the School House, near Wm. Tweedsdale, towards Hendersons, 5; road on the north side of the Upper Loch Lomond to its junction with the main road at Reads farm, 10.

[illegible] Jacob Jackmons to Dentown; 7s. of this to be paid James Reid, Commission on former Grant, 10 ? From the Salt Spring road to Upham Church, 7.

John Sherwood.—From Chambers to the Meeting House, 10; road from the School, near Ammon Fowlers, to the new line of road near John Hogertys, Esquire, 5; road from Christopher Tabouts to Saint John County Line, via Broadices and Turneys, 5.

James Black.—Road from William Scotts to Aaron Scotts, leading from the Shepody road towards Quaco 7; road leading from the new line of road to Quaco, to the Mount Theobald road, by Patrick Crows, 8.

Joseph Wallace.—From the end of the Wallace road to Spatlings, 7; for the new line of road from M'Auleys Lake, near Scholes' Mill, south of the County Line, 10.

John Hagarty.—Road leading from the Shepody road, near Wm. Scotts, to the road from R. Bickfords to Drummonds, by way of Robt. Marshalls 7.

George Bartnett.—Road leading from Ferry Landing to the high land near Henry Jacksons, 10; from Jacob Yeomans to Pateeake, by Stephensons, 7; from Joseph Tomelsons towards Newton Smiths, 7; road from Grooms bridge to Pateeake, 15.

Elias Wetmore.—From Pateeake to the Salt Spring road, 10; from William Earles to William Mathers, 5; from the Glebe towards Stewarts Mill, 5; from the School House to W. P. Wetmores Mill, 4 5.

Thomas Bassett.—From Sidney Baxters to Campbelltown, 7; from Sidney Baxters to the Parish Line, 10; from the Campbelltown road to M'Neals, by P. Forestals, 7.

Clark M'Alison.—For the new stone bridge near Coats Mill, for balance of contract and extra work, 12 15.

George Sherwood.—From Coats Mill to Henry Parlees, 5.

Christopher Burnett.—From the Widow Guions to the Mountain road, 7; for the Guthrie road, 7.

Justus Earle.—For the new line of road from Snows Mill to Monmouth Fowlers, 20; for the erection of a bridge near Crawfords Mill, and improving the road to the same, 25: to complete the Steam Boat Landing at Hampton, 5.

Allen C. Otty.—To improve the road across the Marsh, between the high land and Clarks bridge, 15.

John Smith.—From Smiths Mill to the County Line towards Loch Lomond, 10; from Benjamin Smiths towards Cothers, by Jasper Beatties, 5; from Charles Robertsons to Charles Smiths farm, by Parsons, 5; road from John Smiths to the bridge across Smiths Mill Brook, toward Golden Grove, 5; road from William Vaughns to John Smiths, 5.

Caleb J. Stewart.—Road leading from the road near Longstroughs to John Kellers, to Quintins shop, 10; from Benjamin Darlings to Thos Beals Hill, 5; from John Palmers to James Hills, by Elliotts, 7.

John H. Wright.—From Dobbins to Howards Mill and Cottage, 10; from Colonel Wetmores to Wrights farm 8; from Edward Dixons, by George Princes, to the Kirk, 7; from Gondolo Point to the Post road near John H. Wrights, 8.

Johnson H. Crawford.—For the new line of road from Bellisle to Coats' Mill in Norton, 15; road from David Spraggs to Stephen Grays, 5.

James Jones.—To repair the bridge near Walter Scovils, 5; road from Francis Gallaghers to the English Settlement road, 8; road leading from Bull Moose Hill towards John Ingrahams, on the line between William Sherwoods and Joseph Smiths, 7.

David M. Johnson.—From Englishs to Sharps on the Mill Stream, 8.

Philo M. Raymond.—From Redstones Mill to John Kilblans by way of George Deans, 7; from Daniel Meloins to the Scotch Settlement road, 5; To improve the road between I. Northops, south line and Isaac Crawfords, 5.

Alexander Burnett.—From Alexander Burnetts to the County Line, on the Maxwell road, 5; from James Summerville to the forks of the east Scotch Settlement road, 7; road on the rear of Alexander Burnetts block, 2d tier of Lots, Irish Settlement, 8.

Doctor Christopher Wilson.—Road leading from Alexander Burnetts to Fenwicks Mill, through Wilsons gore, 7; from the Scotch Settlement road near Amos Gass', to Charles Fairweathers, 5.

Daniel Hatfield.—To assist in rebuilding the bridge over Spraggs brook, 7 10; from Peter Spraggs to the County Line, by Barzilla Kiersteads, 7 10; to assist in rebuilding the bridge over Spraggs brook, 4 10.

Donald Forbes.—From Westen Wetmores to Davis back field, 8; from the West Scotch Settlement road to John Manahans, 7; from Joseph Parrs to the bridge on the Scotch Settlement road, by way of the Elm Flats, 8; road leading from the School House, in Scotch Settlement to Walter Davis' back field, 7.

John M'Intyre.—Road between the 2d and 3d tier of Lots, commencing at the Beaver Dam, towards Barzilla Kierstead, 8; from Foster Morrel's to Mordacai Cole's, 7; from Asa Jones' on Ballisle, to David Jones on the Saint John River, 8.

James Peters.—From Francis Gonong's to Thomas Howard's Middle Land, 4 10.

John Dixon.—Shore road from the late Captain Perry's, in Kingston, to James Ketcham's, 15; road from the Big Brook, by Purvis', towards Nutter's, 5; road from Elias D. Flewelling's to Joseph M'Alary's, 5; road from Perry's to Purvis' farm, 7.

George Whelpley.—For the road from the Long Reach, near Suggett's, to the Mill, late Bates', 10; for the road from R. Nichol's to Wetmore's Mill Pond, 8; from the Mills, late White's, to Henry Williams' to Long Reach; 12 of which to be expended between the middle land and the Kennebeccasis, including the repairs of the bridge on the back dam 20.

William Kemble.—Neck road, so called, from James White's Kennebeccasis, to the Long Reach, 10; road leading from near Riley's, on Neck road, to Thomas M'Cann's, 5.

Thomas Crawford.—New road, from the head of the Milkish to Burnt Cove, Long Reach, 10; road from the head of Milkish to Burnt Cove, 10.

Israel H. Foster.—Road from the Great road, near Pickett's Mills, by Hen. Worden's to Perry's; one half to be expended between Worden's and Perry's, 8: Ketchem road from Pickett's Mills to the Kennebeccasis, 15; road leading from the Ketchum road to Robert Nutter's, and thence towards Purvis', 5; road from Picket's Mill to Ketchum's, 5; road from Alexander M'Alary's to Lamb's ferry, 15;

James Dean.—To aid in building a bridge on the road near Joseph Mills', 7; for the Pickwaket Road, 10;

James Peters.—Road from Robert Smith's to the Pickwaket road, 7; road from Widow Erb's landing to Moses Drew's by the sheep, 6 5.

Andrew Hamm.—Road from Grand Bay to the Fowler Settlement, so called, 7; road from the Fowler Settlement back to the Michael Settlement, 8; road leading from the Post road to the Finlay Settlement, 8.

Henry Belyea.—Road from the Long Reach to Markham's corner, in the Cheyne Settlement, 7; road from Hedgetle's corner to Cossis Creek bridge, 8; road from Goose Creek bridge to Hallman Rock, by Stewart's, 8; to aid in blasting a bridge of rocks, and improving the main road near the Passage, 8; road from Hedgetle's corner to the third tier of lots, 7.

Stephen Crook.—Keenle road leading from the Shepody road back to the Wallis road, 7; road from the Wallis road to Stephen Crook's, and for the French leading easterly therefrom, 8; road leading from the main road in 2d tier of Lots to M'Conkey's farm, 5.

John Wightman.—Road from Patrick Kerr's northeast line to John Kirk's northeast line, 5; road from Patrick's southeast line to Malcolm M'Donald's northeast line, 5; road from Robert Salter's to the Kingstown Parish line, 5; road leading from the School House, near Harding's towards Land's End, 10; road leading from Lyon's road the head of Milkish, to the Harrison road, 4; road leading from Sand Point towards Campbell's 5.

Long Reach to the Milkish, 15.

Anderson G. Worden.—Road from William Worden's to the Neck road, 5; To build a bridge on the road leading from Sea Dog Cove to Kingston, 10; road leading from Neck road to William Worden's, towards Milkish, 7.

William B. M'Kiel.—Road from the Settlement of John Crab, Junior in Greenwich, to the front, 5; to cut down a Hill near M'Kiel's Grist Mill, and to improve the road thence to the shore, 7; road through the 2d tier of Lots, between the Westfield Parish Line and Thomas Wallis', 10; road from James M'Keil's to the shore, 5; to aid in making an alteration on the road near Charles Peatman's and Joseph M'Kiels, 8; road leading from M'Kiel's Grist Mill to the 2d tier of Lots, the same to be expended between the Meeting House and Henry Lawson's, 7.

Zebulon Jones.—road from Joseph Wallis' to the Yorkshire road, near Coughlan's Mill, 7; to aid in improving the new road or alteration between James Belyea's and George Belyea's on the main road, 8; road leading from the Menzie Settlement to the Queen's County Line, towards Crozier's on the Gagetown road 10; road from James Paisley's front line to the old road near the Mountain, 7; to repair a bridge near Thomas Wallace's, 5.

Peter M'Laren.—Road from George Jones' towards the back lands to be expended between James Belyea's and Flaglor's Lake, 7; road from Widow Lynch's to the cross roads in 2d tier of Lots, 5; road from the cross roads, by Serle's, to Andrew Hamilton's, new road leading from W. Dunn's farm, Long Reach, to the back lands, to be expended between James Paisley's and John Patterson's, 7; road from John Hamilton's to Andrew Hamilton's and thence to the County Line, 5;

Thomas Conner.—To aid in making the road between Charles L. Richards' and Moses Brundage's, 15; road on the eastern side of Tennant's Cove, from Henry Barter's to the Bellisle road near Isaac Vanwart's, 5; building a bridge and improving the main road near John Morrell's, 5;

Thomas Mathiewson.—Road from the Wesleyan Chapel to Joseph S. Sharp's, 6.

Marvin Ackerley.—Road from Fenwick's Mill to the Mountain, via Marvin Ackerly's land, 5.

William Mace.—Road from Mace's Mill to Rouse Settlement, via Moses Jordan's, 5.

Amos Kieth.—Road from Henry Kieth's to Spring Hill, via Sand Hill, 6.

John Hays.—Road from William Caldwell's to Christopher Sheck's, via Abraham Parlee's Jr. 5.

Francis Pearson.—Road to the Westmorland road, by Solomon Chambers', 5; road from Michael M'Ginnis' north line to the new line of road leading from the Vale to Loch Lomond, 5.

Elias Flaglor.—Road from Pollet River, Mechanics', Settlement, to Shepody Big Lake, or Albert County Line, 10.

Benjamin M'Kenzie.—Road from John Casson's to Benjamin M'Kenzie's a new line of road, 5

William M'Cready.—Bridge near Daniel Pugsley's, 5.

Gilbert Titus.—Road from the main road, near Walker B. Scovil's to the Finger Board road, near William Fowler's, 7.

George Spragg.—Road leading from Redstone's Mill road, on the line between the Ketchum grant Glebe, to William Harmer's lot, 10.

Uriah Hatfield.—To repair the bridge near Robert Noble's, 5; from David Hatfield's to James Hatfield's, 6.

Daniel M'Laughlan.—From the Kirk to Donald M'Laughlan's, east Scotch Settlement, 5; from the Scotch Settlement road, at Robert Reed's to Thomas Ewen's 5; road leading from near Andrew Sommerville's to the junction of the Scotch Settlement road, leading to the Kirk, 10.

John H. Wright.—Road from John Brown's to the old Westmorland road, 5; road from Kilpatrick's to the Post road, at Palmer's field, 7.

Joseph Bulyea.—To assist in making a road and landing near Joseph Bulyea's,

David Wetmore.—Road from James Snider's to David W. Pudington's, 10.

Abel English.—To repair the bridge over Piquotet Stream, below Scely's Mills, 7.

Joseph Stewart.—To repair the Bridge across Ruland's Brook, on the road leading from the Vale to Patecake, 10.

Samuel J. Dibblee.—To remunerate Samuel J. Dibblee in part for extra labour due on the stone bridge over Thomas Coates' Mill Brook, 5.

George Case.—Road from Carmal Secord's to Howe's, 5.

James Campbell.—Road from Jenkin's to the Campbell Settlement, 10.

William Fox.—Road from James Dann's to the Meeting House, 5; from David Faulkner's Saw Mill to the School House, near Patrick O'Neals, 5; road from the Shepody road to the Quaco road, via William and Aaron Scott's, 4 10

Howard Dickson.—Road from Albert Dixon's to Hammond River Bridge, 10.

David Godard.—To remunerate him for work performed on the South Branch road, 8.

William Puddington.—Road from Chatley's, in the middle land, to Giggy's Lake, and so onward, 5; road from the foot of Walton's Lake to Kingston Creek, 10; road from Wetmore's Mill Pond through to the Long Reach, by W. Puddington's; one half to be expended between the middle land and the Long Reach, 15.

(From the Royal Gazette)

GOVERNMENT NOTICE.

The attention of the Supervisors and Commissioners of Roads is hereby called to the following Instructions, and to the second, third, fourth, fifth, sixth, seventh and eigth clauses of the Act 14 Victoria, Chap. 14, to which they are enjoyed strictly to adhere; and on sending their Accounts to the *Auditor General*, as required, they are to make Reports to the Lieutenant Governor of the state of the Roads; in which reports are to be noted any alterations that may have been made in them, and also the state and number of the Bridges on the Lines under their charge.

By His Excellency's Command.

J. R. PARTELOW.

Secretary's Office, 28th May, 1851.

The several Supervisors and Commissioners appointed to expend the Road Grants of 1850 and 1851, are hereby directed and required to send in their Accounts to the Auditor General on or before the tenth day of October next, and are strictly enjoined to keep the expenditure within the amount of the sums granted; and in cases where they may consider that injury or inconvenience would result from delay in executing work which would require a further outlay, they are to report the circumstances to the Government, and are on no account to take upon themselves to expend more than the sums intrusted to them; and in case of any deviation from this rule, they will be surcharged with the amount so expended.

No payment is to be made to any person for Work or Materials on Roads or Bridges except in Cash, or in Cheques *bona fide* payable at sight.

No order for Goods on Store or Shop is to be tendered or given in payment for Work or Materials of any kind.

No supervisor or Commissioner is allowed to set off money due for Work or Materials on the Public account against any claim or debt due to himself or others, nor receive any allowance as per centage on Goods, Materials or Provisions furnished for the Public Service, on any pretence whatever.

All Supervisors and Commissioners are to observe the utmost Caution in making the Advertisements for Contracts full and specific; and that all Contracts framed in pursuance of such Advertisements, do bona fide correspond with such conditions, and be strictly observed.

The fact of any violation of these Rules will be brought before His Excellency and the Council, in order that the uniform of the person violating them may be specially recorded.

The Chronicle.

SAINT JOHN, JUNE 20, 1851.

(Concluded.)

In our last we gave several reasons why we should not refuse the offer of the British Government, which have not been replied to by any of our Contemporaries, nor do we think them answerable. The only opposition to which up to this time, offered by any of the advocates of the European and North American Rail Road, has been based upon the determination to adhere firmly to their original opinions and altho' they should pay the same amount of interest for the one line at 6 per Cent., as both would cost at 3½, still they will not change their ground least between the two stools the project falls to the ground. But this idea is perfectly fallacious, in as much as if the annual obligation is as large for one Rail Road, as for two, surely the province would be the gainer by having two Roads instead of one, with twice the number of people employed in their construction, and twice the sum of money expended in the Country. Another fallacy created by those who wish to shew what they call the absurdity of Earl Grey's offer, is that of putting the cost at £7,500 per mile, thereby swelling the interest to an alarming amount, while it is our firm belief, and in which we are borne out by statistics, that one half the sum will amply suffice. Again—suppose our taxes to be doubled in consequence of our liabilities for Rail Road interest—we put it to the owner of property both in Town and Country, is their a man among you who would refuse to pay double taxes to restore prosperity to the country? We answer without hesitation there is not. Could they not well afford to pay four times the taxes they now do, and still be gainers by the increased value of ALL PROPERTIES? We feel assured they could. But we anticipate no such result. We look to the doubling of our population, in a few short years, and as a natural consequence, twice the number of a population, paying twice the amount of taxes, would leave our imposts in *statu quo*. There is another and a very imposing position connected with the Halifax and Quebec Rail Road, which is the shortening of the distance of Ocean Steaming, as from Galway to Halifax is the shortest possible distance for crossing the Atlantic, and when it is taken into consideration the fare for crossing at this point, in consequence of the great saving of fuel, and wear and tear of Boats, which is the heaviest item of steam travel, will be much reduced both in time and expence, it will occur to every thinking man that this, and not the American ports under any circumstances will be the point of destination, not only for passengers from England, but from the whole Continent of Europe, the number of whom at the present time is said to be Half a Million Annually. Thus then will the greatest possible speed and capacity be secured.

"On reaching Halifax all those whose destination was the American Atlantic cities, would doubtless take the Portland and Boston line of railway; but all whose destination was either Canada or any portion of the States adjoining the St. Lawrence and Great Lakes would unquestionably take the Quebec route; as the most direct, expeditious, and economical. In fact the whole of what is called the Great Northwest, comprising Ohio, Indiana, Illinois, Michigan, Iowa, Wisconsin, and Minnesota, would find their natural route for passengers—if obstacles were not interposed for valuable freight over this railroad. Now we need not say, that such a traffic, in addition to that of Canada, would pay not only the interest, but a large profit besides"

It must also be taken into consideration that the population of Canada West, is augmenting in a ratio hitherto unprecedented. Within the last two years, according to Census recently taken the population of Upper Canada alone has increased 72,668, and how much more rapidly would the accession go on, with the aid and appliances of a Rail Road direct. Much stress has been laid, on the advantages of the Portland Route over that of the Halifax and Quebec, and the advocates of that line in preference to one thro' British territory, have taken as their strongest point the shortness of that route to an Atlantic port, and consequently the less expence involved for the transport of goods to a port of Shipment. Now we are not blind to this position of their argument, now are we prepared to combat it—at the same time, we may fairly take those offsets that at the moment present themselves. First torn Portland is an American port, and all goods going for shipment by that route, must be at the mercy of American fiscal regulations, respecting duties, bonding, &c., &c., while St. Andrews, St. John, and Halifax, being all British ports, and will in the event of the Halifax & Quebec Road being built, be all terminuses. The utmost liberality and facilities will be given to encourage that traffic. It must be also taken into account that if the route be shorter by *land*, it will be longer by *water*, and so far as passengers are concerned, the British line would have a decided advantage. Another and a very powerful reason why we should strain every nerve, and make almost any sacrifice to establish a route through British Territory, is to be found in our fishing business, at present our only market for the produce of the sea, is the United States, where we are met with a Tariff, amounting almost to a prohibition. Now an inlet once established by Rail through our own Territory to Canada West, a Country susceptable of sustaining a *Hundred Millions* of people, there is no saying to what extent, with such a market as that would afford for our fish; that branch of our resources would be carried, and not only would it absorb profitably all the fish taken in this Province, Nova Scotia, and Newfoundland, but with our returns in Flour, Salt Beef, Pork, potashes, &c., &c., it would build up for St. John at least, a West India trade, that would become a wonder. We have already lumber of every description cheaper than our Republican Neighbours, we could extend our fisheries to any limit, and supply those Islands as well as Canada, and with the aid of Canadian flour and other provisions which would come over the Rail, while it would make the Stock a profitable investment, it would also enable us, not only to compete with America in our West India possessions, but successfully to RIVAL them. Again such a route would enable the people of Montreal to have their spring goods, as early as the people of New York, and with the Rail Roads of Canada now made and to be made, distribute them over the whole face of the country with a magical rapidity. The high insurance of early spring and late fall voyages would be saved to the importer, and there would be no such thing as coming down too late for shipment in the fall.

"There is another consideration to which we have not adverted, namely, that by keeping the trade of Canada, in a great measure, for the St. Lawrence and Halifax routes, it would greatly benefit the inland Canals of Canada, as well as the inlaid Railways, which is no small consideration, when we remember that the former are Provincial property"

As regards the Egyptian Bondage to which, according to the croakers we are to be subjected, we confess we have no fears of any such results, as the 21 years at 6½ per cent., (just common interest, be it remembered,) completely clears us of both principal and interest. But say our opponents, how are we in the mean time to pay the interest? We will answer this Yankee fashion, by putting another question, how did Scotland, one of the most sterile sections of Europe, pay interest to the British Government; on precisely the same terms, for money to drain her swamps? Scotland had no interminable forests, no alluvial soils at 2s. 6d per Acre, no fisheries, or mineral, at all to be compared with this province, yet she *did pay* both principle and interest, and made herself wealthy, and now in consequence, stands side by side with the more sunny and fertile

RAILWAY MEETINGS AT THE NORTH.—The people of the northern part of this Province are holding meetings in favour of the construction of the Halifax and Quebec Railway, and much interest appears to be manifested by them in this great undertaking. The Miramichi Gleaner contains an account of a meeting held in the County of Kent, from which we copy the following extracts from a speech delivered by John W. Weldon, Esq., on the occasion. He said:—

The Quebec line is about 270 miles long, the line to Calais about 200, some thirty miles difference. Now, if funds could be obtained at 3½ per cent. in England, under the Imperial guarantee, the portion of the road thro' this Province to Quebec would cost about £1,350,000. The road to Calais about the same sum. For this latter road, the Province, should the Facility Bills become law, has taken stock to the extent of £250,000 sterling, and given to the stockholders an acre of land for every pound of stock taken, which will be at least 1,250,000 acres, at 3s., £187,500 currency, thereby making private stock fifteen per cent. better than provincial, or if private stock in the European Railway should be worth par only, provincial stock would be at 15 per cent. discount. Here, then, the Province has pledged as much for the Railway to Portland, as will build one half of the Quebec Railway, if funds are obtained from the Imperial Government. The debentures to be issued would doubtless be disposed of below par; in fact, capitalists would prefer taking debentures to be issued by the Province, to taking stock; and supposing £250,000 of private stock taken, and the Province issues her £250,000, and anything should happen to prevent private capital being provided for the residue, in what situation would the Province then be? She must either furnish means to finish the whole work, or allow it to remain undone, a monument of the inability of private capital to supply the deficiency. All hopes of assistance from Massachusetts must be at an end, as he (Mr. W.) had observed in the last papers that the Facility Bill for this Railway had been postponed to the next Legislature. It would be wiser for the Government to provide funds for the whole work than enter into a co-partnership with private parties, with no guarantee being provided for the completion of the undertaking. Entertaining these views, he had certainly arrived at the conclusion that the Executive Government has better be charged with such public works. Taking it for granted that the line to Calais would in a short time pay, built with money at 6 per cent., it certainly would pay if built with funds at 3½ per cent.; and if the Quebec line was built, it would add to the transit and traffic upon a line to St. John that could not be calculated at less than an additional one per cent. of its construction. We have the assurance of obtaining funds to build the Quebec Railway, if there be harmonious action on the part of the several provinces of Canada, Nova Scotia, and ourselves; and if that Railway is proceeded with, the Railway to Saint John, and other sections of the Province, would immediately follow, and built with funds obtained upon better and cheaper terms than ever contemplated by its most enthusiastic advocates.

He would now turn the attention of the meeting as to what mode the interest upon the funds for the construction of the Quebec Railway was to be provided. Suppose the road, &c., to cost from £5,000 to £6,000 sterling, per mile, 230 miles from the Nova Scotia to the Canadian line would be £1,350,000, which at 3½ per cent. would be £47,250 sterling, or say 60,000 currency. While the work would be progressing, the expenditure of the money in the Province, the consumption of dutiable articles, and the markets created for agricultural produce, would so increase the means of the people, that no great claim would be made on the present Revenue of the Province; and on completion of the road, the sale of land upon the railway may be estimated at £200,000, with some 10,000 families, or 50,000 souls, settled upon it, would so increase the Revenue of the Province, that the revenue, without the Railway, would only have a slight demand upon it. In every way, viewing the offer of Her Majesty's Government, he thought it ought to be accepted. The terms upon which it is to be given was a pledge of all our revenues after the Civil List and other fixed charges, but if the interest was paid, that is all that would be required. Reject this proposition, and he (Mr. W.) feared we should never have a Railroad passing through this Province. The construction of the Great Trunk Railway to Canada would ensure one to St. John and on to the American line. He believed the construction of the Quebec line would perpetuate our connection with the mother country, and ultimately lead the British colonies to nationality; but refuse this offer, and be obliged to obtain foreign capital to construct a Railroad on the frontier to the United States, and the contrary would be the result.

IMPORTANT TO THE WESLEYAN BODY.—The dissensions in the Wesleyan connection are becoming increasingly serious. A great trial-court case—"The Attorney General v. Cozens, Hardy, and others," has been argued in the Vice Chancellor's Court for some weeks past arising out of an organised attempt to alienate some of the chapels from the conference, and transfer them to the reforming party. A general threat to that effect, contained in a pamphlet issued last year has been practically carried out by the defendant in the Holt Circuit, Norfolk, by the sale and transfer of one of the chapels. Judgment on the interlocutory proceedings in this case was given on Wednesday by Vice Chancellor Lord Cranworth. The motion was dismissed without costs. It is now for the plaintiffs to consider whether they will appeal.—The question is of the utmost importance to the connection and affects trust property in general. The defendants were themselves trustees and mortgagees of chapels, but are now among the "expelled," of whom they certify that there are 31,680, besides 2,000 in Bristol.

☞ In the Canada Legislature Colonel Prince introduced a Bill to enable foreigners to hold grants of lands in the simple in the province. He stated there was ambiguity in the present law, and contended that it would be very beneficial to encourage the settlement among us of French, Dutch, and other foreign immigrants, by allowing the right of voting at elections, and other privileges of British citizenship. He said the province had suffered much from narrow policy in this respect.

A fraud having been practiced upon the government it is the ministerial intention we regret to hear to alter the law by which government is empowered to defray half the cost of any railway begun in the province by a private company; but this will have no retroactive effect and concessions of contemplated lines are begun before the change, and they at least will have the benefit of a fair and liberal policy, which is occurs to us should be continued.—[Quebec Chronicle.

PROVINCIAL APPOINTMENT.—Thomas S. Hicks, Esquire, to be High Sheriff of the County of Sunbury, in the room of John Hazen, Esquire, deceased.

By His Excellency's Command.

J. R. PARTELOW.

NEWFOUNDLAND.—The amount of property entered at the port of St. John's within the six weeks previous to the 24th ult. was nearly £200,000. Good accounts of the Fisheries has been received both from the northward and southward.

Mr. Arthur Sleigh, Deputy-chairman of the Canada, New-Brunswick, and Nova Scotia railway company, accompanied by Mr. Andrew Clarke and Mr. James Davidson, had an interview on Tuesday the 9th ult. with Earl Grey, at the Colonial office.—*Quebec Gazette.*

The Steam Saw Mills in the neighbourhood of this City, with one exception, are now in full operation. The Mill formerly owned by Mr. Pickard, and now the property of Messrs. Maurney and Shives, of St. John, and Mr. Macpherson, of this City, has undergone a thorough [illegible] and is now [illegible] produced. We have heard that many [illegible] now acquainted with sawing lumber, should have no difficulty in finding employment, at fair wages, in the establishments near Fredericton.—*Fred. Head Quarters.*

It is stated in well informed circles in Toronto, that Government is to appoint a Board of Railway Commissioners, and that Sir Allan N. MacNab is to be named chairman, with a salary of £800 a-year.

☞ We learn that the Committee of the Mechanics' Institute appointed to promote the exhibition of Domestic manufactures are proceeding rapidly with their arrangements, and taking the most active measures to carry out the object intrusted to them. Several meetings have been held, and well organised and systematic plans have been adopted. A large number of the Mechanics and Manufacturers of this City and vicinity have already intimated their intention of forwarding specimens of skill and workmanship; and circulars are being sent to persons generally through the Province, engaged in the various branches of industry inviting them to participate in the undertaking. There appears to be no doubt now entertained of the Exhibition being eminently successful, and that it will not only afford a highly creditable display of native productions in machinery, cabinet work, and other mechanical arts and manufactures, but also have a tendency effectually to promote the skill, enterprise, and industry of the people.—*Church Witness.*

FIRE POLICE.—We are happy to state that a number of respectable gentlemen of this City have duly organized themselves into a Company of Fire Policemen, under the Act of Assembly and Ordinance of the Common Council for regulating the Fire Department. By the Ordinance the Company is limited to fifty members, who must be freemen and inhabitants of the City of St. John, and by the Act of Assembly very special powers are conferred upon them during fires, to protect property, search for stolen goods, and arrest delinquents.

At a meeting of the members held at the Mayor's Office on Monday evening last, bye-laws and regulations were adopted, after which Mr. Thomas McAvity was chosen, by ballot, Captain of the company, Mr. John M. Walker, Lieutenant, Mr. James Robertson, Secretary, and Mr. James Gerow, junior, Treasurer. As soon as the members and officers are sworn in and furnished with badges and staves, they will be ready to enter upon the duties of their office.

We hail the organisation of this Company as another improvement in our Fire Department, and as one which is likely to be highly beneficial in preserving order and protecting property during conflagrations.—*Ib.*

FIRE AT INDIAN TOWN.—About noon yesterday, a fire occured in an outhouse belonging to Mr. Barnes Travis. Engines Nos. 4, 5 and No. 6 were speedily at the fire. No 5 and No. 6 arrived first, and being brought into play soon extinguished the flames.

The fire originated from a defective chimney into which the pipe of a Cooking Stove had been recently placed. The upper part of the building was destroyed.—*New Brans.*

EMIGRATION.—The Brig "Charles" from Youghall, 170 tons, arrived yesterday, with 105 passengers, all in good health.

The whole number of passengers arrived at this Port, the present season, is 1837, up to this date.—*Ib.*

LATEST FROM EUROPE.

NEW YORK, WEDNESDAY EVENING, June 18.

The steamship "Humboldt," which left Havre on the 3rd, and Southampton on the 4th instant, arrived here yesterday evening in 13 days and 17 hours from the latter port. She brings four days later news, but there is little interest to telegraph. The Cotton and Flour markets remain the same as by the last quotations.

The Great Exhibition continues to be the centre of attraction, and the number of visitors is daily increasing.

The deep interest expressed by Earl Grey in Parliament on the subject of Railways in British North America, and his earnest desire to see the Halifax and Quebec line commenced during his stay at the head of the Colonial Office, is attracting considerable attention, and will be the means, if carried into effect, of inducing numbers of the wealthy classes to emigrate to the Colonies.

There is nothing of importance from the Continent. The efforts of the Legitimists in France to obtain a revision of the constitution will, it is thought, be successful.

EUROPEAN AND NOTH AMERICAN RAILWAY.

PORTLAND, June 12.—At a meeting of the Executive Committee of the European and North American Railway, held at Portland this day. Present, John A. Poor, E. L. Hamlin, Anson G. Chandler, of Maine; R. Jardine, G. Botsford, of New Brunswick; and R. B. Dickey, of Nova Scotia. Among other matters acted upon, it was unanimously

Resolved, That the Executive Committee of the European and North American Railway have examined, with great satisfaction, the very able Report of A. C. Morton, Esq. upon the European and North American Railway, submitted to the Government of Maine. That all our previous hopes and expectations as to the feasibility of the undertaking are fully confirmed thereby; the practicability and the paying qualities of the line from the city of Bangor in Maine to the Atlantic shore of Nova Scotia are therein thoroughly established, and then we commend this Report, and the enterprise itself, to the people of the country through which it is to pass, and to all who favor the plan for shortening the transit between Europe and America.

Resolved, That as the Legislature of the State of Maine, and of the Province of New Brunswick, have granted concurrent charters, incorporating the European and North American Railway from the city of Bangor to the line of Nova Scotia, and the Province of New Brunswick has granted Facility Bills in aid of the same, the unanimous opinion of this committee is, that books of subscription to the Stock be forthwith opened, and the Companies organized in Maine and New Brunswick, and the work of construction actively commenced, on completion of the required subscriptions, not doubting that the Province of Nova Scotia will in some measure, most agreeably to itself, complete its portion of the work, as soon as the other parts of the line are finished, so as to form a continuous line of Railway from the cities of Boston and New York to the Atlantic Shore of Nova Scotia.

Resolved, That the decision of the Portland Convention as to the practicability and advantages of the European and North American Railway has been abundantly confirmed by the expressed opinion of various Public Boards, and the Press generally, in Europe and America,—that this decision has been most signally enforced by the action of the British Ministry in favor of the Halifax and Quebec Line, through the agency of which it is proposed to build that portion of the European and North American Railway which is situated in Nova Scotia, and while we express no opinion as the feasibility of Earl Grey's scheme, as stated by Mr. Howe,