These varied orders were given in a rapid tone, and as rapidly obeyed, while one watch took the proffered refreshments, the others once more prepared the warlike implements. A few minutes later, two guns were fired, followed at three minutes' interval by three.

The fog and rain gradually vanished with the violence of the storm; and when wafted along by a gentle breeze, the *Royal Charley* again sped on her way. The pirate brigantine was, however, not more than three miles off, under a heavy press of canvass, making in the direction of its much-coveted prey.

VII.—THE COMBAT.

Every sail which the *Royal Charley* could bear was crowded upon her at this eventful moment, and though there was little chance of avoiding a fight, yet Captain Montrose was not without some slight hope that night might come on before the combat became serious. Every preparation was made under the energetic guidance of Sir Reginald, whom the men obeyed with alacrity; for there was something in his tone and manner that showed him used to command. The skipper attended to the ship—the freebooter to the warlike preparations. The brigantine, however, sailed with such vast rapidity, that it soon became evident all idea of flight was vain, and at a preconcerted signal from the captain of the *Lone Star*, the brig swung round, and before the brigantine was aware of the audacious manœuvre of the merchantman, Lopez received its whole broadside amid his rigging. The flapping of sails, loud cries, and a terrible diminution in the brigantine's speed, confidently proved that the broadside had told. The brig was again brought round, and a double volley showed that the two antagonists had fired at once. By the advice of Sir Reginald—who saw no prospect of safety except from desperate valour—the brig gave up some of its advantages (it had been a good deal to windward,) and bore down upon the pirate. All was very soon wrapped in smoke; volley succeeded volley, each being guided by the vivid flashes from the other's guns. At almost every discharge the two vessels came nearer, until suddenly the brigantine received a shot which carried away its main boom. Captain Montrose took advantage of this.

"Crack on all sail, boys—put her before the wind—a stern chase is a long chase, and we'll get away from the reptile under the cover of night."

'Quite right to try,' said the freebooter; 'but I fancy we must put more faith in the good fight than in our long legs. See, the fellow is so strong handed, his boom is nearly up again.'

In five minutes more the two vessels were again plying each other with those metalic arguments which until lately have been universally considered the best for settling disputes. The *Royal Charley* was remarkably well manned for a merchantman, and Sir Reginald was a host in himself. After a mutual exchange of broadsides during another half hour, the antagonists came near enough to use small arms; and the appearance of a cloud of men, clustering like bees about the bows of the brigantine, showed that they were preparing to board. Every man of the crew who could be spared from the guns, and all the passengers, hastened to put themselves in trim to repel the dangerous gang, whom they had now to deal with in close combat.

'Let every soul,' said Sir Reginald sternly, 'remember that he now fights for the life which God gave him, and which man strives to take away. Every living being will walk the plank if we be taken. There is no mercy in the mind of Lopez after a combat.'

Every being on board the *Royal Charley* shuddered at this fearful announcement, which, however, braced up the nerves of all to prepare for the terrible last struggle. On came the brigantine, receiving the last broadside of the *Royal Charley* in a way which did tremendous havoc both to men and spars, for the upper sails came down by the run, and hung over the side. But the pirate cared not. In another minute the two vessels met, their bows cracked against each other, grappling-irons were thrown out, and securely fixed, and then a cloud of dark and bearded ruffians of all nations plunged headlong on the deck of the devoted brig.

The number of the boarders was double that of those who had to defend their lives and properties against the attack of the reckless buccaneers. The defence, however, was earnest and valiant. All felt the cheer influence of a good and just cause, which is half the battle, and which gives to the attacked and the oppressed such universal force, and accounts for half the heroic deeds by those who defend their fatherland against overwhelming and ambitious hosts. Sir Reginald was everywhere. He, by word and act, roused the bold crew and the passengers to stand fast; and though they soon gave way under the sheer weight of the assailing party, yet no man thought of surrendering. It would be painful to detail every minute feature of this terrible scene. It is sufficient to say, that in a quarter of an hour the deck was strewed with bodies, and all that remained of the *Royal Charley's* gallant defenders were Sir Reginald, Henry Postans, Josh, four passengers, and five sailors.

"Surrender, dogs!" cried the pirate Lopez, furious at a protracted struggle that was weakening his own force almost as much as that the enemy; and aware, too, that another storm was brewing, a circumstance likely to prove fatal to ships in the state in which they had been placed by the combat.

But the answer he received was as startling as it was utterly unexpected. 'Down, renegade Spaniard—down on your bended knees, and ask your recreant life,' shouted Sir Reginald in a loud voice. 'On, my gallant rovers on! The *Lone Star* for ever!'

'Down! down!' cried a hundred fresh and clear voices of men, leaping on the deck from all sides.

The pirates stood motionless. During the fever of the fight, even the look-out had left their posts, and joined the combatants. The man at the wheel had his eyes fixed on the tragic scene, and the elegant *Lone Star* had quietly crept up alongside without being noticed. The pirates had their pikes and cutlasses beat out of their hands before they could recover from their surprise, and the terribe struggle was over.

The remnant of the crew and passengers of the *Royal Charley* stood round Sir Reginald in a mute but grateful attitude.

'No thanks,' cried the captain of the *Lone Star*; 'I fought for myself and for her. I ask no thanks, for I deserve none. Williams, give us all necessary aid; secure Lopez and his gang, and then I give you his ship to pillage as you will.'

A loud shout was the answer; and then, after transferring the crew of the buccaneer to the hold of the *Lone Star*, the men proceeded to clear the decks of the dead while the wounded were committed to the hands of the surgeon. Among the latter were Captain Montrose, several passengers, and some sailors. The dead were decently sewn in their hammocks, and launched into the deep under a salute of guns.

All the men of the *Lone Star*, after repairing some of the more obvious damage done to the brig, then proceeded to pillage the pirate brigantine, on board of which they found a rich booty. It had been cast loose from the brig, and lay-to at some distance. Suddenly Sir Reginald made a sign to Williams, who gave a shrill whistle. The crew obeyed the signal, and in a few minutes they were on their own deck, with everything worth removing. They had come away in time, for they presently saw the brigantine give a heavy roll, and settle down in the water, its head pitched forward, and then in ten minutes more, with a noise like thunder, its decks burst their bounds, and then down went the vessel in the profound depths of the sea.

All stood still an instant gazing on the solemn sight, and then every thought was given to their own preservation. Sir Reginald ordered the carpenter to sound the pumps, and received from him the disagreeable intimation that there was eighteen inches of water in the hold. Still this was not an alarming state of affairs, and sail was diligently set, despite the gloomy look of the sky. A strong party of the crew of the *Lone Star* were transferred to the *Royal Charley*, which then proceeded on its way, keeping, however, as near as possible to its consort.

Intelligence was lately received in London, by electric telegraph, that "Sir E. Lyons arrived at Constantinople in a terrible fright!" This was corrected thus a few hours afterwards: "Sir E. Lyons arrived at Constantinople in the *Terrible*, frigate!"

A young lady, a sensible girl, gives the following catalogue of the different kinds of love: The sweetest—a mother's love; the longest—a brother's love; the strongest—a woman's love; the dearest—a man's love; and the sweetest, longest, [illegible]—a love of a bonnet.

[illegible] Between Turkey and England.—There Rothschild is Premier; here the Premier is wretched [illegible]

The Chronicle.

Saint John, N.B., March 10, 1854.

THE LAW COMMISSION.

We are happy to find that the House of Assembly is rapidly disposing of the work of the Law Commission. Ninety-three chapters had passed under review on Wednesday last, and were ordered to be sent up for concurrence to the Legislative Council.

The first Report of the Commission embraces 160 chapters, so that more than half of the work presented in this report is now disposed of. The Acts relating to Incorporated Institutions, with others, referring to the jurisdiction and practice of the different courts of law and equity, will compose the second volume of the Laws of New Brunswick. The first set of these Acts will undergo little or no modification by the Commission, as they have not the power either to diminish or to enlarge the rights already conferred upon incorporated bodies; and therefore we may presume that this portion of the report will be passed *sub silentio*, whilst the proposed enactments connected with the improved *administration* of the laws, must necessarily engage a fair share of the calm deliberation of the Legislature. But, what will be the result in the end, instead of the present confused state of our Local Statutes? Clearness, perspicuity, and the most perfect and speedy means of ascertaining what the law of the land is, on any point upon which the subject can be interested. Surely this is a *desideratum* which even a "Liberal" himself cannot but reward with a ghastly smile.

The Massachusetts Commissioners were engaged three years before they completed their report of the revised statutes of that State; whilst its Legislature was occupied for eighty-six days in ratifying the report of the Commissioners. In Maine fifty-one days were taken up by the Legislature in the discharge of a like duty. Special Sessions were held in both States for the purposes above mentioned. Still we find grumbling with the opposition press, and remarks on the subject, conspicuous only for their absurdity, and their palpable intent to convey false impressions to the minds of the ignorant and unwary.

It is our firm conviction, and in which we are cordially joined by the deliberate good sense of the country, that if the members of the present Government had realised no other important measure during their incumbency, than that of codifying, revising and perfecting the Laws of New Brunswick, from, and inclusive of those passed in 1786, down to the last of them, enacted in 1853, they would richly deserve the gratitude of the present generation and of posterity.

☞ We learn by the telegraphic despatch of last night from Fredericton, that five additional chapters of the revised laws were passed yesterday by the House.

LATEST ENGLISH NEWS.

(By Telegraph to the News Room.)

Arrival of the "Alps."

BOSTON, March 7th.

The Screw Steamer *Alps* arrived at 8 1-2 o'clock this morning, brings news to the 18th. Flour for the week closed steady at 6d. decline. Wheat active, former quotations. Indian Corn 2s. lower. Flour generally quoted 40s. to 41s.

No new feature in European affairs, every thing wears a warlike aspect. 80,000 French troops ready to embark, and 20,000 English. Lord Raglan commands the British. Russia calling out all her military resources. Immense preparations making for defence of St. Petersburg, and large bodies of troops hastening towards Danube.

British steamer *Hades* got aground in the Danube and was seized by the Russians. Strong suspicions aroused that Austria will support Russia. The Emperor is placing everything upon war footing.

Arrival of the "Atlantic."

Three Days Later from Europe.

NEW YORK, March 8.

The *Atlantic* arrived at Sandy Hook, at 10 o'clock last night. She has got aground but no fears are entertained for her safety.

She left Liverpool on the 22nd ult.

The *Moniteur* announces that the Czar's letter arrived in Paris on the 18th. The Emperor Nicholas does not accept the proposal for arrangement which was presented. The *Moniteur* had his reply. There is no chance of a pacific solution.

The troops were embarking the day the *Atlantic* sailed. Ships were being fitted up with great rapidity at all the ports, for the Baltic fleets.

French troops were embarking from Africa for Turkey.

There is nothing new from the Danube.

At Constantinople fortifications were being erected.

The health of the Turkish armies and fleets was excellent.

6,000 men and 24 ships left Constantinople on the 7th Feb., under an escort of 11 British war steamers.

An important debate in the British Parliament had taken place on the Turkish question, and the navy supplies had been voted.

The Queen has issued a proclamation forbidding the exportation of arms, ammunition, and marine engines.

The Lord Chamberlain has notified Mr. Buchanan that he may henceforth appear in Court in any costume he likes.

LATEST.

LIVERPOOL.—3,000 troops embarked from here to-day.

The Greek insurrection has gained formidable headway. 6,000 men being under arms in Europe.—(Macedonia and Thessaly.)

It is said that if Austria does not immediately declare itself, France will form an army of 100,000 men on the Italian frontiers and send a force to operate in Italy. This statement is believed to be authentic.

A telegraphic despatch says that the Russians are bombarding Rutschuk.

There is a very doubtful report that the Russians have taken 7 Turkish ships of war.

Great enthusiasm in favour of war arising in England.

MARKETS.—Liverpool Flour and Grain Market.—Breadstuffs were rising. Wheat advanced 2d.; Flour 6d. Rather more doing in Corn, but rates unchanged. Western Canal Flour 41s. to 41s. 6d.; Philadelphia, Baltimore, Ohio, 41s. 6d. to 42s; Canadian, 41s. to 42s.; Sour 36s. to 37s. Wheat 12s. 9d. to 12s. 6d.; Red Extra price 12s. 2d; White Indian Corn 48s.; Yellow 37s. to 47s. 6d.

London Money Markes.—English funds were languid, without and actual depression. Consols closed, on the 21st, for account 90 4-3 to 90 8-7, and for money 90 8-7.

ARRIVAL OF "ASIA" AT HALIFAX.

By Telegraph to the News' Room.

The *Asia* left Liverpool on the 25th ult., and arrived at Halifax, at 9, P. M., on the 8th.

No Military or Naval action has occurred since last, but political events of the highest importance are becoming developed.

A significant announcement appears in the Paris Moniteur, saying if the flags of France and Austria are united in the East, France will not permit any attempt to separate them beyond the Alps. This is regarded as encouragement for Austria declare on side of allies—and threats to arouse Italy and Hungary if she sides with Russia.

Some authority says France cannot suffer the integrity of the Ottoman Empire to be broken by aggressive acts from Greece, and further that France discountenances present attempts at Revolution anywhere.

IMPORTANT AND INTERESTING LETTER FROM THE EMPEROR OF FRANCE TO THE CZAR.

[From the Paris Moniteur, Feb. 14.]

"PALACE OF THE TUILLERIES,
January 29, 1854.

SIRE,—The difference which has arisen between your majesty and the Ottoman Porte has assumed such a grave aspect, that I think it right myself to explain directly to your Majesty the part which France has taken in this question, and the means which suggest themselves to me in order to avoid the dangers which suggest themselves to me in order to avoid the dangers which menace the tranquillity of Europe.

"The note which your Majesty has just sent to my Government and to that of Queen Victoria, endeavors to prove that it was the system of pressure adopted from the commencement by the two maritime Powers which alone involved the question in bitterness. On the contrary, according to my view, the matter would have continued a Cabinet question, if the occupation of the two Principalities had not suddenly transferred it from the region of discussion to that of fact. Nevertheless although your Majesty's troops had entered Wallachia, we advised the Porte not to consider that occupation as a warlike act, thus proving our extreme desire for conciliation. After I had consulted with England, Austria and Prussia, I proposed to your Majesty a note, designed to give satisfaction to all. Your Majesty accepted it. We had hardly however, been informed of this good news when your Minister, by explanatory commentaries destroyed all the conciliatory effects of it, and thus prevented us from insisting at Constantinople upon this pure and simple adoption. The Porte, for its own part, suggested some modifications in the note to which the representatives of the four Powers at Vienna were not indisposed to agree. They were not, however, agreed to by your Majesty. It was then that the Porte, wounded in its dignity, its independence threatened, and being compelled to raise an army to oppose that of your Majesty, preferred to declare war rather than remain in a state of uncertainty and humility. The Porte had claimed our support; the cause of the Porte appeared to us to be a just one, and the English and French squadrons therefore ordered to the Bosphorus.

"Our attitude in reference to Turkey was that of a protector, but it was passive. We did not incite her to war. We unceasingly addressed to the ears of the Sultan the advice of peace and moderation, persuaded that this was the best mode of coming to an agreement, and the four Powers consulted together again, and submitted to your Majesty some other propositions. Your Majesty, on your part, exhibiting the calmness which arises from the consciousness of strength, contented yourself with repulsing from the left bank of the Danube, as in Asia, the attacks of the Turks; and, with the moderation worthy of the chief of a great empire, your Majesty declared that he would act on the defensive. Up to that period, then, we were, I may say, interested spectators, but simply speculators, of the dispute, when the affair of Sinope compelled us to take a more decisive part. France and England had not thought it necessary to send troops to the assistance of Turkey. Their flag, therefore, was not engaged in the conflicts which took place upon land. But at sea it was very different. There were at the entrance to the Bosphorus 3,000 guns, the existence to which proclaimed loudly to Turkey that the two leading Maritime powers would not allow her to be attacked at sea. The affair at Sinope was for us as painful as it was unexpected for it matters little to us whether or not the Turks wished to convey munitions of war to the Russian Territory. In fact, Russian ships attacked Turkish vessels in the waters of Turkey, while those vessels were riding quietly at anchor in a Turkish port. The Turkish vessels were destroyed, in spite of the assurance that there was no wish to commence an aggressive war, and in spite of the vicinity of our squadrons. It was no longer our policy which received a check, it was our military honor. The sound of the cannon shot at Sinope reverberated painfully in the hearts of all those who in England and in France respect national dignity. There was a general participation in the sentiment that wherever our cannon reach our allies ought to be respected. Out of this feeling arose the order given to the squadrons to enter the Black Sea, and to prevent by force, if necessary the recurrence of a similar event. Thence arose the collective notification sent to the Cabinet of St. Petersburg, announcing that if we prevented the Turks from making an aggressive war upon the coasts of Russia, we would also protect the Turks upon their own territory. As to the Russian fleet, in prohibiting its navigation of the Black Sea, we placed it upon a different condition because it was important during the war to preserve a guarantee equivalent in force to the occupation of the Turkish territory, and thus facilitate the conclusion of peace by having the power of making a desirable exchange.

Such, Sire, is the result and a statement of the facts. It is clear that, having arrived at this point, they must either bring about a definitive understanding or a decided rupture.

"Your Majesty has given so many proofs of your solicitude for the tranquility of Europe, and by your beneficent influence has so powerfully arrested the spirit of disorder, that I cannot doubt as to the course you will take in the alternative which presents itself to your choice. Should your Majesty be as desirous as myself of a pacific conclusion what would be more simple than to declare that an armistice shall now be signed, that things shall resume their diplomatic course, that all hostilities shall cease, and that the belligerent forces shall return from the places to which motives of war led them.

"Thus the Russian troops would abandon the Principalities, and our squadrons the Black Sea.—Your Majesty, preferring to treat directly with Turkey, might appoint an Ambassador, who could negotiate with a Plenipotentiary of the Sultan, a convention which might be submitted to a conference of the Four Powers. Let your Majesty adopt this plan, upon which the Queen of England and myself are perfectly agreed, and tranquillity will be re-established and the world satisfied. There is nothing in the plan which is unworthy your Majesty—nothing which can wound your honor; but if, from a motive difficult to understand, your Majesty should refuse this proposal, then France, as well as England, will be compelled to leave to the fate of arms and the chances of war that which might now be decided by reason and justice.

"Let not your Majesty think the least animosity can enter my heart. I feel no other sentiments than those expresed by your Majesty yourself in your letter of the 17th January, 1853, in which you write "Our relations ought to be sincerely amicable, based as they are upon the same intentions—the maintenance of order, the love of peace, respect for treaties, and reciprocal good feeling."—This programme is worthy of the sovereign who traced it, and I do not hesitate to declare that I remain faithful to it.

"I beg your Majesty to believe in the sincerity of my sentiments, and it is with these sentiments that I am, Sire, your Majesty's good friend,

"NAPOLEON."

Attitude of Austria is becoming more and more favourable to allies. Sometimes Austria continues sending troops to the South Eastern frontier, but to allay apprehensions.

Manifesto is about to appear stating that Austria continues her efforts in favor of peace, and the troops are merely to prevent disturbances in Servia, Montenegro, and Bosina.

It is reported that the Manifesto is agreed to by France and England, having all force of formal declaration of war, will appear in a few days in the Monitour, and it was rumoured that England has sent a final announcement to the Czar naming a definite time within which he must evacuate the Principalities.

Greek insurrection has become formidable in Epirus.

Insurgents have taken the town of Arta, and besieged the Turks in the Citadel.

Armed Albanians go from village to village arousing the people and distributing arms gratis.

At Salonica, on the 9th and 10th, an insurrection broke out, the Turks attacked and defeated the insurgents.

England has formally notified Prussia of intention to send a fleet to the Baltic, and Admiral Sir Charles Napier appointed to command.

The Russian fleet in the Baltic is ordered to fit for sea.

English ships are surveying off the entrance to the Baltic.

British Consul at Hernosand, lat. 64, is ordered to send a report on anchorage there for ships of war—this threatens St. Petersburgh.

The fleets remain in the Bosphorus within the Black Sea. Five additional French ships of the line are to join.

The reported destruction of seven Turkish ships was an exaggeration secretly observed in movements of French expeditionary force.

Prince George of Cambridge will command English cavalry under Lord Raglan.

It is surmised that the French will disembark at Rodosto on the Sea of Marmora, and the English at Enos or Constantinople.

Latest accounts from Persia state that the Shah has officially announced to foreign representatives that he will remain neutral.

Lord Palmerston in answer to question, replied that Smith O'Brien, having acted as a gentleman in refusing to escape at the expense of breaking parole, is to be pardoned.

The French ocean squadron under Admiral Bruat had reached Algiers, and was embarking a division of the African army, amounting to 12,000 men; after which it was to set sail for Toulon, where an English squadron and transports was to meet it, and take on Board 30,000 French troops. Both squadrons, with an army of 42,000 men, would then proceed to the Levant, enter the Dardanelles, and disembark, the troops at Siliviri, near Rodosto, on the Sea of Marmora—a spot fixed upon as the best for the protection of the Bosphorus and Dardanelles.

MARKETS.

Liverpool Cotton Market remains quiet and inactive. Liverpool Bread Stuffs—The week opened active to advancing prices, but to day, Friday, fell off, leaving however one week in advance over previous Friday's prices, of 6d. on Flour.

HOUSE OF ASSEMBLY.

MONDAY, February 27.

The House went into committee of the whole, and passed a bill relating to the boomage of streams in the County of York.

On motion of Mr. Godard the House went into committee of the whole on a Bill for the commutation of Statute Labour on Roads in the Parish of Portland. Mr. Godard explained the nature of the present bill, which was to establish the rate of two shillings and sixpence a day, in lieu of each day's labour, instead of 1s 3d, as under the present law. The bill, he said, had been read in sessions, and the people approved of the change.

Mr. M'Phelim doubted the policy of the change although if the inhabitants of Portland wished the bill to pass, he would not oppose it.

Mr. Hatheway said the bill was one of great importance to the people of Portland, but if members for the county of St. John were unanimous in its favor, he should not oppose it. The other members of the county were then, however, absent on Committees, and he did not like to be called upon to vote on the bill during their absence.

Mr. English said the law relating to Statute Labor on the Highways, was a disgrace to the country, and called for immediate repeal. It was absurd at first, when wages were much lower than at present, and now it was perfectly ridiculous.—It operated thus: the rich man did not work on the roads, but paid his quarter of a dollar for every day he was taxed; while the poor man, not having the money to pay, was obliged to turn out and work; the man of large property, therefore, who was taxed for twenty days, got off by paying five dollars; while the poor man who was taxed four days had to work, and his labor being worth five shillings a day, he paid nearly as much as the rich man. How did hon. members suppose such an unjust system operated? Did they suppose that the poor man who was obliged to work a day for a quarter of a dollar—or against the rich man's quarter of a dollar, which was all the same, would perform a day's work? No; the labour he performed was regulated by the sum allowed for it, and so long as he put in the day it was all that he cared about. He hoped the present session would not rise without making some amendment in the law.

Mr. Johnson suggested to the hon. mover of the bill that, as the other St. John members were absent, he allowed progres to be reported, and to recommit the bill when they were all present.

Mr. Godard said he had no objections: he did not wish to hurry the question through during the absence of his colleagues.—Progress was then reported.

On motion of Mr. Taylor the House went in Committee of the whole and passed a bill to incorporate the Rural Cemetry Society of Fredericton.

The Council amendments to the bill legalizing the exchange of Church property in Fredericton, received the third and final reading.

CROWN LAND OFFICE.

The Honrable Mr. Wilmot, a Member of Her Majesty's Executive Council, by command of His Excellency the Lieutenant Governor, laid before the House—Detailed Accounts from the Crown Land Department, made up to the 31st December, 1853.

Also—Special Redort from the Honorable the Surveyor General; accompanied by a Comparative Statement of Recipts and Expenses of the Crown Land Office for the years 1849 to 1853 inclusive, and which is as follows:—

Crown Land Office, Fredericton, Feb. 1854.

MAY IT PLEASE YOUR EXCELLENCY,

I have the honor of submitting to Your Excellency detailed Accounts of the transactions connected with the Crown Land Department for the year ending on the 31st December, 1853.

These Accounts consist of the following classes:

1st. Receipts for Timber and Lumber.
2nd. Receipts for Land sold.
3rd. Receipts for Contingencies.
4th. A return of the amount of labour performed upon Roads and Bridges, in payment for Land under the provisions of the Act 12 Victoria, cap. 4, generally known as the Labour Act, and that of Act 12 Victoria, cap 19, known as the Commutation Act.

These several returns are so prepared, as to exhibit a full and comprehensive statement of all the detailed information relating to each class, yet as that information is necessarily spread over a [illegible]

FIRST—*Timber and Lumber.*

Licences prepared during the year, (from 1st May,)	No. 1340
Square miles under Licence,	4887
Square miles sold at and over 50s. per mile, with option of renewal without sale,	962½
Square miles sold below 50s. per mile, and subject to resale,	3921½
Amount received for Licences since 1st May,	£7,303 14s.
Average rate per square mile,	31s. 11d. 9-48

These numbers comprise only the Licences issued &c. for the year commencing 1st May 1853, and ending 1st May 1854, but the inclusion of all Licences issued within the entire year 1853, would not materially alter the sum total. Total amount received for Timber and Lumber from all sources in the year 1853, £8,998 0 10.

No material change had been made, since the passing of the Export Duty Law, until last year, in the Regulations establishing the rate of mileage, notwithstanding that the Trade of the Province had in time greatly changed its character; and finding that the stapple commodity of New Brunswick was in great demand, and realising high prices, the Government deemed it their duty to secure to the public some participation in the increasing profits of the Lumber Trade. The upset rate of mileage was therefore advanced from ten shillings to twenty shillings per square mile, thus realising for the Province a considerable increase on the sale of Timber Berths, without causing any additional expenditure.

Great complaints having been made by those engaged in the Lumber Trade, that the practice of annually putting up all the Timber Berths to public competition, bore injuriously as well upon the Trade as upon the Revenue; the expense incurred in building camps, erecting dams, cutting roads, and other matters incident to the business, being so great, that they would prefer paying an increased rate of mileage, if they could thereby secure the right of renewal for a longer period than one year.

The Government in order to meet in some degree the views of the Lumbering interest, determined to offer the Timber Berths at Auction, at the upset price of twenty shilling per square mile, giving to the purchaser who bid it up to 50s. or more per mile, the right of renewal for three years at the rate at which it was bid off. 97 persons, holding 962 2-1 square miles, are accordingly entitled to the privilege of renewal under this regulation.

The introduction of this rate, and the increase of the general upset rate of mileage, will explain to some extent why the Revenue from Timber and Lumber has been so much greater than in former years.

In connection with this subject, I beg to state to Your Excellency that a simple and inexpensive, but I believe efficient rule, has been adopted for the discovery and prevention of trespasses upon the Timber Lands of the Crown.

Instead of the former system of employing Inspecting or Seizing Officers at a certain rate per diem for their services, the compensation for time and service in examining, seizing, and reporting all Timber &c. cut without Licence, as well as for collecting the money, and paying it over to the Receiver General, is one fourth of the sum recovered by the Seizing Officer.

The general effects of this supervision has already been felt, and it will no doubt preserve to the Government, or to the bona fide Licences, a large quantity of Timber that otherwise would have been unlawfully taken away.

Although the Receipts for Timber and Lumber are so large, yet they would unquestionably have been greater, were it not for the operation of a practice which prevails to a considerable extent among applicants for Licence, namely, when two or more persons desire to compete for a Timber Berth, they mutually agree to bid it off in the name of a person having no interest in the transaction; and after the sale they retire and compete for it amongst themselves, the proceeds of the private sale being divided amongst the competitors.

How far this practice or system (for it is now so prevalent as almost to deserve that title) may be deemed a fraud upon the public, I know not, nor am I able to propose to Your Excellency any measure by which it can be entirely abolished, but if the Tresspass Law could be so amended as to withhold the legal remedy from any other than a bona fide Licence, having a direct and beneficial interest in the Licence; and if any Licence obtained in the above manner should be declared to be fraudulent and collusive, and be made voidable by the Governor and Council, on proof of its character, I think the practice would be sensibly diminished.

SECOND.—*Land Sold.*

The receipts for Land sold are £3786 14s 9d, an amount considerably greater than has been realized in any one year since 1836.

This increase has not arisen from any advance in the general price of the land, but from the greater quantity sold during the year.

The average rate is not equal to that of 1852, but the quantity is nearly four times as much, the number of acres being respectively 22,052 in 1852, and 87,697 in 1853.

The general abstract appended to this Report will show that the quantity sold in 1853 exceeds the aggregate quantity sold in the four previous years.

It will be seen that a large increase over former years has occurred in the sales of land in King's, Kent, Westmorland and Albert; which no doubt is in some degree caused by the projected railway, as it will pass through certain portions of those Counties.

The sale of Town Lots in the County of Victoria, at Colebrooke, and Edmundston, presents a favorable indication of the advancing prosperity of these Towns.

The amounts received during the past year for instalments due on lands sold in previous years, amounts to £1,039 10s. 6d.

Although this sum is considerably in advance of what has been received for some years past, yet I would recommend that more active measures be adopted to collect balances due, as the country is now prosperous, and money abundant throughout the country districts, and the Crown debtors generally able to pay.

The whole sum now due for instalments is about £27,000, exclusive of the payments made by labor under the Commutation Act.

Even the latter boon offered by the Legislature has been accepted only to a very limited extent, and I am persuaded that the Government will eventually deem it expedient to resort to the operation of the law which provides for the summary recovery of all instalments as they become due.

THIRD.—*Contingencies.*

The receipts on account of Contingencies, or from all sources except Timber and Land, have never been very great, and they are but little different in the past year from what they have been at former times.

Should the Mining question be arranged and settled, I believe that the royalties upon coals and minerals will hereafter form no inconsiderable item in this class of receipts; at present it is but of small amount.

FOURTH.—*Labor on Roads, &c.*

The return of Labor performed upon Roads and Bridges during the past year, amounts to £6,355 14s 2d, and if I was satisfied that a fair equivalent in labor had been obtained in a majority of the cases in which labor has been performed during the last four years, in payment for Crown Land, I would feel that the generosity of the Legislature had been prudently applied; but when I consider that in no case is there any ultimate and independent supervision of the work done; that the whole is left both as it respects quantity and rate, as well as quality, to the irresponsible discretion of a single person for each District, I cannot but apprehend, that as regards work, the experiment has in some instances proved a failure.

The Government has indeed interposed a check to the acquisition of Land under the Labor Act by speculators, by which persons already owning land are precluded from applying to purchase by labour.

The regulations lately established, do not suffer any person to purchase under the Labor Act who is under 18 years of age, who is already the owner of other land, or who claims land purchased from the Crown, but ungranted.

And no person after having paid in full for his lot by labour and commission, can obtain a Grant of it, until he prove to the satisfaction of the Government that he is then, and for 12 months past has been actually residing on the Lot, and has cleared and cultivated not less than ten acres of the said land, the whole purchase being void unless all this be done within five years after approval of his petition.

The effect of the law, therefore, and of the regulations to which I have adverted, must be on the whole beneficial, as inducing a large permanent settlement on the Wilderness Lands of the Province.

I annex comparative statements of sundry matters of receipt and expenditure connected with the Crown Land Office, and I have the satisfaction of stating, that while the receipts have been much larger in 1853, and the extent of Office labor performed greater than in any year embraced in the statements, the expenses have been less than in any of those years since 1849.

The whole Revenue of the Crown Land department for the past year was as follows:

Amount received by the Receiver General by tickets issued from Surveyor Gen.	£18,348	3	0
Deposits in the hands of the Receiver General, carried to account,	1,308	1	9
Amount collected by Attorney Gen.	335	0	0
Land sold and paid for by labour on the Roads,	6,355	14	2
Total,	£26,346	18	11

When the amount collected under the Export Duty Act is taken into consideration, this branch of the Public Revenue is in a highly flourishing state.

Respectfully submitted.

R. D. WILMOT, *Surveyor General.*

His Exc'y Sir E. W. Head, Bart.
Lieut. Governor, &c.

Comparative view of Receipts, Expences, &c., of the Crown Land Office, in the years 1849, 1850, 1851, 1852 and 1853. *The shillings and pence are omitted for want of room in our columns.*

	1849.	1850.	1851.	1852.	1853.
Total Receipts,	£3395	£4594	£6085	£8334	£18,848
Expences of Clerks, Postages and Contingencies,	1395	1507	1509	1565	1,455
Paid to the Province Treasurer by Receiver General,	1772	2500	3300	5800	16,000
No. Acres Land Surveyed at expence of Government,				100,640	87,000
Cost of the above survey,				559	484
No. of Grants issued from Crown Land Office,	185	129	222	404	588

TUESDAY, March 7.

This morning the House passed and made progress in a number of Bills, chiefly local. A rider to mining Bill, passed all its three readings, imposing a penalty of £10 and forfeiture of mineral raised without licence. Report of Law Commission again considered, and a number of chapters passed without debate, up to title 11, chapter 83.

Mr. Harding presented the petition of H. Gilbert praying to be heard at the bar of the House, against the Act incorporating the European and North American Railway Company, received and prayer granted, counsel to be heard on Wednesday.

Mr. Kerr gave notice of resolution for an address praying for a variety of returns connected with the Audit and Treasury Offices.

Mr. Cutler gave similar notice of a resolution praying for returns of another class of public accounts.

Mr. Harding presented the petition of the Mayor, Aldermen and Commonalty of the City of St. John, with reference to Smyth-Street. Bill relating to the Police in the city of St. John committed and progress reported.

House adjourned at half-past 5 o'clock.

WEDNESDAY, March 8.

This morning the House was engaged in passing a long local Bill.

Report of the Law Commission was again taken up. Very warm debate occurred on which the lawyers and magistrates, on the floor of the House, ranged themselves on opposite sides. It grew out of the codification of the Act, regulating the shipment of seamen in St. John. The legal gents wanted to restrict the power of a single Magistrate unless right of appeal were given to poor Jack.—The profession was then attacked. It was warmly defended by Mr. Botsford, Johnston, and Gray, who made a splendid speech. The Attorney General complained that the public paid the piper, while magistrates, on one hand, and lawyers, on the other, were criminating and recriminating. Progress was then made and reported on to Chap. 93, Title 16.

House adjourned half-past 5 o'clock.

THE CROWN LAND OFFICE.

By the official statement of facts, and of valuable suggestions submitted by the Surveyor General of Crown Lands, to His Excellency the Lieut. Governor, and which, with great satisfaction we publish in full in our present number, it is abundantly evident that the business of the Crown Land department is managed with remarkable efficiency, and that no person is more desirous of correcting the defects of the system, which time and experience bring to light, than is the present head of the department himself.

By the report now submitted, our readers will perceive that the revenue of the Crown Land Office is on the increase, and although, it is true, that this important fact arises from circumstances not exclusively controlled by the department, yet it must on the other hand be a source of gratification to the people of New Brunswick to be apprised, that whilst the income is increased, the expenditure is not proportioned to the augmentation.

Whilst on this subject, we cannot avoid referring to a savage attack, published in the *Freeman* some time ago, and which emanated from the pen of an *honorable?* member from Kent. In the article in question, not only was the integrity of the Commissioner of Crown Lands most falsely impeached, but conduct of a disgraceful character was imputed to several other highly respected individuals—a member of the Executive Council included. At the time of the publication of this anonymous and cowardly correspondence, the author of it, who was at once detected by his *jesuitical* style—so peculiar to his class—was publicly told to bring the charges preferred by him, before the House of Assembly, where, *in his place*, he could state all that he knew or *had heard* respecting them. We have awaited somewhat impatiently for Mr. McPhelim—"thou art the man,"—to do, what as an honest man, and as a servant of the people, he was bound to do; but up to the present writing he has remained silent. We have some reason to believe, however, that altho' the Freeman's "honorable" correspondent is perfectly willing to compromise his offence by ominous silence, and thus let himself off most easily, yet, those whom he has maligned take a different view of the matter, and very shortly we may expect a full *exposé* of the whole transaction in the House of Assembly.

DESTRUCTIVE FIRE IN PORTLAND.

We regret to record that the valuable and extensive Iron Foundry belonging to Messrs. Harris & Allan, in the Parish of Portland, was nearly all consumed by fire last night: a blacksmith's shop, another small shop, and part of the moulding room are all that remain of the establishment.—The extensive fitting and finishing shops, with all the valuable tools, consisting of lathes, boring mills, iron planing and cutting machines, &c.—the engine room,—the pattern shops, with their varied and valuable assortment of patterns, containing the accumulations of many years,—the nail cutting machinery,—and the long range of forges are entirely destroyed, together with several steam engines and other work in course of construction. The fire was, by the active exertions of the engine men, prevented from communicating with the dwelling houses in the vicinity, although the supply of water was very deficient—every engine either receiving or discharging thro' over 1000 feet of hose.

The loss to Messrs. Harris & Allan is very serious, and the destruction of these fine works will be also a great public inconvenience, happening as it does, at a time when an extensive spring business is about commencing.

The damage sustained by this conflagration is from £6000 to £8000, on which only £1600 is insured. The fire broke out at about half past 11 o'clock, but how it originated is not known.

☞ It was rumoured at Quebec, that General Rowan and the 71st Regiment, were under orders to return forthwith to England, and that they would proceed overland to Halifax for embarkation.—It is scarcely to be credited that a regiment would be transported a distance of 700 miles on sleds in the winter time, when there are two, the 72d and 76th, lying at Halifax and Saint John, where they could be embarked instantly. We therefore do not credit the report.

QUARTETTE CLUB.—The St. John Quartette Club made their first appearance before a public audience on Tuesday evening, at the Mechanics' Institute; and their reception on the occasion was highly flattering—the character of their performance justly entitling them to all the praise bestowed. The parts generally were well sustained, particularly in "'Tis Midnight Hour," and "the Old Log Hut," which were exceedingly well performed. "Patrick O'Nale" was sung admirably, but we would remind the singer that plain enunciation is the life of a comic song, which he will do well to observe on another occasion. The "Club" were honored with an overflowing house, and we believe all were pleased with the entertainment.

PROVINCIAL APPOINTMENTS.

EDWIN J. JACOB, Esquire, to be Inspector of Schools for the County of Carleton, in the room of CHARLES H. CONNELL, Esquire.

DAVID CROCKER to be Commissioner to enter into Contracts for the erection of a Bridge over Taxes River, near Boies Town.

WILLIAM LEWIS to be Commissioner to enter into Contracts for the erection of a Bridge across the Nashwaak, at or near Samuel Peters.

☞ Flour is flattening in price, so much so that there is really no necessity for making housekeepers pay $11 for a poor article; and the retailer that will do it is not quite a saint. At Cincinnati it is down to $6, and the bulk of sales at Philadelphia last week was at 7 75 per barrel.—*American paper.*

MECHANICS' INSTITUTE.—On Monday evening, Dr. Paterson occupied the Platform, and gave quite a number of experimental demonstrations of the laws of atmospheric action, with a variety of beautiful apparatus.

Next Monday evening, the Rev. Mr. Lawson will deliver the 7th lecture of the Moral Course, Subject—The proper employment of Time.