 vessels, 2701 tons; Caraquet, 33 vessels, 1599 tons; Buctouche, 31 vessels, 4643 tons; Hillsborough, 33 vessels, 3941 tons; Moncton, 9 vessels, 586 tons; Harvey, 13 vessels, 1149 tons—making a total of 2571 vessels, 449,491 tons. This shows an increase over the previous year, which was 2253 vessels, 399,553 tons.

The number of vessels that cleared outwards from this Port and its Outbays during last year was 2578 vessels, 490,107 tons. This also shows an increase over the previous year, which was 2259 vessels, 455,211 tons.

The elections for Parish Officers will take place throughout the County on Tuesday next, and will be held in Portland, at the Madras Schoolhouse; in Simonds, at P. Brown's tavern, Loch Lomond; in Lancaster, at Spruce Lake Schoolhouse, and in St. Martins, at the old Meeting House.

THE DEBATES.—We observe, from a report in the *Freeman*, that a Committee of the House of Assembly were appointed to provide for the publication of the debates, and that after receiving tenders from Messrs. Hogg, Fenety, Anglin, Hill & Woodrow, they recommended that the tender of Hill & Woodrow should be accepted, which was carried by a majority of four.

For many years we, with the *Observer*, published some seven columns a week of the debates during the Session, with a circulation of about three thousand copies, for which we neither sought nor obtained remuneration; and as much of the debates as the public care to read would still be published by the leading journals, if it were not for the absurd and wasteful practice which has existed for some years of paying to every one who pretends to take notes a fee as hush-money. Last year an attempt was made to have full reports published at the expense of the Province, which resulted in a complete failure. If Mr. Simpson, with his convenient office and excellent staff of reporters, was unable to fulfil his engagement, what right have the Committee to expect that the present contractors will do better?

If the Committee had even sought tenders from men of standing and respectability only, and given the contract to parties in whom any portion of the public had ordinary confidence, and who were at all likely to fulfil their engagements and give value for the money, there might be some excuse for the proceeding. As it is, and looking at the names of the Committee, we confess we are totally unable to account for it, and can only suppose they were labouring under some strange hallucination.

Will some of our Saint John Members inform us why a tender was not asked from us?

A wrong view has, as we conceive, been taken by some of our contemporaries of the position of Railway affairs in Nova-Scotia. It has been represented that the Conservatives, headed by Mr. Johnston, were offering a factious opposition to the Government Railway measures, and this from two motives: the one that many of them were opposed to Railways altogether, and the other that they used their [illegible]

We do not see how those who find fault with the stand taken by the Conservatives in Nova-Scotia, and call them obstructionists, can conscientiously give their support to the Railway policy of New-Brunswick and Canada, for the Conservatives of Nova-Scotia advocate and contend for the very same policy. The Government plan is, cheap Railways, constructed as public works, for the cost of which the people are to be taxed. The Conservatives desire substantial Railways, constructed by English capitalists with their own money, and without risk to the Province.

We are quite willing to admit that it would be for the interest of New-Brunswick that the plan of the Nova-Scotia Government should be carried.

If it were so, the whole influence of the interests which will control the Railways from Detroit to St. John, would be in favour of their own Railways, and against antagonistic ones, and an Atlantic terminus would probably be found in New-Brunswick. In addition to this, if, according to Mr. Howe, Sykes & Co. would contract to build the Railways in Nova-Scotia by Mr. Jackson's specification, and equal in all respects to the Railway through New-Brunswick, we should be certain of a Railway at least a thousand pounds or two a mile better than we would otherwise have, as the spirit of competition would no doubt induce Mr. Jackson to expend *at least* the whole £6500 per mile, and a trifle more, for the benefit of Mr. Sykes, in addition.

If we had any reason to believe that Mr. Howe's cry of *Cheap Railways* was other than a mere party cry to keep himself in power; if Railways were possible for Nova-Scotia on the Government plan, we would be disposed quietly to acquiesce in the luck Providence had sent us, and take the advantage of circumstances. But as we believe that the plan adopted by New-Brunswick is the only one by which Railways will ever be built in Nova-Scotia, we are convinced that Mr. Howe's present success would end in delay and distraction. We trust that an appeal to the people will result in such a majority for the plan which experience and common sense points out as the only feasible one, as will restore Nova-Scotia to her proper position, and enable the three Provinces to complete the Great Intercolonial Railway in harmony and to their mutual advantage.

MECHANICS' INSTITUTE.—Last Thursday evening, Samuel R. Thomson, Esq., delivered an eloquent lecture on the *British Peerage*, to a crowded and respectable house. As any notice we could give of it would fall far below what it merits, we will satisfy ourselves with merely saying that we agree with one of our contemporaries, who says that it "ought to be published, for the sake of the information it conveys, the circulation of which would help to do away with many false impressions" concerning our illustrious House of Peers.

It was given out that the Rev. Mr. Ferrie would lecture, next Monday evening, on *Reminiscences of Eminent Men*, but we have learned since that on account of the Reverend gentleman having been obliged to go to Fredericton on important business, his lecture will be deferred to Monday, the 14th instant. We understand that the vacancy will be supplied by the President of the Institute, who will give a lecture on *Vision*.

OBSERVATIONS ON THE WEATHER,

For January and February, 1853.

JAN.—Highest temp., 40; pleasant days, 14.
Lowest temp., 6; cloudy days, 15.
Mean for the month, 20·17; stormy days, 2.

FEB.—Highest temp., 44; pleasant days, 11.
Lowest temp., 1; cloudy days, 11.
Mean for the month, 25·45; stormy days, 6

JAN.—Snow fall, about 2 inches.
Rain " " 1¼ "
FEB.—Snow " " 22 "
Rain " " 5½ "
Mean temperature for January, 1852, 20·17
" " Feb., " 25·93

A fire occurred in St. Andrews, on Thursday night by which eight houses, on Water and William Henry Streets, from Bradford's Hotel and Waddell's corner, thence to the shore, were consumed.

President Fillmore, under the necessity of the case, has issued a proclamation convening an extra Session of the Senate, to commence at twelve o'clock on the 4th instant, (yesterday,) when President Pierce would assume office.

THE ENGLISH MAIL.

The Steamer *Cambria*, with the Mail of the 19th February, arrived at Halifax on Thursday morning, making the run in less than twelve days. She had fifty-six through passengers and a full freight for Boston.

The Mail for this City arrived by express this morning, but at too late an hour to enable us to add much to the items of news furnished by telegraph to the News Room on Thursday.

TIMBER AND DEAL TRADE.—From Messrs. Farnworth & Jardine's Circular of 17th Feb. we extract as follows: *Pine.*—This article continues in request and is held by the trade at very high rates. At this season of the year we have few arrivals, and these only from New Brunswick. Two cargoes of St. John Pine, now landing, are expected to realize 2s. 1d. per ft. for an average of 19 inches, and proportionate rates for other sizes. *Hardwood.*—The last sale of St. John Birch was at 19¾d. per foot; and a cargo of Prince Edward's Island at 17d per foot. *Quebec Deals.*—With a very light stock, a considerable advance is being obtained by the trade upon our quotations. *Spruce and Pine Deals* have again advanced in price about 5s. per standard, but are still far below their value, when compared with square timber. The two last cargoes from St. John brought £9 16s. 6d. and £9 18s. 3d. per standard; and a parcel of Prince Edward's Island, £9 per standard.

The list of sales of Ships includes the following:—The Roderick Dhu, 1080 tons, N. M., built at Richibucto in 1851, A 1 six years, £9750; Viscount Sandon, 514 old, 540 new, built at Liverpool in 1842, A 1 twelve years, £6500; Bellcarrig, 811, old, 909 new, built at Quebec in 1851, A 1 six years, £8650; Pitton, 205 old, 203 new, P. E. Island, 1847, £1400; Isabella Scott, 250 old, 211 new, Arbroath, 1851, A 1 eight years, £2600; British Queen, 194, new meas., Nova-Scotia, 1843, £1000; Banker's Daughter, 1121, new meas., Quebec, 1852, £9 5s. per ton.—[The Bellcarrig was purchased for the St. John trade.]

MARKETS.—Sales of Cotton for the week to 18th, inclusive, 39,810 bales. Business was checked upon the *Europa's* arrival, but has since partially recovered: still prices close 1-16th to 1-8th penny last Friday's quotations. Winds easterly, and but few arrivals.

For Grain and Flour, the quotations are unchanged, but the market less bouyant.

Manchester Market quiet during the week, owing to renewed probability of a large supply of raw material, prices, however, have not given way materially.

In London, great firmness in Colonial and Foreign Produce Markets—Tea—rather more enquiry for common Congo.—Sugar more active.—No sales of Molasses.—Coffee in fair demand.

Iron dull at the moment—£8 to £8 10s. for common bars; Rails, £9; Scotch Pig, 53s. 6d. for mixed, free on board.

Willmer & Smith quote Merchant Bars in Liverpool at £9 5s.; Nail Rods, £11 5s.; Hoops, £12 5s.; Sheets, £13 5s.

Money in good demand. No advance in Bank rate of discount. Consols 99⅞ to 99¾ for money. Bullion in the Bank decreased £340,000.

Freights from Liverpool to U. S. have receded a little during the week—dead weight to New-York scarce, rates irregular—Steerage passengers not abundant.

ENGLAND.—In Parliament the Bishop of Exeter moved for the correspondence between the Colonial Office and Canada, respecting the Clergy Reserves, which was ordered.

A discussion on the state of relations with France, was brought on in the Commons on Friday night by Mr. D'Israeli, and elicited strong assurances of peaceable intentions.

The Navy estimates were voted, amounting to £7,000,000 sterling.

In both Houses of Parliament, on the 14th, interpellations were addressed to the British Government relative to the incautious speech made by Sir Charles Wood at Halifax, in which the conduct of the Emperor Louis Napoleon was attacked. Sir Chas. Wood being absent, the Earl of Aberdeen and Lord John Russell replied, to the effect that Sir Charles had no intention to be personally offensive to the Emperor.

Mr. Cobden then called the attention of the Secretary of Foreign Affairs to a letter in the London *Times*, written by the Earl of Mount Edgecomb, who says he has private information in a descent upon the English [illegible]

Lord John Russell replied by doubting the correctness of Lord Mount Edgecomb's information, and declared that the relations existing between the two Governments were of a most friendly character, and that the Government had not thought it necessary to remonstrate with France on the subject of naval preparations.

In the House of Lords, on the 17th, the Duke of Newcastle stated, in answer to a question, that transportation to Van Diemen's Land would cease at once and altogether, but to Western Australia transportation would be continued for some time longer.—Lord Aberdeen intimated that Government had no intention of abolishing the office of Lord Lieutenant of Ireland.

In the Commons, Mr. Frewen moved the abolition of the Excise duty on hops, but it was opposed by the Chancellor of the Exchequer, and, on a division, was negatived by a majority of 175 to 91.—A lengthened discussion followed, on the subject of the imprisonment at Florence of the Maidai, induced by a motion of Mr. Kinnaird, for an address to the Queen, but it was subsequently withdrawn, at the suggestion of Lord John Russell, who thought that the question had better be left in the hands of the Government.

On the re-assembling of Parliament, Lord John Russell stated, with regard to the number of men for the army, navy, and ordnance, that there would be no increase of the number voted before Christmas.

Both Houses of the Church Convocation were in Session, with a full attendance of Prelates and Clergy. An address to the Queen was presented and Ecclesiastical affairs discussed, principally the Synodical jurisdiction.

The Board of Trade returns for the year shew a surplus of Exports for the year over the preceding of £2,000,000 sterling. Metals show over £1,000,000 increase, while Cotton Manufactures show £150,000 decrease. Other Exports are all increased, except Candles, Cordage, Cutlery, Dry Salteries, Salt, Refined Sugar and Woollen Yarn.

The Dublin Mail Steam Packet Company's Ship "*Queen Victoria*," Capt. Church, from Liverpool, on Monday, with 120 passengers and crew, went ashore in a snow storm at 3 o'clock on Tuesday morning at the entrance of Dublin Bay. The ship was backed off the rock, intending to run into the Harbour, but immediately sunk. One boat with seventeen passengers reached the shore, eight got on the rock, and a few more were taken off the masts, but sixty-eight perished, including several women and children, and the captain of the steamer.

New forgeries have been discovered, said to have been committed by A. H. Dedrickson, late Danish Consul at Dublin, engaged in the timber trade.

The weather in Ireland has been very severe. The fall of snow has been heavier than for twelve years, and sleighs have been introduced into the streets of Dublin. The Cork papers state that several trees have been killed with the extreme cold in the vicinity of that city.

There are now loading for Australia, 120 vessels in London; 74 in Liverpool; and 23 in the Clyde.

By the adoption of a newly invented screw, H. M. steam tender *Fairy*, has attained a speed of 15¼ knots.

FRANCE.—The Emperor and France alike wish for peace. M. Royer is appointed Procurer General.

The Legislative Chambers were opened on the 14th, at the Tuileries, by the Emperor in person. The Emperor, in a speech, said he had decided to reduce the army, to keep up a good understanding with foreign powers, and to prove to the most incredulous that when France expresses an intention to remain at peace, she must be believed to be strong enough not to be afraid.

The army is to be reduced 20,000 men.

The speech was received with great enthusiasm, and produced a favourable effect on the Bourse, causing a rise in French rentes.

A Spanish steam-frigate left for Spain on the 13th, with 2,500,000 francs in specie, loaned the Spanish Government by a French banking-house.

Rheims has petitioned the Emperor to go there to be crowned.

It is said that while the Legislature will support the Government, they have determined to act more independently in checking expenditure.

The Emperor and Empress continually appear in public.

Sir Henry Bulwer was on board the Steamer that lately exploded on the Rhone: he escaped by swimming.

From Denmark, Portugal, Belgium and Spain, the news is of no importance.

ITALY.—Milan is now reported quiet but theatres and public assemblages are prohibited.

No outbreak had occurred in Tuscany or the Roman States except some rioting at Orvieto, where one man was stabbed and some windows broken.

At Sienna Rimini cries of Vive la France and Vive Napoleon were uttered, for which the town is fined heavily and fifty persons were beaten with fifty blows each.

At Monsea, six leagues from Milan, the insurgents held out bravely for some hours.

No further movements have taken place in Montenegro. It is said the Porte will accept the mediation of Austria, that Prince Daniel will accept the conditions offered by Turkey, and that hostilities are suspended.

Levi Ives, ex-Protestant Bishop of North Carolina embraced Catholicism at Rome, Dec. 26th.—He handed to the Pope the Episcopal Cross ring and Seal, saying, "Holy Father these are the signs of my rebellion"—To which the Pope replied "It is our will that these signs of your submission be suspended over the Tomb of St. Peter."

LEGISLATIVE PROCEEDINGS.

The Address in answer to His Excellency's Speech at the opening of the Session, was taken up in Committee of the whole House on Saturday last—Mr. Porter in the chair.

The address was conceived in very general terms, and entirely non-committal in matters of detail.

Messrs. Barberie and Hatheway spoke *en passant* of the imperative necessity to amend the Highways Act. Mr. English brought up the alteration of our electoral system, and stated the desire for vote by ballot was becoming universal and irresistible.

Mr. Cutler avowed his determination to introduce a Bill at a very early day to secure the ballot and a registry of voters, unless the Government would give an assurance that they would do so.

The Provincial Secretary and Attorney General replied that it was the intention of the Government to introduce a Bill to amend the election law, but this was not the time to enter into the details of the scheme to be submitted. The Provincial Secretary thought if a good system of registration could be devised, the ballot voting might be advantageous. The Attorney General was as yet undetermined in his opinions, but the measure of [illegible]ernment, if it did not include these changes, would be open to have [illegible] amendm[illegible] thought the Government ought to [illegible]ess more defini[illegible] opinions on these [illegible]ey are matters of principle, not of [illegible]ught to be substantive portions of [illegible]l, and not mere amendments. [illegible] warmly in favour of the ballot, [illegible] extension of the franchise. [illegible]erald, Williston, and Needham [illegible] of the proposed reforms, and [illegible]mate that Mr. Cutler had better [illegible] his Bill. [illegible] alteration suggested by Mr. Cutler wa[illegible] by the Government, and the address passed on without remark to the paragraph relating to the Fisheries, to which Mr. Kerr proposed an amendment, to the effect that no foreign state should be permitted to participate in the Fisheries *without the consent of the Provinces.*

A long discussion ensued—strong sentiments were freely expressed.—The Government said their minute of Council was in stronger language than the amendment, and the Address had better go without an amendment.—Smith, Barberie and English supported the amendment.—Mr. Needham opposed any barter of the Fisheries except for pay!—All the others supported the Address, with the understanding that an address to the Queen, couched in the plainest language, should pass.

The Provincial Secretary said—Our minute of Council in September last, distinctly claimed that the Governor General of Canada and the Lieutenant Governor of New Brunswick should be consulted, before any settlement was effected. In compliance with this request we have been [illegible] evident we have [illegible] the Province.

Mr. Barberie.—These fisheries are unquestionably ours, and if the British Government can give them up they can give up the Province. The efficient protection of last year inspired us all with new confidence, but let us be careful that nothing we say or do shall lessen the advantages of this protection. Is Downing Street to be the judge of the "ample equivalent"? I will never assent to it.

The Hon. Mr. Wilmot said—I have long been anxious to foster these fisheries and make them productive. Year after year I have attempted to obtain a bounty to encourage the prosecution of them, but I never could succeed. Now the value, the great, the incalculable value of the fisheries, is just discovered. Our rights in these fisheries are not the same as those in our lands. Any British subject is free to use the one, but none but ourselves can use the other. All the Colonies—all the Empire—are concerned in the property of the Fisheries; and because the interests involved are Imperial, the Imperial Government must be entitled to deal in the matter. The action of the local Government has already materially and beneficially affected the character of the negotiations. We should be politic as well as bold in our language; the other Provinces are concerned, and must be consulted.—*Head Quarters Reports.*

Mr. Kerr withdrew his amendment, and the Address passed.

Monday, Feb. 28.—Mr. Gray presented numerous petitions from members of the St. John Presbyterian Church, the Sydney-street Free Church, and the Rev. Mr. Ferrie, praying an alteration in their Charter.

Mr. McLeod introduced a bill to increase the representation of Queen's County.

Hon. J. H. Gray introduced a Bill to exempt homesteads of families from levy or sale on execution, and to secure a home to the wife and children when the husband and father becomes embarrassed.

Tuesday, March 1.—Several despatches were brought down by the Attorney General relative to the Fisheries, desertion of merchant seamen, &c. The copy of the Fishery remonstrance of the Executive was not brought down.

Mr. Partelow brought in the Auditor's report on the general revenues and several other accounts.

In the course of conversation, relative to presenting addresses, Mr. Gray stated that the claims for bears and wolves, from the County of Charlotte, were nearly £1000.

Mr. Smith brought in the report of the Committee on Reporting the Debates, recommending the tender of Hill and Woodrow to be accepted, it being the lowest, say £160, for reporting and furnishing 2000 copies weekly. Hogg, Fenety and Anglin tendered for various sums. The question was considered in Committee. Mr. Partelow moved, as an amendment, that the report be not accepted. The report was adopted, after discussion—20 to 16.

Mr. Harding brought in several St. John bills—to amend the Charter, to divide King's Ward, to amend the Assessment Law, &c.

Wednesday, March 2.—On motion, Mr. Harding was added to the Committee on Public Accounts, and to the Immigration Committee.

On motion of the Attorney General, the Diocesan Society Incorporation Bill was committed. Some difference between the Attorney General and Mr. Gray as to whether the bill was unanimously adopted at the meeting, the Attorney General affirming, and Mr. Gray denying—rather warm words.—Progress reported.

Mr. Earle brought in a bill for the imposition of a tax on granted wild lands; and Mr. Harding a bill for the punishment of offenders against the bye-laws of the City of St. John.

Thursday, March 3.—Mr. English presented several petitions praying for vote by ballot, extension of the suffrage, registration of voters, and the election of Sheriffs.

Mr. Earle presented petitions from Carleton and Lancaster, County of St. John, praying the Incorporation of Orange Lodges.

Mr. Harding brought in bills to continue the Police Act, St. John, and to amend Fire Police Act, making wilful injury to engines or hose, felony.

Mr. Wilmot brought in a bill to incorporate the Courtenay Bay Bridge Company.

The following bills passed Committee, viz., bill to incorporate the Lacoote Driving Company, bill to raise the rate for support of sick seamen from one penny to two pence per ton on vessels trading to Bathurst, bill to alter time of holding Sessions in the County of Westmorland to the second Tuesday in December.

The House in Committee of Supply voted appropriations for the ordinary services—officers of the House—apprehension of deserters—£10,000 for Schools, the usual sum for Lighthouses—no change.

Mr. Wilmot proposed to raise the salary of the Librarian to £100, which was lost, after discussion and division. Swarms of petitions were presented.

Mr. Hatheway's bill repealing the 4th section of the acts regulating the export of Lumber, was brought up, and the consideration fixed for Friday week. The object is said to be, to reduce the standard size of logs.

Mr. McPhelim moved a resolution that no contingent accounts be received by the House, unless the items and the names of the parties to whom the goods were furnished, were set forth, which was ordered to lie on the table for consideration. He also called for accounts of the Commissioners of Public Buildings, which were promised in good time.

The Government bills have not yet been introduced.

Friday, March 4.—Mr. Partelow laid several returns and sundry correspondence before the House—1000 copies of the Report of the Superintendent of Schools were ordered to be printed.

The Surveyor General brought in the returns of the Crown Land Department: he remarked that the receipts of this Department had increased over £2,300.

A petition of Trustees and Members of the St. John Presbyterian Church was presented, praying no change in the Charter.

Mr. Gray brought in a Bill, the title of which is "to provide for the Incorporation of the Presbyterian Church in New-Brunswick." The whole question is referred to a Select Committee composed of Messrs. Partelow, Gray, Kerr, Montgomery, Johnston and Gordon.

The Bill to repeal the duty on Hackmatack was committed. In course of the discussion, Mr. Partelow stated that he was prepared as a member of the Government to take a stand, and impose Countervailing Duties on American Manufactures, if the negotiations for Reciprocity should not be successful. The declaration was loudly applauded, and highly approved of by the subsequent speakers.—Progress reported.

Mr. Earle's Bill to impose a tax on granted Wild Lands was discussed.—Progress reported.

A Bill to give Magistrates discretionary po[illegible] apportioning penalties under St. John Bye[illegible] was committed. Mr. Needham oppos[illegible] giving Magistrates exclusive power, [illegible] posed an amendment, that [illegible] have power to imprison only, if the fi[illegible] is not paid, at the rate of three days[illegible] ten shillings penalty—much discussi[illegible] gress reported.

Mr. Johnston brought in a Bill t[illegible] Capital Stock of the Miramichi [illegible] Telegraph Company—read a fir[illegible]

Mr. Harding brought in a B[illegible] in St. John.

Mr. Earle brought in a Bill [illegible] relating to Highways.—*Tel. to News Room.*

Mr. Hatheway's bill to repeal the 4th section of the Act to regulate the Survey and Exportation of Lumber, having been forwarded to the News Room by one of our City Representatives—Mr. Harding—we publish its principal features for more general information.

Be it enacted by the Lieutenant Governor, Legislative Council, and Assembly, that the 4th section of an Act made and passed in the 8th year of Her present Majesty, entitled "An Act to Regulate the Survey and Exportation of Lumber," be and the same is hereby repealed, and in lieu thereof, be it enacted as follows:—

In the Survey of Pine and Spruce Logs, the following regulations shall be observed by the Surveyors: Logs for the manufacture of Deals shall be 12 feet long and upwards, and not less than 10 inches in diameter; to have an allowance of from 6 to 9 inches in the length, to permit the Deals, when sawed, to be trimmed; to be sound, free from bad shakes, auger or plug holes, crooked gum seam or seams, ring or bowl shakes, rot, bad knots, and worm holes; all Logs of 25 feet long and upwards, shall be measured in two lengths, an adequate allowance to be made by the Surveyor on all crooked Logs; the diameter at the small end, exclusive of the bark, to be taken as th[illegible] private mark, and the initials of the name of the purchaser of such Logs.

(BY TELEGRAPH.)—*Dorchester, March* 3.—The store of Mr. R. Godfrey was burned to the ground at five o'clock this morning. The dwelling-house and barn, and the office of A. J. Smith, Esq., fifteen feet distant, were saved by the extraordinary exertions of persons present, a Mr. McDonald being the principal actor. Mr. Godfrey had his hands badly burned; his son, Charles, had his face and hair burnt badly, escaping with his life. Provincial school books lost. Premises insured in the central office. Loss, £150.

HALIFAX, March 4.

The Special Committee, to whom was referred the petition of F. N. Gisborne and others, for an Act of Incorporation, for an opposition Telegraph Company, have reported against granting a Charter.

Railway Bills are in Committee of the whole House, waiting news from England—no letters received by the mail either by the Governor or Provincial Secretary.

CITY IMPROVEMENTS.—It gives us at all times much pleasure to witness improvements in our midst, and at no former period have we observed more certain signs of general prosperity in our City, not alone in the erection of new buildings, but in the reconstruction and adornment of our old established houses; among the latter of which we are glad to observe the spirited and energetic proprietors of the "Victoria House" have truly added an ornament to our City, by the extension and remodelling of their prosperous establishment in Prince William-street. Their Store has now a front of twenty-nine feet, with a rear of one hundred and four feet, being seventy-seven feet on Prince William-street, and twenty-seven feet on Cross-street, with warerooms traversing the entire building; which, combined with their beautiful plate glass front, makes it a place of business not inferior to any in British America; and we need only add our hope that the energy, enterprise, and close attention to business ever manifested by the Messrs. Doherty, may meet with that encouragement and support they have hitherto received.—*New-Brunswicker.*

BLACKWOOD'S MAGAZINE.—This admirable publication, which has hitherto displayed literary resources unquestionably superior to any similar periodical in the world, is not inferior in the February No. (which has been handed to us by Messrs. McMillan, of this City,) to those which have preceded it. The following are the contents of *Blackwood* for February, reprinted from the British issue by Messrs. Leonard Scott & Co., its enterprising publishers, of New-York:—The Garden; Lady Lee's Widowhood; Supplementary Chapters to the History of John Bull; A Glimpse into the Eleusinian Mysteries; The Romance of Mairwara; Oxford University Commission Report; Palissy the Potter; Income Tax Reform.—The work is on sale by Messrs. McMillan & Co., Prince William Street.

We have received some additional intelligence on the subject of the Railway Survey alluded to in our last issue. The person to whom the service was intrusted is a Monsieur St. Pierre, a highly competent Engineer. This Gentleman, with a large party, has been engaged during the Autumn, and thus far of the Winter, and has just completed his survey from the River du Loup to Lake Tamiscouta—that portion of the line hitherto abused—in the whole course of which he has not encountered a single engineering difficulty to cause the slightest apprehension. The line adopted is a short distance to the westward of the road now travelled, and upon that part of the route is just three miles shorter.

From the *Daizley* at Lake Tamiscouta, through Upper and Lower Madawaska settlements, the route is generally as level as the City of Fredericton.

Monsieur St. Pierre's Report is ere now in possession of the Canadian Legislature.—*Fredericton Reporter, March* 4.

CITY GOVERNMENT OF NEW YORK.—The Grand Jury of New York concluded its investigations on Saturday last. This body was specially charged to investigate certain allegations of corruption and fraud on the part of public officers connected with the City Government, and the *Journal of Commerce* says that "such a development of corruption and fraud on the part of persons occupying positions of trust and honor, has no parallel in the history of municipal corporations the world over." The particulars of many cases of bribery and corruption are brought to light on the part of members of the City Government. One man testified before the Grand Jury that he had paid an Alderman $500 towards the prevention of any interference with certain pier privileges. A resolution was offered in the Board of Supervisors for reducing the fees of coroners, which an Alderman agreed to suppress for $250, and 200 were actually paid for that object. These are specimens among a dozen of a similar nature, and the whole truth was not elicited, as witnesses refused to answer questions because they would criminate themselves. The Grand Jury presented bills of indictment for misdemeanor against two Aldermen.

Corporation Expenses of New York City.—The recent report of Mr. Flagg, Comptrollor of New-York City, says:—"The whole estimated annual expenditure of the city government ($5,171,802 79) is only $740,197 21 less than the aggregate annual expenditures, for the support of the Government, of the thirty-one states of this Union, including half a million for California."

The *Evening Post*, in commenting on this report, says: Such is one of the startling statements which Mr. Flagg makes in a report on our city government, submitted to the Common Council last evening.

The expenses of governing this little island, scarce eight miles square, and occupied by only about half a million of people, is nearly equal to those of the thirty-one states of the Union, covering a territory of more than 3,000,000 square miles, and occupied by more than twenty-three millions of people.

NEW ORLEANS, Feb. 26.—The Pampero, from San Juan, arrived to-day. She reports that the Winfield Scott had sprung a leak in the Bay Tehuantepec, causing great distress among her passengers. Forty had died before they were rescued, and many were ill. She finally reached Acapulco, and then departed for San Francisco. The report is generally believed.

CALIFORNIA NEWS.—LATER FROM AUSTRALIA.—The Steamship United States, Capt. Wm. C. Barry, with the details of the California intelligence to 1st ult., arrived at New York on Monday morning.

The California papers contain little of interest in addition to the news hitherto published. The floods had nearly subsided, but the roads were still in [illegible]st impassable condition, and the [illegible] inhabitants of the interior, from [illegible] provisions, were truly heart-rending. [illegible] of flour at Nevada and its vicinity, [illegible] exhausted. The miners in some [illegible] staining life on scraps they had [illegible] away.

[illegible]—The British barque Larne ar[illegible] February 14th, with advices [illegible]stralia, to the 27th of No[illegible] [illegible]ricans have returned from [illegible]—none of them with less [illegible]rs and some of them [illegible]ty pounds in weight of the [illegible] several of these gentlemen were [illegible] board the United States. One [illegible]ants were daily pouring into Melbourne [illegible] Great Britain and the United States.

Dates from Australia to the 10th December, had been received at Callao by the English ship Irene, in thirty days from Sydney, the shortest passage made between the two ports. The yield of gold in Australia amounts to $1,000,000 sterling per month.

The government escort had arrived at Sydney with over 40,000 ounces.

The Meteor sailed on the 24th Nov., for London, with 40,000 ounces. Gold was quoted at £3 9s. 6d.

The harvest accounts are favorable and the land producing abundantly.

Flour had gone down in Sydney to $12 per 200 lbs., or £23 per ton.

The price of board at the Melbourne hotels was $2 per day. The Government were paying $2 50 per day for labourers on the public works.

The American ship *Ticonderoga*, from England, with one thousand Government emigrants, was in quarantine at Port Philip; 125 passengers had died of measles.

Westmorland, February [illegible]

[illegible] insignificant portion of this County, and that very many persons in other parts of the County entirely disapproved of his interference, believing, among other reasons, that the Conservatives of Cumberland had as much interest in the progress of Railways through their County as Mr. Howe, and were as capable of judging of what was for their benefit as Mr. Chandler. I may add, that Mr. Smith, in a most able speech on the hustings, denounced the bubble, while Mr. Gilbert, who supported it, was rejected; hence, I conceive, Westmorland has a right to be heard, with a "good grace."

I am ready to admit that the *News* did most ably oppose the humbug throughout; but what I complain of is, that the Press allows a public man in Nova-Scotia to brand us as "bankrupts," "busy-bodies," "Jackson warming-pans," and much other vile slander, with impunity, and simply attributes it all to Mr. Howe's "excessive zeal." Why not call things by their right names, as the *News* well knows how to do, when it suits?

It is within my knowledge that at the conversion of Mr. Chandler to the Howe scheme, Mr. Howe solemnly assured him that he had it from *under the hand of Lord Grey* that no sinking fund would be required, and *from conversations* with Lord Grey, that the guarantee for money for both lines would be obtained. It was solely upon receiving those assurances that Mr. Chandler came into the plan, and yet it was not three months afterwards when Mr. Howe said in his place in the Nova-Scotia Assembly, that he had *no authority* from Earl Grey that the sinking fund would not be required. Was this excessive zeal? It is due to Mr. Chandler to state that as soon as he discovered that he was imposed upon and deceived by Mr. Howe, he at once returned to his first love, and cordially supported the old plan, by which we are now to have Railways. Does not Mr. Howe's present conduct clearly show that his whole object is to have the handling of the cash for the benefit of himself and his partizans? Why does he say that if his scheme fails he will oppose Jackson, and all others? Is this his "excessive zeal?" If he can find fools enough in Nova-Scotia to allow him to borrow a million of money at six per cent. interest, let him do it, but don't allow him to slander us with impunity.

It is unquestionably true that Mr. Howe first delayed our Railways by deception—that he offered *our* Province to Earl Grey as a receptacle for thieves and vagabonds—that he endeavoured to prevent our present Railway Bills from receiving the Royal sanction; and when all failed, he publicly proclaims us "bankrupts," "busy bodies," and "Jackson's warming-pans," and yet the Editor of the *News* calls it his "excessive zeal!"

Mr. Howe's friend must not wink out of sight the charge made by Mr. Howe against him and the other Saint John Editors, that they have assisted Mr. Jackson to cheat the Province out of £2000 per mile on the cost of our Railway. Is this from "excessive zeal" of the Nova-Scotia patriot? Answer me, Mr. Fenety.

The *News* must surely forget that Mr. Howe and his papers sneered at Mr. Ritchie for opposing Mr. Howe at St. John, and said he was Mr. Johnston's nephew, and in collusion with him. I never saw that resented as it ought to have been by your papers. I trust I have now sufficiently explained what my object was in addressing you, and remain

Your obedient servant,
AN OLD SUBSCRIBER.

SAINT JOHN SAVINGS' BANK.

Deposited in February, - - - £1594 11 10
Withdrawn in do. - - - 721 4 9
Acting Trustee for March—JOHN WISHART, Esq.

☞ A few copies of the Ladies' Newspaper, received by the mail this morning, are for sale at the Book Store in connection with this Office.

MORSE'S COMPOUND SYRUP OF YELLOW DOCK ROOT.—A gentleman writing from a country town in Massachusetts says:—"I have been using the Syrup of Yellow Dock Root for the *Sick Headache* and it has *helped me very much.*" And he requests that more may be sent to him, as he expects that in due time it will cure him of his most distressing complaint. Such is the testimony daily received from all parts of the country in regard to this most valuable medicine. Sold by CHALONER & HUNT—also by FELLOWS & CO., King-street, St. John. Feb. 5.—2w.

MARRIED.

On the 20th ult., by the Rev. R. Knight, Mr. John Jenner, to Miss Mary Anna Greaves, both of this City.

On Thursday evening, by the Rev. Samuel Robinson, Mr. John Campbell, of this City, to Miss Mary Ann Mahen, of the Parish of Portland.

At the residence of the bride's father, on the 3d inst., by the Rev. R. Knight, Mr. John Hastings, Golden Grove, to Miss Rachel Douglas, third daughter of Monmouth Fowler, Esq., Hampton, King's County.

At Portland, on the 14th ult., by the Rev. Wm. Smith, Mr. David Simpson, of the City of St. John, to Miss Elizabeth Clifford, of the same place.

On the 6th of January, by the Rev. E. McLeod, Mr. James Prince, of the Bend, Merchant, to Miss Eliza M. Nice, of Carleton, St. John.

On the 20th ult., by the Rev. John Ross, Mr. Richard Waycott, to Miss Susan, third daughter of Mr. William Bowden, of St. George.

DIED.

On Sunday morning last, Mr. William Brundage, Sen., aged 62 years.

On Tuesday morning, Sarah Mayes, aged five months, only child of Mr. John Raymond.

On Tuesday afternoon, Elizabeth, wife of Mr. William Martin, Cabinet-maker, in the 69th year of her age.

At Indian Town, on Saturday last, Mary Elizabeth, relict of the late Robert Comly, of South Bay, Parish of Lancaster, aged 82 years. Mrs. C. came to this Province with the Loyalists in 1783.

At his residence in Norton, (K. C.) on Tuesday morning, 1st March, James Ketchum, Esq., in the 86th year of his age.

At Wickham, (Q. C.) on the 2d ult., Elizabeth, only daughter of Mr. William Straight, sen., in the 20th year of her age.

At Gagetown, on Monday, 24th ult., after a short illness, Margaret Susannah, the beloved wife of Mr. Gilbert Lemont, and second daughter of Mr. Azor Flewelling, of Johnston, Queen's County, in the 26th year of her age, leaving a husband and five children, with a large circle of relatives and friends, to mourn their sudden bereavement.

At Boston, on the 26th ult., of consumption, Mrs. Sarah, wife of Mr. P. White, and daughter of Mr. Maurice Harrison, a native of St. John, N. B., aged 21 years and 7 months.

At Liverpool, on the 7th Feb., Jessie, wife of W. K. Cowbrough, Esq., Cumberland-terrace, Upper Parliament-street.

Lost overboard, from the Brig *Victor*, in the gale of the 23d ult., on her passage from Matanzas to this port, Thomas Leniest, seaman, a native of Massachusetts.—Friends of the deceased can obtain his clothes, wages, &c., on application to Mr. J. V. Troop, of this City.—[Massachusetts papers will please copy.]

Lost overboard, on the 6th January, from the ship *Miles Barton*, on the passage from this Port to Liverpool, Mr. Thomas Burns, aged 28, leaving a wife and a large circle of relatives and friends to mourn their loss.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED.

Monday—Brigt. Rio Grande, Smith, Matanzas, 27 days—Crane & Co., molasses.

Thursday—Steamer Admiral, Wood, Boston, via Bangor, &c.—Geo. Thomas, passengers, &c.

COASTWISE.

Monday—Schr. Dove, Simmons, Cornwallis, potatoes. Serenade, Morris, Canada Creek, oats, &c. Reindeer, Stevens, Quaco, ballast.

Tuesday—Schr. Alida, Chandley, Parrsboro, cordwood. Steamer Pilot, Leavitt, Annapolis, &c.—mails and passengers.

CLEARED.

March 1st—Brig Surinam, Petch, Saramaccas, lumber, lime, &c.—Edward Allison.

4th—Schr. Martha Greenow, Whelpley, Eastport, boards—Geo. Eaton; Mary Jane, Bissett, Providence, clapboards, &c.—E. D. Jewett & Co.

5th—Brig Vixen, Moore, Surinam, assorted cargo—Edwd. Allison; Orwell, Palmer, Ballina, deals—R. Rankin & Co.

Schr. Henry Goldsmith, from Halifax, for this port, is reported ashore at Brier Island.

Schr. Bolivar, from New-York, for this port, put into Portland, (Me.) 22d ult., with loss of foremast.

The American ship Winchester, Briggs, 35 days from Liverpool, for New-York, with a cargo of railroad iron and salt, and 35 passengers, put into Halifax on the 28th ult., dismasted.

Cleared at New Orleans, Feb. 17th, ship Pilgrim, Richardson, Liverpool.—At New-York, 26th, brigt. G. D. T., Atkinson, Jacksonville.

Sailed from Savannah, Feb. 25th, brig Kendall, Cathrin, St. John.—From New Bedford, 26th, schr. Jason, Morrison, do.

Loading at Matanzas, to sail Feb. 28, brigt. Eliza Goddard, Heneberry, for St. John.

Arrived at Valparaiso, Jan. 6th, ship Riverdale, Wilson, St. John, and sailed on the 10th for Caldera.—At Apalachicola, Feb. 14th, barque British American, Thompson, Bristol.—At New Orleans, 22d, ship Admiral, Crisp, Liverpool.—At Mobile, 22d, barque Glasgow, Hatfield, do.—At Boston, 27th, barques Nova-Scotian, and Mary, from Clyde; March 4th, Actress, McMullin, do.

Arrived at Havre, Feb. 5th, barque Havana, Stockton, of this port, 14 days from Newfoundland.

Sailed from Dundee, Feb. 7th, brig Czar, Gardner, St. John.—From New Orleans, 9th, ship William Vail, Wishart, New Orleans.—From Glasgow, 10th, brig Zetland, Gimber, St. John.—From Liverpool, 12th, Kitty Cordes, for Mobile.—From Queenstown, 15th, Dominica, for St. John.

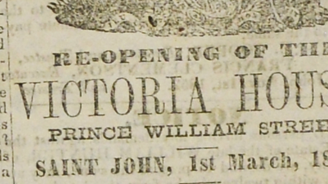
Loading at Liverpool, Feb. 19th, ships Liberia, Siam, and Bellcarrig, for St. John.—At London, Broom, and Miramichi, for do.—In the Clyde, Henry Holland, do.

Spoken, Jan. 24th, lat. 50 30, long. 14 30, barque Perseverance, from Queenstown, for St. John.

Office of the Clerk of the Peace,
St. John, 5th March, 1853.

PUBLIC NOTICE is hereby given, that the Court of General Sessions of the Peace, for this City and County, will be opened on Tuesday, 15th instant, at 11 A. M.

The Justices will enter upon the consideration of the public business on the first day of the Sessions, including the Confirmation of Parish Elections, the Appointment of County Officers, the Annual Reports on Accounts, and the Granting of Tavern Licenses.



RE-OPENING OF THE
VICTORIA HOUSE,
PRINCE WILLIAM STREET.
SAINT JOHN, 1st March, 1853.

The Subscribers beg to intimate that they will resume the business of the
VICTORIA HOUSE
ON THIS EVENING, 1st MARCH.

Having completed the *Extensive alterations in their premises*, and they *trust with increased facilities for doing business* (*their place of business being* DOUBLE *the former extent*,) *to merit a continuance* of that very liberal patronage which they have received for the last fifteen years. J. DOHERTY & CO.

MOLASSES! MOLASSES!
Just received ex "Rio Grande," from Cienfuegos:—
50 HHDS., 20 Tierces and 10 Barrels Muscovado MOLASSES, (very superior.) ROBERT ARMSTRONG.
March 5, 1853.

New Crop Molasses.
Ex Victor, from Matanzas.
40 HHDS. good retailing MOLASSES, now landing from the above vessel, for sale by S. S. HALL, South Wharf.
March 5.—3w

Molasses—Molasses.
Now landing ex Brig *Rio Grande*, Smith, Master, from Cienfuegos—
50 HHDS. } CIENFUEGOS
20 Tierces } MOLASSES;
10 Barrels }
a very superior article—for sale low by A. HASTINGS,
"*Canton House*"—No. 5, Dock-street.
5th March, 1853.

New Paper Hangings.
RECEIVED by the *Admiral*, last week—25 different new patterns, stout and handsome—For sale at JOHN KINNEAR'S, Prince William-street. March 5.

MESS BEEF.—20 Barrels MESS BEEF, now in Bond and for sale at the lowest possible rates by WM. WARWICK, Peters' Wharf.
March 5.

RICE! RICE!
Just received ex "Masonic," from New-York:—
12 TIERCES Head RICE.
ROBERT ARMSTRONG, No. 7, Dock Street.
March 5, 1853.

HAVANA CIGARS and VIRGINIA TOBACCO.—25,000 Prime Havana CIGARS; 5 Boxes superior Chewing TOBACCO—"*Diadem of Old Virginia*"—just received by the *Masonic*, and for sale by THOMAS M. REED, North Market Wharf.
March 5.

LIST OF LETTERS

Remaining in the General Post Office,
Saint John, 5th March, 1853.

A — Anderson, Robert; Anderson, Charles; Anderson, Mrs. Elizth.; Atkins, Capt. Joseph; Armstrong, Mrs.

B — Baker, Thomas; Barry, James; Bradley, Neal; Black, Andrew; Barber, William; Barry, Bartholemew; Boreman, Margt.; Burk, William; Boyd, Miss Letitia; Boyle, Martin; Bustin, Peter; Burton, Mr.

C — Campbell, Robert; Carter, Thomas; Chace, Mrs. George; Clarke, Alfred; Clemons, Mrs.; Criste, Alexander; Colter, William; Cook, James; Connell, James; Cornford, William; Crothers, Samuel A.; Conel, John; Collins, Timothy; Corkery, Mr.; Costa, Lugi

D — Davis, Samuel; Davis, Elizabeth; Deggan, F.; Doherty, Barny; Dooly, Patrick; Doyle, Andrew; Dunphy, Michael; Duffy, Peter

E — Everitt, Samuel J.; Elliot, Mrs. John; Elliott, John; Ewing, John; Egen, Peter

F — Fairweather, Douglas; Ferry, Martin; Finn, Dominick; Fitzgerald, Mrs. E.; Fox, Miss Jane; Fowler, Charles; Fox, James; Forsyth, Ann; Flynn, John

G — Graham, Miss Eliza J.; Galbraith, Thomas; Griott, John

H — Hall, Mrs. Eliza; Henry, Charles (2); Heffren, David; Heffer, Mrs. Jane; Higgins, John; Hines, Margaret

K — Kearney, James; Kilfoyle, Leslie

I — Irvin, Arthur

L — Linch, George

M — Madsworth, Mrs. Judith; Magee, Ester Ann; Miles, Mrs. Margaret; Morton, Mrs. L. D.; Mudge, Miss Elizabeth; Murphy, Job; Murphy, Mrs. Mary; Myran, Benjamin; Myress, Amelia

Mc — McNamara, Mrs.; McAreene, Francis; McLean, Arthur; McCready, Miss Sarah; McWilliams, J. D.; McConnell, Mary; McQuade, Ann; McCue, John; McGuire, James

O — O'Bryan, Cornelius Hogan

P — Paul, Paul (Indian); Phillips, John; Pollard, Robert; Potts, John

Q — Quinn, George

R — Ramsbottom, John; Riggs, George; Roxburgh, William; Robinson, Mrs. Janet; Ryan, Mary

S — Shaw, Joseph E.; Shaw, Amanda; Shaw, Hannah A.; Sheahan, John; Sleep, Samuel; Senfast, Thomas; Stewart, John H.; Sherbrook, M.; Sweeny, Miss Peggey; Semoer, Thomas; Stewart, David & Alexr.; Stevenson, Miss Margaret; Simpson, Miss Sabre Ann; Stholin, John; Scomlar, Mr.; Scully, William

T — Thompson, Miss Alicia; Thomas, William

W — Walker, Henry; Welsh, Keaven; Whitehouse, Charles; Willingate, M.; Wilson, Charles

SHIP LIST. — Adeline, (Brig); Victor, (Brig)

Indian Town Way Office. — Glorby, John; Lawler, Timothy

☞ *Parties calling for any of the above Letters, will please say "Advertised."*

SHOPS to Let.
THE SHOPS now occupied by Mr. Wm. Finn, at the Head of Ferry Landing, Water Street. Possession given 1st May next. Apply immediately to JOHN WALKER,
March 5. *Corner Peters' Wharf and Ward-street.*

TO LET.
THE Dwelling House and Shop, situate at the corner of Charlotte and Britain-streets, at present occupied as a Grocery.
March 5, 1853.—2w THOS. McAVITY.

TO BE LET, for one or more years,
Possession given first of May next:
THAT pleasantly situated HOUSE in Leinster-street, suitable for two genteel families.—Rent moderate.—[illegible] a good Barn attached, situate in Queen street, between Carmarthen and Wentworth-streets. For further particulars, [illegible] JOHN McBRINE,
St. John, March 5, 1853. King-street.

TO LET, and possession given 1st May:
THOSE several Tenements in Britain Street, adjoining the corner House, belonging to the Estate of the late L. Anderson, and at present owned by the subscriber, consisting of a snug COTTAGE in front, and two good DWELLING HOUSES on the rear of the Lot. The Water Works are in full operation in the yard. For further particulars, apply to JAMES PORTMORE, *Sheffield Street.*
March 5.

Leasehold Property for sale.
(*Lease £7 per annum.*)
THE Subscriber offers for sale, on very reasonable terms—Two DWELLING HOUSES in the Parish of Portland,—one a corner house, nearly opposite the residence of Solomon Hersey, Esq.—For further particulars, apply to L. McMANN.
March 5, 1853.—(1tM.)

Cottage in Carleton to Let:
SITUATED at the Corner of Duke Street and Market Square, at present occupied by Mr. Sullivan. It has a good Stable, and a large Garden attached. Enquire of DR. HARDING, or at the "*Courier*" *Office*. March 5.

FOR SALE,
THAT valuable Leasehold Property fronting on Union-street, nearly opposite the residence of Jas. White, Esq., and occupied by Mr. E. E. Lockhart.—Rent, £7 per annum—renewable at expiration, or improvements paid for. On the Premises, a large and very convenient well finished DWELLING HOUSE, together with Out-houses, &c. If not sold previous to the 16th instant, it will, on that day, at 12 o'clock, be sold at Auction, on the Premises. For further particulars, apply to GEO. A. LOCKHART,
Mar. 5.—[Nbkr.] Auctioneer.

Dwelling House for Sale.
A NEW COTTAGE, situated on the East end of Queen-street, containing two sitting rooms, pantry, and kitchen on ground flat, and five rooms in attic, with a cellar. The property is leasehold ground Rent, £6 per annum.—Will be sold low, on application to [Mar. 5.] BERTON BROTHERS.

WHARF for Sale or to Let,
And possession given first of May—
THAT eligible and commodious WHARF adjoining Mr. Mills', in Britain Street, well adapted for Deals, or other Lumber. For terms, &c., please apply to Mrs. GALE. March 5.

St. Patrick's Society.
A QUARTERLY MEETING of the Members of ST. PATRICK'S SOCIETY will be held at their Room in the St. John Hotel, on MONDAY evening next, 7th March, at 8 o'clock. By order of the President.
A. ADAMS, Secretary.
March 5.

CARLETON Royal Arch Chapter.
A Meeting of Carleton Royal Arch Chapter will be held at their new Hall, corner of Sydney and Princess Streets, on Wednesday Evening next, at 7½ o'clock.—*By order of the* [illegible] THOS. PADDOCK, Scribe E.
March 5.

Clapboards for Sale.
A FEW Thousand Feet well seasoned first quality CLAPBOARDS. Apply to WALLACE & SMALL, North Wharf.
March 5.

A DEAD BARGAIN!—A superior Pair of Hair-Trigger PISTOLS, cost Thirty Guineas, may be had at GARNETT'S Auction Room for $40. March 5.

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.