EX LIBRIS C. WARD

The New-Brunswick Courier.

NEW SERIES. { VOLUME XI. NUMBER 46. } SAINT JOHN, SATURDAY, APRIL 23, 1853. VOLUME XLII. { NUMBER - - - - - 51 WHOLE NUMBER, 2185 }

THE NEW-BRUNSWICK COURIER Is Published every *Saturday*, by Henry Chubb & Co. at their Office in Chubb's Brick Building, (nearly opposite the Commercial Bank,) Prince William-street, Saint John, New-Brunswick.

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PRINTING in general, executed at the shortest notice on liberal terms.

WEEKLY ALMANACK.

1853. APRIL.	Sun Rises	Sun Sets.	Moon Rises	High Water
24 Sunday	5 4	6 52	8 27	11 47
25 Monday	5 3	6 53	9 47	ev. 30
26 Tuesday	5 1	6 54	11 1	1 13
27 Wednesday	4 59	6 56	Morn.	1 57
28 Thursday	4 58	6 57	0 8	2 45
29 Friday	4 56	6 58	1 3	3 35
30 Saturday	4 55	6 59	1 47	4 43

Last Quarter 30th, at 2 h. 9 m. morning—S. E.

BANK OF NEW-BRUNSWICK.
Thomas E. Millidge, Esquire, *President.*
Director next week, - - - - Jos. A. Crane, Esq.
Discount Days—*Tuesdays* and *Fridays.*
Hours of business, from 10 to 3.
☞ Bills or Notes for Discount must be left at the Bank before One o'clock on the days immediately preceding the Discount days.

COMMERCIAL BANK OF NEW-BRUNSWICK.
D. J. McLaughlin, Esquire, *President.*
Director next week, - - - Stephen Gerow, Esq.
Discount Days...Tuesdays and Fridays.
Hours of business, from 10 to 3.
☞ Bills or Notes for Discount must be lodged before One o'clock on the days preceding the Discount days.

BANK OF BRITISH NORTH AMERICA.
SAINT JOHN BRANCH.
F. W. Wood, Esquire, *Manager.*
Directors:
Hon. John Robertson, and J. V. Thurgar, Esq.
Discount Days—*Wednesdays* and *Saturdays.*
Hours of business, from 10 to 3.
*** Notes and Bills for Discount to be left before 3 o'clock on the days preceding the Discount days.

NEW-BRUNSWICK
Marine Assurance Company.
Office open every day (Sundays excepted) from 10 to 3 o'clock.
F. A. Wiggins, Esquire, *President.*
All applications for Insurance to be made in writing.

GLOBE ASSURANCE COMPANY.
John Duncan, Esquire, President.
Office (in the Commercial Bank Building) open from 10 to 3 o'clock
Applications for Insurance to be in writing.

Mutual Insurance Company.
Joseph Fairweather Esquire, *President.*
J. W. Lawrence, S. K. Foster, S. L. Tilley, John D. Purdy, } *Directors.*
J. M. Robinson, Esquire, *Solicitor;*
Isaac Woodward, Esquire, *Secretary.*
Applications for Insurance against Fire to be made at the Office of the Secretary, North Market Wharf.

SHERIFF'S SALES.

To be Sold, at the Coffee House Corner, on Thursday the fourth day of August next, between the hours of twelve o'clock, noon, and five of the clock, afternoon—

All the right, title and interest of Lewis Hampton of, in and to those several Lots of Land and Premises on the Western side of the Harbour, in the City of Saint John, known as Lots Nos. 94, 95, 138 and 139, together with the buildings and improvements on the same standing and being.—The same having been seized and taken under and by virtue of an Execution issued out of the Supreme Court. CHAS. JOHNSTON, Sheriff's Office, *Sheriff.* January 27th, 1853.

To be Sold at Public Auction, at the Coffee House Corner, on Saturday the third day of September next, between the hours of twelve o'clock, noon, and five o'clock in the afternoon:—

All the right, title and interest of GEORGE W. BELYEA, of, in and to that Lot or parcel of Land and Premises, and Buildings thereon, situate at Fort Neck, in Carleton, in the City of Saint John, now in the occupation of the said George W. Belyea. The same having been taken under and by virtue of a Writ of *Fieri Facias*, issued out of the Supreme Court against the said George W. Belyea. CHAS. JOHNSTON, Sheriff's Office, *Sheriff.* St. John, Feb. 26, 1853.

Notice of Sale.

On THURSDAY the fifth day of May next, at 12 o'clock, noon, at the Sales Room of William D. W. Hubbard, in this City, will be sold at Public Auction in one Lot:—

All and singular the LANDS and Tenements, Hereditaments and Premises conveyed to James McGregor, by two several Deeds of conveyance from Titus Whelpley and Wife and James Travis and Wife, the Premises conveyed by the said first mentioned Deed being therein described as "All that lot or parcel of Land, situate, lying "and being on the South East side of that part of "the River Saint John called the Long Reach, in "the Parish of Westfield, King's County, and Province of New-Brunswick, known and distinguished as the upper half of Lot Number Seventeen "(No. 17) in Holland's Survey, and bounded as "follows: on the South West by lands owned and "occupied by Thomas Whelpley, and on the North "East by lands owned and occupied by William "Williams, and extending from the said River St. "John back agreeable to the Grant, containing one "hundred acres, be the same more or less," and the Premises conveyed by the said last mentioned Deed being therein described as "All that certain "Lot, piece or parcel of Land, situate, lying and "being on the South East of the Long Reach, in "the Parish of Westfield, and County of King's, "and Province of New-Brunswick, and known as "being the South West half of Lot Number Seventeen (No. 17) in Holland's Survey, containing "one hundred acres, more or less, bounded on the "South West by lands owned and occupied by "Thomas Fowler, and on the North East by lands "occupied by Thomas Whelpley," together with all the Buildings, improvements, privileges and appurtenances, being the same lands and tenements mentioned and described in a certain Mortgage from the said James McGregor to John Wishart, bearing date the fourth day of October, 1848, and now to be sold as aforesaid, under and by virtue of a power of Sale contained in said Mortgage, on behalf of the President, Directors and Company of the Bank of New-Brunswick, Assignees of said Mortgage.—Dated the second day of April, A. D. 1853.
J. M. ROBINSON,
Solicitor of the Bank of New-Brunswick.

For Sale by Public Auction, on Tuesday the tenth day of May next, at 12 o'clock, (noon,) with the approbation of the undersigned, at his Office, in the City of Saint John, by virtue of a Decretal Order made in the Court of Chancery for this Province of New-Brunswick, in a cause wherein Joseph A. Seivewright is Plaintiff, and John Duffy, William Hughson, Deborah Ann Hughson, and Daniel Jordan, are Defendants—

The following Lands and Tenements described in the Mortgage from the said John Duffy to the said William Hughson, dated 16th September, 1845, as follows, viz:—

"All that certain lot, piece, or parcel of Land, "situate, lying and being in the Parish of Studholm, "in the County of King's, and Province aforesaid, "known and distinguished as lot number twenty-"nine (29,) in Dibblee's Survey thereof, and in the "Grant from the Crown to one John Keith, contain-"ing two hundred (200) acres, more or less, bound-"ed and described as follows,—on the West, by "lands owned by Ebenezer Rider, on the East, by "lands lately granted to William Hughson aforesaid, "and on the North and South, by Crown lands; "Also, two other certain lots, pieces, or parcels of "Land, situate, lying and being in the Parish, "County, and Province last aforesaid, known and "distinguished as lots numbered thirty (30) and "thirty-one (31,) in the Grant from the Crown to "William Hughson aforesaid, containing four hun-"dred (400) acres, more or less, bounded and de-"scribed as follows,—on the West, by lot number "twenty-nine (29) aforesaid, on the East, by lot "number thirty two (32,) now in the possession of "John Rider, junior, on the North and South, by "Crown Lands,"—together with all Buildings and Improvements thereon, and the appurtenances.—Dated the 5th January, 1853.
JOHN M. ROBINSON,
R. Bayard, *Master in Chancery.*
Plaintiff's Counsel, &c.

FOR SALE,

On WEDNESDAY the first day of June next, at twelve o'clock, (noon,) with the approbation of the undersigned, one of the Masters of the Court of Chancery of this Province, at his Office, in the City of Saint John, by virtue of a decretal order made in the said Court, in a cause wherein Alexander Case, John Case, John Dickie, Amy Dickie, William H. Baxter, Ferrebe Ann Baxter, Joseph Gillies, Robie Gillies, James McGravey and Susannah Ann McGravey are complainants, and William Caldwell is defendant, the following lands, described in the mortgage from William Caldwell to the late Mayes Case, bearing date the fifth day of September, A. D. 1842, as—"All that certain lot, piece or parcel of land situate, lying and being in the Parish of Springfield, in King's County and Province aforesaid, known and distinguished as being part of Lot No. 4, fronting on the Bellisle Bay, South side, with the land in the rear of the same, butted and bounded as follows, viz., on the East by lands owned by Caleb Spragg, on the West by lands owned by Charles Gray, and on the South by James Bradley and others, containing three hundred acres, more or less," together with all the improvements thereon.
Dated the twenty-sixth day of February, A. D. 1853.
J. M. ROBINSON,
R. Bayard, Master in Chancery.
Complainants' Solicitor.

Sale of Valuable TIMBER LAND BY AUCTION.

To be Sold by Auction to the highest bidder, at the Coffee House Corner, Market Square, in the City of St. John, Province of New-Brunswick, on WEDNESDAY, the fifteenth day of June next, at twelve o'clock—

The undivided half of all that tract of Land lying and being situated in the Parish of Dumfries, in the County of York, and bounded as follows, to wit, commencing distant on a course by the magnet south one chain of four poles from a marked maple tree standing on the south-west angle of the grant to Charles Rainsford, and on the eastern side of a reserved road thence to run east two hundred and thirty-two chains, crossing a lake and two reserved roads in that distance; thence south two hundred and one chains, crossing another reserved road and Deer Lake in that distance; thence west twenty-six chains, crossing a reserved road in that distance; thence south one hundred and seventy chains, crossing two reserved roads in that distance; thence west two hundred and six chains, crossing a reserved road in that distance; and thence north three hundred and seventy-one chains, crossing Moose Lake and three reserved roads in that distance last mentioned, to the place of beginning—containing eight thousand acres, more or less, with all and singular the right of dower, and all members, privileges and appurtenances thereunto belonging.

The above land is very desirably situated, having a good road running through it; and the route for the St. Andrews Railroad passes through about the centre of the block, and one part is said to be excellent land for settlement, and the other part is covered with pine and other valuable timber.

For further particulars inquire of the Subscriber, where a plan of the block and the surrounding country can be seen at any time.
CHARLES CALKIN.
St. John, N. B., March 12th, 1853.

NEW-BRUNSWICK. In Chancery.

Between Mary Strang, Robert W. Crookshank, Alexander Rankin and John Roger, *Plaintiffs;* and John Sandall, Stephen Whittekir, and the Mayor, Aldermen and Commonalty of the City of Saint John, *Defendants.*

On MONDAY, the eleventh day of July next, at twelve o'clock, noon, will be sold, with the approbation of the undersigned, one of the Masters of this Court, at his Office in the City of Saint John, by virtue of a decretal order made in the said cause, the following Property, described in the Mortgage made by Thomas Sandall, now deceased, and Catherine his wife, to the Plaintiffs and Christopher Scott and Samuel Frye, since deceased, dated the tenth day of November, 1828, as—All that certain lot, piece and parcel of Land lying on Britain-street, in Sydney Ward, in the said City of Saint John, and known and distinguished on the Map or Plan of the said City by the number twelve hundred and thirty-nine, being the same whereon the said Thomas Sandall then resided, with the Buildings and Improvements thereon; and also, all that certain piece or parcel of Ground, Flats or Beach, situate, lying and being in Sydney W[illegible] to the said Lot numbered twelve hundred and thirty-nine, and lying between the same lot and a line to be formed by the prolongation West of the North side line of Broad Street, so called, the same piece of ground, flats or beach being forty feet East and West, and extending, continuing the same breadth, to the said prolongation of the said North side line of Broad Street, feet on the same, more or less, with the appurtenances; the said last mentioned lot being subject to a certain rent and to certain covenants contained in the Deed thereof, from the Mayor, Aldermen and Commonalty of the City of Saint John.
Dated the eighth day of April, 1853.
J. M. ROBINSON,
W. & G. Ritchie, *Master in Chancery.*
Plaintiffs' Solicitors.

Dissolution of Co-Partnership.

Notice is hereby given that the Partnership heretofore existing under the firm of Garrett & Skillen is this day dissolved by mutual consent. All persons indebted to said firm will please make immediate payment to either.
JAMES GARRETT,
May 22, 1852. ANDREW SKILLEN.

James Garrett continues the shop, corner of King and Cross-streets.
Andrew Skillen, the Woollen Hall, Prince William Street.

NOTICE.

The business heretofore done by JAMES SMITH, Shipbuilder, will in future be carried on by James Smith & Son.
JAMES SMITH,
JAMES THOMAS SMITH.
St. John, 6th Nov., 1852.

NOTICE.

All Persons having any legal demands against the Estate of EZEKIEL BARLOW, late of the City of St. John, Merchant, deceased, are requested to present their Accounts, duly attested, within Three Months from the date hereof; and all persons indebted to the Estate are requested to make immediate payment to R. WHITESIDE, Jr., *Acting Executor.*
St. John, N. B., January 24th, 1853.

NOTICE.

All Persons having any demands against the Estate of the late JOHN LEE, late of the Parish of Lancaster, deceased, are requested to present the same duly attested to the Subscriber, within nine months from the date hereof; and all persons indebted to the said Estate, are requested to make immediate payment. GEORGE LEE,
St. John, N. B., Dec. 17, 1852. *Administrator.*

NOTICE.

All Persons having any legal demands against the Estate of WILLIAM E. SCOTT, late of the Parish of Portland, Master Mariner, deceased, are requested to present the same, duly attested, to the Subscribers, within six months from the date hereof; and all persons indebted to the said Estate are requested to make immediate payment to
MARY JANE SCOTT, *Administratrix,*
JAMES McCORD, *Administrator.*
St. John, N. B., Dec. 15, 1852.

NOTICE.

All persons having any legal demands against the Estate of SAMUEL COOPER, late of this City, deceased, are requested to present the same to the subscribers; and all persons indebted to the said Estate are required to make immediate payment to the same.
E. COOPER, *Executrix and Trustee,*
FRANCIS CLEMENTSON, *Executor*
St. John, Nov. 1st, 1852. *and Trustee.*

☞ NOTICE.

All persons having any legal demands against the Estate of GEORGE BOND, late of the City of Saint John, deceased, are requested to present their accounts within eighteen months, to the subscribers; and all persons indebted to the said Estate are required to make immediate payment to
MARY BOND, *Executrix,*
JOSEPH BEATTEAY, } *Executors.*
GEORGE B. BEATTEAY, }
St. John, N. B., 24th January, 1852.

☞ NOTICE. ☜

All persons having any demands against the Estate of ABNER HAMPTON, late of Carleton, City of Saint John, Fisherman, deceased, are requested to present the same, duly attested, to the subscribers, within three months from this date; and all persons indebted to the said Estate, are requested to make immediate payment.
JANE HAMPTON, *Administratrix,*
WM. C. DUNHAM, *Administrator.*
St. John, 26th March, 1853.

Commercial Bank of New-Brunswick,
Saint John, 11th July, 1851.
The NOTES of this Bank are redeemed in Canada by the Quebec Bank, at par.
G. P. SANCTON, *Cashier.*

Central Fire Insurance Company OF FREDERICTON.

Incorporated in 1836—Capital, £50,000: ALL PAID UP.
Hon. John Robertson, Daniel J. McLaughlin, Esq. } *Local Board,* St. John.

Proposals for Insurance against Loss or Damage by Fire, will be received and Policies granted by this Agency, (without referring to the Board at Fredericton,) on application to GEORGE THOMAS, "*Agent*" *for St. John, N. B.*
South Market Wharf, Feb. 15, 1851.

Minerva Life Assurance Company, CANNON STREET WEST.

London, 1st March, 1853.

The Court of Directors have much pleasure in reporting the onward progress of this Company. During the year 1852, the New Policies issued were 324, assuring the sum of £182,957 18s., being the largest amount of new business transacted in any one year.

The Income of the year was £53,819 5s. 5d.; and the funds in hand, after providing for payment of bonuses to the policy holders and proprietors, and reduction of premiums allowed, had increased to £248,979 16s. 7d.

Meanwhile, it is satisfactory to know that the expenses of management for the year did not amount to seven per cent. of the income. The number of policies issued, and the income of the Company during the respective years, were as follows:—

Year.	No. of Policies actually issued.	Sums assured thereby.	Ann. Income.
1847 - - -	113	102,247 0 4	29,720 12 7
1848 - - -	125	116,045 2 6	35,214 4 7
1849 - - -	272	149,861 2 6	39,011 1 4
1850 - - -	301	156,370 13 0	42,207 5 8
1851 - - -	342	170,578 7 0	47,721 2 6
To. in 5 yrs.	1153	695,102 5 4	193,874 6 8

Thus exhibiting a steady and gradual increase.

The following table illustrates the Bonuses declared:—

		Average reduction of Premium.	Average Reversionary Bonus.
1st Division	—1842	16·833 per cent.	31 per cent.
2d „	1847	31·333 „	53¼
3d „	1852	35·22 „	60

It cannot be too generally known that the dividends paid annually to the proprietors are derived entirely from the investment of their own capital, the deed of settlement forbidding any portion of the income of the Life Assurance Fund to be diverted to pay interest to the proprietors.

The distinguishing feature of this Company is—a guaranteed return at any time for the surrender of existing Whole Term Policies, effected by even rates, of *forty per cent.* of the amount of ordinary premiums received thereon.

The objection often raised by persons intending to assure as to the uncertainty of being able to continue the payment of their premiums, is thus obviated, and a policy holder will always know the value of his policy. Policies will also thus be rendered immediately available as securities.

Loans are granted on deposit of policies of five years' standing, to the extent of their value, thus enabling the holders to provide for the payment of future premiums.

Prospectuses, forms of proposal, and every information, may be obtained from
RANNEY, STURDEE & CO.,
Agents for New-Brunswick.
St. John, N. B., 26th March, 1853.

SPECIAL INTIMATION. Division of Profits in 1854.

The *25th May*, 1853, is the last day for receiving proposals from parties desirous of securing the advantages of the present year's entry, and it is requested that all such proposals be lodged with the Agents of the Company, at home, or abroad, on or before that date.

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.

BOARD OF DIRECTORS IN ST. JOHN, N. B.:
The Hon. John Robertson, *Merchant,*
Charles Ward, Esquire, *Merchant,*
William H. Street, Esquire, *Merchant,*
John Wishart, Esquire, *Merchant,*
John Duncan, Esquire, *Merchant.*

The Colonial Life Assurance Company has been established for the purpose of affording to the Colonies of Great Britain the advantages of Life Assurance, and its regulations have been so framed, as to attain that object in the most efficient manner under the most liberal covenants. The progress of the business has been attended with complete success.

From the wide basis of its constitution, and the extent of its resources, the Company affords advantages which no local institution can confer; and it has good ground for asking public preference and support over other British Offices doing business in the Colonies, not only with reference to the facilities which it affords, by receiving premiums and paying claims in any British Colony where its Policy Holders may reside, but on the ground that, in seeking business out of Great Britain, it does so not as an after thought, its Colonial arrangements not being mere extension of or addition to a home business, but as part of its original scheme and intention.

The Profits of the Company for the period from 1846 to 1854,
fall to be divided as at 25th May, 1854, and parties who assure during the present year will participate.

☞ Every information as to the Company, and its terms and conditions for Assurance, can be had on application to
DUNCAN ROBERTSON,
Secretary to the Local Board in St. John, N. B.
March 19th, 1853.

THE ONTARIO Marine & Fire Insurance Company, of HAMILTON, Canada West,

An Incorporated Company, with a Capital Stock of £100,000,

Have authorised the subscriber to issue Policies on Marine Risks.
LOCAL DIRECTORS:
Edward Allison, Joseph A. Crane, and Robert Reed, Esquires.
July 17. JOHN W. CUDLIP, *Agent.*

Protection Insurance Company OF HARTFORD. SAINT JOHN AGENCY.

The subscriber having been appointed Agent of the above Company, will attend to the renewal of Policies issued by the late Agent, W. H. Scovil, Esq., as also to effecting new Insurances against Fire, on Houses, Furniture, Merchandise, Ships on the stocks and in harbour, &c.
Sept 2, 1843. A. BALLOCH, Agent.

Ætna, Protection, and Hartford INSURANCE COMPANIES.

Agency, St. John, N. B., 7th Jan., 1853.

These are to Certify, that Messrs. Robert and Hugh Davis, having recently lost by Fire their Milling Establishment in the Parish of Hampstead, Queen's County, and having furnished me with the several proofs as required by the conditions of Insurance, and being satisfied therewith, I have paid them their claims; and do hereby declare that I still do, and have no desire to relinquish the Insurance on their Property in Woodstock, notwithstanding the several rumours that have been circulated regarding the origin of the fire, and also as to the value of the Property recently destroyed.
6mp A. BALLOCH, Agent.

Clapboards for Sale.

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

Liverpool and London Fire and Life Insurance Company. Instituted in 1836.

Incorporated by special Acts of Parliament.
Capital, Two Millions Sterling.
Unlimited liability of the Stockholders of the Company.
Subscribed Capital, £1,500,000.

Instalments called in,	£197,197	10	0
Accumulated funds,	346,972	4	9
	£544,169	14	9

TRUSTEES:
Sir Thomas Bernard Birch, Bart., M. P.
Adam Hodgson, Esq., S. H. Thompson, Esq.
DIRECTORS IN LIVERPOOL.
Joseph Hornby, Esq., *Chairman,*
T. Brocklebank, Esq. J. C. Ewart, Esq. } *Deputy Chairmen;*

William Dixon, Esq.	Harold Littledale, Esq.
William Earle, "	William Lowe, "
T. Stewart Gladstone, "	Alexr. McGregor, "
George Grant, "	John Murriott, "
Francis A. Hamilton, "	William Nichol, "
Francis Haywood, "	Charles Saunders, "
Robert Higgin, "	H. Stolterfoht, "
George Holt, "	John Swainson, "
George H. Lawrence, "	Jas. Aspinall Tobin, "

Swinton Boult, Esq., *Secretary.*
EDWARD ALLISON, } Agents,
ADAM JACK, } St. John, N. B.

The Agents are prepared on the part of the Company, to offer a very liberal scale of Premiums, and beg to solicit orders from all parts of the Province.
January 22, 1853.

Equitable Fire Insurance Company OF LONDON.

Capital, £500,000 Sterling.
Court of Directors in London.
Archibald Campbell Barclay, Esq., *Chairman.*

Hugh Croft, Esq.,	Charles Bennett, Esq.,
John Shaw, Esq.,	E. S. Symes, Esq.,
John Moss, Esq.,	R. Gough, Esq.,
Augustus Vigne, Esq.,	Chas. Seward, Esq.,
Clement Tabor, Esq.,	F. Morris, Esq.

Secretary—W. H. Preston, Esquire.
Local Directors at St. John, N. B.
Robert F. Hazen, Esq., *Chairman.*
William Wright, Esq., | William Jack, Esq.,
Hon. J. H. Gray, | J. V. Thurgar, Esq.
AGENT—W. J. STARR.

☞ No charge for Policies.—Blank forms of application and every information may be obtained at the Office of the Agent, corner of Prince William and Princess Streets, opposite the Commercial Bank. St. John, 15th January, 1853.

Dissolution of Co-Partnership.

The Copartnership heretofore existing between the Subscribers, under the firm of MAGEE, BROTHERS & CO., is this day dissolved by mutual consent.
ELIZA MAGEE,
WM. MAGEE,
JOHN MAGEE.
St. John, 1st February, 1853.

The Business will be continued by the Subscribers on their own account, under the style and firm of MAGEE, BROTHERS & Co., by whom all debts owing by the late firm will be paid, and to whom all parties indebted will please make an early settlement.

Thankful for the extensive patronage heretofore so liberally bestowed, they hope, by strict attention to business, to merit a continuance of the same.
WM. MAGEE,
JOHN MAGEE.
St. John, 1st February, 1853.

NOTICE.

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

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

Directors.
St. John, 9th March, 1853.

New PACKET between ST. JOHN and HALIFAX.

The undersigned, feeling particularly grateful to their friends and the public generally for the very liberal patronage to the Schooner *Charles*, while in the above trade, have much pleasure in announcing that they will have a splendid vessel of about 130 tons on the route in the course of a few weeks. She will be fitted up in a very superior manner, and under the command of Capt. William Simpson, long and favourably known in the trade as Master of the *Charles.*—Every attention will be given to the interest of shippers, and the comfort and convenience of passengers will be looked after in the most careful manner. For further particulars apply to T. A. S. DeWolf, Esq., Agent, Halifax, N. S., or to G. & J. SALTER.
St. John, 19th March, 1853. 1m

Passengers from Londonderry.

Parties wishing to engage Passages for their friends from Londonderry and the North of Ireland generally, by vessels leaving Londonderry in the Spring of 1853, can do so, by immediate application at the Office of the Subscribers.
WM. & GEO. CARVILL,
18th Dec., 1852. Nelson Street.

THROUGH TICKETS. Fast Travelling!

ANOTHER CHANNEL OPEN TO THE GREAT SOUTH AND WEST.

New Route by the Fitchburg, Cheshire, Rutland, Rutland and Washington, and Troy and Boston Railroads.

Cars leave the Fitchburg Railroad Station, Causeway-street, at 7½ A. M., reaching Troy in eight hours—thence to Utica, Syracuse, Rochester and Buffalo, making the distance from Boston to Buffalo in 19 hours—thence to Chicago, via Michigan Southern Railroad, in 20 hours; thus making the whole distance to Chicago in 39 hours, for the small sum of $21, including board on the steamer from Buffalo to Monroe—to Cincinnati in 37 hours, $20; St. Louis five days, fare $30. Also to all ports on Lake Michigan for $21; all ports on Lake Ontario as low and as quick as any other route. Also to Saratoga in 8½ hours, fare $5,50; Niagara Falls, 30 hours, $11; Burlington $6; Montreal $8; Ogdensburg $8.

Cars leave Boston daily, Sundays excepted, at 7½ A. M., 12 M. and 4 P. M.

SECOND CLASS FARE TO THE PRINCIPAL PLACES WEST.

Troy (8 hours)	$3,35	Niagara Falls	$6,00
Utica	4,50	Cincinnati (3 days)	11,00
Syracuse	5,25	St. Louis (6 days)	14,00
Rochester	5,75	Chicago, and ports on Lake Michigan	*11,00
Buffalo (2 days)	6,00	All ports in Upper Canada, from $5 to	7,25
Cleveland	7,50		
Toledo	"		
Sandusky	"		
Detroit	"	*Third Class $9.00.	
Ogdensburg (16 hs.)	5,00		

For Through Tickets and further information, apply to M. L. Ray, 3½ Commercial-street, Boston, or to O. P. Scovil, 100 State-street, or at the Fitchburg Railroad Depot, Causeway-street.
Aug. 21, 1852.—1y. M. L. RAY, Agent.

Notice to the Public.

Commencing with FRIDAY, the 1st April next, the MAILS between St. John, Digby and Annapolis will be conveyed twice a week each way, and will be closed at this Office on Mondays and Fridays at 7 A. M. The return Mails will be due at St. John on Tuesdays and Saturdays at 3 P. M. J. HOWE.
General Post Office,
St. John, March 24, 1853.

GUNNISON & CO'S SAINT JOHN AND BOSTON PACKAGE EXPRESS.

Gunnison & Co. *are again at their Package Express Business.*

We have made arrangements to run an Express between Saint John and Boston, in the substantial and fast Steamer "*Admiral,*" and will be ready to attend to any business, such as purchasing and selling Goods, collecting and paying Drafts, Notes, Bills of Exchange, &c. &c.

Money packages of any amount and description, entrusted to our care, will receive the most prompt attention.

A Messenger will travel on the Boat and have charge of all matters belonging to the Express. We have the privilege of depositing all money and valuable packages in the *Boat's Iron Safe.* We hold ourselves accountable for all money and other property entrusted to our care—*dangers of the seas and fires only excepted*—provided money packages shall be marked "money," and the amount stated on the package, or we will not hold ourselves accountable.

We are prepared to forward packages of any description—*pre-paid or not*—to any State in the Union, per Adams & Co's, Harnden & Co's, and Cheeney & Co's Expresses.

GUNNISON will attend in person to all business entrusted to our care between Eastport and Boston. He being the pioneer on the above route, flatters himself that seven years' experience at the Express business, will enable him to meet the wishes of our patrons. We ask and have a right to anticipate a liberal support from our friends and all who may wish to avail themselves of our services, and we pledge, in return, that no exertion shall be wanting on our part to make it to the interest of our friends to renew their calls. GUNNISON & CO.

AGENTS:
S. S. Hall, South Market Wharf, St. John.
Gunnison & Co., Union Wharf, Eastport.
J. R. Hall, R. R. Exchange, Boston.
February 12th, 1853.

India Rubber Belting, Packing, and Hose.

The experience of the Boston Belting Company in the manufacture of Vulcanized India Rubber Goods has gained for them the confidence of consumers. This, together with the fact that great improvements have been made in the quality, warrants the Manufacturers in asserting it to be superior to leather or anything else for all Open Belts, (more especially for heavy or main Belts,) for the following reasons:—

1st.—The perfect equality and width of thickness which it will retain.

2d.—No danger of heat under 300 degrees Fahrenheit, and it remains flexible in any degree of cold.

3d.—Its great strength and durability does not stop on the pullies, consequently a gain of power is obtained.

As a proof of its superiority over all other manufacturers of these goods, we quote the following extract from the London correspondent to the *Boston Post:*—

"*London, January 7th,* 1853.

"The fabrics of your Boston Belting Company, two years ago unknown in England, and at first in[illegible]tion of a century's use. The capital of some of the largest manufacturers in Great Britain has been employed for years in perfecting India rubber goods, and yet neither in the variety of purposes to which the article is appropriated, nor in the excellence of the manufacture, can the English-made goods compare with those from Boston. In the large establishments for building marine steam engines—in the ocean steamers—in the Government dockyards, and in the innumerable private manufactories—wherever it has been used, the Packing, Belting and Hose of the Boston Belting Company are acknowledged superior to anything of the kind manufactured in England or the world."

A large supply always on hand of all the varied goods made by the Company, at the Subscriber's Store, corner Dock-street and Market-square.
March 19. W. H. ADAMS, *Agent.*

CHARLES W. WELDON, Attorney at Law and Notary Public.
OFFICE over Messrs. Ranney, Sturdee & Co., Prince William Street.
St. John, N. B., May 29, 1852.

MR. WILLIAM P. DOLE, ATTORNEY AT LAW.
OFFICE in Mrs. Price's Building, Prince William Street.
18th December, 1852.

B. LESTER PETERS, Barrister at Law and Notary Public.
☞ Office over the Police Court, Merritt's Brick Buildings, Prince William-street. June 19.

J. PICKARD, COMMISSION MERCHANT,
No. 121 Pearl-street, Corner of Hanover,
March 13, 1851. NEW-YORK.

THOMAS MAIN, Commission Merchant and General Agent,
NELSON STREET, SAINT JOHN, N. B.

WILLIAM GIRVAN, Ship Broker and General Agent, COMMISSION MERCHANT, &c.
PETERS' WHARF.
Saint John, N. B., May 28, 1852.—tf.

One Thousand Pounds a Year

OAK HALL,
Coffee House Corner, King Street.
Now is the time for Speculation!
THE WHOLE STOCK OF
Clothing, Hats, Caps and Furnishing Goods,
WILL BE SOLD
A DECIDED SACRIFICE!

☞ Any person disposed to purchase the Establishment, shall have ample time given for payment. Apply to SAMUEL NEILL,
Water Street,
Jan. 8. *Sign of the Golden Lamb.*

Pure Concentrated Flavoring Extracts,
For Ices, Jellies, Custards, Syrups, Pastry, &c.

Comprising Vanilla, Lemon, Rose, Bitter Almond, Peach Kernel, Ginger.

Also—1 Case superior Rose and Orange Flower WATER. Just received and for sale by
THOMAS M. REED,
Feb. 26. Head of North Wharf.

☞ NOTICE.

Notice is hereby given that CERENO UPHAM JONES, of Fredericton, in the Province of New-Brunswick, Dry Goods Merchant, has by deed bearing date the seventeenth day of August instant, transferred to us, the undersigned, all his Stock in Trade, Goods, Chattels, Debts and Effects, upon certain trusts for the benefit of Creditors, as is in the said deed expressed. All persons indebted to the said Cereno Upham Jones are requested to make immediate payment to the subscribers; and Creditors will please hand in their accounts, duly attested.—Dated this twenty-first day of August, A. D. 1852.
J. S. BALLENTINE,
ALEX. GILCHRIST,
JOHN BOWMAN.

MISCELLANEOUS SELECTIONS.

New-York and Boston Railway.—An authorised announcement has been made, that the Woonsocket Union Railroad Company, in the State of Rhode Island, has been merged in that of the New-York and Boston Railroad Company, and the whole railroad is under contract to be graded for a double track. The contract is taken by A. C. Morton, Esq., and his associates, and the road will be completed in the earliest possible time. Upon this the American *Railway Times* remarks:—

"The 'air line' railway, from Boston to New-York, is therefore now in a fair way of being constructed. The design of the Company is to build a first-class double track road, fully stocked and equipped for the most active and efficient service. The portion of the line yet to be constructed is from New Haven across the State of Connecticut, via Middletown, Williamantic and Daysville, across the State of Rhode Island to Woonsocket, in all about one hundred and one miles. The map will show that this is the most direct line that can be had, and it has been surveyed with the leading idea of having the shortest possible line between New-York and Boston, and the road will be constructed with the design of making the most rapid time allowable on the New England railways. Mr. Morton and his associates, who have taken the contract for this work, are well known to the American public, having been engaged on some of the leading railway enterprises of the country. The 'air line' will be shorter by twenty-six miles than the present railway line, and the track so graduated as to obtain the highest degree of speed. Probably not less than five through trains per diem will be run—thus furnishing the best facilities for rapid locomotion between the two great commercial marts of the United States."

Colonial Postage.—*Cheap and Uniform Rate.*—In reply to a deputation last Friday the Postmaster-General stated that, as soon as the colonial assents could be obtained and the proper arrangements made, it was intended to reduce the postage of letters for every part of the British dominions abroad to the uniform rate of sixpence the half-ounce. The present average postage of colonial letters is not less less than fourteenpence. Among other members of the deputation, who urged important considerations in favour of a reduced and uniform rate, Mr. Cowan, M. P., spoke of the advantages it would afford the life assurance companies of this country. It could not be expected that the colonies should yet be able to establish such companies for themselves, and the business, therefore, done by these companies in the colonies was daily increasing in extent and importance; and, as the documents sent to subscribers were often weighty, the postages which were now charged were felt to be a very great check to the extension of that kind of business to our colonial dependencies. Mr. O'Brien, M. P., also called his Lordship's attention to the great advantages which would be derived by Ireland from any reduction in the rate of colonial postage, on account of the very extensive emigration to America and to the colonies, which had been going on now for several years. In reply Lord Canning made a statement to the following effect:—Government will invite the Legislatures of those colonies which have the control of their own postal affairs (among which are Canada and Australia) to say whether they will agree to a reduction of postage on the following terms:—The rate of all letters to be 6d. the ½ oz.—this rate to include all charges, *i. e.*, inland postage in the United Kingdom, sea transit, and inland postage in the colony—prepayment to be optional; in the case of letters carried by packets supported (as now by the mother country) the proceeds of postage to be divided in the proportion of 5d. to the mother [illegible] the packet; this proportion to be reversed; in the case of ship letters, the rate to be divided equally between the mother country and the colony (3d. to each), as no expense of sea transit will attach to either; the rate upon all newspapers to be 1d. The Government expect that before an answer is received from the colonies in question, the examination and revision of the Packet Service Estimate, announced by Sir James Graham in proposing the Navy Estimates on the 18th ult., will be concluded, and that should the answer be favourable they will be ready to act upon it. The colonies, whose postal affairs are under control of the General Post Office, and with whom, therefore, no negotiation is necessary, will not be dealt with until the terms with the other colonies are settled, nor will India be dealt with till that settlement is no longer doubtful; though it is intended that the arrangment with India shall be precisely the same. "Such, we believe," says the *Times*, "was the purport of the reply given to the deputation, and we can only express our hearty concurrence with it except on one point that affects ourselves. Newspapers, it seems, are to pay 1d. At present they are free, unless when sent by private ship, and we are unwilling to believe that it is intended, while making so great a reduction upon the conveyance of letters, to impose an entirely new charge upon that of newspapers. It certainly would do us, and we humbly think the British public also, a very great injury if one stamp did not continue to clear the post. With this single reserve we beg to congratulate the new Government on its first great feat of 'Administrative ability.'"

The Maine Liquor Law.—If we calmly and with unprejudiced minds look back upon the past, and reflect upon the various attempts which from time to time have been made to coerce mankind into morality and virtue, we cannot fail to see how utterly futile and inoperative all such efforts have proved. The wisdom of enacting such laws, we have ever doubted, because it involves principles which no people will submit to, and which no State or Despot is powerful enough to enforce. It gives the State the right to enforce the practice of private virtue, which is conceding to the temporal power a prerogative which belongs to an authority higher than thrones or dominions: it violates the rights of property and the liberty of the citizens. The contemplated object of the Law may be good, but it will be found inoperative for the intention for which it was framed, for it ever has been, and ever will be, a fallaceous task to attempt to make a people moral and virtuous by civil enactments. Intemperance is a vice of hideous magnitude, but it is a selfish vice, and springs from the corrupt hearts of men, and it is man's own depraved appetite that gives it force and vigor; and it is not in the power of the State to recall the evil, much less to check it, or by its enactments to control, much less to cure it. No: by that power alone which can change the heart, can its vicious inclinations be eradicated.

The right to regulate by enactments what a man shall or shall not drink, presupposes the right to regulate what he shall or shall not eat or wear, and who, in any community, would for a moment submit to such enactments? Would they not, from their very absurdity, become a "dead letter"? Legislate as much as we please, enact code upon code of laws, provide ourselves with every prerogation that the State can give, man's nature and man's appetite will still remain the same, and will be indulged and gratified, unaffected by such authority, till some higher power than State enactments is brought to bear upon subduing and regulating them.

The folly of such enactments, and the disregard with which they will be received, is not the only danger which we have to fear; it is the first step towards contempt for all law emanating from the same source; and as sure as our Legislature enacts Laws such as this, which is subversive of our rights as citizens, and assuming a control of that over which they have no power or supervision, so sure will the lamentable result follow—a total disregard of all law, and contempt for all authority.—*Burlington Free Press.*

Black Snow and Sulphur Showers.—A correspondent of the New-York *Journal of Commerce*, referring to the recent fall of black snow in Walpole, N. H., mentions several instances in which colored snow and rain have fallen. Other depositations of rain have frequently happened in which small fish, frogs, reptiles, earth-worms, mollusks, salt or brine, and, in short, any substances, which have ascended into the air, have been found, and which have again been sent back to the earth's level from whence they came. Sometimes these depositations are of a vegetable, earthly or mineral kind. No explanation of the phenomenon is given, though it is probable that the foreign substances are taken up by a high wind and wafted over a great extent of country to the place where they are deposited.

Professor Gray, of Cambridge, has examined some of the powder which recently fell at Cincinnati, and which was supposed to be sulphur. It proves to be the pollen of a pine—the usual material of such showers.

Horrible Murder.—In Fall River, on Sunday a man named John Murphy murdered his wife in a most horrible manner. He bound her hands and feet, and then forced her to swallow vitriol. He threatened the children's lives if they told of it. The miscreant made his escape, and $100 reward is offered for his arrest. Jealousy is said to have been the inciting cause of this foul deed.

Attack on an Emigrant Ship.—Intelligence has been received at Lloyd's under date Stanley, Falkland Islands, January 5, of a most daring attack on the ship Porcupine, of Liverpool, Millingen, master, by the Patagonians. It seems that in passing through the Straits of Magellan, on her way to California, the Porcupine grounded. Early the next morning the ship was surrounded by numerous canoes, full of natives.—The captain, thinking they might be useful in getting the ship off, let some of the principal chiefs come on deck, when they offered to exchange a copy of "Johnson's Comprehensive Dictionary," signed on the fly-leaf "John Badiam, January, 1851," a prayer-book, and other articles, evidently belonging to an English ship. The captain now observing a fleet of canoes approaching nearer, many bearing lighted pine branches, gave orders for the crew and passengers, most of whom had revolvers, to arm themselves, and a terrible conflict ensued. The savages fought desperately, and tried to burn the ship. After a severe struggle and great slaughter they were beaten off, and 300 bags of oats being thrown overboard the ship floated. Two of the emigrants, named George Rowell and Henry Boyle, were killed, and several others severely wounded.—The ship returned to the Falkland Islands, terribly disabled.

Well-merited Reward.—An Artilleryman at Halifax having interfered lately, at the risk of his own life, to save a fellow being from the murderous assault of a mob, has been presented by a number of respectable citizens with a testimonial of their approval of his conduct, in the shape of a Gold Watch and Chain, valued at £20. The Watch bears the following inscription:—

"Presented by a number of the citizens of Halifax to Joseph Dunning, Gunner and Driver of the Royal Artillery, in testimony of their appreciation of his noble conduct, in rescuing from a lawless mob in the streets of this City, at the risk of his own life, on the 3d day of March, 1853, Dr. J. J. Hertford, one of the passengers in the American ship *Winchester*, which had put into that port in distress."

The British and North American Royal Mail Steam-Ship Persia.—Immediately after the completion of the five vessels now on the stocks at the building yard of Messrs. William Denny and Brothers, of Dumbarton, which will occupy at least a month, these gentlemen will proceed to lay down the keel of the Persia, a paddle-steamer, ordered lately by the Messrs. Burns, of Glasgow, for the Cunard Company, and which we believe will be, without exception, the largest vessel afloat. The Persia will be at least 325 feet in length, and of 3300 tons register, being propelled by a pair of engines of 100 horse power; but the probability is that even these dimensions will be exceeded before the plans are finally matured.—*North British Mail.*

Locomotive Explosion.—The boiler of the locomotive "Orford," connected with a freight train of the Androscoggin and Kennebec Railroad, exploded on Thursday, shivering the machine to atoms. The engineer was whirled into the air several yards. He was taken up for dead, but, on being bathed with cold water, revived. The fireman was also blown into the air, and fell upon one of the box cars. A piece of iron was driven by the explosion into the back of his hand. He received no other injury. The conductor escaped without a bruise.

Baltimore, March 29.—*Fatal Railroad Accident.*—An accident occurred this morning on the Baltimore and Ohio railroad [illegible] of Cumberland [illegible] River. Two cars were thrown off, falling over 100 feet into the river, turning four summersets in the descent. They contained 40 passengers, of whom eight were killed.

Seizure of San Juan del Norte.—The New-York papers have intelligence that San Juan was taken possession of on the 12th March by Capt. Hollins, commanding U. S. sloop-of-war Cyane, which vessel was sent out by the late administration upon the representation of the Transit Company that their property was in danger from the city government. The company and the city having quarrelled about the location of the company's depot, the city undertook to make the company surrender their lease; but the Cyane landed a corps of marines, who put an end to the courts of San Juan, and the mayor and corporation surrendered the government under protest. They served a copy of their protest upon the consuls, and sent vessels to Bluefields and Jamaica to inform the British consul and admiral of what had happened. The citizens had a meeting, at which they justified the city authorities in resigning, and condemned the proceedings of Capt. Hollins.

Mount Auburn.—The whole number of interments in Mount Auburn Cemetery the past year has been 439; since its commencement, 5580; the Corporation have expended in improvements about $160,000. The following items are given:—Cost of gate, $9500; do. iron fence, 28,000; do. wooden fence, 6500; do. chapel, 26,000; do. tower, when finished, 19,000; do. well-house, 3000. To this is to be added the cost of draining, laying out walks, planting trees, embellishing, &c. The corporation has now an available fund of $43,637,72, to which may be added about fifty acres of unsold land on the premises.—*Boston Atlas.*

A Nova Scotian in Luck's Way.—Immense profits have recently been realized in California by speculators in flour. The fluctuations in the price of this article during a part of the present year ranged from $8 or $9 to 45 dollars per barrel. A German, named Freidlander, who was the principal person concerned, cleared $500,000. The whole amount of profit during seven months exceeded $2,500,000. The last name on the list of fortunate speculators is that of Mr. John Y. Patrick, who cleared $90,000. This gentleman is a native of Merrigonishe, and son of the late Rev. Mr. Patrick of that place. Mr. P., was for many years engaged in business in New York city from which he emigrated to California a year or two ago.

A German Thief Trap.—The Berlin police has just done a very clever thing. A Jew occupying an old dilapidated house in an obscure street, and suspected as a receiver of stolen goods, was secretly arrested in the night and carried off to prison. His shop, however, was opened as usual the next morning. A policeman disguised as a Jew was stationed in the back room, and several others of the force lay hid in the cellar. It was not long before customers began to make their appearance. They were requested by the supposed Jew to accompany him to the cellar, where the proprietor of the shop was busy, and would discuss the bargain. They were seized, gagged, and handcuffed, and kept till they could be conveyed at night unobserved to prison. By this stratagem in a few days the police succeeded in entrapping not only the chief professional thieves, but several servants who unsuspectedly robbed their masters.—*London paper.*

The "Illustrated London News" establishment is clearing annually about £25,000 for its proprietors. Most of their engravings are executed in their office by their own artists. The sale is so enormous, that besides making their own presses, each of which prints 10,000 an hour, they actually manufacture their own paper.

The Right to Hiss.—An officer put a man out of a theatre in New Orleans for stamping his feet and hissing. He received a blow while removing the offender, and prosecuted him for the assault. The court decided that hissing and stamping were allowable in the theatres, and a part of a privilege for which the fee of admission was paid.

What throat is best for a singer to reach high notes with? A soar throat.