drews road at Spruce Lake to Landing at Pisirinco, 15; road from Black Beach, by the Irish Settlement and Pisirinco, to meet road next before men-

[illegible] Saint Andrews road near Browns, [illegible] road at Spruce Lake to Landing at Pisirinco at Stony Creek Bridge, 5; road from Nerepis road to M'Namaras farm, 12 10; road from Saint Andrews road, by settlement in rear of Menzies Lake, to connect road from Nerepis road to M'Namaras farm, 10; road from Negro Point, along the City Line, to the Saint Andrews road, 12 10; road leading from Irishtown road, past John Tynes, to the Landing at Bay Shore, 5; road from Black Beach, by the Irish Settlement, 5.

John Hooper.—Road from Frenchmans Creek to Saint Andrews road, 22 10; for building a bridge across the northwest arm of Frenchmans Creek, 7.

John S. Parker.—For making the road from new bridge Tynemouth, across Marsh, to upland, 20; for approaches to bridge at Ten Mile Creek, 5 10.

John S. Jarvis.—For road and bridge from Church, near Episcopal Church on Indian Town road, to the Kennebecasis River, 25; to repair bridge on road leading from Indian Town road near Delaneys, past Jarvis' Rope Walk, to the Kennebecasis, 50.

Thomas Davidson.—For repairing dyke and bridge across Little River, 25 6 11.

James Patterson.—For road from Big Salmon River to County Line, towards Shepody road, 10.

Richard S. Armstrong.—For road and bridge on road leading from First Loch Lomond to Kings County Line, to meet a road leading from thence to Little River, 12 10.

Michael O'Relcher.—For the Mount Theobald road, 20.

Aaron Hastings.—For the road from Jerrys hill, Golden Grove, to George M'Farlands, on the old Shepody road, 10.

James Robertson.—For road leading from Spruce Lake Mills along north side till it strikes the road from Nerepis to Saint Andrews road, 15.

Robert Fletcher.—For road through the Vaughan Creek Settlement, 20.

George Ball.—For road from Anthonys line to Balls Mills, and from thence through the lower Settlement to Mispec, 15; to pay W. H. Croft balance due in full for building a bridge, 5.

Communication.

[FOR THE CHRONICLE.]

MR. EDITOR,—Really Sir had the question been put to me a short time since, as to the number and quality of the literary characters that the quiet little village of Hampton contained, I fear I should shamefully have underrated it. I had no idea until our good Pastor, by his unprecedented, and I may add unkind conduct in denying one of his Parishioners the rites of burial according to the order to which he belonged, that that section of the country was so rife in literary geniuses. And although sir I regret exceedingly that any disruption should have taken place between the Minister and the Parishioners, yet that regret is not unaccompanied with a secret pleasure, in the fame that my native Village has attained for her sons, (hitherto buried in obscurity,) having recently appeared so conspicuously in the periodicals of the day. The little discrepancy which has occurred, seems to have set the Orary, of which His Reverence appears to be the SUN, in beautiful and harmonious motion, and that each of his Satelites, while revolving round this great centre, have shed forth a lustre, dazling to the astonished rustics of Hampton dale. It is hardly to be expected that I a simple rustic, a Shepherd's boy, with a smooth stone and sling, should be able to cope with those Goliah's in literature, and it is only that I am *called up by name*, to meet those giants in ambush, that I have assayed to break a lance with such fearful odds, and how I shall acquit myself in the conflict is a matter over which I have no controul. In the meantime I may be permitted to express my regret that His Reverence and his friends should so far have departed from the dignity of their position, as to have substituted scurrility for argument, and used boastful language and assertions which they have as yet, not been either able or willing to certify. The last of those writers, to which I am now replying, says it matters not what this or that prejudiced Clergyman says about the *case*, it will not make it right or wrong. Who those prejudiced Clergymen (here alluded to) are I am a loss to divine, nor do I think it at all in good taste that the *literati* of Hampton who have winced so much at the word Puseyite being used in one of my former communications, should now be guilty of a similar misnomer. The slur thrown out as to "the ignorance of dissenters"—not being of that body myself, and believing them quite a match for the Hampton Literary Association, I leave them in their hands, to be dealt with as may be deemed prudent. With respect to the right of Orangemen and Masons, to perform *their burial rites* over the remains of a dead brother—for this after all is the only bone of contention—I again assert that it in no way interferes with, or obstructs the duty of the Rector; and where it is known that Orangemen, equally zealous and jealous of Church privileges, and equally as sharp as Arch Deacon *Sharp*, have not only permitted, but assisted at such ceremonies, it comes also with a bad grace from the Rector of an obscure village, in this obscure province, to be the first to make the objection. Nor can I divest myself of the idea (for it forces itself upon me) that it not only smacks a little of Puseyism, but of Disloyalty also, inasmuch as Orange Institutions have frequently received both the support and favour of the Royal Line of Brunswick, of which our most gracious Queen is an honorable scion. For the advice of "*Another of the Congregation*," that "I should go out from among them," I can only say with Young Norval, that "I have heard of men, who borrow friendships tongue to speak their scorn, but in such maxims I am little skilled, therefore I thank the writer for his council, altho' it sounded harshly"—nor will I promise that on this occasion I will implicitly follow his advice. Trusting when next the Conclave sets for Reexamination, they will be in a better frame of mind, and more truthful.

I am, sir, yours obediently,

HOWARD DIXON.

[FOR THE CHRONICLE.]

MR. EDITOR:—We frequently hear complaints made of the saying and doings of our public men, and the loudest of the loud, in such cases, are generally those who possess neither integrity nor talent to qualify them for the task of critics, and if such papers as the "*Morning News*," are to be taken as Indexes of public opinion it is really no marvel that not only do our Rulers do silly things, but the great wonder is that with such insane views as are propounded in that vehicle of random abuse, that we get on so well as we do. In the "News" of the 11 inst., in a "*Leader*," headed the Halifax and Quebec Railway, the public are presented with a few of the sublimities of George the "*Orator*." He speaks most prophetically of "a black cloud floating through empty space."—How very like an empty sack with a pig in it.—Again he says without the Imperial guarantee, for Rail Road capital, the country "*will have to pay no interest whatever.*"—Quite true George, as without a Government Guarantee we shall have to pay no interest whatever, simply because, we shall have no capital whatever.—The expense of the favorite Road of the sapient George "*is not going to be felt*," by the people—perhaps it is going elsewhere—probably to California.—His favorite Road will also "yield HANDSOMELY." I would much rather see it yield a *profit*, than yield *handsomely*. What is the use of *handsomely*, give me a good dividend for my money. He also assumes as a truism, that the province cannot "*begin to stagger*" under principle and interest on a sum sufficient to build the Halifax and Quebec Rail Road. We would suggest to George the erudite, the publishing of a Glossary, for the fully defining his *unders* and *outs*, as otherwise much of the beauties of his composition will be lost on its readers, and that would a pity of pities.—A line he says through the wilderness, where snow falls ten feet on a level, and where a track *cannot* be kept opened for *four* months in the year.—This is certainly a new feature for our Rail Road friends to consider. It [illegible] under the delusion that there would be no obstruction from snow, for at least eight or ten months in the year. To be serious Sir, that such a man should have the vanity to set himself up as an instructor of the people, and a conservator of the public weal, is really to be lamented, as people at a distance may possibly mistake his imbecilities for a portion of public opinion, and the more especially when he so very *modestly* sets down the "*Morning News*," as one of the respectable portion of the press of St. John. If that be true, how is New Brunswick fallen. I hope Sir I have not intruded, and remain yours obedient,

PAUL PRY.

The Chronicle.

SAINT JOHN, JUNE 13, 1851.

Rail Roads.

So exciting has been the question of Rail Roads of late, and so much has been said *pro* and *con* on the question of whether or no this province should accept the proposition of Earl Grey, with respect to the loan from the British Government, that we purpose giving a round dozen of what we conceive to be good and valid reasons, why we should not refuse his offer. First then it is conceded on all hands, that unless we have Rail Roads thro' this province, we shall not only be behind the Age in point of improvements, but the country by the desertion of its Inhabitants, will stand a fair chance of again returning to its primitive state, that of a howling wilderness.—This then confessed, the next question arises, how, and where, can we obtain the Money BEST and CHEAPEST! We need scarcely say to such of our readers as are at all conversant with monetary affairs, that Great Britain is the Creditor of the whole civilized world, and that money obtained for public works through any other medium, must first be obtained from her, and then farmed out at a profit to the original borrower, a proof of which is but too palpably presented in the circumstance, that while the United States *promises* to lend money for a Rail Road that will benefit them, quite as much as it will the people of this Province at 6 per cent, OLD MR. BULL will negotiate with us for a Road within, and wholly through, *our own territory* at 3½ per cent., and on terms expressly stated, while on the other hand we have after consenting to "*trade*" with "*brother Jonathan*," to go into detail, and who will guarantee, that he will not in the negotiation, screw us quite as hard as he did LORD ASHBURTON in his treaty for a boundry line, i. e. take half our territory. Admitting then for argument sake that we refuse the offer of Earl Grey, and accept that of the United States, and the Line should prove unremunerative, what position are we then placed in? we are at his mercy remember, and are we quite sure he will not play the Shylock? and exact the pound of flesh. These are staggering considerations, and judging of this *liberality* by his Tariff, what have we not to fear! seldom does an American cross our territory, but he sees something in our unlimited resources, on which he would like to *put his hand*, either our fisheries, our minerals, our timber, or our alluvial soils excite his cupidity, and altho' he possesses sufficient discretion to keep his mind to himself, he stores up in his memory, and adds to the catalogue of his "pleasures of hope," that one day or another, his darling, "stars and stripes" will float triumphantly in undisputed ownership, over the broad acres of this sylvan province.—That this has long been the policy, not only dwelt upon by America, but broadly thus expressed in the speech of one of her Presidents, when he said, "*let it be understood that it is the policy of this Republic, that no Crowned Head shall hold a foot of land on the Continent of North America!*" Now how different would be our position should we become the debtor of England, and fail to fulfil our engagements. Would she turn upon us, and exact the last farthing from a sinking people? Has she ever done so, even to foreign nations? No. Then let those croakers who say we cannot give security for the sum required, and that the road will never pay, point out how and where we are to obtain money for Rail Roads on such advantageous terms, as those offered by Earl Grey. As to the security, if England is satisfied on that point, shall we the borrowers demur! we think not. Another objection has been raised, that we are to be controuled by British Commissioners, that they are to see the money faithfully applied to the purpose for which it is intended, and a proper provision for its interest and liquidation. We say, so much the better, and public opinion must have wonderfully changed of late, if that sentiment does not meet a response in the bosom of nineteen-twentieths of the inhabitants of this Province, or why such an agitation and a desire at the last election for a change of Representatives, whom the country pronounced unworthy to be trusted. Will those who so fiercely oppose an acceptance of British capital at 3½ in preference to American at six, assure us, that America by getting controul of the Rail Roads of this Province will not in the event of our failing to fulfil our engagements to the letter, use the power thus placed in their hands, for the purposes of annexation? or will they tell us that British connection and British liberality will not be the more effectually secured to us? That either British or American capital must be had to build the road, admits of no second opinion, as any one at all acquainted with the commerce of this Province, must know that one twentieth part of the sum required, withdrawn from our floating mercantile capital, would prove ruinous to this community, completely clog the wheels of trade, and in our endeavour to improve the circumstances of the country, produce a *remedy*, that will be ten times worse than the disease.

(To be continued.)

We give below the remarks of MR. WIGHTMAN, which we have copied from the *St. Andrews Standard*. The article is pertinent to the topic of the day; and as we consider his remarks based upon actual service, highly important at this crisis. We have stopped short in our views, in order to make room for those of a practical Surveyors, but will resume the subject in our next issue.

MR. EDITOR.—As there seems to be at present a good deal of discussion respecting Rail Roads the following ideas may not be without their use. The question at issue is, whether it is most proper to construct the Halifax and Quebec or the North American and European road. We will begin with the former.

The great features of the country through which this line must pass,—its mountains, run Northeast and Southwest. Of these there are two principle ranges, both beginning in the high lands at the head of the Chaudiere, and extending, the one near the St. Lawrence to Gaspe, and the other on a parallel range further South and terminating on the North East, upon the South west and North west branches of the Miramichi, and lower part of the Nipisiguit, which rivers are formed by the drainage of this mountain.

Between these principle chains is a continuous valley in which flows the upper St. John and the Restigouche, the Bay de Chaleur occupies the lower part of the same valley. The highest ground between the St. John and Restigouche in this valley does not exceed 100 feet above the former river. The St. John turns off, at the Grand Falls, to the South, but the banks and rocks strata exhibit the appearance of a branch across the mountain range. There is in the southern range, a valley or trough, in which flows the lowermost 60 miles of the Restook, the Tobique, and the Nipisiguit; and a few miles south of this another parallel valley, not so well defined indeed, as the former, but still a distinct valley in which flows the S. W. Mir-

[illegible] the St. John by Brown's Portage road, as hereafter described.

The Nothern ridge—that between the St. John and Restiguche on the one side, and the St. Lawrence on the other, contains no lateral vallies of any consequence; but there is a depression across it at the Metapedise, and another at Temiscouata Lake. I think there are no good passes in the intermediate space, although such may possibly exist more to the Southwest.

It is evident that any direct line across N. Brunswick towards Quebec must cross these ranges of mountains and vallies almost at right angles. Major Robinson tried and failed, and was obliged to turn them on the South, to the river St. John; cross the southern ranges by the pass of that river, and the Nothern by Temiscouta Lake, should no better occur further West. I proposed this in 1846 to Capt. Pipon, but he rejected it on account of its proximity to the United States frontier, as uniting it for Military purposes in case of war, perhaps this objection may still condemn it, but it is 60 miles shorter than the Northern route and not more expensive in proportion to distance.

This description is drawn principally from my own explorations at different times. In 1837 I made a preliminary survey for the Railroad from St. Andrews to Woodstock, having the previous year explored the country from Mars Hill to the Restook. In '38 I carried a course of levels along the Royal Road from Fredericton to the Grand Falls (100 miles,) and examined the country to the right and left; and at this time remarked the depression through the high lands at Brown's portage alluded to further on. In '39 I crossed the country twice between the Grand Falls and Bathurst, taking Barometrical measurements with reference to the Boundary exploration, and '40 was engaged in the same service between the Grand Falls and Metis. In '46 I made the reconnoissance from the Miramichi to the Upsalquich mentioned further on. Also in the winter of '47 was in the office during the time of making up the plans of the other parts of the surveys connected with the Halifax and Quebec Railroad.

One line that has been tried across the middle of New-Brunswick, is from Shediac to Boistown, thence up the S. W. Miramichi, crossing a range of high lands south of the Tobique by the valley of the Wapabegan, and thence to the Restiguche at Jordan's Brook, about twenty miles below the Wagan Portage between that river and the Saint John.

Another line crosses the Mirimachi above Newcastle, thence by N. W. branch to the Nipisquit, then by a detour to the Eastward to the head of the middle river, and thence Westwardly towards the same point of the Restiguouche. This line was carried no farther than the Upsalquich, the country then becoming impracticable. It has been adopted as far as the Nipisquit. There is yet another line which might be taken, that is, to diverge from the last mentioned at the Nipisquit, follow that river up stream to the lake, thence by a valley between mountains of fourteen hundred feet in height above their base, about two miles to the Nictor lake of the Tobique, and thence, (judging by the appearance from eminences,) by a pretty direct route to the same point on the Restiguouche. The valley between the Nipisquit and Tobique lakes is only about 800 feet above the sea. This route would afford good grades, but along the Nipisquit it would be expensive, and moreover through a rocky and barren country. All these routes converge to the same point on the Restiguouche. Between the Restiguouche and the head of Temiscouta lake the country is impracticable, and these routes must either be abandoned or drawn into the valley of the St. John above the Grand Falls.

The next route I shall notice is to follow the S. W. Mirimachi, as in that first mentioned, but instead of turning off up the North branch towards the Tobique, continue up the main stream to Brow's Portage,' leading to the St. John. This Portage is in a depression between the Mirimachi and St. John, the highest part of which is 500 feet above, and 12 miles distant from the latter river. The distance of the pass from the mouth of the Tobique is about 25 miles, and although there will be difficulties to contend with, a considerable part of this distance may be occupied in the descent to the St. John. From the mouth of the Tobique there will be no difficulties of a very formidable nature in following the river to the foot of Temiscouta lake—81 miles. Then follows about 25 miles of difficult country, which has never been properly examined, after which the descent to the St. Lawrence will be comparatively easy.

There is, however, another aspect in which this work may be viewed. The North American and European road is proposed to run across the southern part of New Brunswick into Maine, and another road—the St. Andrews and Quebec—is in course of construction from St. Andrews to Woodstock, on the upper Saint John, and it is proposed to carry it ultimately to the St. Lawrence. Can these several projects be made to coalesce in some measure into one? I think they can.—The means by which this can be done, I will endeavour to point out.

1st.—Commencing at Shediac, a line may be carried over a very level country to the St. John at the mouth of the Oromocto, thence across the country to the Howard Settlement, and thence up the river St. John, and by Temiscouta Lake, to Quebec.

2d.—The same as before to the mouth of the Oromocto, thence up that river, and continued onwards to meet the St. Andrews and Quebec Railroad at about 28 miles from St. Andrews, and thence by the same route as before to Quebec.

3d.—From Shediac to St. John, thence to intersect the St. Andrews and Quebec line 16 miles from St. Andrews, and thence by the same line as before to Quebec.

The first and second of these routes would leave St. John 50 miles to the left; the third will take it on the way.

The distances upon these several routes will be as follows:

No. 1—From the Province line to the mouth of the Oromocto,

To Howard Settlement	140 miles
To Woodstock	55
	20
Woodstock to Quebec	215
	283
Province line Quebec by Bay Chaleur	498
	511
Difference in favour of No. 1,	13

No 2—Province line to the mouth of Oromocto 140 miles

To St. Andrews and Quebec R. road	53
To Woodstock	50
Woodstock to Quebec	283
Line by Bay Chaleur	526
	511
Difference against No. 2,	22

By St. John.

No. 3—Province line to St. Andrews R. road at Digdeguash 193 miles

Thence to Woodstock	70
Woodstock to Quebec	283
Line by Bay Chaleur	546
	511
Difference against No. 3	35

To complete the whole system add the length of the European and North American R. road up to Baring, on the frontier of Maine. Then it will be

No. 1—Province Line to Quebec as above 498 miles

mouth of Oromocto to Baring	73
St. Andrews & Quebec road	50
	621
No. 2—Province Line to Quebec	534 miles
Additional Digdeguash river to Baring	20
St. Andrews & Quebec road	18
No. 3—Province Line to Quebec by St. John	546 miles
Digdeguash to Baring	12
St. Andrews & Quebec road	10
Whole length of Northern route	568
	511
Difference	57 miles

But No. 1 and No. 2 would require a branch of 50 miles to St. John in which case the numbers will stand for the whole system of roads.

No. 1—as above with 50 miles additional		671 miles
No. 2— do	do	622
No. 3— do	do	568

The distance from the Province boundary *direct* to Quebec is—

By Bay Chaleur,	511 miles
By upper Mirimachi & Grand Falls,	450
By No. 1, above	498
By No. 2,	534
By No. 3,	556

Thus we see that the route to Quebec by St. John, is only 35 miles longer than by the North Shore, while it includes 262 miles of roads already chartered and partly in process of construction, leaving only 283 miles to complete the line to Quebec, even if the St. Andrews & Quebec road should not be carried beyond Woodstock. Of these distances, the northern route to Quebec and that from Shediac *via* St. John to Woodstock, are found by the preliminary surveys, and from Woodstock to Quebec, I have taken the length of the present roads, the other distances have been measured upon an accurate Map of the Province, and ten per cent. allowed for loss of distance by bends.

The source of revenue of this line will be; 1st, The traffic that will grow up between St. John and the Gulf of Lawrence, and through this channel, with the upper Lakes, as shewn in a former paper.

2d, The travel and traffic over the North American and European road, as shewn in the reports of that company:

3d, The travel and the carriage of light goods between 200,000 people who will at no distant day occupy the valley of the upper St. John, and the commercial capital of the province, will naturally take this route. The distance from Woodstock to St. John by the river is 150 miles; cost of passage and two meals about 3 dollars, time, a day and night. The distance between these points by the road will be 180 miles, fare three dollars, time, six hours. This difference in time will give the preponderence to the road even in summer; and the further we go North from Woodstock the preponderence becomes the greater. Besides this, immense quantities of sawn lumber for the United States market, shiptimber, &c., would be carried to St. Andrews, from the country between Howard Settlement and the Restook, and possibly further North.

4th.—The travel between the frontier of Maine and Bangor will be likely to take this route—the time and expense will be less than by the roads.

5th.—The supplies of provisions from the West for the timber regions, on the upper St. John and its tributaries, will be carried in from the St. Lawrence by this road.

6th.—The travel and intercourse of 60,000 people on the St. Lawrence below Quebec, the city of Quebec, and a part of the country above that city.

Without attempting details it may be passingly remarked, that the population contiguous to the road between the Nova Scotia boundary and Quebec, amounts at present to two hundred thousand; and allowing from them only three-fifths of the gross income derived from an equal population in the United States, it will amount to six hundred thousand dollars per year local business, without considering the probable increase of inhabitants, through travel, mails, &c.

This line will not open the central range of the east of New Brunswick for settlement; but it will open a track on the upper St. John of about 100 miles in length by 30 in breadth, with several lateral affluents, containing near four thousand square miles of land generally acknowledged to rank with the best north of the Hudson. About half of this tract is ungranted, and might, if monopolies be prevented, be settled by a hundred thousand people by the time the road could be finished.

The whole distance from the Province line to Quebec is 56½ miles, which, with 12 miles between Digdeguash and Baring, will, at thirty thousand dollars per mile, amount to three millions and a half sterling. The funds already provided are:—

By New Brunswick, £20,000 sterling, per year for 20 years, (present worth at 6 per cent.)	£230,000
Grant to North American & European road.	250,000
Do. to St. Andrews and Quebec do.	50,000
Guarantee to Do. £6,000 currency, for 20 years, present worth in sterling.	57,000
Provincial Guarantee of Canada, present worth	230,000
Land in New Brunswick, two millions acres	1,000,000
	1,817,000
Remains to be provided	1,683,000
	£3,500,000

This, to afford a dividend of 3½ per cent., will require a gross income of 1,200,000 dollars; probably half of this would be paid by the existing population: Will the remainder be paid by the through travel to and from Europe, Mails, increase of population &c.? I think it probable that it will. The questions of ways and means, ownership, military and political bearings, &c., I do not presume to touch upon; they are questions for the executive chartered companies for statesmen and financiers; but, so far as concerns the mere expenditure and income, and commercial convenience, there can be, I think, but one opinion as to the most proper route.

RETALIATION.—The stubborn illiberality of the Americans, in refusing the people of Canada a reciprocal trade, has produced in the Legislature at Toronto a long debate. Some of the members were for one measure, and some for another, all, even the government members agreeing that Retaliation was necessary. Among the measures proposed were those of closing the Canals against all American intercourse—the abolition of customs, &c., &c. Mr. Merritt moved an address to Her Majesty, praying for the imposition of discriminating duties upon American products imported into England. The subject was finally postponed for a fortnight, to await the negotiations now in progress between Canada and the United States, with the determination however, to meet the American Government on their own terms. This is perfectly right, and precisely what should be done in this province. Meet the Schemers "Dollar for Dollar, and Cent. for Cent." In short sir: them out of our Market in TO FO!! Our farmers CAN and WILL furnish Bread stuff—our Beef Pork and Poultry they now furnish in abundance, and to spare; and our Mechanics are prepared to manufacture any thing made of timber or metal equal to anything that can be furnished from the workshops of the world. The people of the British Isles, are returning to common sense, and Protection. Let us of this section of Her Majesty's dominions go a step further by passing laws for entire prohibition, and our word for it this Province will prosper.

THE PRICE OF RAIL ROADS.—We observe in Robertson, has "counted the cost," of the Rail Road, and with a praise worthy zeal for the public weal, gone elaborately into calculations to prove his position. Now with all due difference to that gentleman's financial, and mercantile skill, we cannot agree with him, in setting the price per mile, at £7,500, especially as we find from Statistics from the United States, that in favourable situations £2,000 has sufficed for that purpose. It will also be fresh in the memories of our readers, that the St. Andrews papers recently announced the price of their Rail Road so far as it is completed had not exceeded £2,000. Now we take it, that on a route like this from this City to Shediac, almost a dead level, when the right of way has been conceded, and where the timber can be had at almost *no price*, so cheaply could it be graded, that the minimum and not the maximum price would probably be found to complete the work. Presuming then, that to be the case, the calculations of the Hon. Gentleman, would be found far too great, and would be well deserving of a reconsideration.

A PLEASURE TRIP.—On Monday last, the beautiful steamer *Creole*, started on a pleasure trip for Eastport, St. Andrews, and Calais. The morning was gloomy and unpropitious, and in consequence of which, the Ladies hung fire, and would not don their travery with the prospect of having to brave the pelting of the pitiless storm. This circumstance caused a flemish account of passengers. The Boat remained all night at Calais, where those merry mortals knocked up a Ball, and spent the night with great glee. The following day was beautiful and calm, and made ample amends for the rough treatment the holiday folks had received the previous day from old Neptune. Altho' the party was small, the Proprietors and Officers of the Boat had furnished every deficiency that can be connected with good fare and politeness. All on board were constrained to acknowledge the attention they received, and were so gratified as to pass a unanimous vote, that in finer weather, and at an early day, they and their friends would, in another similar trip give the Boat a Bumper.—"We were together, all was right, and we were delighted."

THE NEWS.—The animal that owns this paper, and continues to inflict on this community, false English, false Grammer, and false heartedness, is too contemptable to provoke a serious reply from any of his more respectable contemporaries. The only answer therefore that we can afford to make to such a nonentity is this, that he is a compound of impudence, ignorance, and Original Sin. We may however congratulate our fellow citizens, that, during his temporary absence, from this city, which he has so pomposely announced, they will escape his barbarisms, and children may read the paper without the risk of being confirmed in the slang and vulgerisms of the pave.

MORE STEAM.—There is now laying at the foot of Duke Street, a splendid little Steamer, owned by Messrs. Hatheway, Small and Tupper. The boat is built by Mr. Dow, and the engine by Fleming & Co. The vessel is a beauty, and we feel assured that the engine from the hands of our old friend Fleming, cannot be excelled in any country. Who now will be sceptical as to the ability of our mechanics'. She is just the size for the route between this and Hampton, and we trust will be so employed. She is to be commanded by the favorite Captain Moses Akerly, and has our hearty wish for success.

Some of the land of Ireland after being abandoned by their original occupants, have recently been purchased by English and Scotch proprietors, and are now being worked by peasantry taken over for that purpose. Now may the wilderness be expected to smile, and peace and happiness replace squalid misery and disaffection.

STEAMERS.—It will be seen by Advertisements in this impression that the *Admiral* is now making two trips per week, one to Boston, and another to Portland. The *Creole*, is also on the same route, and is carrying passengers at the reduced rate of four dollars to Boston, and three dollars to Portland. The Public by these arrangements, are furnished with splendid accommodations, and cheap traveling.

THE COMING EXHIBITION.—We are pleased to find that many of our Mechanics' are busily engaged in preparing specimens of their craft for the Exhibition to be held in September next, in the Institute. We hope by that time that Mr. T. Turnbull will have finished his newly invented Velocipede, which the *News* says will run thirty miles per hour. Let those beat this who can.

LOOK OUT FOR SWINDLERS.—We have just learnt from one who has suffered, that some Yankees of rather spacious appearance, are now in this City, on a swindling expedition, by circulating counterfeit *Five pound Notes*, altered by pasting on figures of Five where One had originally been. Our informant states that about twenty of those spurious notes have been passed off on the unwary within the last month.

LATEST FROM EUROPE.

The steam ship *America* arrived at Halifax on Monday evening last, at 9 o'clock, in 9½ days from Liverpool, bringing Liverpool dates to the 31st of May. She brought 81 passengers, and reports having experienced very heavy weather.

The intelligence by this arrival is quite unimportant, if we except the happily approaching dissolution of the imbecile Whig Cabinet. Reaction even in the cotton spinning districts is already being felt, while hundreds of British ships are laying at the wharves in different Ports of the Isle, with the broom at their mast head. The establishment of a Conservative Cabinet with Stanley at its head, holds out a promise of returning prosperity.

NATIONAL LOAN FUND LIFE ASSURANCE SOCIETY.

This Society held its general meeting in London, on the 14th ult., and was very numerously attended. The statement of the affairs of the Society was most satisfactory.—The income for the year 1850 was £69,590, and form the close of the year to the present time 342 new Policies have been issued, producing additional income £6,690, so that at this moment the whole income of the Society exceeds £70,000 Sterling.

The result of the annual investigation into the Society's affairs calculated up to 31st Dec., 1850 may be stated thus:

Amount of investments, together with present value of income for annual Premiums,	£1,030,882	14	0.
Present value of liabilities on all Assurances or annuities, &c., including paid up Capital	926,821	15	2.
Balance	£104,060	16	10

The successful progress of the Society, is plainly indicated in the following statement of the amounts of annual incomes on existing Policies at the end of the respective years, viz:—

1846 - - -	£33,737	15	1
1847 - - -	42,740	3	3
1848 - - -	45,193	3	3
1849 - - -	54,496	15	2
1850 - - -	63,570	8	4

Nothing more could be wanted to prove the confidence felt in the stability and safety of this Institution, and we hope its prosperous career may still continue.

We are pleased to [illegible] Esquire, has so far re[illegible] able to resume his d[illegible]

The St. Andrew's S[illegible] ole, on the late pleasu[illegible] St. John to Eastport [illegible] ters; from Eastport [illegible] nutes, and from Calais [illegible] hour.

Joseph Fairwe[illegible] appointed a Justice of [illegible] of St. John.

We are indebte[illegible] Wood, for the latest [illegible]

U. S. mail steamsh[illegible] left New York on Satu[illegible] passengers and $836,5[illegible]

Mar[illegible]

On the 21 inst., by [illegible] Mr. Robert Burns, of [illegible] tia, to Miss Ellen Sath[illegible]

On the 6th inst., [illegible] Mr. William Paisley, o[illegible] to Miss Eliza Jane Ba[illegible]

On the 7th, by the [illegible] of Hampton, to Mrs. [illegible] this City.

On Wednesday, by [illegible] Charles H. Holder, of [illegible] Deborah Ann Roberts[illegible] ter of the late Scovil H[illegible]

On the 11th inst., by [illegible] Mr. Charles W. Vail, [illegible] of this City.

On the 11th inst., by [illegible] Frederick C. Whipple, [illegible] Jane Burley, of the P[illegible] County.

At Greenwich, on [illegible] Francis, to John, eld[illegible] Menzies, all of Greenw[illegible]

At the same place, [illegible] same, Mr. Robert Mill[illegible] of Mr. Walsingham Hal[illegible]

At Studholm, King's [illegible] 27th ult., by the Rev. [illegible] Perry, to Miss Lucy [illegible] Mr. Jesse Allward, all [illegible]

At Halifax, at the [illegible] wick Street, by the Re[illegible] 3d inst., the Rev. Geo. [illegible] to Margaret Annie, se[illegible] Richard Williams, of S[illegible]

D[illegible]

On Sunday morni[illegible] daughter of Mr. Jere[illegible] months.

At Clifton, on the 2d [illegible] liam Ritchie, Esquire, [illegible] burgh, Scotland, and [illegible] deceased John Strang, [illegible] Brunswick.

At Sheffield, on the [illegible] Mr. Benjamin Baker.

At Sackville, on the [illegible] ton, aged 86 years, a[illegible] resident of that place.

At Cod[illegible]allis, on the [illegible] ton, Esq., Purser, Roy[illegible]

On the 29th April, at [illegible] ts, county, of lockjaw, [illegible] about 35, formerly of S[illegible]

PORT OF SAINT [illegible]

Friday—Barque Anth[illegible] 8—John Robertson, [illegible] Brig Ellen Forrestal, Ba[illegible] Wiggins & Son, ballas[illegible] Dawson, Davidson, Nic[illegible] rel, ballast.

Catherine & Hannah, [illegible] Rankin & Co., ballas[illegible]

Schr. Del Norte, Stinson [illegible] R. Reed, wheat.

Mars Hill, Leopard, [illegible] Co., ball.

Saturday—Ship George [illegible] York, 6—John Rober[illegible]

Schr. Mercator, Leland [illegible] Saguenaud, Dorr, Frank[illegible]

Sunday—Steamer Cre[illegible] Eastport,—R. P. McL[illegible]

Monday—Brig Hope, [illegible] Rankin & Co., ballas[illegible]

Wednesday—Barque H[illegible] East, 34—R. Rankin [illegible] Perseverance, Morris G[illegible] kin & Co., passengers [illegible]

Brigt. Portland, Scott, [illegible] last.

Schr. Algerine, Bands, [illegible] ton, sugar.

Belmont, Card Halifax, [illegible] molasses, &c.

Abbey, Irvine, New Yo[illegible] ballast.

This Day—Steamer M[illegible] land,—T. Parks, pass[illegible]

Steamer Admiral, Wood[illegible] passengers and merch[illegible]

CLE[illegible]

June 5th—Ship Pilgrim [illegible] ber and deals—N. S. [illegible] Cork timber and deals [illegible] Ellergill, Jordan, Hall [illegible] rown; Brig Laurel, Ho[illegible] deals—Allison & Sp[illegible] Porto Rico, boards and [illegible]

7th—Barque Douglas [illegible] deals; Brig J. H. Cosm[illegible] Sch. Oliver Frost, Sm[illegible] Harp, Mosher, Newbu[illegible]

8th—Barque Odessa, [illegible] deals; Atlantic, Hanscom, [illegible] Gregory, St. Andrews, [illegible]

10th—Ship Cornelia, [illegible] and deals; Rockaway, [illegible] deals; Crescent City, Ba[illegible] and deals.

11th—Barque Edna, R[illegible] deals; Schr. Charles, [illegible] ge; Martha Greenow, [illegible] salt.

Arrived at Quebec, [illegible] Sarah, Hayes, Boston [illegible] Park.—At Halifax, Yuca[illegible] ner, St. John.

Cleared at Mobile, [illegible] Beauty, Robinson, Liver[illegible] Jorge Amelia, Holdr[illegible] ethr. Abbey, Irwin, St [illegible] 30, brig Hope, Tetherid[illegible]

Arrived from St. John [illegible] Clyde; 17th Revere, at [illegible] sol.—From New Orleans [illegible] Mobile, 7th, the Palmy[illegible]

Cleared 22d, Delta, [illegible] John.

Lightning at Liverpool, [illegible] Sunbeam, for St. John [illegible] Cambria, 8th, Lady [illegible] Cambria, of this port, [illegible]

The Revenue schr. [illegible] pay, arrived at Pictou [illegible]

2 CASKS, containing [illegible] LOCKS—for sa[illegible]

2 Casks, containing [illegible] other INKS, in Register[illegible] tics.

23th May.

Among the many blessings attendant upon improvements in the social conditions and advances of our race in intelligence, is the prolongation of human life. With the increase of intelligence has grown up a knowledge for the elements of health, and a regard for them, and commensurately with the strides of science have we acquired the means of arresting disease, and averting its ravages. Notwithstanding the progress we have made, statistics show that even now, one fifth of the whole population die annually of consumption.

One of the most important discoveries of the age, in ameliorating the condition of this large class of suffering humanity, is

DR. WISTAR'S BALSAM OF WILD CHERRY.

Nunda, Livingston Co., N. Y., June 29, 1849.

Mr. S. W. Fowle,—Dear Sir: Prompted by a sense of gratitude for benefits received by the use of WISTAR'S BALSAM OF WILD CHERRY, I submit the following statement: Previous to my taking the Wild Cherry, I had been obliged to give up my business in consequence of the severe affection of the lungs. In this distressed state I was induced to try your remedy for CONSUMPTION. I did so, and in the course of a few weeks, I was restored to comparative good health, so that I have since been able to attend to ordinary business. Indeed, my present state of health far exceeds my most sanguine expectations.

Yours truly,

JOHN BURNS.

None genuine unless signed I. Burts on the wrapper.

For Sale by S. L. TILLEY, King Street, St. John, N. B.