SAINT JOHN, NEW-BRUNSWICK, THE FRIDAY, JUNE 13, 1851.

# Weekly Chronicle.

Volume 18. "Opposition without faction, and Measures irrespective of Men." Number 46.

**THE SAINT JOHN CHRONICLE,**

is published every Friday afternoon, by WILLIAM DURANT, at his Office in the Brick Building of L. H. Deveber & Son, west side Prince Wm.-st.

☞ Visiting and Business Cards, (plain and ornamental,) Handbills, Blanks, and Printing generally, neatly executed.

TERMS OF THE CHRONICLE:—

**12s. 6d., in Advance**;—3s if not paid until the termination of the year:

But as the Proprietor intends to discontinue, as far as practicable, the *Credit system*, and stop the practice of making *good subscribers* contribute for those who *never pay*, he offers the following

**Inducements for Clubbing.**

by which means parties will be able to procure a valuable Family and Business Newspaper at a CHEAPER RATE than any heretofore offered in this Province. He proposes to send

For $10 IN ADVANCE, 5 copies of the Chronicle, *to one address*, to any part of this or the Sister Provinces, for One Year;

For $20 in advance, 11 copies for One Year;

For $40 in advance, 24 copies for One Year;

Mind! IN ADVANCE, and to one address.

☞ Be THE YEAR.—The rate of advertising by the year is six pounds per column, and *half, quarter, or eighth* part of a column in the same ratio.

All letters, orders, communications, &c., must be post paid, and addressed to

WILLIAM DURANT.

Chronicle Office, Saint John, N. B.

**Weekly Almanack.**

| June. | | h. | Sun s. | Moon h. | w. |
|---|---|---|---|---|---|
| 14 Saturday, | 4 17 | 7 48 | 8 38 | 11 | 21 |
| 15 Sunday, | 4 17 | 7 48 | 9 27 | morn. | |
| 16 Monday, | 4 17 | 7 44 | 10 10 | 0 | 36 |
| 17 Tuesday, | 4 17 | 7 44 | 10 47 | 1 | 18 |
| 18 Wednesday, | 4 17 | 7 44 | 11 19 | 1 | 49 |
| 19 Thursday, | 4 17 | 7 45 | 11 47 | 2 | 29 |
| 20 Friday, | 4 17 | 7 45 | morn. | 3 | 10 |

Last Quarter, 21st day, 1h. 56m. even.

**Mutual Insurance Company.**

THIS Company is prepared to receive applications for Insurance against FIRE upon Buildings and other Property, at the Office of the subscriber. I. WOODWARD.

**National Loan Fund LIFE ASSURANCE SOCIETY of London.**

EMPOWERED BY ACT OF PARLIAMENT.

**Capital, £500,000 sterling.**

Exclusive of a Reserved Fund (Surplus Premiums) of £51,000 sterling.

BOARD OF LOCAL DIRECTORS AT ST. JOHN, N. B. (Office Nelson street.)

ROBERT F. HAZEN, *Chairman*.

Edward Allison, Esq. William Wright, Esq.
John H. Gray, Esq.
Medical Examiner . Wm. Bayard, Esq. M. D.

*Advantages offered by this Society.*

PERFECT SECURITY, arising from a large Capital totally independent of the Premium Fund.

LOANS.—Two thirds of the Annual Premiums paid, or half the Premiums for the first five years, which half may remain on interest, to be deducted on the amount of the Policy at the death of the insured.

LOW RATES OF PREMIUM.—The rates of Premium are as low as any society of equal standing.

DIVISIONS OF PROFITS.—The Bonus' in the Society are declared annually, and each year the Assured has the option of receiving the profits in Cash, in reduction of Premium, or in addition to the sum insured.—The Bonus' are permanent.

Premiums may be paid Annually, Half-Yearly, or Quarterly.

Insurance may be effected for one year, for five years, or for life, with or without participation in the profits of the society.

A liberal allowance for the surrender of policies

Every information as to the Society's Rates of Premium, mode of Insurance, and blank forms of application, may be had at the Office of the subscribers, or of the sub-Agents, who have Pamphlets for gratuitous distribution, and all documents required for effecting Insurance.

CALIFORNIA.—Parties proceeding to California can effect insurance on liberal terms.

SUB-AGENTS FOR NEW BRUNSWICK.

Bathurst—Thompkins Deveber, Esq.
Chatham—William Carman, junior, Esq.
Dorchester—Albert J. Smith, Esquire.
Richibucto—William S. Smith, Esq.
Fredericton—J. Henry Peter, Esq.
Hampton—Samuel Hatfen, Esq.
Sussex—Thomas G. Moore, Esq.
Shediac (the Bend) Silas Botsford, Esq.
Newcastle—Edward Williston, Esq.
Richibucto—William Bowser, Esq.
St. Andrews—George D. Street, Esq.
St. Stephen—W. T. Ross, Esq.
Shediac (Cocagne—Richard C. Scovil, Esq.
Woodstock—James Robertson, Esq.

WILLIAM J. STARR,
February, 1850. *Manager, St. John, N. B.*

**BOOLEY'S**

*Merchant's Exchange Hotel*—*Post Office Building*,

**State Street, BOSTON,**

TERMS—ONE DOLLAR per day.

**HAMMOND RIVER HOUSE.**

THE Subscriber grateful for past patronage from his Friends and Travelling community, begs to inform his Friends and the public at large, that he has now improved his establishment to the above Place, 16 miles from this City, 1 mile North of Hammond River Bridge, where he is prepared to accommodate Travellers at all times and seasons

OYSTERS, &c. &c. got up at shortest notice.

Constantly on hand, a choice supply of WINES, Liq. &c.

Comfortable and commodious Stabling attached to this Premises, careful hostlers always in attendance.

WASHINGTON ALDEN.

February 2, 1849.

DRUGS, MEDICINES, &c.—The subscriber has received per "Curon," and "Lisbon," from London, his Spring supply of Drugs, Medicines, Perfumery, Spices, Brushes, &c., which he offers at lowest market prices.

May 16, 1851. S. L. TILLEY.

*Iron, Steel, Anchors, Chains, &c. &c. &c.*

*The Subscribers have in Stock, and offer for Sale at their Stores in Nelson Street, the following GOODS, viz*

900 TONS Common and Refined English and Scotch IRON;
40 tons small round Refined IRON, assorted, 3 16 to 3 inch;
10 tons Plough PLATING, ass'd 2 to 6 inch;
20 tons SHEET IRON, No. 12 to 26;
50 tons No. 1 Gartsherrie Pig IRON;
20 tons best BOILER PLATES;
5 tons Blistered STEEL, C C N D and L;
5 tons Cast STEEL, Sanderson & Naylor's;
120 boxes Tin Plates, ass'd IC, IX, DC & DX;
260 bags SPIKES, assorted 4 to 10 inch;
400 bolts Muntz' Patent Metal, 3 to 1 3 inch,
1200 fathoms best Proved Short Link CHAIN, assorted, 3/4 to 1 1/4 inch;
28 best Proved Stud CHAIN CABLES, ass'd, 3/8 to 1 1/4 inch;
36 Wood and Iron Stock Anchors, 3 to 36 cwt.
12 tons best Liverpool OAKUM;
150 bolts NAVY CANVASS, assorted, No. 1 to 6;
15 tons CORDAGE, well assorted;
96 dozen long handle Irish SPADES;
40 Smiths' ANVILS; 30 VICES;
21 pairs Forge BELLOWS, 24 to 36 inch;
5 M. English FIRE BRICK;
144 pieces Irish LINENS—very superior;
9 puncs. Irish WHISKEY—a prime article.

In addition to the above Stock, will receive by first Spring arrivals—950 tons Common and Refined IRON, well assorted.

All of which will be Sold very low for Cash, or approved payments.

Jan. 10. WM. & GEO. CARVILL.

**VULCAN FOUNDRY MAIN STREET, LOWER COVE, ST. JOHN, N. B.**

THE above Establishment has been greatly enlarged; it is in full and active operation, and the facilities for Work in every department of the Iron Foundry and Blacksmith Business have been greatly increased.

The attention of the public is particularly requested to the new and improved Patterns and Quality of the Castings, and other manufactured articles, consisting in part of

*COOKING STOVES AND FRANKLINS, Register Grates*, Ships' Cambooses, Cooking Ranges, Mill and Ships' Castings, &c. &c.

ALSO—An assortment of the most approved *PLOUGHS*, which will be furnished at the lowest Market rates.

Orders can be lodged at the Foundry, or at the Warehouse of John V. Thurgar, Esq., North Market Wharf, where specimens can be seen.

☞All Stoves are warranted to perform, equal to their recommendation—If they do not, they may be returned

October, 25, GEORGE CRAIG.

**Phœnix Foundry, POND STREET.**

THE Proprietors of the above Establishment having erected a new *Moulding Shop* on the Premises occupied by the late firm of Thomas Barlow & Co., are now prepared to Manufacture STEAM and FIRE ENGINES, Steam Boilers, Force Pumps, MILL MACHINERY, Turning Lathes, Screw Presses, Bark Mills, Patent Purchases and other Ship Castings, Hoisting Wheel Gear, &c., &c.

*On Hand*—CAMBOOSES; Cooking, Close and Franklin STOVES; Oven and Furnace Months; Side-Hill, Double Mould Board, Sod D, Improved D, E, and other pattern PLOUGHS; Fanning Mill Wheels; Truck and Barrow Wheels; Waggon and Cart Boxes, &c. &c.

FLEMING & HUMBERT.

☞ *Brass and Iron Castings made to order. Brass and Iron Turning. All kinds of Machinery repaired.*

St John, October 16th, 1849.

**SOAP & CANDLE MANUFACTORY.**

**GEORGE WOODS,**

*West side Water Street, between the Ferry Landing and Fish Market,*

ST. JOHN, N. B.

CONTINUES to manufacture War-wick MOULD CANDLES, which for brilliancy of light, and length of time in burning, cannot be excelled—made expressly for the parlour table.

Constantly on hand, DIPT CANDLES, of all sizes, made out of the pure hard Tallow, and undertakes to sell cheaper than can be imported from any part of the world. April 27.

**NEW BOOKS.**

*Received per "Creole,"*

HARPER'S Magazine for January;
Peterson's National do. do;
Godey's Ladies' Book, do. do.;
Appleton's Mechanics' Magazine and Engineers Journal for Jan., a New Periodical, 15s. per an.
Singleton Fontenoy, R. N., by James Hanny;
Cruise of the Crescent, by Sir A. Fisher;
Attore Locke, Tailor & Poet, &c., &c.

January 17. B. O'BRIEN.

CHARLES W. STOCKTON,
**Attorney & Barrister at Law,**
PRINCE WILLIAM STREET,
*ST. JOHN, N. B.*

**Spring and Summer Clothing.**

GENTLEMEN who like a neat Garment, will find the best Cutter, Finest Textures, and as *low prices* as any house in the trade, at FALL'S CLOTHING STORE, *Prince William Street*, nearly opposite Sands' Arcade.

May 9. JAMES T. HALL, *Proprietor.*

*Agricultural Garden and Flower* **SEEDS.**

THE subscriber has received a fresh assortment of Agricultural, Garden and Flower SEEDS of superior quality. For sale at low prices.

April 25. JOHN G. SHARP.

**Removal.**

THE Subscriber would acquaint his friends and the Public generally that he has REMOVED his PAPER HANGINGS and SHOE STORE to the Premises in Prince William Street, recently in the occupation of Mr. J. Summers. (May 9.) JOHN LEITCH.

Cour. N.Br. Freeman, Telegraph.

*Miscellaneous.*

**SPARROWS IN THE CRYSTAL PALACE.**

Prince Albert pushed his cutlet and tomato sauce from before him, and rose up from the breakfast table, apparently too troubled in spirit to eat.

Her Majesty noticed the act, and enquired the cause.

"Those confounded Sparrows!" cried the Prince with great distress—"we can't get them out."

"Oh sit down and get your breakfast," interposed her Majesty soothingly, "and I'll write an order to the Horse Guards, to send up a whole regiment of the line to shoot them."

The Prince groaned out, 'oh, no; the cure would be worse than the disease—they'd break all the glass."

The Queen saw and felt for his distress. "I never liked the Exhibition," she thought, "but it is his hobby, and I must not let these stupid sparrows make him unhappy." So she sat down at the escritoire, and taking up a gold pen, wrote a notice at once to the Premier requiring his attendance at Buckingham Palace. As the royal messenger was seen dashing at top speed into Chesham place, people said 'twas another crisis, but 'twasn't.

"What's the matter, your Majesty?" cried the Premier, making his appearance, pale and out of breath.

"The sparrows," said her Majesty, "in the Crystal Palace." And as she spoke she nodded her head to Prince Albert, who was walking about at the upper part of the room, and striking his forehead, and minding no one, his mind being occupied with the one sad thought.

"You know we can't shoot them, Lord John," observed her Majesty, "or I'd soon silence them with a park of artillery."

"No, your Majesty," mused the first Lord of the Treasury, biting his nails; and after a pause he added, "*We might net them.*"

The Queen clapped her hands in glee. "Albert, Albert," she exclaimed, "don't fret—Lord John has found a remedy—*we'll net them.*"

"Nonsense, retorted the Prince Consort, rather gruffly and ungratefully, "you can't—the place is too large."

Her Majesty's face fell at once, as she mournfully repeated her Consort's words, "tis too large, Lord John—think again. Lord John bit his nails, and thought again. "I have it," said he, after a longer meditation than before.

The Queen's eyes sparkled. "Have you!" cried she in ecstacy. "What, Lord John—do please say what at once.

"Fumigate the place—smother them with sulphur."

"Capital!" cried the Queen. "Albert, Albert," she shouted out once more, "we have it this time—we'll smother them."

"*Can't*," sulkily retorted Saxe Gotha and Coburg. "I thought of that myself—but 'twon't do. Blink all the goods and spoil them."

The Queen looked miserable once more," and begged of her Prime Minister to think again, but he could'nt, and left the Palace.

The Bishop of London now called by chance and her Majesty at once consulted him. He was always a courtier; he looked wise, vowed his services over and over again, and said he'd go home, and look at the Canons of the Church."

"Don't mind it," interposed her Majesty; "your canons always make a dreadful noise, but take no effect."

Still Prince Albert kept pacing up and down, and groaning out ejaculations from time to time about these confounded sparrows; and every groan went a pang to her Majesty's heart. "I have determined," she exclaimed, "I'll send for the Duke."

Another letter and another courier to bear it to Apsley House. The royal missive ran thus—

"My dear Duke—Do come at once; my kind and true friend in every emergency. Albert is in and taking about these horrid sparrows that have got into the exhibition building. You can do everything; you can help us to get them out. Ever yours, V. R."

The Duke was standing at the window when the royal messenger alighted at the door. He knew the man by his livery. Humph! I hope Russel is not again in one of his resignation fits," he muttered. He took the letter of the silver dish and opened it. He seemed annoyed and immediately set down in a pet to write.

"F. M. the Duke of Wellington presents his loyal duty to his sovereign. F. M. the Duke of Wellington is commander in chief of her Majesty's land forces, and as such thinks the service upon which he is summoned out of his province. F. M. the Duke of Wellington understands there are several following this line of life in the neighbourhood of the Seven Dials, to whom if it be her Majesty's pleasure, he will make known the royal request. F. M. the Duke of Wellington has had considerable experience in capturing French eagles, but not in taking English Sparrows."

His grace read the note—gave a grim smile then repented, tore it, and ordering his horse, said he would be at Buckingham Palace in twenty minutes.

The Prince was still walking about restless when the Duke arrived.

The Queen and the Prince all but jumped into his arms, and reminded him of *Quatre Bras*.

"Oh, last and best resort of difficulty and danger' what do you suggest?" ejaculated the Sovereign.

"A SPARROW HAWK," said the Prince bowing.

"Oh, every fertile in resources," exclaimed the Prince; "no place a difficulty before you is to have a remedy. We'll have the sparrow hawks," he added.

"We will," said the Queen; and an extensive order for sparrow hawks was immediately issued.

In the meantime the twittering colony in the crystal palace were not unconscious of what was taking place at its Buckingham neighbor, and had a couple of messengers of their own flying between the "two houses," bearing hourly intelligence of the convulsions held for turning them out of office.—Thus when Lord John Russell was with her Majesty, a clever, sharp eared young sparrow alighted on the sill of the window outside, and overheard the whole of the conversation. As soon as the Premier departed, Master Sparrow was back again, and glided in through one of the ventilators, was soon telling the whole story to a council of veteran twitterers assembled in one of the highest branches. The council was presided over by a grey headed old Sparrow, the Nestor of many flocks that flitted about the Crystal Palace.

When the young sparrow had told all that Lord John had said, "Pshaw!" cried the President of the Council. "Net us; and we forsooth are too clever enough to go into the nets, while we have room to avoid them—Lord John has seen his best days. Unless they can get a wiser councellor than that, we'll bother Prince Albert and his brother commissioners, and break up their boasted exhibition."

and all these sparrows laughed and twittered, and provoked the Commissioners who happened to be underneath, and who cried out with more vehemence than ever, "Hang these sparrows!" Another messenger sparrow flew in amongst the feathered council—"The Bishop of London has just left her Majesty, and is going to eject us by Canon Law."

A provokingly mirthful outburst of twitterings followed this announcement.

"The Bishop of London has enough to do to mind his own business," said the veteran sparrow.

Let him first get some strange birds out of his own diocese, and then come to disturb us. But he had better not throw stones at us—out's is not the only palace made of glass. I think we need not make ourselves uneasy, but go on building our nests."

We needs'," cried all the sparrows from all the branches, "we'll stay where we are."

"The Duke is sent for," exclaimed another messenger sparrow, making his appearance, and with some sign of trepidation.

"The Duke!" repeated they; but there was no tamer in their twitter now.

But the President of the Sparrows' Council still put a bold face on the matter, and said in a boastful tone, "The Duke would find he had not a Napoleon to deal with this time;" nevertheless the sparrows were noticed not to go on as busily with their nest building as before, when a fourth messenger flew in, and said he had just overheard the Duke suggest "a sparrow hawk."

"Then I'm off," exclaimed the veteran President of the Council, popping out through a ventilator. "That horrid old Duke—I was afraid he would hit upon an expedient."

**TRUST IN GOD.**

How few people there are who have faith to obey our blessed LORD's command. "*Take no thought for the morrow!*" We should become much more cheerful and contented if we would only resolve to bring *all* our hopes and fears to God in prayer, and cast all our care upon Him.

The Bishop of Toronto, who came across the sea to England last year, relates this pleasing and instructive story in an account of his voyage which he has lately published.

"We sailed from New York in the steamship 'Europa,' on the 17th of April, and arrived at Liverpool on the 29th.

The weather, though cold, was on the whole propitious, and nothing very particular distinguished our voyage from a thousand others, except indeed, our little incident which may be worth notice, as exhibiting great faith and strength of mind on the part of a sufferer.

"We had in the ship a poor sailor called Thomas, who had lost both his legs, and seemed a pitiable object. He had sailed in a ship from Ireland full of emigrants, very late in the autumn of 1849. In the hope of making a short voyage to America, the captain had gone too far to the northward, and being caught in a long continuance of very stormy weather, and having but few good sailors on board, they were in imminent danger. Their rigging was frozen and covered with ice, and their ship for many days was in a great measure unmanageable. After suffering most severly even for weeks, they were providently cast on the American coast, and with much difficulty got into Boston, almost in a sinking condition. During all these perils, Thomas, being the most active and skilful mariner on board, was employed in the most dangerous offices, and being considered by the captain and mate their main-stay in working the ship, he was much more exposed than any of the other sailors. Though his energy kept him up while the danger continued, they no sooner approached Boston than he became totally helpless. On reaching the harbour, he was sent to the hospital and attended by the best surgeons, and treated with the greatest kindness. On a careful inspection, his limbs were found in a state of putrefaction from having been frozen, and immediate amputation was necessary to give a chance of life. Thomas submitted cheerfully, and being of a good constitution, of a firm and vigorous mind, and carefully nursed, he very quickly recovered. During his confinement he received many substantial attentions from the benevolent people of Boston, and being now in health, the British consul gave him a free passage to his friends in Ireland.

"On conversing with him, I found him full of hope, and determined, notwithstanding his sad misfortunes, to maintain his independence and integrity. 'But what can you do, Thomas, helpless as you are become?' 'Not so helpless; I can learn a trade, and if I can contrive to support myself while learning it, there is no fear.' 'But what trade can you learn, disabled as you are?' 'A sailmaker. I know something of it already; and it is a sitting business, and requires very little moving about.' 'What will be sufficient during your apprenticeship?' 'Ah,' said he, 'this is the difficulty which sometimes disturbs me. But God will open a way—ten pounds a-year for two or three years, if I could get it, would be quite enough—a large sum for a poor cripple; but I can live for less with my dear sister, who loves me, poor as she is; and some kind friends may turn up. I feel that I shall succeed;—glory to God!' His fine spirit endeared him to all the passengers; and when they were made acquainted with his simple plans, a subscription of fifty pounds was raised for his benefit. Two gentlemen belonging to Liverpool, with true Christian charity, engaged to see it appropriated in such manner as to ensure the completion of his wishes, and, if necessary, to supply what might be wanting. The matter being thus satisfactorily arranged, Thomas was made quite happy.'

"OWE NO MAN ANYTHING.—RENDER THEREFORE UNTO ALL THEIR DUE."—The above beautiful maxim were left on record by the hand of the inspired Apostle, Saint Paul, when writing to the Romans some eighteen hundred years ago. If these very maxims were now punctually attended to by those that have means in their power to do so, the mechanics and manufacturers would have good stores of materials, necessary to carry on their business; the merchants dealing in those materials would be selling of their stock at a profit, and thereby enabled to deal more extensively where they were usually supplied; the farmers would be enabled to employ the idle labourers to cultivate their ground properly, and therefore be enabled to pay their rents, and from the extra produce consequent on proper tillage, when performed in due time, enough for the supply of their families, and not as they have been of late years, feeding themselves and their families on Indian meal, purchased in other countries without cash. Under these impressions, I would call on all those who have means to pay their printers, doctors, bakers, grocers, butchers, tailors, painters, vintners, dressmakers, bonnet makers, and labourers! In fine take the royal maxim, 'Owe no man any thing.'—[Joseph Porter.

SMALL MOUTH, ONE HUSBAND—LARGE, TWO.—Old Gov. L——, of Vermont, was one of the most inveterate jokers of the early times, in which he figured. An anecdote is told of him, which has never been related in print, and never can be, perhaps, with as much effect; but we will try it. One fall as she was returning from the Legislature on horse back, as usual at that day, he was hailed from a house by a gamesome old maid, who had often annoyed him with questions respecting public affairs.

'Well Governor,' said she coming out towards the road, 'what new laws have you passed at Montpelier, this time?'

'Well, one rather singular law among the rest,' he replied.

'Dew tell! Now, what is it Governor?' asked the excited querist.

'Why, that the woman in each town, who has the smallest mouth shall be warranted a husband.'

'Whoy, whot!' said the other, drawing up her mouth to the smallest compass; 'what a queer curious lur that is!'

'Yes but we have passed another that beats that—the woman who has the largest mouth is to have two husbands.'

'Why, what!' exclaimed the old maid, instantly relaxing her mouth and stretching it wider and wider at every syllable; 'what a remarkable law that is—when does it come in force, Governor?'

At this the Governor put spurs to his horse and vanished.—[Greenuck Mountain Freeman.

RAILROAD EXPEDITION.—The Madison Banner tells of an incident that happened a short time since on the Lodisville and Lexington Railroad. The cars had stopped at a depot to site, dressed out in all the elegancies of a village dandy—blue coat, driven upon the back, yaller pants, strapped over a pair of most awfully thick soled shoes, red cravat, and a mossy colored vest, his hat seeming in danger of being burnt up by the large quantity of red bristles; even with the aid of the Jenny Lind hair gloss it could not be called hair, that were sticking out all around the aforesaid hat. Well, this dandy stepped up to the conductor and inquired if he could put him off some eighteen miles beyond; to which query he received a smiling—yes.

The cars having started, and, before the country dandy had finished examining the elegant sofas, &c., the whistle has sounded, and the conductor approaches and informs him that he is at his journey's end.

'What, already? Oh, no. Can't get clear of me so easy.'

'Just come and satisfy yourself,' said the conductor.

'Certainly. Well' if it ain't an all-fired fact don't catch me coming down here on the railroad any more; if I had of known it had been this nigh, *I'd walked.*'

**AGRICULTURAL.**

CHEMICAL ACTION OF GYPSUM.—Every plant is composed of certain ultimate elements, which are invariably the same for each plant for for each part of any particular plant, although they differ in different plants and in different parts of the same plant. Some of the elements are contained in the soil, others are obtained from the atmosphere. Some substances, as silica and alumina, are generally abundant; others, as sulphur and phosphorus, are only found in very small quantities. Now, both sulphur and lime enter into the composition of clover, hence the beneficial result of the application of gypsum (which is a compound of lime, sulphur and oxygen) to that plant; but when there is an abundance of gypsum in the soil it can be of no possible use to add more. But, besides gypsum, clover contains potash, phosphorus and other substances; hence, when these are all taken from the soil by continued cropping, neither clover nor any other plant, of which they are a necessary constituent can grow; hence the beneficial results of adding wood ashes, bone dust, &c., to the soil. But there is still another advantage in the application of gypsum. All plants contain a certain quantity of ammonia, this is obtained from the decomposition of vegetable and animal substances, in the soil, and from the atmosphere by means of rain and snow. Now, ammonia is a very volatile substance, hence it is liable to escape into the atmosphere, unless there is something in the soil capable of retaining it. Now gypsum, does this most admirably—the ammonia combines with the sulphuric acid of the gypsum thus forming sulphate of ammonia, which is retained in the soil for the purpose of the plant, and lime is set at liberty to neutralize any acid or sour substance which may be contained in the soil.

REARING CALVES.—After weaning calves, they should be placed in good pasture, in which is plenty of good water, and have a little salt twice a week. For wintering calves, my method is as follows:. When pasture begins to fail, I give them each a small ear of corn once a day, until it is necessary to commence feeding hay. They are then placed in a lot by themselves, where they will not be exposed to larger animals, with no other shelter than an open shed, closed only on the North side, under which is placed a trough, in which they are fed daily, with a pint of corn and oatmeal. The place in which they are fed with hay is constructed of a horizontal pole, resting on three crotches, two at each end, one in the middle. Across this pole, stakes are driven transversely which from an excellent rack, and effects a great saving in fodder. They should, in winter as well as summer, have access to water every day, and if they do not go to it themselves, they should be driven. Salting them regularly is very essential. For lice, use pulverized charcoal, which is preferable to a solution of tobacco, which when used too freely, sickens them, and destroys the appetite.

☞ TO MAKE TOMATO PRESERVE.—Wash your tomatoes, then pare them; and for every pound of tomatoes take half a pound of refined loaf sugar; disolve the sugar in a sufficient quantity of water to make it into syrup, in a preseving kettle over a slow fire; when your sugar is disolved, put your tomatoes and the third of a lemon, sliced into the syrup, and boil slowly, until the tomatoes are cooked; then take the tomatoes carefully out of the syrup, and cool them on a dish; continue to boil the syrup slowly, until the tomatoes are cooled; then strain your syrup through a hair seive, and put the syrup and tomatoes into a kettle, and boil them very slowly, for half an hour; then, if the syrup is boiled to the consistence of molasses, your preserves may be put into jars as soon as cooled.

**ST. JOHN COUNTY BYE-ROADS.**

The undermentioned Commissioners are to expend the sums appropriated for the Bye-Roads of County of St. John:—

John Henderson.—Road from Little River to Mispec, £12 10 0.

David Hunter.—Road from Little River to Loch Lomond, 20

Robert Power.—Road from Black River to Mispec House, 25; from Little River to M'Kenzie's farm, past Calvert's, 30; from Black River Settlement road to Emmerson's Creek; Mountain road, 20; from near Ellison's, at Black River, past White's, to intersect road from Fraser's Mill to Morrison's, 12 10; from West Beach to Black River road, Dowd's road so called, 10; from Black River road, past Travis', to intersect Mountain road, past William Slack's, 5; from Black River towards Red Head, past Patrick M'Cardill's, 5; to cut down Ellison's Hill at Emmerson's Creek, 15; from Black River road to Evan's Cove, as laid out by O'Keleher, 5; from Black River Mills to Morrison's Cove, along the shore west, 5; from Thomson's Cove, Evan's road, so called, 6; from West Beach, Dowd's road, so called, 5; Towards building at Mispec, near M'Kenzie's, and for approaches thereto, 20.

John Morrison.—Road from Cody's, through Hibernia Settlement, to the forks of the road leading to the Quaco road, 30; from Hibernia Settlement road to the Quaco road, 10.

James M'Court.—Road from forks of road leading to the Quaco road, to the road opened by Brown and others, 10.

James Brown, Esq.—Road opened by Brown and others, past Brown's Mill, to the new bridge, 10; Quaco road to Tynemouth, past Brown's, 5; road from Fraser's Mill to James Brown's, Esquire, on the line laid out by Cunningham, and to continue from thence to Ten Mile Creek road, near the Grave Yard, 8.

Andrew Millican.—For the Valley road, past Lowther's, to Millican's, 15.

Peter Dewar.—Towards repairing the road and bridge from Emmerson's Creek to Gardner's Creek, and for cutting down Hill on east side of Emmerson's Creek, 25; for the road from Forks near Morrison's to Frazer's Mill, and thence to Gardner's Creek bridge, by way of Dewar's, 18; from Tynemouth to Frazer's Mill, 10; to rebuild bridge across Gardner's Creek, near Dewar's, 20; road from near Ellison's past White's, to intersect the road from Frazer's Mills to Morrison's, 7; road from the forks near Morrison's to Frazer's Mill, and thence to Gardner's Creek bridge, by way of Dewar's, 6.

James Brayden, Junior.—For the road from the Black Settlement road to Quaco road, back road, 20; road from Cody's to Quaco road, back road, 10; road from Loch Lomond, by way of Ratcliff's Mills, to intersect back road, 5.

David Collins.—For the road from the Quaco road, through the Ryan Settlement, to the forks of the road, near the late M'Cracken's, 15.

John Davidson.—Road from Harding's Mill to the old Quaco road, 10.

Philip Moshier.—For the road leading from the County Line, near Tabor's bridge, to Quaco, old Quaco road, 20; road from the western extremity of Quaco to Tynemouth, 15.

John Wilkins.—For the road from Quaco road to the County-Line, Mill and Church road, 10; road from Maher's west line to Harding's Mill, 10; road from the forks near Harding's Mill to the County Line, near W. R. Setill's, 5; to reimburse money expended in repairing two bridges on the Church and Mill road, 5; road from Quaco road to Harding's Mill, thence to the County Line, near W. R. Sentill's, 6.

John Kennedy.—For the road from Tynemouth road, past Power's farm, to Quaco, 15; road from Tynemouth road, past Power's farm, to Quaco, 5.

John Moore.—For the road from Sand Point, past J. Howe's, Esquire, 15.

James Lowe.—For the road to the County Line, toward's Smith's Mills, 5; road from the Millican road, past Cain's, towards South Stream, 5.

Robert Floyd.—For the road from Quin's residence to Gardner's Creek bridge, above Brown's Mills, 8; from Tynemouth road to Gardner's Creek, above Brown's Mills, past Howard's, 17; from Tynemouth Creek road to John Quins residence, past Howards and Floyds, 5.

Robert Bowes.—Road through Church Land Settlement to Loch Lomond road, 10; road from the Village road, by way of M'Namers, to the County Line, near the Kennebeccasis, 10.

Daniel Gallagher.—Road from Black River Mills, Morrisons road, to West Beach, and thence to Cape Spencer, 20; road from Mispec to Cape Spencer, 40; road from M'Kenzies Mills to West Beach, and thence to Black River, 15.

James Cunningham.—Road from Westmorland road through the Golden Grove Settlement, 18.

James Creek.—Road from Town Plat at Quaco to the County Line, near Tabors bridge to the Town Plat in Quaco, 5; road from Hardings Marsh to Town Plat road, 5.

Edward Brown.—For road called Browns road commencing at Berrys east line, in Quaco, to the County Line, 17 10; for Browns road, so called, through the Great Settlement, 15 10; from Tufts Mill to Big Salmon River road, and to build a bridge across Stream on same, 10; for the Brown road, so called, leading from Quaco to County Line, 5.

William Downes, Senior.—From Vaughans Ship Yard towards Melvins Beach, eastward of Quaco, 50.

Owen M'Gaire.—From near Botsfords Mills to Lower Loch Lomond road, near Grahams; 16s. 8d. to pay balance due Commissioner, 10.

John Jordan.—From Lower Loch Lomond road, near M'Gregors, across Mispec Stream, down on the east side, through the Riley and Hill Settlement, 5; from Dolan's, Golden Grove Settlement, to Terence Ferguson's, at Kennebeccasis, 10; from Isaiah Gables, in Black Settlement, to intersect Mountain road at Collins, 10; from Black River road to Black Settlement, Loch Lomond, 10.

Hugh Lynch.—Road leading from Millcars road through the Settlement of Marsh, Vaughan and Campbell, 5.

John Conway.—For road from Second Loch Lomond to John Conways farm, 5.

A. Menzies.—From Dipper Harbour bridge to Saint Andrews road, 17s. 10; from Dipper Harbour bridge to the County Line, 10; from last mentioned road along the County Line to the Basin, 5; from Dipper Harbour road, at Belmours clearing, by the head of the Basin, to the County Line, near Little Lepreau, 5; From Dipper Harbour road to Chance Harbour, 10; from Little Dipper Harbour to Dipper Harbour, 7; from the Saint Andrew's road towards Maces Bay, near Hanselas Mill, 15; from the Narrows of Musquash River, east side, to Saint Andrews road, 10; from the Narrows of Musquash River, west side, to Saint Andrews road, 10; road from Black Beach to Frenchmans Creek, 10; road from Saint An-