FIRE AND LIFE.

ROYAL INSURANCE COMPANY

LIVERPOOL and LONDON.

Agency for New Brunswick.

Princess Street, Saint John.

Extract from the Sworn Balance Sheet of the above Company to 31st Dec., 1856, filed in the office of the Provincial Secretary, pursuant to the Act of Assembly 19 Victoria, Chapter 45.

ASSETS.

	Sterling.	
Loans and Investments on Freehold & other securities,	£142,101	16 2
American Investments,	34,704	7 0
Premises Dale St., Liverpool,	15,000	0 0
Do. Lombard St., London,	4,500	18 11
Cash due by Agents, &c.,	5,420	11 0
Do. do. in Bank,	2,243	19 6
Do. do. to meet unclaimed Dividends,	212	8 0
New York Branch,	33,600	18 4
Cash on hand,	290	10 9
	£538,378.	12 9

CAPITAL,	£2,000,000.	
Subscribed for,	1,856,100.	
Paid up,	278,415.	
Fire Premiums for the year 1856,	£151,733	9 6
Fire Losses for 1856,	88,965	10 9

All descriptions of property taken at fair rates, and losses paid promptly on reasonable proof of loss—without reference to the head Establishment

JAMES L. KAYE,
May 21, 1858. Agent for New Brunswick.

The Liverpool and London

FIRE AND LIFE

INSURANCE COMPANY.

THE Annual Report of the above Company for 1857 shows that they have:—

Cash paid in on Shares,	£188,422 0 0
Reserved Fund,	214,616 11 11
Life Fund,	531,269 13 10
Fire Re-Insurance Fund,	153,721 4 6
Accumulated available Resources,	£1,088,629 9 9
The Premium in Fire Risks in 1857 were,	£239,251 0 4
The Fire Losses paid in 1857,	165,240 7 0

New Brunswick Agency.

The above Company continue to insure from Fire, every description of Property, their Premiums are moderate—and all claims are promptly adjusted and paid by the Agent.

The Company's Life Tables will be found to compare favorably with those of other Companies One half of the Paemium may remain chargeable upon the Policy, if desired.

In addition to the above available Capital, there is no limit to the liability of the Shareholders, the security thereon is unquestionable.

EDWARD ALLISON, Agent,
May 21. 89 Prince William Street.

Mutual Insurance Company.

JOSEPH FAIRWEATHER, Esqr., *President.*

Directors—J. W. Lawrence, S. K. Foster, C. H. Estabrooks, John Anderson. *Solicitor*—J. M. Robinson, Esq. *Secretary*—Isaac Woodward, Esquire.

☞ Applications for Insurance against Fire to be made at the office of the Secretary, Wiggins' Brick Building, Princess-street. May 23.

WILLIAM WEDDERBURN,
Attorney and Barrister at Law
General Conveyancer, &c. &c.
—OFFICE—
No. 13, North Side of Princess Street, Saint John, N. B

Residence—North East corner of Queen's Sq.

WILLIAM H. LESTER,
GROCER and Provision DEALER.
CORNER PRINCESS AND CHARLOTTE STREETS.
Goods sent to all parts of the City free of charge
September 19, 1856.

GEORGE WHITMAN,
Auctioneer, Commission Merchant.
AND DEALER IN DRY GOODS,
GROCERIES AND HARDWARE,
Clementsport, N. S.

G. M. BURNS
AUCTIONEER & COMMISSION MERCHANT
No. 20 South Market Wharf, St. John, N. B.
March 20, 1857

Valuable Property
For sale by Public AUCTION.

THE valuable Property, being the Estate of the late John Hazen, Esquire, Sheriff, situated in Oromocto, County of Sunbury, N. B., containing one acre more or less of good land, having thereon a comfortable Dwelling House, a good Barn and Well, Root cellar, frost proof, and other out-houses, all of which being well adapted for a country residence, also having a commanding and beautiful view of the River St. John, will be offered for sale as above on the 1st day of March, 1859, for the benefit of the creditors against said Estate.

GEORGE GARDEN, }
EDWIN COUGLE, } *Administrators.*
Oromocto, October 27, 1858.

MACINTOSH
Reversible Rubber Coats!

GOT up expressly for London Retail trade, in Silk and Alpaca. The same article that gave so much satisfaction to my customers in 1854—Patronised by His Excellency the Lieutenant Governor, Judges of the Supreme Court, &c. &c.
August 7. THOS. R. JONES.

HATS.—Received per Steamer—32 Cases Kossuth and felt HATS, various shapes and colours, which will be sold Wholesale or Retail, at very low prices. Also, per "Lampedo"—1 Case best London HATS. Gentlemen wishing to get a good Hat at a reasonable price, will please give me a call. A. MAGEE,
June 25 27 King-street

S. K. FOSTER & SON.
FAMILY SHOE STORE,
FOSTER'S CORNER, Germain street

LADIES' Cloth Felt Cashmere and Prunella BOOTS;
Ladies' White Satin and Satteen BOOTS and SLIPPERS;
Ladies' White, Black and Bronze Kid Slippers;
Misses' Cloth, Kid, Morocco, Enamelled Calf and Goat BOOTS and SHOES;
Girls' Feet Boots and Over Boots;
Ladies' Fine Dress SLIPPERS, of every sort;
Childrens' Cloth and Felt BOOTS;
Childrens' Leather Boots and Shoes, of every description and quality;
Gentlemen's Youths' and Boys' BOOTS and Shoes, of every sort required;
Rubber Boots and Shoes;
For Sale Wholesale Retail.
October 22. S. K. FOSTER & SON.

SEE HERE.

ON and after Wednesday the 8th instant, the Subscriber intends to run a DAILY COACH for the accommodation of the Public between the Nine Mile Station and Sussex Vale; leaving the Nine Mile station on the arrival of the two o'clock train, for Sussex Vale, *EVERY DAY*, arriving the same evening at Sussex, and leaving Sussex the following mornings at 6 a. m., to meet the 2 p. m. train. A covered Coach, good Horses, and a careful driver always in attendance.

PETER B. LYON.
Hampton, sept 7.

CHEAP TRAVELLING TO HAMPTON.—The subscriber would inform the Public that he will in future have a four-horse COACH to leave the Railway station at the Nine mile house twice every day, on the arrival of the morning and afternoon trains, for HAMPTON, returning the same day in time to meet the cars. Fare 1s for each way. W. ALDEN.

[*Continued from first page.*]

head; you think to make love to me too, I suppose. But you'll find yourself mistaken, Sir; I am not such a simpleton as you do me the honor to suppose.'

'She is only in fun, the mischievous creature!' exclaimed Alice, much relieved. 'Oh! Ellen, dear Ellen, don't tease me any more; you can't think how happy I am!' she added, and to prove the perfect sincerity of her assertion, she burst into tears.

Ellen was sobered in a moment, and with sobs and tears entreated her sister to leave off crying. Then she kissed Ashford, whereat Alice began to sob afresh; and at last, as a final expedient, she pushed her back into her place on the sofa, and ran to her own room to wash away her tears.

On the evening of the following day, Mr. Bellamy did make his appearance, though not in consequence of a message per electric telegraph, but a letter from Ashford. The match met with his entire approbation, and the marriage came off in November.

Alice received a handsome help towards her trousseau from the Accidents Insurance Company, in which her father had prudently insured every member of his family.

Thus terminated an acquaintance formed on the iron road. Let us hope that the progress of Mr. and Mrs. Ashford down life's pathway may be peaceful and prosperous, and that no adverse circumstances shall ever mar the happy union thus brought about by a Railway Accident.

THE INTER-COLONIAL RAILWAY AND THE FUTURE OF THE BRITISH EMPIRE.

Whether we are wandering in the valley, or whether we are near the summit of the hill of science, few ever wonder, and none can tell. If we look through the vista of six thousand years, and mark—through the darkness and gloom which surround them—the different epochs of the world, we are led to the belief that we are scarcely clear of the mists of the valley. And yet, when we refer to the great achievements of the last half century, we seem almost led to the conclusion that we are near the meridian of our upward march of progress. For if we think of the works we every day witness, such as messages flying on a simple wire over mountain and hills, through valleys and oceans, with greater rapidity than the sun numbers the hours on the different continents of the earth; the building and propelling of vessels capable of carrying troops sufficient to form an army, or more men than would people a city; or if we turn to chemistry, and see the wonders that are wrought out; if we consider that by the of a telescope we can mark the general aspect of the moon, or by the study of astronomy and its sister sciences, we can trace the orbit of the comet in the trackless regions of space, or weigh without a balance worlds compared to which our earth is but one type in a column. If with all these attainments, we are to believe that the journey is only just begun, the mind is unable to grasp the idea of that state when science shall cease from its labors. Still, when we consider the work which must be accomplished before the completion of all things earthly—when we gaze upon this Anglo Saxon colony and think of the immense region of North America as yet uninhabited, but which was created to give life and sustenance to man, we feel bound to suppose that the world is still in its infancy.

Now that the laying of the Atlantic Cable has become an accomplishment of the past, and messages are sent to and fro with lightning speed, the attention of the age is turned to the improvement of locomotion, and England as the pioneer of progress, and Canada as a co-partner in her glory, is planning a new highway from the Atlantic to the Pacific—a highway that will bridge the land that divides them. This new highway is a Railroad, of which the Grand Trunk is to form a part. To carry out this great scheme of an inter-colonial railroad, some members of our Provincial governments have visited the old country. The precise features of the arrangements are not yet made known, but the information we receive from England leaves but little doubt that the construction of the work has been resolved upon.

Perhaps few, if any of our readers, will be able fully to realize the advantages which must accrue to Canada when this route shall be opened out. Here are the elements of future greatness—here is the foundation of a mighty nation. Let but Canada become the great highway to India, China and Australasia, and her history of the next two hundred years will record greater accomplishments than are chronicled on any page of the world's history. The busy traffic of the world will dry up the pestilential swamp, and bring into cultivation land which is now uninhabited by the creatures of the forest. There will be an exodus from the old world to the fruitful plains and virgin soil of British North America; and this province, now so thinly populated, will teem with the busy crowd.

Nor will Canada and the British North American possessions be alone benefited. The time is near when not only British North America must be strengthened by a Federal Union, but there must be a federalization of the whole British possessions.

We look forward but a few years and we see that little isle forcing the life blood of health and prosperity through the greatest empire the world ever saw. We pause for a moment to listen, and we hear the crash of mighty levers and the burr of huge wheels. But amidst that din which makes the earth, tremble, we hear not the rush of steam—it sleeps in the graves of the past; but it nevertheless forms one link in the chain of human progress. Its death tells that a more subtle a more tremendous power is born into being. Not only does electricity bind together, through the telegraph, more strongly than with bars of iron and bolts of steel, the Anglo Saxon nation, which is spreading like sunbeams over the whole earth, but it speaks through the voice of the anvil, and labors and toils for man. The railways and telegraphs are to the federalized union what the veins and arteries are to the human body. Communication and locomotion from one part to another have been expedited to a degree of which we, at present, can form no conception. The whole dominion is one busy street, through which peoples and nations are hurrying. Australia is the workshop for the manufacture of wool; Newfoundland is the fishing ground; Canada, New Brunswick, Nova Scotia, and British Columbia form the timber yard, the cotton and the wheat field; New Zealand is the piggery and the garden; India is the mint for supplying the treasury; and England is the manufactory of the whole. Thus separate, yet united, they build up a power which nothing earthly can destroy. Should war threaten one part of the empire, England and her colonies each can send out an army which join to beat back and destroy the invader, until in war one can withstand her prowess, and in peace their influence civilize and absorbs the whole human race. Then shall the monster slavery be destroyed, and freedom known in every clime. To this grand consummation the inter-colonial railroad is what the rudder is to the ship.—*Victoria Herald.*

TO THE PUBLIC.

The Patrons of the *Chronicle*, as well as the public generally are respectfully informed that new arrangements have been entered into for the publishing of the paper, with the view of making it more attractive and acceptble to its numerous readers. The political tone, character, and standing of the *Chronicle* will in no way be deviated from, it will as heretofore be essentially and purely a Protestant and Conservative Journal, dedicated to Provincial Progress, and British connection. Mr. Francis B. Hooper has purchased half of the establishment, and will bestow his entire attention to the mechanical department, and the firm in future will be distinguished and known by the name of Durant & Hooper, and the paper will be published weekly at their office corner of Market Square and Prince Wm. street.

In returning my sincere thanks for the extensive patronage I have experienced during the past eighteen years I have conducted the business, I respectfully solicit a continuance of public favor for the firm.

WILLIAM DURANT.
St. John, December 31.

SPECIAL NOTICE.—The subscriber respectfully informs the subscribers of the *Chronicle*, that having a large amount of outstanding debts on his Books, it is necessary to close the same without delay. To the many hard customers on our list, who never think of paying, are informed that they will be waited upon at once by the Law.

WILLIAM DURANT.

The Chronicle.

St. John, N. B., Feb. 11, 1859.

Office—On the corner of Prince William Street, and Market Square, over Mr. Hutchinson, Watchmaker.

THE NEWLY DISCOVERED GOLD FIELDS.

Truly may this be called the Golden Age, for scarcely has the excitement subsided, caused by the discoveries of the gold fields of California, than the whole world is "scared from its propriety" by the discoveries of the precious metals in Australia, and now again we hear of gold unbounded in that hitherto sealed storehouse of natures treasures, Vancouvers Island. These discoveries have perfectly electrified the gold seekers of the old diggins, and adventurers, like flocks of wild fowl are winging their way to this paradise of the North, to revel in the caves of "*Aladin*," in natures choicest gifts. And altho' "Solomon in all his glory," pronounced the love of gold, to be the root of all evil, yet it is difficult to induce that belief, in the *fast* people of this *fast* generation. The reflective men will discover more than mere accident in those astounding discoveries. It is little more than half a century, since the application of steam to any really practical purpose, and while that gigantic motive was being perfected, and its originator wholly ignorant as to what its power would be applied. Another master mind was silently concocting the Spinning Jinny; and was equally ignorant, as to from whence would come, the power to set its ten thousand spindles in motion, when the two great discoveries, like twin sisters, simultaneously burst into birth, and established England the workshop of the world. Subsequently we find that subtle and dovisible agent, "*Steam*" propells through space, by vessel and rail, the inhabitants of all nations, with the speed, of the flight of an Eagle. Electricity has annihilated space, and with a velocity that outstrips even the lightening of thought, it is destined at no distant date to make the circuit of the globe on an "iron band." The vast Pacific with its hidden wealth, and its myriads of fruit laden isles, until the last century, has been an enigma, and a wonder to the inhabitants of civilized Europe, and it was difficult to persuade even the poorest of the children of the old world, that wealth and happiness were to be found in those regions, peopled chiefly with the naked and untutored savage. Hence there was little emigration, and less inducement to the peopling and colonizing those far off regions, meanwhile the old world had become overburdened with people, and employment and food sufficient, difficult to be obtained, when the news of the wealth of the gold fields burst upon them like a thunder clap, and scattered the inhabitants as dust is scattered by the whirlwind. The hand of providence is here evidently discernable to the most obtuse mind, in as much as the search after gold is attracting, and bring together all the nations of the earth, even the children of the *Celestial Empire*, and *Japan*, countries from time immemorial hermetrically sealed to the rest of the world, are now mingling with their fellow man, and participating in the general scramble for the precious dust. Thus we find when new homes are required for the denizens of the swarming Hives of the old world, and steam with its expensive accompaniments is so much needed to facilitate the transit of both the articles of commerce, and the enterprise of this progressive age; the gold crops out from the foot of the Cordeleras, and Rocky Mountains, to supply the funds for the accomplishment of the gigantic schemes of a great future. With those aids, and the millions of acres of auriferous, and rich aluvial soil, with which those newly discovered countries abound, we may naturally look for towns, cities, and empires, to spring into existance as if by magic, and to see at no distant period, the supremacy of the Saxon race, swaying the destinies of the whole globe, and scattering civilisation, the arts, sciences, and last not least the christian religion, broad cast; not only over the dark and swarthy nations of *Asia*, but over the whole of the myriads of the Pacific Isles. The great centre or point of attraction at this moment is the Island of Vancouver's, a British possession on the western side of B. N. Am., where the precious metals have been recently found in such quantities in the Suswapa country, that the miners are obtaining with ordinary labour from 8 to 50 dollars worth of dust per day, and although discouraging accounts have of late been published, by persons who have gone with the expectation of becoming suddenly rich, and who have not made due allowance for the country which as yet is almost without roads, and which requires the industry of man to clear the rivers for navigation, and establish other facilities, yet the naked fact stands out, that gold does abound in that locality, and that the position of Vancouver's, stands unrivalled as a mart for Commerce, on the whole face of the globe. In view of this state of things, who can predict the final consequences. The present generation may witness the realising of the utopian dreams of Sir Thomas Moor, and living men and women may have the pleasure of eating their chops and beef steaks, cooked on "golden gridirons, and frying pans." This beautiful island is about the size of Ireland being 300 miles in length, and from 50 to 80 in breadth, the 50th degree of north latitude crossing it at midway. From a gentleman in this city who has visited it several times, we learn that it has the climate of Italy, although five degrees further north than St. John, but the prevailing winds from the south west, which sweeps across the balmy bosom of the vast Pacific, will account for the discrepancy. The soil is said to be second to none in the world, while it abounds with splendid timber of almost every description, and it has several majestic rivers and some of the finest harbours in that part of the globe. To use the language of our informant, it is at no distant date destined to become the Great Britain of the Pacific. Apart from its agricultural capacities, and mineral wealth, it has at the north end, codfishing banks, rivaling even those of Newfoundland, while the forest swarms with game, both bird and beast. The rivers also abound with the finest and largest salmon in the world, weighing generally from 20 to 50 lbs. each. Of this valuable commodity a party of adventurers, in 1857, from California, put up for market Twelve Thousand barrels. On the south end is already the germ of what will shortly become a majestic city called Victoria. The inhabitants as is usual in all new countries are a mixture of all nations. The native Indians, like those of this Province, are friendly to the new comers, and assist in the digging of Coal, of which there is an unbounded supply, and said to be equal if not superior to the best coal of the old country. The route to this desirable locality will in a few short years be over the great Canadian Trunk Railroad, which has already stretched itself out one third of the distance; while a party of Surveyors sent out by the British Government are now surveying the country from the straights of Sanwandefuca, to the terminus of the Canada line, and when completed the distance which is about 2200 miles from Quebec, will be performed by rail in probably less than six days, and which now when taken by water round Capehorn, occupies five months. Our republican neighbours duly impressed with the importance of a Railroad to connect the Atlantic and Pacific oceans, have spared neither labor or expence to discover a route through their own territory suitable for that purpose, but hitherto have failed in its attainment. The space between the habitable portion of the United States and the Pacific Shore, presents insuperable barriers to the undertaking, the central lands being composed chiefly of sandy deserts, and impassable mountains. Failing in the project of a Rail Road they now contemplate making a road such as the ground will admit of and establishing station houses at convenient distances, which factions will be supplied with provender and water for the accommodation of travellers, *the whole of which must be carried on the backs of Camels*, while the route thro' the British Provinces presents an unbroken tract of pearly land, of rich alluvial bottom, suitable for cultivation, well wooded and watered, and abounding in deer, cariboo, moose, buffalo, the wild turkey, pidgeon, partridges, and the smaller game, while the lakes are stored with an unbounded supply of the most delicate of the finny tribe. With such advantages, and to meet the contingency of future wars with the United States, (a thing not at all improbable,) there is every inducement for Great Britain to urge forward to completion this great and magnificent undertaking. This once accomplished, (as most assuredly it will be,) the ports of New Brunswick and Nova Scotia will become the Depots for the entire trade of the East Indias, China, Japan, and the Isles of the Pacific generally. What then will be the future of this hitherto unfolded city is astounding to imagine.—Think reader—only think.

Common Council.—Just as if the City was not sufficently burdened with taxes, and extravagant, and unnecessary out lay, we find the last Common Council Board deciding to lease for three years, the Police office at £30 per annum. The office has been pronounced by that body, unfit for the purpose, and badly ventilated, and yet it is taken for three years longer, while the rooms in which Stockford lives in the Court House, would answer ten times better and cost nothing. At the same sitting of the Board, and contrary to all expectation, the Assessment Bill was re-committed, and the 12th section, after much discussion carried in accordance with the resolution of Alderman Foster, to the effect that the Poll Tax be abolished, and that every man shall be taxed according to his income. Properties if we understand it rightly is to be taxed on 25 per cent of its marketable value, this we view as altogether too high, when it is considered that House property will not realize ten per cent. The 23th section as passed appears to be the only real improvement; and which provides that the Chamberlain, (who we presume is to be tax collector,) shall either by himself or his deputy, serve a notice on all rate payers, stating the amount for which they are assessed.

The *Head Quarters* says—"For several days past most of the members of Government have been in town, partly engaged, it is presumed, in preparing for the opening of the Session. It is already said that Doctors Fisher and Tilley have been hard to work to heal the differences. When men combine merely for the sake of the spoils of office,—having no principle at stake—it is not difficult to persuade them to "hang together" as long as possible, and we believe that the dissensions that lately threatened to smash the Smashers have been compromised for the present."

The Shipowners' Memorial.—A reply has been received by the London Shipowners' Society to the address to her Majesty on the subject of shipowners' grievances, adopted at the great meeting of shipowners held in London on the 15th ult. The reply says that her Majesty has graciously received the Memorial, and has referred it to the Board of Trade for consideration.

The Shipowners' Memorial.—Dissatisfaction is very generally expressed at the result of the memorial of the shipping interest to the Queen. A reference to the Board of Trade was not the kind of settlement of the question looked for, as the case of the shipowners was so clear and unanswerable that the enforcement of the reciprocity clauses of the Navigation Act was the result anxiously anticipated. The trade circulars of the leading shipbrokers have been issued with the commencement of the new year, and they confirm most fully the disastrous condition of British shipping, the depression in freights having continued throughout the year in every trade, without a single exception.

From a table purporting to be official we learn that the total expenditure of the British Government for the year ending 31st March last, in round numbers, was $365,000,000, or a million pounds The army expenditure was about $64,000,000, and that for the navy $52,000,000; miscellaneous civil services, including the dowry of $1,000,000 to the Princess Royal, $85,000,000. For the Persian expedition there was paid to the East India Company nearly $4,000,000; and also to the East India Company for the war with China, nearly $3,000,000.

THE LEGISLATURE.

Extraordinary proceedings at Fredericton—House adjourned without electing a Speaker.

Fredericton, Feb. 10, 1859.

House not opened. No Speaker elected.

All members but McPherson, Wright, Ferris, and McLellan, present.

At ten minutes past 2 His Excellency arrived at the Council Chamber. Being summoned, members of the House attended, and were sent back to elect a Speaker.

Clerk, presiding, announced that J. W. Lawrence, Esq., and Hon. C. Connell, had been sworn in.

Mr. McLeod moved an adjournment.

Clerk questioned having right to adjourn.

Members generally maintained House had a right to adjourn, but some questioned expediency, and others contended that as in a former case cited, some progress towards election of Speaker should first be made.

Mr. End, after expressing pleasure that the Government did not intend to make the election of Speaker a party question, nominated Bliss Botsford, Esq. This was out of order.

On question for adjournment—*Yeas*: Tibbits, C. Perley, Connell, Tilley, Chandler, Cudlip, Fisher, Gilmour, Brown, Hannington, McLeod, Tapley, McAdam, Smith, Johnson, Steadman, and Watters—17. *Nays*: Read Williston, Lewis, Gray, McMillian, Gilbert, Wilmot, McIntosh, Desbrisay, Montgomery, Mitchell, Scovil, Vail, W. E. Perley, Lawrence, Allen, McPhelim, Botsford —20.

There was some manifestation of feeling in the galleries when Smith, Allen and others, warmly protested against such conduct being allowed. Mr. Mitchell referring to it stated, that his vote must not be regarded as a party one. Gilmor nominated Hon. J. M. Johnson. McLeod nominated D. Hannington. Steadman seconded. Question was freely discussed by Hon. Members as to eligibility of Mr. Johnson, he being an Executive Councillor.

At Mr. Johnson's suggestion, he having been unexpectedly nominated, and feeling it to be his duty before he allowed himself to be put in nomination, to confer with His Excellency and ascertain whether the resignation of his seat in the Council would be accepted.

The House on motion adjourned at half-past 3 until to-morrow at ten o'clock.

NOVA SCOTIA.

The Legislature was opened on February 3rd The following is the.

GOVERNOR'S SPEECH.

Mr. President, and Honourable Gentlemen of the Legislative Council:

Mr. Speaker, and Gentlemen of the House of Assembly:

Since the prorogation, communications have been received from the Colonial Office and the Governor General, on the subject of a Federal Union of the North American Provinces, which will be placed before you at an early day.

I am happy to inform you that your Address to Her Majesty on the Inter-Colonial Railway was very graciously received.

The correspondence with the Imperial Government, Canada, and New Brunswick, which induced me to send a Delegation to England, will be submitted, with the Report of the Delegates, for your information.

You will be glad to learn that during the recess the Railways to Windsor and Truro have been completed and opened for traffic, embracing sixty miles more than were previously in operation.

Full reports of everything connected with these great Public Works will be placed on the table without delay.

During the past summer I had the pleasure of visiting several portions of this fine Province, and intend to avail myself of future opportunities to become personally acquainted with those sections of the country I have not already seen.

When in Cape Breton, I visited the St. Peters's Canal, and directed a further examination and report to be made upon that work, which will be laid before you.

The Hospital for the Insane has been so far completed and furnished as to be ready for the reception of patients, a number of whom are now experiencing the benefit of that Institution.

While we have reason to thank Almighty God for an abundant harvest, I regret to learn that some distress has been experienced by a portion of our hardy and industrious population, from a partial failure of the Fisheries.

Although, as was expected, a slight deficiency in the Revenue has resulted from the paralyzed condition of trade every where, I am happy to find indications of decided improvement already exhibited in the healthier tone of commercial transactions both here and abroad, from which we may confidently anticipate an increase in the Revenue of the current year.

The increased liability devolved upon you in connection with the Public Works, renders it imperative that in making your annual appropriations due regard should be had to economy, in order that you may preserve unsullied the credit of the Province upon which your character as a people depends.

Mr. Speaker, and Gentlemen of the House of Assembly.

The accounts for the expenditure of the past, together with the estimates for the present year, will be placed before you.

Mr. President, and Honourable Gentlemen of the Legislative Council:

Mr. Speaker, and Gentlemen of the House of Assembly:

Your attention will be invited to several useful measures intended to facilitate the business and promote the interests of the Province, and which will, I doubt not, receive your careful consideration.

After the House of Assembly had returned to their end of the Province House, and the Speaker had again read the Speech recited by the Lieutenant Governor, the Hon. William Young gave notice of his intention to deal with that document in the spirit of opposition.

Mechanics' Institute.—Mr. T. T. Vernon Smith delivered a very instructive lecture at the Mechanics' Institute on Monday, on "the claims of St. John to be the Atlantic Terminus of the Pacific Railway." We are informed that the lecture is to be printed and published at the request of the Board of Directors. Next Monday Mr. E. Manning will re-deliver his lecture on "the Spirit of the Age."—*Witness.*

Mr. John Boyd will lecture this evening before the Young Men's Christian Association, on the "British Pulpit."

Portland Lectures.—A most interesting lecture was delivered by Mr. John Boyd, on last Tuesday evening, to a large and attentive audience, on "the life and writings of Robert Burns." It is needless to say that this very popular lecturer fully realised the expectations of his admirers, particularly in his Recitations.

On next Tuesday evening, the Rev. Mr. Guilford will lecture on "a glance at New Brunswick through Yankee Glasses."—*Telegraph.*

The *Perigord* mentions the following anecdote of Mgr. Martial, the newly appointed bishop of St. Brieuc. When informed that he was intended for that bishopric, he at first refused, but, on his majesty insisting, the bishop said, "Well, sire, I accept, but allow me to make one condition, which is, that when I instal myself in my episcopal palace I shall not have the pain of thinking that there are around me houses the heads of which are absent from them; grant me, therefore, the return to their homes of the exiles belonging to the diocese I am about to direct." The emperor consented, and fifteen exiles received permission return to France.

Abolition of Slavery.—A convention is about sitting in Albany, having for its object the purchase of the freedom of all the slaves within the United States territory. It is estimated that the sum of $87,000,000 would be required, estimating each "chattel" at an average value at $250.—Congress is to be asked to find the necessary means and to set aside a portion of the 1,600,000,000 acres of public domain still undisposed of for sale for this benevolent object.

Instant, Relief and a speedy cure for Coughs, by the use of Sharp's Balsam of Hoarhound and Aniseed. Hundreds of our Citizens certify to its excellence, being the most pleasant and safest remedy for all diseases of the Chest and Lungs.

ONE WEEK LATER FROM EUROPE!

The steamship *Asia*, which sailed from Liverpool on the 22d January, arrived at New York, on the evening of the 7th inst.

The brief telegraphic despatch received at the News Rooms contains a few items of news.

Indications of peace were not so favourable, and another panic is reported on the Paris Bourse.

London Money Market unchanged. Consols 96 1-4 to 97 1-8.

It was rumoured that the King of Naples was dead.

Breadstuffs at Liverpool very dull. Flour nominal. Wheat and Corn declining. Provisons more active. Sugar and Coffee firm. Tea firm—common Congous.

The general news embraces no special feature.

On Tuesday evening, Joseph W. Lawrence, Esq., addressed a large number of his constituents on subjects of a public nature, at the Hall of the Institute. He commenced by taking a retrospective glance at the various schemes proposed for the construction of railways in New Brunswick, tracing them down to the present day. He then dwelt at considerable length on the present management of the works, referring to the charges of incompetency which have been made against the Railway Board, and instanced several cases of mismanagement, which are presented along the line near this City. He spoke of the advantages to be derived from an extension of such works, under proper management, and pointed out the distances of the projected routes of Canada. In connection with railways he spoke of immigration, but gave the Government little credit for anything that they had done in this important matter. The importance of the fisheries was touched upon, as well as reciprocity, &c., the Lecturer being in favour of fair trade, but opposed to a one sided trade. He thought the office of the Board of Works and that of the Postmaster General might be amalgamated, as the former did little to earn his £600 per annum. The Insolvent Debtors' Act was alluded to, and the law relating to imprisonment for debt he condemned. He had prepared a bill relating to the latter subject, the first sections of which he read, goes for abolishing imprisonment for debt, except in cases of fraud Several other matters were alluded to, among which were the new Assessment Bill for this City, and the new Post-master General regulations for the conveyance of the mails. He was opposed to the poll tax in the former. With respect to the letter, he ridiculed the orders of the Postmaster General, who after being installed into office issued an order for the discontinuance of the delivery of letters and papers on the Sabbath, but who has recently published an advertisement in which the public were informed that the mails formerly closed on Saturday afternoon, would in future be closed on *Sunday* afternoon. Mr. L. said that on reading this announcement, it would appear that the head of the department was a Jew, and wished to establish the Jewish Sabbath among Christians, and that he could not reconcile his conduct after having made such a flourish about doing away with Sabbath labour in the Post Office, when this new regulation would fall with greater hardship upon the clerks.

Mr. Lawrence closed his speech with some general remaks, and although he occupied nearly two hours, he was listened to with great attention. —*Ibid.*

The Post Office.—The Postmaster announces that in future no mails will be despatched on Saturday evenings; but that those formerly despatched on Saturday evenings will be forwarded on Sunday evenings, at 5 p. m.

Is this the way the Postmaster General means to enforce the observance of the Sabbath? Perhaps he holds that the Sabbath should be observed from Sundown to Sundown, and of course, as he is in the ascendant for the present, his views must be regarded as those of the majority, and therefore according to radical principles, essentially right. But then all the work of receiving, making up, &c., is transferred from the Saturday to the Sunday, and the Saturday becomes the real holiday.—Can it be that the Postmaster on reflection has concluded that the Jewish Sabbath is that which should be observed? It is certain that for all practical purposes it would be almost as well—at all events when the Boston boats begin to run—that no overland mail was despatched westward from Friday to Monday evening.

This new regulation looks very funny. It is to be hoped that morality and religion will thereby be promoted amongst those members of the Legislature who were wont to devote great part of the Sunday to reading and writing letters, &c.—*Freeman.*

A flourishing Protestant Orphan Asylum is established at Montreal. It is under the exclusive charge of ladies, and judging from the last annual report they appear to conduct the affairs with much energy and success. The expenses of the last year amounted to £467, and they commence the new year free from debt and with a balance of £74 on hand. Fifty orphans were benefited by the charity during the year; of these, 8 were advantageously placed out, and 7 claimed by their relations; leaving 35—15 boys and 20 girls in the institution.—*Witness.*

The Canadian Parliament met at Toronto on the 29th ult. The Speech of the Governor General directs attention to several important topics—a Federal Union of the Colonies, an Inter-colonial Railroad, the Seat of Government question, &c. —*Ib.*

We regret to learn, that the new Presbyterian Church at Richibucto was totally destroyed by fire on Sunday evening. Fire accidental. building cost £1100. No insurance.—*Ib.*

The Rev. John B. Medley, B. A., of Exeter College, Oxford, has been nominated and appointed one of the Chaplains of the Lord Bishop of Fredericton.—*Ib.*

DESTRUCTIVE FIRE IN BOSTON.

$300,000 worth of property destroyed.

At about twenty minutes past two o'clock, on Sunday morning, fire was discovered in the rear of the large six story granite building corner of Commercial and Battery streets opposite the people's Ferry, owned by Mr. Joseph G. Russell and occupied by him as a flour store. The rear of the building contained the new Steam Mechanical Bakery, which Mr. Russell has recently completed at a great expense. About three o'clock the side walls fell, and at 4 the front wall from the foundation also fell with a tremendous crash, leaving the noble building a mis-shapen heap of ruins.

It is well known that a strong feeling of competition has risen on the part of the different baking establishments in the city, against the making of bread by machinery, by means of which the cost is considerably diminished. Apprehensions have been entertained by Mr. Russell and others, that some lawless persons might take this method of putting out of the way this inroad upon their business. That the fire is a piece of incendiarism in confirmed by a strong chain of circumstances. Powder had been found mingled with the coal. No coal had been used in the furnaces for some days without being previously thoroughly saturated with water.—The yeast boiler has twice collapsed; malicious persons while visiting the establishment, apparently to witness the operation of the machinery, having screwed down the safety valve. A valuable watch dog kept on the premises has been missing since Friday. Yesterday morning he returned. On Saturday morning, the key of the street door, leading to the bakery, was stolen.

Mr. Russell, who alone sustained any considerable losses, values his store and bakery at nearly $175,000. He also had $25,000 worth of flour in the building. On the building and stock he was insured $75,000 in all, mostly in the various offices, in this city. Large quantities of flour valued at $100,000, were stored here, belonging to parties in this city, among the principal of whom are Chickering, Maynard & Co., Harvey Soudder & Co., S. G. Bowdler & Co., W. P. Balch, S. Robinson & Son, and others. The stock was fully insured.—*Boston Courier.*

New Appointments.—Mr. Frederic A. Connell, brother of the Honorable Charles Connell, has been appointed Deputy Treasurer at Howard Settlement, and Mr. Henry A. Akerly, Seizing officer in Richmond. All respectable people who are acquainted with them must be delighted.—*Woodstock Journal.*