The Courier.

SATURDAY, FEBRUARY 5, 1853.

The Government of Nova-Scotia have at length determined on their policy, and submitted to the Legislature Bills providing for the construction of 320 miles of Railway, principally on Provincial account. The roads are to be from Halifax to Amhorst, with branches to Pictou, Windsor and Victoria Beach; the Province to furnish and own two-thirds of the roads, and contractors to take stock as payment for their Contract. By this arrangement it is contemplated. Messrs. Sykes & Co. are to be the "Railway Speculator" at a cost of £4500 sterling per mile. This is a "Railway Exposure" of arguments—hours in length, which, which he cannot, and assists in a great measure speech is taken up with an attempt to support by facts. A conspicuous assertions, he was warranted in assuming portion of his meant to provide for the Poor, show that doubted but that Mr. Howe became Grey being with him, as with many, an a Few followed by a bold assertion, resulting in it belief. We, with many others in this Province read the dispatch as Earl Grey intended it read, from the first—and no number of words can make it other than the truth—that if Mr. Howe had been equal to the task he undertook, other hand, when volunteering to negociate for the terminus as well as his own, have had could not have bargain put into language that not plead that been misunderstood. He cannot language, for there was not a command of language, "gab," and want of men more gifted with excuse. While, there cannot be held as an believe, because he says some are bound to believe, and not the deceiver, he was the deceived will show that he is no mendacious man, and Fungman.

We have been furnished with copies of the Railway papers submitted to the Legislature of Nova-Scotia; and on a careful examination of the estimates furnished by Mr. Forman to Mr. Howe, we are fully borne out in the opinion we had formed, that the estimate was lower than the facts would warrant. We find that the price put down for earthwork is 11d. sterling per cubic yard. The price for this item put down by Mr. Morton, who has better means of knowing the value of labour in this country, is thirty cents, or fifty per cent. more. The quantity of earthwork given by Mr. Forman is twenty-five thousand cubic yards per mile. From actual survey, Mr. Morton found that on the route from Bangor to Calais, the quantity of earthwork would be thirty thousand yards per mile.

But the most serious omission of all in Mr. Forman's estimate is, *that he allows nothing for rock-cutting*. Referring to Robinson and Henderson's survey, we find that on the road from Halifax to Amherst, allowing even grades of fifty, sixty and seventy feet per mile, there will be a great deal of rock to cut through. Taking even the quantity given by Mr. Morton for the Calais road, namely, five thousand yards per mile, this will add another thousand pounds per mile to Mr. Forman's estimate. Again, there is nothing allowed for clearing and grubbing, nothing for sidings and turnouts, nothing for principal stations and workshops, and nothing for engineering.

From Mr. Morton's and Mr. Wilkinson's reports of survey through Maine and New-Brunswick we find that the highest grades will be forty feet per mile; and the roadway on both lines is to be elevated from four to six feet above the level of the road for drainage, and to avoid difficulty from Frost.

Sykes; and as they take the average of sixty and seem presume they do not contemplate rock-work to be found on the most favourable grades. Without taking almost insuperable grades between stone and wood, and by Capt. Robinson, at which the earthwork, at the difference between Mr. Forman's estimate as, or the new price to omit:—

Cost per mile,	- - -	
Additional earthwork, 500 yds, at 11d.,	-	0
Excavation of rock, 5000 yds, at 5s.,	- -	1250
Clearing and grubbing,	-	125
Sidings and turnouts,	-	100
Our principal stations Parkshops and tu[illegible]		

[illegible] Engineering [illegible] amine and [illegible] taken off the [illegible] Light, Esq., the [illegible] Railway Company, [illegible] ecutive to [illegible] accordingly [illegible] the final [illegible] waggons loaded [illegible] ber of at seventy tons. He [illegible] all some of the wire used in [illegible] es also some of the suspensi[illegible] instance the trial was most satisfactory; time the heaviest load was [illegible] Bridge, the deflection in the [illegible] observation, was only eight [illegible] report to the Government [illegible] course, be quite conclusive as to the [illegible] sufficiency of this beautiful structure, [illegible] the Members of that body had any doubts upon subject, and we presume the grant of £[illegible] from the Province will now be paid, and the Company assume the charge of the undertaking.

We learn that it is intended to open the Bridge in a formal manner, with appropriate demonstrations, on Thursday next, should the weather prove favourable.

We understand that a petition is to be laid before the Legislature, praying that the sum of £500 may be granted to make a good road on either side of the Bridge; and we are of opinion that the money could not be granted for a better purpose.

MECHANICS' INSTITUTE.—According to the programme we published some weeks ago, Samuel R. Thomson, Esq. should have lectured last Monday evening, but business calling him from town that morning, obliged him to postpone his lecture. The vacancy was readily and cheerfully filled up by Mr. Geo. S. Hinton, who gave an interesting lecture on *Australia*, embracing sketches from two years' residence in that country. The audience listened with great attention, and seemed to be highly pleased. The lecturer described in easy narrative style, the climate, soil, general appearance of the country, bush life, the natural productions, society, &c., and enlivened his subject with several anecdotes of events that occurred within the range of his own observation. In his conclusion, he endeavoured to impress upon his audience the truth, that, although we cannot pick up gold in this country in '*nuggets*,' ounces, and pounds, yet there is plenty of the precious metal to be obtained in New-Brunswick, if we would only set about digging for it in the proper way;—and he stated it to be his solemn conviction, that no country in the world could compete with this Province in the value and variety of natural productions.

Next Monday evening [illegible] *Sauge*. will [illegible] been informed that the announcement which we copied last week from the *Temperance Telegraph*, that Geo. N. Smith, Esq. would lecture on Monday last, had no authority, either from the President of the Institute or any other member of the Lecture Committee.]

During the last month about forty of our principal importers proceeded to England, to make purchases for the coming season, and to attend personally to other business, so that New-Brunswick will be well represented in Britain the present winter. Among those who left here on Monday morning last in the Steamer *Pilot*, for Annapolis, *en route* for Halifax, to take passage in the Mail Steamer *Europa*, for Liverpool, were—Messrs. Alex. Adams, Wm. McGlinchey, P. McCullough, John Fotherby, John Boyd, E. E. Lockhart, J. W. Beard, A. Gilchrist, John Ennis, A. Gilmour, A. McTavish, C. Kilpatrick, Samuel Neill, George Morrisey, John Armstrong, Wm. Magee, Thos. Crozier, John Hegan, Robert Kedey, Jas. Howard, Wm. Small, and Thos. Hilyard, of St. John; Mr. J. McDonnell, of Fredericton, and A. Ritchie, Esq., of Restigouche.

Passenger in the Brigt. *Grenada*, sailed on Monday for Jamaica—William Walker, Esq.

FATAL OCCURRENCE.—It is with regret that we have to record the untimely death of Mr. John Jordan, of Carleton. On Sunday morning last, the body of the deceased was found near the foot of the ferry landing slip, between the floats and southern wharf. Having business to transact on the eastern side of the harbour, Mr. Jordan crossed over early in the evening, and it is supposed that upon his return, with the intention of taking a passage to Carleton in one of the small boats, the melancholy occurrence took place. The railing of the landing is in a very defective state, and to this cause the accident is attributed. Thus a valuable citizen, a man of excellent character, and one who was universally esteemed, has been suddenly taken from our midst, in the 57th year of his age.

The remains of Mr. Jordan were interred in the Wesleyan Methodist burying ground on Tuesday last, followed by one of the largest processions we ever witnessed.—*Chronicle*.

MELANCHOLY ACCIDENT.—On Monday evening at ten o'clock, a woman about sixty years of age, named Margaret Reynolds, residing in Portland, was burnt so severely as to cause her death. It appears that Mrs. R. had been left with a child, at home in bed, early in the evening, by her daughter and son-in-law, and that she had got up to get a drink, when her clothing came in contact with a heated stove and caught fire. One of the Portland Police hearing an alarm, broke into the house and succeeded in extinguishing the flames; not, however, until the poor woman was most seriously injured. She lived in the most intense pain until the following morning, when she expired. An Inquest was holden on the remains before Dr. Wm. Bayard, Coroner, when a verdict of "Accidental death by burning" was found by the Jury.—*Telegraph*.

We regret to state that Mr. James P. A. Phillips, the senior Proprietor of the *Head Quarters*, expired yesterday evening. His illness, which was a long and painful one, was sustained by him throughout with the resignation as well as hope of a christian.—*Reporter*.

FIRE.—On Tuesday last a small building connected with the bakery in Main-street, occupied by Mr. Armstrong, was nearly destroyed by fire, but our active firemen happily prevented the flames from extending to the adjoining houses.

The Bangor Courier says that the Steamer *Admiral* will commence her trips in a few days, and touch at Frankfort, Me.

By Telegraph to the News Room.

ARRIVAL OF THE CANADA.

HALIFAX, Feb. 4th.

The *Canada*, from Liverpool, Sunday, 23rd ultimo, at 9½ o'clock, arrived at Halifax, at 7½ o'clock, A. M., to-day, with 32 through passengers. The *Canada* arrived out at 11 o'clock, A. M., on the 16th; the *Atlantic*, on the 20th, at 11½ o'clock, A. M.; and the *City of Manchester*, about an hour after. News interesting.

There has been a steady demand for Cotton throughout the week, the sales reaching 58,390 bales, with an advance of fully ⅛d. per pound in ordinary qualities, and ⅛d. to ¼d. in the better descriptions. The market closed more quietly in consequence of the Bank of England having rather unexpectedly advanced her minimum rate of interest to 3 per cent. The improvement in prices is owing to a reaction in public opinion respecting the extent of the crop, which few now believe will exceed three million bales.

In Manchester the demand for yarns and goods has been to fair extent at steady prices.

The Corn market is quiet and notwithstanding the continuance of bad weather the prices of Flour and Wheat are a shade lower. Indian Corn is dull at former quotations, 37s. per quarter for white and 34s. 6d. for yellow. White Wheat, 7s. 2d. to 7s. 8d.; Red, 6s. 6d. to 7s. per 70 lbs. Baltimore, Philadelphia, and Ohio Flour, 28s; Canada, 27s. to 28s. Provisions—Beef firm.

The English news this week is almost a blank. Nothing has transpired in the political world worth chronicling. Gladstone has been elected over Percival, for Oxford University. There is some talk that the Duke of Newcastle will succeed Earl Dalhousie as Governor General of India.

Apprehensions are evidently felt, though not admitted, of a *coup de main* of Napoleon III., against England. Among other symptoms it appears Government has been making enquiries of the various Railway companies how many [illegible] and horses and munitions of war they could [illegible] way to any specified point, in case of emergency. Arrangements [illegible] making also to have the regular troops [illegible] had a hearing [illegible] ment's notice. A sterling go[illegible] formed news. [illegible] are to be se[illegible] Rice, of Eng[illegible] the Navy Yar[illegible]

SHIP NEWS.—Arrived from St. John, Jan. 14th, Competitor, at Westport; Rectitude, at Dundee; 15th—Repeater, at the Clyde; St. George, at ditto; Sarah, at Liverpool; Thames, at Leith Roads; 18th—Harriott, at Dublin; Grace, at Bristol; 19th—Cathcart, at Liverpool.

Sailed from Queenstown, Jan. 17th, barque Perseverance, for St. John.—From Liverpool, 18th, ship Edward Johnston, and barque Prince of Wales, for New Orleans; 19th, Mary Caroline, for Mobile.—From the Clyde, 16th, Actress, for Boston.

Loading at Liverpool for St. John—Middleton, Liberia, Commodore, Siam, and Ida. At London—Miramichi.

The English Mail for this City is on its way, and may be expected by the regular stage to-morrow morning.

The Mail Steamer *Europa*, from Boston, arrived at Halifax early yesterday morning, and left for Liverpool at 2 P. M.

The Mail Steamer *Africa* arrived at New York on Saturday last, from Liverpool, with English dates to the 16th ult.

The Africa was detained after her regular time for sailing by the British Government, for the reason, among others, to afford the Government time to communicate fully with the British Consul at Cuba relative to the alleged confinement of British subjects in that island; to enable them to arrange the settlement of the disputed points with the United States Government before the retirement of Mr. Fillmore from office, and to forward to the Governor General of Canada the decision of the Imperial Cabinet relative to the Clergy Reserves Bill; each or all of these measures have been deemed of sufficient importance to justify a step which is taken only on extraordinary occasions. The official order for the detention of the vessel excited naturally a good deal of interest.

LIVERPOOL Jan. 15.—An ardent faith is felt in the integrity of the Aberdeen ministry. Town and country are agreed as to the policy of confiding in the cabinet; and even in Ireland, where as usual, there is more noise than w[illegible] sition disappears or offers but doubtfu[illegible] South Wilts was to have been [illegible] was not, and Cavan county w[illegible] Orange enthusiasm, but did not; for, [illegible] was re-elected with[illegible] ing him; and, [illegible] dispute the [illegible] hear the [illegible]

[illegible] Said Fitzpatrick; her father was the younger [illegible] Spanish family, who fortunately, by death [illegible] brothers, succeeded to the titles of Count Montijo, Duke of Teba and Penamando. Her sister is Duchess of Alba, and Mademoiselle is herself Countess of Teba. The proposal for her hand was formally made by the Emperor on Sunday last, and, of course, accepted. Next day, the happy bridegroom communicated to his Ministers that his determination was taken, and that it was a marriage of affection.

One report says that all the Ministers except one resigned, but the Emperor refused to accept their resignation. The Government statement is, that they assented, as did the diplomatic body. It is said the civil marriage has already taken place, and the religious ceremonial will be held on the 29th inst., on which occasion, also, Prince Napoleon Jerome, it is said, will espouse a grand-daughter of Marshal Berthier, the daughter of the Prince of Wagram. The Senate, Legislative Body, and Council of State, are summoned to-day, (22d,) to receive a communication from the Emperor relative to his marriage.

Simultaneously with these matrimonial schemes, has taken place a disastrous fall on the Bourse, but the Government organs assert that there is nothing in the state of the country, either financially, commercially or politically, to cause distrust. They attribute the fall solely, and probably truly, to the check put to wild speculation, and say that when the reaction thus caused shall have restored things to a proper level, the Funds will be in harmony with what the *Pays* calls the general prosperity. Nevertheless, the Bourse, on Wednesday, the 19th, was more depressed than since the *coup d'etat* of Dec. Prices were for 4½'s on the 17th, 105 to 45; on the 18th, 105 to 110; on the 19th, 103 to 50; on the 20th, 77 to 90; on the 21st, 79.

Twenty line-of-battle ships (screws), eighteen frigates, and fifteen smaller ships of war, are building in the French Navy Yards. Napier, the shipbuilder of the Clyde, recently received the British [illegible] six Steam Frigates [illegible] England, and gave him a si[illegible]

The Budget for 1854 presents an increase of fifty-seven millions of francs over that of '53.

An article in the *Moniteur*, supposed to be written by the Emperor himself, complains bitterly of the Paris Correspondents of the London *Times*, *Morning Chronicle*, and *Advertiser*. Some see in it a commencement of a scheme to excite hostility towards England.

Government has before it proposals for three lines of trans-Atlantic Steamers—one to Brazil, another to the Mexican Gulf, and the third to New-York.

Accounts of floods in the Departments are deplorable; the Rivers Loire, Seille, Moselle, Aisne, &c., had overflowed, doing great injury to the towns and farms along their banks. A severe storm happened at Dunkirk on the 17th. A mast with the American flag attached was seen floating at sea.

The whole of the Orleans property is now alienated, the year allowed for sale having expired.

St. Arnaud, rumour says, will be succeeded in the War Department by General Camrobart. It is said that renewed attempts at fusion between Count Chambord and the Orleans Princes promise success. General Allonvean De Montreal is selected to succeed Gemeau at Rome. Gemeau is made Senator.

Paris merchants take stock this season, and business is therefore limited. The export trade is, moreover, checked by the determination of South American merchants not to purchase except at long credits. The rains have dulled retail trade, and the manufacturing towns exhibit marked depression in commercial matters since the beginning of the present month. The Paris Corn Market is unchanged since December. Business in the Departments is quiet, with barley, rice and oats declining.

ITALY.—The Tuscan *Monitor* of the 13th, officially contradicts the reported death of Francisco Madiai, and says, every body knows that the persons confined in the prisons of the Grand Duchy, are treated with kindness, humanity, and philanthropy.

A telegraphic dispatch from Vienna of the 17th, announces the death of Archduke Beguier, formerly Viceroy of Lombardy.

INDIA.—Details of Indian news add little interest to the telegraph already published. Great complaints are made of the inactivity of General Goodwin in Burmah. Pegu was captured by 1,200 men under Goodwin, while five months since Major Cotton took the place with 500, and would have kept it, had his instructions permitted. The intentions of the Indian Government are believed to be, to annex Pegu only, but competent authorities strongly urge an advance on Ava.

Bombay markets report money in good request and rates moderate. Freights are higher and tonnage is scarce.

CHINA.—Hong Kong dates of 27th November, state that in the beginning of the month the rebellion was successful, but latterly, rumour states the Imperial troops had gained decisive advantages. Shanghae dates of 25th Nov. state that the Import market is favourable, but Exports show a deficiency since July 1st of 2,000,000 lbs. on the previous year. Freights from Canton to New York, tea, $10.

AUSTRALIA.—The Overland Mail brings Sydney dates of Oct, 16; Melbourne of the 25th; and Adelaide, Nov. 6th. Flour, at Melbourne and Sydney, is from £40 to £47 a ton; the 4lb. loaf is 2s. 6d.. Gold is from £3 7s. 5d. to £3 10s. 6d. per oz. A large immigration continued. The news from the diggings is of a mixed character, some are doing well, and many are dissatisfied. Farm labour is very scarce. Sydney papers apprehended a temporary inconvenience if breadstuffs do not arrive from America. The *Great Britain* steam-ship arrived at Port Philip, Nov. 12th. She left the Cape on Oct. 17th.

[illegible] half of the nation, [illegible] made by the Clergy on behalf of the society for the education of the poor in the principles of the Established Church.

Mr. John O'Connell has broken silence, and advises a renewal of the cry for repeal.

The London Daily News announces the prospect of an early visit of Kossuth to America being made, hoping thereby to secure the intervention of the Democratic party.

The Baltic is open at Riga. A ship has been chartered for London. Unprecedented weather has been experienced there.

The French Government has contracted with Mepagerus Nationales and M. Levassur, for fifteen transatlantic screw steamers, of 1000 tons, to ply between Cherbourg and ports in America.

The last intelligence from Australia announces the discovery of guano in the south of Australia. Though inferior to Peruvian guano, it is very good.

The mildness of the present season is said to have no parallel in the annals of New-Brunswick winters. There has been no cold to be mentioned, if we except four or five days in January. The ground, too, is almost bare here, so much so that were it not for the level surface of the land, runners would be entirely useless. We learn from a gentleman who has recently travelled through King's County, that in Sussex the ground is entirely bare; and that there is cause to apprehend serious injury to the pasture and meadow lands in consequence of their exposure to the frost.—*Fredericton Reporter*.

The streets in St. John, being entirely clear of snow, are covered with mud. [illegible] a thick April-like [illegible]

The *Christian Guardian* says—"From the London *Watchman* of Dec. 8th, we learn that the Rev. Dr. Alder has notified the President of the English Conference, that he withdraws himself from the Wesleyan Ministry. We are not aware of the cause which has led him to take this step. All that the *Watchman* says with reference to it is the following:—"It may be proper to add that the event has not been brought about by anything connected with recent agitations in the Wesleyan Societies, or any objection to the doctrines or discipline of Methodism. The painful surprise, the deep sorrow, belong to the Connexion; but, beyond these, the cause is one entirely personal."

LEGISLATURE OF NOVA-SCOTIA.—On Thursday, the Provincial Secretary laid upon the tables of the House four Bills. The first, an Act to enlarge the receipts of the Savings Bank to the further extent of £100,000. The second was to authorise a further issue of £100,000 of Treasury Notes. The third was an Act to authorise the construction of the Trunk and Branch Railways (in all say 320 miles); and the fourth, an Act to authorise a Loan for Public Works not exceeding £800,000 sterling.

The Provincial Secretary entered at large into the outlines, and explained the leading features of these several measures as a whole, as necessary for the purpose of building our Railroads. He dwelt at some length upon the Branch to include a line to Pictou, and another to Victoria Beach. With regard to the former, he spoke of its probable effects upon Cape Breton, and the Eastern Counties, the Coal Measures of Pictou, and especially upon the North coast of Cape Breton, which would then be brought within eight hours' steaming of Pictou, and and twelve hours of Halifax. Mr. Howe took occasion to refer to the St. Peter's Canal, and we were glad to hear him advocate our views; *lately expressed, that it should be a Provincial work, and as such be erected at public expense.* He produced a statement of statistics prepared by Mr. Sykes, and which that gentleman had submitted, by which it was contended that after all reasonable allowance of every kind, the Western branch would at once pay very nearly six per cent. interest on the capital stock invested.

The Bills were read a first time. Mr. Marshall inquired if the Bills were brought down as Government measures? Mr. Howe said, while he should be sorry to see any party spirit introduced on this great subject, which had heretofore been dealt with by this House in a spirit of great magnanimity and liberality, yet this was a measure of the Government, and to be supported and sustained as such.

The Legislative Council met on Friday, and some papers touching the Railway, and others relative to the Fisheries, were submitted by the Members of the Government. Hon. Mr. Almon desired to know if Members of Government were prepared to give the information asked for on a previous day relative to the Members' pay of last Session. Hon. Solicitor General made a statement whereby it appeared that upwards of £2000 had been disbursed by the Receiver-General for Members' pay and travel. Hon. Mr. Almon then laid upon the table several Resolutions condemning the act as a violation of the Constitution of the House, and praying that an Address be prepared to His Excellency the Lieut. Governor requesting that he would cause a full investigation to be instituted, with a view of further action. The hon. gentleman grew quite eloquent, and denounced the act as most unconstitutional, and a violation of the functions of the Executive Government. After some discussion, Tuesday was fixed as the day for debating the Resolutions.

In the Assembly, on Thursday, Mr. Killam presented a petition signed by the Directors of the N. S. Telegraph Company, making various complaints and charges against the late Commissioners of the Government line, against the Provincial Secretary, and against the Executive Government—and after stating that the whole amount had been paid for the Government line, less about £200 or a little upwards, Petitioners desired an investigation of the accounts, with a view of being released from further payments.

Mr Howe rose to reply. He appeared very much excited, and spoke with great vehemence. He charged the petitioners with downright falsehoods, and dealt out to two of them, Messrs. Morton and Stewart, a measure of rebuke and of sarcasm and epithets rarely heard in the walls of the Legislature. There was a great deal of personality mixed up in the speech, and it was evidently intended as a set-off to much that has appeared in the Colonist for the last few months. The Speaker of the House more than once evinced a disposition to interfere, but no member rising any question of order, or objecting, the Hon. gentleman was heard out. It is not probable that ever such a torrent of denunciation as that directed against two of the petitioners was ever before uttered on the floors of the House. At the close, L. M. Wilkins rose and said, he exceedingly regretted the occurrence. It tended to diminish the dignity and respectability of the House.

On Friday, a petition of Jas. Stewart, Esq. complaining of the course pursued by the Provincial Secretary on a previous day, and his remarks upon the petition of himself and others, Directors of the N. S. Telegraph Company, was presented by Mr. Marshall, and provoked another long and rather tedious discussion. The Messrs. Wilkins and others condemned the course adopted by the Provincial Secretary, and the style of the remarks. The Attorney General, Mr. Annand and others, defended. The subject was eventually referred to a Committee.—*Halifax Recorder*.

CALIFORNIA.—The steamers Star of the West [illegible] United States, have arrived at New-York, [illegible] dates from San Francisco to the 1st January, the latter bringing the mails and $2,000,000. [illegible] winter, so far, had been very severe in [illegible] Oregon, and in some districts the [illegible]

Friday—Brig Aden, Frizzell, Savannah, 13—Crane & Co., pitch pine timber.

COASTWISE.

Saturday—Schr. Rambler, Stevens, Quaco, deals. Triumphant, Bissett, Tynemouth, cordwood. Rival, Lord, Deer Island, fresh fish. Caroline, Richardson, Deer Island, fresh fish. Elizabeth Ann, Johnston, Deer Island, fresh fish.

Sunday—Schr. Mary, Mahony, Musquash, deals. Paulina, Lambert, Deer Island, fish. [fish and oats.

Monday—Schr. Only Son, McLellan, Welchpool.

Wednesday—Brigt. Neal Dow, Nason, Horton, potatoes, &c.

Schr. Lavinia, Hurst, Cornwallis, wood, &c. [tatoes.

Friday—Brigt. Themis, Margison, Cornwallis, po-

CLEARED.

Jan. 29th—Schr. Lynnfield, Bogart, Matanzas, shooks and grindstones—E. Allison.

31st—Brigt. Mary Ann, Bryson, Barbadoes, fish and lumber—Joseph Fairweather.

Feb. 1st—Brig Joseph Hume, Parnall, London, [illegible] deals, &c.—H. Garbutt.

2d—Brig Sarah J., Sulis, Glasgow, deals, spars, &c.—Kirk & Worrall.

3d—Ship Telegraph, Driscoll, Liverpool, timber, [illegible]ls, &c.—N. S. Demill.

4th—Brig Adeline Cann, Patten, Dandalk, deals and spars—W. & G. Carvill.

The new ship Wansfell, Baxter, hence, for Liverpool, was seen off Yarmouth on Saturday last.

The new ship Monsoon, Kinney, hence, for New-Orleans, arrived at the South West Pass on the 28th ult., in 16 days.

The steamer Merlin, Cronan, left Halifax on Tuesday morning, 25th ult., at daylight, for New-York, and when about six miles S. W. of Sambro was struck by a sea which carried away funnel, life boat and two quarter boats, and stove the only remaining boat; stove bulwarks and stanchions, damaged cook-house and washed three men overboard. The M. returned to Halifax at 2 P. M. under canvass.

Brig Conductor, Griswold, of Yarmouth, N. S., from Malaga, for Boston, put into St. Thomas about 1st ult., with loss of sails, and leaky. The cargo, it was feared, was much damaged. Had commenced discharging on the 4th.

Barque Havana, Stockton, of this port, cleared at St. John's, N. F., 5th ult., for St. Pierre, Miquelon, having been chartered to take the cargo of the French ship St. Jacques, [illegible] The St. Jacques was from [illegible] with coffee, and put into St. [illegible] last, in a damaged state.

Arrived at San Juan del [illegible] Stickney, Newport, [illegible] Victor [illegible]

TO LET, from 1st May next,

THE DWELLING HOUSE and premises fronting on King's [illegible] present in the occupation of [illegible] Robertson, Esq.

The Dwelling House and premises [illegible] Street, in the occupation of Mr. Thomas [illegible]

The Office in Prince William Street [illegible] pation of Wm. Wright, Esq.

The Office in Prince William Street [illegible] pation of Messrs. Owens & Deveber.

Two Stories, and several Offices [illegible] Building fronting on Water Street.

Also—A spacious Wharf at Spa[illegible] sent in the occupation of E. D. Jewett [illegible]

The Brick Building late in the [illegible] Henry Hawkins in Prince William Street [illegible] posite the residence of Wm. Jones, [illegible]

Feb. 5. CHARLES [illegible]

FOR SALE, or to LET FROM THE FIRST MAY [illegible]

THE HOUSE and PREMISES [illegible] ing to the Subscriber, situated [illegible] ner of Coburg and Pa[illegible] present occupied by W. W. Harris[illegible] ply to THOS. W. [illegible]

Feb. 5, 1853.

FOR SALE OR TO [illegible]

THAT two-story [illegible] on the South side [illegible] on Queen-square, [illegible] patios of the Ex[illegible] STRONG. The [illegible] well known to render any [illegible] sary, more than that it is well [illegible] man's residence. Water and [illegible] session given on the first day of [illegible]

For time of payment and [illegible] please apply to CHAS. [illegible]

Feb. 5. Custom [illegible]

HOUSE for [illegible]

THAT valuable [illegible] ING HOUSE, owned by [illegible] Subscriber, situated [illegible] The Lot is 40 x 135 feet. [illegible] Water, and good Out Houses [illegible]

Feb. 5.—3wp.

TO LE[illegible]

[illegible] TANNERY [illegible] formerly occupied [illegible] Esq. This [illegible] Steam Engine [illegible] desirable Tan[illegible]

Feb. 5.

VALUABL[illegible]

AT [illegible] This City, contai[illegible] very valuable [illegible] maple and yello[illegible] Mr. Disbrow's [illegible] covering about [illegible] can be drained [illegible] land more valuab[illegible] lars apply to [illegible] Town; to J. W[illegible] holm's King's-s[illegible]

Feb. 5.

SHOP at [illegible]

For [illegible] The [illegible] occupied [illegible] together [illegible] entrance from [illegible]

N. B.—The pe[illegible] of either No. 13 o[illegible]

TO LET, [illegible]

A FLAT [illegible] two doors [illegible] posite the residence [illegible] convenience for [illegible]

Feb. 5.

TO LET—fr[illegible]

A PART [illegible] on Carleton, [illegible] Esq.—to suit [illegible]

Feb. 5, 1853.

NOTICE

ALL persons [illegible] the Estate [illegible] ART, late of [illegible] present the same [illegible] from the date [illegible] the said Estate [illegible] ment to ISRAEL [illegible]

Saint John, February 5, 185[illegible]

Mr. Nicolson [illegible]

Fredericton [illegible]

MR. NICOLSON respectfully [illegible] that SCHOOL will be [illegible] DAY next [illegible]

Mr. M. [illegible] (South side Princess-street, [illegible] main-street) on ten till eleven [illegible] from two till five P. M., every day [illegible] week, except Saturday, [illegible] rol pupil[illegible]

For LIVERPOOL [illegible]

The beautiful [illegible] "Star of the [illegible] RICHD. WALSH [illegible] will sail for the above port [illegible] February [illegible] The Cabin is [illegible] superior and fitted up with every [illegible] for the comfort of passengers. [illegible] WM. [illegible] on board, at the Ship [illegible] Wharf or to CHAS. M'LAUGHLIN [illegible]

February 29th, 1853.

Practical Navigat[illegible]

Co. of Germain and Queen [illegible]

THE subscriber respectfully [illegible] all continues to give instruction [illegible] scribers has been thoroughly [illegible] and has for the last fourteen [illegible] in giving instruction, pupils [illegible] under his tuition may rest [illegible] completely taught the whole [illegible] quite prepared to pass their [illegible] ed, with credit to themselves [illegible]

JOHN [illegible]

A few Boarders can be accommodated [illegible] as above.

Liverpool and London [illegible] and Life Insurance Company.

Instituted in 1836.

Incorporated by special Acts of Parliament.

Capital, Two Millions Sterling.

Unlimited liability of the Stockholders [illegible] Company.

Subscribed Capital, £1,500,000.

Instalments called in, £197,197

Accumulated funds, 346,972

£544,169

TRUSTEES:

Thomas Bernard Birch, Esq. [illegible] John Hodgson, Esq., S. H. Thompson, [illegible]

DIRECTORS IN LIVERPOOL:

John Hornby, Esq., Chairman. T. Brocklebank, Esq. } Deputy Chairmen. J. C. Ewart, Esq. }

Harold Littledale, William Lowe, Alexr. McGregor, John Morriott, William Nicholson, Charles Saunders, H. Stolterfoht, John Swainson, Jas. Aspinall [illegible]

Dixon, Esq. [illegible] Earle, Esq. [illegible] Gladstone, [illegible] George Grant, [illegible] Francis A. Hamilton, [illegible] Francis Fauwood, [illegible] Robert Higgin, [illegible] George Holt, [illegible] George H. Lawrence, [illegible]

Swinton Boult, Esq., Secretary. EDWARD ALLISON, } Actuaries. ADAM JACK, } St. John.

The Agents are prepared on the part of [illegible] to offer a very liberal scale of Premiums [illegible] to solicit orders from all parts of the Province.

January 22, 1853. [News.]

THE COLONIAL Life Assurance Company.

GOVERNOR,

The Right Hon. The Earl of ELGIN and KINCARDINE, Governor General of Canada.

Head Office, 22 St. Andrew Square, Edinburgh.

New-Brunswick—Head Office, St. John.

BOARD OF DIRECTORS:

The Hon. John Robertson, Merchant. Charles Ward, Esquire, Merchant. William H. Street, Esquire, Merchant. John Valiant, Esquire, Merchant. John Duncan, Esquire, Merchant.

MEDICAL ADVISERS:

John Addock, M. D. William Bayard, M. D.

Agent—DUNCAN ROBERTSON.

THE COLONIAL LIFE ASSURANCE Company has been established for the purpose of [illegible] Colonies of Great Britain the advantages [illegible] Assurance, on the most liberal terms and on the most efficient [illegible] as is usual with Mutual Assurance Societies. The business transacted with [illegible] under the same Directors and Trustees, and the Company has obtained the [illegible] cess, and the Company has obtained the [illegible] fidence of those from whom it has sought and received patronage. [illegible] seek.

From the wholesome nature of its constitution [illegible] extent of its resources, the Company affords [illegible] tages which no Life Assurance Company [illegible] has good ground to believe can ever [illegible] support over other Colonial Offices doing the [illegible] the Colonies, not by such inducements as [illegible] which it affords, a vast accession of [illegible] claims in our North Colonies where [illegible] ers may reside, from the great distance [illegible] business out of Great Britain, it does [illegible] after thought, to Colonists in Great Britain, [illegible] more extensive [illegible] but as part of its original scheme [illegible]

The Profits of the Company for [illegible] from 1846 to 1854, [illegible] fell to be divided at 25th May, 1853, [illegible] who assure during the present year [illegible]

Every information as to the [illegible] its terms and conditions for Assurance [illegible] on application to

DUNCAN ROBERTSON, [illegible]

Secretary to the Local Board in St. John's, N. B.

St. John, 29th [illegible]

MARRIED.

On the 31st ult., by the Rev. L. W. D. Gray, D. D., Mr. George Taylor, of the City and County of St. John, to Miss Jessie Taylor, of the same place.

On the 25th ult., by the Rev. Mr. Lee, Mr. Geo. Wadman, of Prince Edward Island, to Letitia, daughter of the late Mr. James Mahood, of Petersville, Q. C.

On Monday evening, by the Rev. S. Robinson, Mr. William Graves, of this city, to Miss Catharine, eldest daughter of Mr. Charles Stoker, of the Parish of Simonds.

On Thursday, 3d inst., by the Rev. William Donald, A. M., Mr. Henry R. Gray, to Miss Robina G. W. Brass, both of this City.

At Carleton, on Sunday evening last, by the Rev. [illegible] Grindly, Mr. John McLeod, to Miss Mary Stackhouse, both of Carleton.

At Springfield, on the 19th ult., by the Rev. David Crandal, Mr. James T. Tool, of Greenwich, to Rebecca, eldest daughter of the Rev. D. Crandal.

On the 20th ult., by the Rev. W. A. Coleman, Mr. Albion B. Estabrooks, of Sackville, to Elizabeth A., eldest daughter of Mr. Robert Fawcett, Jun., of the same place.

At Fredericton, on the 27th ult., by the Rev. John M. Brooke, Robert, son of Mr. Wm. Cameron, to Isabella Monteath, daughter of Mr. William Edgar, all of that City.

At Granville, (N. S.,) on the 22d January, by the Rev. J. M. Campbell, Rector, Capt. John H. Bogart, of Schr. *Lynnfield*, to Miss Caroline, second daughter of Loudwick Crosscup, Esq., all of that place.

DIED.

This morning, after a tedious illness, Mrs. Abigail Allwood, relict of the late Mr. John Allwood, in the ninety-third year of her age. She came to this Province with the Loyalists, in 1783. Funeral will take place from the residence of Mr. Thomas Marjoribanks, Germain-street, on Tuesday next, at two o'clock, when friends and acquaintances are respectfully invited to attend.

At Fredericton, on Thursday, 3d inst., JAMES P. A. PHILLIPS, Esq., Senior Proprietor of the *Head Quarters*, Newspaper, aged 43 years, leaving a large family to mourn his loss.

At Oromocto, on the 19th ult., of consumption, Catherine, daughter of Mr. Andrew Murray, in the 31st year of her age.

At the Oromocto, on Wednesday last, William F., aged 18 months, youngest child of Mr. Samuel B. Smith.

At Fredericton, on the 28th ult., Mrs Eliza Ann Tilley, aged 33 years, wife of Henry Tilley, and eldest daughter of Mr. John Currier.

On Sunday last, on the Keswick Ridge, Martha, wife of Mr. Edward Wm. Patterson, in the 25th year of her age.

At Horton, on the 18th ult., Alice, relict of the late Joseph Allison, Esquire, of King's County, Nova-Scotia, in the 87th year of her age.

On the 26th ult., Mr. Thomas Sparrow,—best known as Mr. Richard Gaunt, in the 34th year of his age. The deceased, who was a native of Rochester, England, came to this Country only in July last. On his arrival, he entered upon an extensive contract with Messrs. James Skyes & Co., on the St. Andrews and Quebec Railroad line, and, at the premature time of his decease, had in his own immediate employment not much short of 90 hands. He was a man of exceedingly robust and muscular frame, and was, we understand, cousin to *Ben Gaunt*, the present Champion of England; yet he was of the mildest disposition in the world, and by the uniform kindness of his manner, had so endeared himself to all with whom he had any occasion to mix, that the whole country round swarmed to his funeral. His remains were brought to St. Andrews on Saturday last, and amidst the deep regrets of all parties, without respect to the different shades of religious or political feeling, were consigned to their last silent home in "All Saints" Episcopal Church yard.—Mr. Sparrow was for twelve years the much prized and faithful servant of Mr. Shortridge, father-in-law of Mr. King of the firm of Messrs. Sykes & Co., by whom his untimely death is much regretted.—[*Charlotte Gazette*.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Sunday—Barque Falcon, Lyons, Savannah, 10 days—Edward Allison, pitch pine timber.

Brig Velocity, Cook, Yarmouth ,2—C. McLauchlan, fish, &c.

Brigt. Emily, Smith, Matanzas, 19—Joseph Fairweather, molasses.

Henry Lawrens, Boon, New York, 9—T. E. Millidge, pitch pine timber.

Schr. Pearl, McLean, Boston, 7—G. Eaton, general cargo.

Three-masted schr. Vivid, Simpson, Liverpool, (N. S.) 2—Master, ballast.

Tuesday—Barque Allen Brown, Vickery, Boston, 3—Chas. McLauchlan, ballast.