Provincial Legislature.

Friday, February 3.

INTERNAL IMPROVEMENTS.

The House went into Committee of the whole, in consideration of the report of the Select Committee appointed in March 5th, 1836, relating to Internal Improvements,—Mr. D. L. Robinson in the Chair.

The Report having been read,

Mr. HILL said, that there was a popular impression abroad, that there was too great a tendency in the Legislature towards sectional interests; a propensity to fritter away the public monies on objects of minor importance, when it happened to promote some local advantage; and if this impression were correct, (and he was not able altogether to gainsay it,) it would oppose an obstacle to any general system of internal improvement, which it would not be easy to withstand. It might be laid down as an axiom in the economic arrangements of a country, that that system which was best fitted to promote the great leading interests of a country, was also most conducive to the interests of particular localities. The country would have no sufficient security against improvident expenditure, if the general improvement was to be lost sight of, in those combinations for local benefits, which too frequently degraded the character of Legislative Assemblies. The Revenues of the Province, as well territorial as ordinary, being now about to be placed equally under the management of the House of Assembly, a serious obstacle to entering upon a general system of improving the internal communications of the Province, and promoting its settlement, would be removed; and the time had arrived, or was near at hand, when the agents of the people were to demonstrate their competence, as well as their worthiness, to discharge the high trusts confided to them. The responsibility created by the important interests about to be devolved upon them, ought to operate as a powerful motive, to dismiss from their minds all considerations of a selfish or local nature; especially, as the destinies of the Province would receive a lasting impress from the Legislative action of the present (or, at furthest, of the next ensuing) Session. A mistake in ordinary municipal regulation might be rectified at a subsequent period, without any material inconvenience or injury to the public welfare; but a mistake in the destination of the public monies would be beyond the reach of any effectual remedy. That a judicious application of the fiscal means within, or about to be placed within the reach of the Legislature, for the purpose of opening roads of communication and for settlement, would contribute in the most effectual manner to the growth and prosperity of the country, and to the rapid developement of its resources, was a proposition which required an argument to enforce it.—Among the first objects of Peter the Great, (the wisdom of whose policy rescued his country from a state of barbarism, and placed it in the rank of civilized nations,) was the construction of roads throughout his vast Empire, some of which were more than a thousand miles in length. An English writer observed, "that no country in the "world was so well provided with roads as his "own, and that that was one of the chief causes "which had placed England at the head of the "civilization of the world; that, where these do "not exist, there could hardly be said to be a "Community; and that a country entirely with-"out roads would of necessity be savage." It should not be forgotten, that the expense of making roads through our wilderness lands would be amply repaid, by the augmented value of those lands; and, besides, the increased population would produce increased consumption, so that both revenues would be benefitted by the same process: like the fabled Phœnix, a new revenue would be created from the expenditure of the old. Roads were the veins and arteries, through which the vital principle of national prosperity is diffused through all parts of a country: they were the ligaments which bind it together, and give it a one-ness of feeling and of interest. Would the Legislature bent down local feeling, interest and prejudice; let them open roads of communication and for settlement; let them thus bring all parts of the country into a commercial intercourse with each other, and thus realize the moral chemistry, which combines discordant materials into one homogeneous mass, one harmonious whole. The policy, which would oppose obstacles to projects of internal improvement, on the ground that some local interest might be injuriously affected thereby, was miserable indeed; it was narrow and selfish; it was anti-social, and anti-provincial, and hostile to the best interests of the country. The people of the old world were beginning, in this matter, to take lessons from the new; they were beginning to find out, that there was something better for a country than an embroidered coat or a golden epaulette, the insignia of military honours and a war-worn population. They were beginning, in good earnest, to improve their condition by means of internal improvements. Did Buonaparte rest his remembrance with posterity, on his splendid victories, the countries he had conquered, and the homage paid him by subjugated Kings? No: he pointed to his road across the Simplon, his splendid docks, and other works of internal improvement: he said, "these are the "imperishable monuments of my fame, with "which my name will be associated and carried "down to posterity; these will be remembered, "when my military renown shall have been buried in oblivion."—Common Roads, (to borrow an expression of O'Brien in "*Peter Simple*,") were the "*Gentlemen-ushers*" of railroads and canals; they would bring the country into a condition to want them, to demand and have them: they were the first process in a progressive system of internal improvement. He (Mr H.) would now follow up the suggestion, contained in the last paragraph of the Report before the Committee, by moving the following resolution:—

"*Resolved*, That in the opinion of this Committee, it is expedient to place on the Great Road establishment, such of the roads mentioned in the said Report, as have already been explored; and, where further explorations shall be deemed necessary, to render the lines of route complete, that further appropriations of money be made for that purpose; and *further Resolved*, That appropriations be made to explore such other lines of road, mentioned in the said Report, as may be deemed of the most importance; with the view of carrying into effect, with as little delay as possible, consistently with the fiscal means of the Province, the objects contemplated by the said Report; and *further Resolved*, That this resolution be referred to the Committee of Supply.

Mr. SPEAKER expressed his admiration of the remarks made by the hon. and learned member who had just sat down; and hoped that the sound doctrines advanced by that hon. member would be publicly diffused.

Mr. HILL observed, that, as the time, perhaps was not far distant, when the House would have the command of very large additional revenues, it would be well to consider to what objects they *should be appropriated*. He thought that the Legislature could not do better than devote them to the opening of roads; this Resolution would be a preliminary step to the great plan of internal improvement; and tho' it might not be entirely prosecuted for some time, yet this would be a good commencement.

Mr. JOHNSTON was decidedly of opinion that there could be no better object of appropriation, than opening and improving roads. This Report distinctly pointed out what new lines had been already partially explored and approved of; and he could see no possible objection to granting a small sum of money for completing such explorations, nor to placing such important roads on the Great Road establishment. It would not follow as a matter of course, that large sums must from time to time be granted for those roads; but it would be desirable to bring them into use as fast as circumstances would allow, as some of them would prove of great importance to the Province. He would particularly mention one, which he would be glad to see as quickly as possible placed on the Great Road establishment, viz.—that lately explored, from Miramichi to Saint John, by the Grand Lake and Salmon River, which would be a very important and necessary road.—On the whole, he was favourable to this Report and Resolution.

Mr. SPEAKER liked the Report very much, but could not entirely accord with the Resolution; because he was unwilling to place these new lines on the Great Road establishment at present.—Some of them ran through wilderness lands; and therefore, if they were adopted as Great Roads, it would be necessary to establish houses of entertainment upon them, and they would be a great additional expence to the Province, in paying Supervisors to keep them in repair. But he would be inclined to grant a sum of money to finish the explorations, as well as to explore such others as were recommended; but he would let all such lines remain as Bye Roads till they were well settled, and had become of sufficient importance to be established as Great Roads.

Mr. END said, that if the Province had population or money enough, to authorize them in assuming the whole purport of this Report, he would be for doing so; but both were wanting. The house already contemplated expending about £30,000 on the roads this year; and they could not go far beyond that, without so increasing the price of labour as to defeat their own intentions. He concurred heartily with the hon. member for Queen's County, (Mr. Johnston) as to the importance of the line of road mentioned by him, and the necessity of opening it as soon as possible, and would like to see it made a Great Road; but he could not at present go the whole length of the Report. The great fire at St. John would no doubt, cause a great rise in the price of labor; and he believed the building of the bridge there had already done so in some degree; and if so much road work were now to be entered into, it would take away the labor from agricultural pursuits, and cause such an increase of expenditure, that the Legislature would perhaps have to borrow money again, and great mischief might ensue.

Mr. CRANE approved, generally, of the views expressed by the hon. and learned mover, (Mr. Hill) but he (Mr. C.) also agreed with others, that at present it would be rather premature to go so far as the Report contemplated. He thought there were sufficient Great Roads already; more, indeed, than could be kept in perfect repair; for it was notorious that there was not one really good carriage road in the country; and when it was considered, also, what a great effect the climate had upon the roads, and what large sums it would require to keep in repair so many great roads as this report enumerated, he thought it scarcely possible to adopt them at present. He therefore concurred with his Honor the Speaker's ideas on the subject. He would like very much to see the line of road, lately explored by Mr. Blair, from Fredericton to Westmorland, by the Grand Lake, established as a great road; but he knew that, at present, the country had not the means to do so much. He thought, however, that the time was now arrived, when means should be adopted, to obtain better explorations than had generally been made hitherto. He would be inclined to employ scientific men, and pay them handsomely, so that they might devote their whole time to inspecting and improving all the great roads of the Province; and then, when those already made were perfected, new ones should be explored and made. But, at present, he was not disposed to add to the great road establishment.

Mr. ALLEN thought that the Committee could not adopt this report to its full extent; though the select Committee who prepared it deserved great credit for their labours. But with regard to the roads proposed in it, he very much agreed with his Honor the Speaker, that it was not expedient at the present time to add to the number of great roads. With respect to explorations, it should be remembered, that in a new country it was impossible to ascertain the best line at first; the roads must run through the wilderness, and in process of time alterations would naturally be required; therefore it would not be desirable to establish too many great roads, till the Province was more advanced and experienced in such matters. The hon. mover (Mr. Hill,) had alluded to the expected great accessions to the provincial resources, from the Casual Revenues; but he (Mr. A.) thought it would be hardly prudent to anticipate them at present. The sanguine expectations of the Legislature and of the whole country, in that respect, might not be realized yet; and even if they should be, the House should act with great caution and consideration, before deciding to devote them entirely to the making of roads. He thought, however, that the resolution before the Committee could not be sustained at present.

Mr. L. A. WILMOT suggested, that the motion should be amended, by striking out all the resolution, excepting that part which tended to refer the Report to the Committee of Supply; as the whole question must be debated there, and it was scarcely worth while to make long speeches about it now.

Mr. BROWN said, that it was intended to dispose of this report, because the great road bill partly depended on it; but it seemed now to be the general opinion, not to add to the great road establishment at present; and he confessed that he felt inclined to be of the same opinion, after what he had heard from the Hon. Speaker and other members; and he was therefore willing to adopt the mode suggested by them, as it would answer the same end at last, by continuing the explorations that were recommended; and certainly no money ought to be granted for making roads, till the best lines had been accurately and thoroughly explored. It would be of no consequence, therefore, whether the roads were laid out at first as Great Roads or Bye Roads; the only difference being, that in the latter case, the commission payable for keeping them in repair would be only £5 instead of £10 *per cent*. and therefore the Province would save the difference. The hon. member therefore thought that the amendment suggested by Mr. Wilmot would do very well.

Mr. SPEAKER then moved the following amendment, in accordance with Mr. Wilmot's suggestion:—

Resolved, As the opinion of this Committee, that the Report now under consideration be referred to the Committee of Supply, with a view to the making of such special grants, as may, in that Committee, be deemed necessary for opening and improving the Roads mentioned in the said Report, or as many of them as the funds of the Province may at this time warrant.

Mr. STREET thought that the amendment would not embrace the object, at first contemplated, by going into Committee on this report; because he had understood, that this Committee were to decide on a number of great roads, to be added to the present number, and inserted in the Bill.

Mr. BROWN presumed that, from the course this discussion had taken, it would be settled now, that no new great roads were to be established at present.

The amendment was then carried in the affirmative, and the Committee rose.

Friday, 10th February.

Mr. Johnston, Chairman of the Committee on Roads, submitted a further report, which is as follows:—The Committee appointed to inquire into the state of all the Roads of Communication in the Province, and to report what monies it may be necessary to appropriate for repairing and improving the same, have had under their consideration the subject of Great Roads, as also the expediency of making certain special Grants for Roads, and recommend that the sum of £15,000 be granted and appropriated as follows, viz.

GREAT ROADS.

From St John to the Nova-Scotia line, including the Marshes;	£1,800
" Saint John to Saint Andrews,	1,250
" Fredericton to St. John, via Norepis,	800
" Nerepis Road to Gagetown,	200
" Dorchester to Shediac,	175
" Shediac to Bend of Petitcodiac,	200
" Shediac to Richibucto,	900
" Richibucto to Chatham,	400
" Newcastle to Restigouche,	1,500
" Fredericton to the Canada Line,	2,000
" Fredericton to the Finger Board,	600
" Belisle to Saint John,	125
" Fredericton to Newcastle,	3,500
" Ditto to Saint Andrews,	400
" Woodstock to Houlton,	250
" Connell's at Waiweg to the Bridge at Saint Stephen,	150
	£14,250

SPECIAL GRANTS.

Hammond River to Hopewell,	£200
Loch Lomond to Sussex Vale,	200
Oromocto to Gagetown, on the old military road, in rear of the present road at Swan Creek,	150
For improving or cutting down a street in the City of Saint John, in aid of an appropriation from the Corporation,	500
	£1,050
	14,250
	£15,300

HUGH JOHNSTON, *Chairman.*

Committee Room, 10th Feb. 1837.

Thursday, February 9.

Resolved, that there be granted to Jarvis Ring, Aaron Hartt, and others, the Committee of Management for the New-Brunswick Baptist Education Society, the sum of £500, to assist them in discharging the debt incurred in the purchase of the land and the erection of the Seminary, established in Fredericton.

To the Reverend J. Dunphy, and the Wardens of Saint Malachi's Church in Saint John, the sum of £100 in aid of individual subscription, towards the support and establishment of a free School at that place for poor and indigent children.

To the Justices of the Peace for the County of Westmorland, the sum of £50, to be applied in aid of individual subscription raised by the inhabitants of that County, for the purpose of building a Wharf for the use of the public at the Bay de Verte.

To Edmund Crowell, of Seal Island, the sum of £20 to reimburse him for expenses incurred in support of part of the crew of the Barque Kent, wrecked on that Island in December 1835.

Saturday, February 11.

Mr. Partelow, from the Committee appointed on the 23d day of December last, to revise and amend the Militia Law, submitted a Report, which he read, and handed the same in at the Clerk's table, where it was again read, and is as follows:

"The Select Committee, appointed to take into consideration the Laws now in force for the organization and regulation of the Militia, and to report what alterations they may deem necessary to have made therein, having attended to that duty, beg to report:

"That they consider the present system extremely burthensome upon the Country, inasmuch as two day's drill and one day's inspection in each and every year occupy a great deal of valuable time, which otherwise could be more beneficially employed. Your Committee are satisfied besides, that no good arises so far as regards the improvement of the Militia in martial exercise, and from the good understanding that now so happily exists between Great Britain and the United States, without the most remote prospect of interruption, they can discover no good reason for continuing the present annual call upon the industry of the Country. The services of the Inspecting Field Officers having been also some time since dispensed with, renders that part of the Law which applies to an annual inspection, nugatory, and forms an additional reason for some alteration.—Your Committee, therefore, conceive that the best course to be adopted is, to suspend the Militia law now in force, and to substitute for it an Act providing for one day in each year Company muster, with suitable penalties in cases of non-attendance. The effective strength of the Province would by the operation of such an Act be correctly ascertained, as the commanding officers of Battalions would be required to send annual returns of their respective forces to the Adjutant General of Militia, to be laid before the Commander in Chief and the Legislature.

"Your Committee believe, that in the neighboring Provinces generally, a system such as that now recommended is acted upon, and for the reasons set forth they respectfully beg to report a bill to suspend the laws now in force, and to make other enactments in lieu thereof.

"J. R. PARTELOW, THOS. GILBERT,
L. BURNS, J. M. CONNELL,
JAMES BROWN, JR.

"Committee Room, 10th Dec. 1837."

Ordered, that the Report be accepted. The Bill as reported by the Committee being then handed in was read a first time.

Resolved, That the Petition of the Justices of the Peace for the City and County of St. John, praying for a grant towards the building of a public Infirmary in that City be postponed to the next Session of the General Assembly.

Resolved, That there be granted to His Excellency the Lieutenant Governor or Commander in Chief for the time being, the sum of £ for the purpose of enabling His Excellency the Lieutenant Governor or Commander in Chief for the time being, to employ some competent person to make a Geological Survey of the northern portion of the Province. Upon the question for adopting the same, the Committee divided—

Yeas—Messrs. Allen, Rankin, Stewart, Ford, Weldon, End, Partelow, Street, Woodward, and Taylor.—10.

Nays—Mr. Speaker, Messrs. Connell, M'Leod, Clinch, Brown, Wyer, Gilbert, Freeze, Morehouse, D. L. Robinson, Burns, Hanington, Palmer, and J. M. Wilmot.—14. And it was thereupon decided in the negative.

To Charles Barker Turner, late one of the Inspecting Field Officers in this Province, the sum of £200, as a compensation in full for any losses he may have sustained by reason of the House not having made the usual allowance for his services. Upon the question for sustaining the Resolution the Committee divided as follow:

Yeas—Messrs. Allen, End, Weldon, Partelow, Wilson, Street, Johnston, J. M. Wilmot, D. L. Robinson, Ford, Wyer, Stewart, Brown, Clinch, Hill.—15.

Nays—Messrs. Palmer, Hanington, Burns, Taylor, Morehouse, Freeze, Woodward, Connell, Rankin.—9. And it was carried in the affirmative.

Mr. Street, by leave, presented a petition from Jas. A. Pierce, a prisoner confined in the common Gaol of the County of York for a breach of the Privileges of this House, praying that he may have the privilege of going at large on the Sabbath, that he may be enabled to attend Divine Service; which he read. And upon the question, that the said petition be received and lie on the table, the House divided—Yeas, 4.—Nays, 20. And it was decided in the negative.

[From the Courier of Saturday]

We publish to-day, the Address of the House of Assembly to His Majesty, (founded upon the Resolutions previously passed by the House, and inserted in our last number,) together with His Excellency Sir Archibald Campbell's reply on being presented with a copy of the Address.—The latter document, we think, would astonish our readers, were it not that the Acts of the Provincial Executive, for some time past, have been altogether astonishing. But when it is known that, as we learn, His Excellency subsequently stated to some of the Committee who presented the Address, that he had anticipated the Assembly in requesting his removal from the Government of the Province, having tendered his resignation some months ago, and would be off in less than six months, his recent acts are not to be wondered at; and it is naturally to be expected, that, being deficient in those qualifications which are requisite for conducting the Civil Government of a Province, with credit to himself and satisfaction to the people, he should put forth his Military renown as a shield against the well-founded complaints of the Representatives of the People. But to get his advisers, who are doubly culpable, out of the dilemma, will, we think, require all the known cunning and manœuvering of the Exclusives of Fredericton.

It is currently reported that Sir JOHN HARVEY, the present Governor of Prince Edward Island, is to succeed to the Government of this Province. During the few months that Sir John has administered the government of Prince Edward Island, his conduct appears to have received very general approbation. His opinion upon the important questions that now agitate New-Brunswick, will be known by reference to his Speech at the opening of the Legislative Session, which we published last week. It is sufficient to say that it is on the side of the people.

An endeavour has been made by a certain party to censure those who believed and asserted that the Hon. G. F. STREET's visit to England was for political purposes, while private affairs *might be* the object of his voyage. We have been shewn a letter, written by the Hon. Councillor himself a few days before his departure from Fredericton, but which was not delivered until after he had sailed from this City, which will, we think, set all cavilling on the subject at rest. In it, Mr. Street distinctly states, *that he had been unexpectedly called to leave home for about three months on* PUBLIC BUSINESS!

FIRE.—A small building, in King's Ward, near the Block House, owned by Mr. Thomas G. Hatheway, and occupied by colored people, caught fire about eight o'clock this morning, and was destroyed before assistance could be rendered to extinguish the flames.

QUEBEC, February 3.

Sir George Gipps, one of the Royal Commissioners sent out to enquire into the complaints from Lower Canada, sets out, on his return to England, in the beginning of the ensuing week. We hear that he will visit Boston and the intermediate places as far as Washington, and sail from New-York about the middle of March.—Mr. Elliott, the Secretary of the Commission, will leave Quebec in two or three weeks, and probably sail from New-York at the same time as Sir George Gipps.

The business of the Commission might be considered as closed last fall, when Sir Chas. Grey returned home, and the final report of the Commissioners was forwarded to England.

The idea of sending out a Commission originated during Sir Robert Peel's ministry. It was followed up by the recommendation of the Report of the Committee of the House of Commons of 1834, referring the complaints in the 92 Resolutions to the King's responsible advisers. The measure was adopted by the successors of the Peel Ministry, with very little variation, excepting in the number of Commissioners.

The Commission, as was to be expected, has been viewed with jealousy in the Colony. We trust, however, that it will have contributed to the adoption of proper measures, by the Imperial authority, to secure the permanent happiness of the inhabitants of the Province and its future prosperity, all of which have been scandalously sacrificed during the last five or six years to foolish projects of fundamental constitutional changes, which *cannot* be realized in our day.—*Gaz.*

We find from the Shipping List, that 957 vessels were built last year in the United States, and that the tonnage was 118,330, viz. 98 ships, 95 brigs, 497 schooners, 180 sloops, 88 steam boats—Total, 957.

SHIPPING INTELLIGENCE.

Barque John Cock, Williams, of and for this port, from Gloucester, England, with a cargo of salt, put into Saint George's, Bermuda, on the 1st January, in distress, being in want of water and provisions.

Arrived at Liverpool, Dec. 16th, ship Evergreen, Moran, Quebec.—On the 12th Dec. lat. 47, long. 26, the Louisa, from St. John, spoke the Frances, which two days previous had spoken the James Grant, from Miramichi, for Liverpool, with loss of rudder, deck load, &c. and five feet water in her hold.

The Sarah, Sinclair, arrived at Liverpool; fell in with the Othello, Dott, from Quebec, with loss of rudder and water-logged, took off the crew.

At the Clyde, on the 13th December, barque Chieftain, M'Bride, Quebec, for Liverpool—lost both topmasts and sails split off Liverpool Banks.—The master was washed overboard two weeks previous.

Schr. Triumph, Pierce, of Cork, from Harbour Grace, N. F. for Alicant, dismasted, and in a sinking condition, was spoken on the 20th Dec. lat. 46, 20, long 18, 30, by brig Clifton, at New-York, and took off her captain and crew, who had been on the wreck 15 days.

Schr. Queen Adelaide, from Dominica for Norfolk, out 46 days, was spoken, short of provisions and water, and supplied, by brig Darien, at New-York.

The brig Lester, Hayward, just arrived from London, fell in, on the 29th Dec. in lat. 47, 42, long. 27, 48, with the wreck of a ship of about 350 or 400 tons burthen, dismasted, water-logged and abandoned. She was laden with deals, had formerly a poop, which was washed away, with the whole of her stern, consequently could see no name; but having boarded her and found a large block with "Ruckers" branded on it, supposed that to be the name of the ship. She was painted with a broad white streak, and painted ports, with the bust of a female head. Every thing had been washed from the deck, the bulwarks were gone, and some fragments of clothing and bedding were on the forecastle, but nothing appeared to enable Capt. H. to form any satisfactory conjecture as to the fate of the crew.—*St. John's, N. F. paper.*

HAMILTON, Bermuda, Jan. 14.—Several vessels have arrived during the last week, forced in by distress,—among which were the Am. Schooner Franklin, Capt. Case, with a cargo of flour, from Richmond, Va. bound to Portland,—was driven off the coast, having thrown overboard part of her cargo; the Am. Schooner Amethyst, Captain Titcomb, from Baltimore, bound to this port with a deck load of 40 oxen, 32 of which were lost from the severity of the weather; Am. Brig Perseverance, Burnham, from Exuma, bound to Norfolk, with a cargo of salt; and the Am. Schr. Gardiner, Haskell, from Curacoa, bound to New York, with corn, skins, salt, wood, and cigars.

The Am. brig Dawn, Lee, from Boston, for Turks' Island, with an assorted cargo, put into Hamilton, Bermuda, on the 24th December, in distress.

JANUARY 24.—The ship Roseau, Symmes, Master, of New York, from Petersburg, bound to Baltimore, out 81 days, went into St. George's on Tuesday last, in distress; having sprung her rudder off the Western Islands.—She attempted to put back in some port in England, but was prevented by very boisterous weather. She then bore up for Bermuda to repair, and will sail again in a few days.

SAINT GEORGE'S, Bermuda, Jan. 17.—Am. schr. Two Brothers, Albee, master, out 21 days from Boston, bound to Norfolk, Va. put into this port on Saturday last, leaky, and in want of sails, spars, and water.

Barque Canton, of Baltimore, from Malaga, bound to Baltimore, out 42 days, put in on Wednesday; lost her first mate by fever, and her Captain is dangerously ill: has been in charge of the second mate three weeks. She is now in quarantine, and will not proceed till the Captain recovers.

Schr. Arab, of Kennebunk, Haskell, master, from Curacoa, bound to New York, having been blown off the coast, put in on Tuesday last, to repair damages.

Ship Amelia, Hutchinson, Master, of Philadelphia, from London, bound to Philadelphia, out 70 days—had been on the coast and was blown off—put in on Sunday last, in want of provisions, sails, &c.

Corbet & Trentowsky

Beg to acquaint their Friends and the Public, that they have re-commenced Business in the Ware Room, lately occupied by Mr. *Thomas Adams*, in Prince William Street, three doors from the residence of *Nehemiah Merritt*, Esq. where they offer their former assortment of choice WINTER GOODS, at reduced prices;

Consisting of—

CHINCHILLI, Ermine, Swan, Lynx, Mink and a variety of other Fur Muffs and Boas;
Cleopatras, a new and handsome article;
Black, blue, ribe and olive Cloths; ladies' do.
Fancy Cassimeres and Buckskins;
Petersham, Pilot Cloth, and Bear skin;
4 and 6-4 Merinos, plain, jacquard and double twilled;
Rich Edinburgh, filled centre, Thibet, Worsted and Scotch Shawls, and travelling Handkerchiefs; silk Pocket Handk'fs;
Crape, Satin, sewing Silk;
Thibet and Chenille bordered Handkerchiefs;
Black and fancy Bandannas;
Full front rich satin, Spanish cloth and silk Stocks, with bows and long ends;
Black, white and colored Kid Gloves, plain, lined and furred; worsted and Berlin do;
Silk and lace Gloves and Kid Mitts;
Black and white silk Hose and Half Hose;
Black, white and grey worsted and lambs'-wool Hose and Half Hose;
Merino and cotton (embroidered fronts) Hose;
Gros de Naples, plain and figured damask Satin, for Cloaking;
Plain, figured and embossed Satin & Sarsnets;
Rich Chalis, Muslins and Poplin Dresses;
A rich white figured Blond Dress;
Silk Velvets; blond and gymp Quilling, plain, fancy and with edge; blond Laces, Nets and Veils; lace and muslin Collars and Capes; Artificial Flowers and Plumes;
Gauze and sewing silk Scarfs and Hdk'fs;
Grey, black and blue beaver Bonnets;
Silk Cords and Tassels; Ribbons;
Rich Ribbon Belts; red, white and yellow Flannels; Rogers' Patent Flannel, warranted not to sarink in washing;
Scotch, Kidderminster, and Brussels Carpeting and Rugs;
Rosewood Writing Desks; Travelling ditto;
And a variety of other GOODS.

They hope for a continuation of that patronage they so liberally enjoyed in their former stand.

☞ *Wholesale or retail.*

Saint John, January 28th, 1837.

☞ *NOTICE.* ☜

SINCE the late calamitous Fire, the Subscriber has taken a Store near the Market Slip, in Carleton, where he hopes to be enabled to keep on hand a general assortment of FLOUR, CORN MEAL, &c. at the market prices. He recommends himself particularly to those persons who have hitherto been compelled to cross the Ferry, for their supplies, and he assures them, and the public generally, that under the present, especially, and under all circumstances, the smallest favours will be gratefully acknowledged.

21st January. ROBERT SALTER.

NEW FALL GOODS.

The Subscriber has received by late arrivals, the following GOODS,—which with his former Stock, he offers for Sale on reasonable terms; VIZ.

BLACK, blue, green, claret, Adelaide, brown and crimson MERINOS;
Black, blue, green, claret and brown Bombazets; Flushings, Pilot Cloths, Petershams; White and Grey Cottons; Calico; Flannels;
Baize, Diaper, Canvas; jaconet, Scotch and French Cambric; thread & other Insertions;
Quillings; Thread and Lisle Lace, Edgings;
Blond; Bobbinett; woollen & worsted Gloves;
Ladies' and Gent's. kid Gloves, lined with Chamois, and fur tops; lambs-wool Hose;
Cotton Reels and Cotton Balls; Pins, Thimbles, Umbrellas, Silk Vveiet, &c.

December 10. ZEBULON ESTEY.

SPIKES, TIN, SALT, FLOUR, AND BUTTER.

7 CASKS 5 to 9 inch SPIKES; 40 boxes TIN; 3000 bushels SALT; 100 barrels Quebec FLOUR; 30 firkins first quality BUTTER; Ship Bread, and Corn MEAL.

For sale by H. BLAKSLEE.

31st December, 1836.

NEW FALL GOODS.

The Subscriber has just received per ship NORVAL, *part of his Fall Supply of British Merchandise; consisting of—*

PRINTED and Furniture Cotton; white and grey ditto; blue, white, and true blue Scotch Homespun; linen and cotton Sheetings; white and colored Jeans; Scotch Hollands; colored Lining Cottons, in different widths; double and single width Merinos and Bombazette; dark blue and brown Camblet, for Gentlemen's Cloaks; do. do. for Ladies' ditto; crimson and drab Moreens; a few pieces Corduroy; linen Diaper; black Lasting; plain and striped black and mixed Cassinetts; white and colored Counterpanes; 8-4 damask Table Linen; linen Cambric; linen Lawn; white and grey damask Table Cloths; Huckaback for Towelling; cotton Redtick; white and colored Stays, assorted; fine Whalebone for ditto; black and colored Gro de Nap; ditto, assorted colors; Satins; black Bombazines; do. Crapes, 4-4, 5-4 & 6-4; spotted Crape de Lyons, assorted colors; filled centre Shawls, in great variety; rockapus, French fringe, and fancy silk Handkerchiefs; black and colored silk Neck ditto; spun Silks, Paris Bandanna, and best India silk Pocket do.; a great variety of gauze, sarsnet, and satin RIBBONS; muslin Collars and Capes, assorted sizes and patterns; jaconet, medium, mull, stripe, check, and book Muslins; Bishop Lawn; black and colored book and jaconet Muslins; toilonet and Valentia vestings; India nankeens; check Table Covers; blue and green Damask ditto; fancy and plain Stocks; do. with long fronts; black and colored silk and cotton Velvets; black lace and gauze Veils; black silk, woodstock, beaver, and woollen GLOVES, assorted; worsted Comforters; red and green Baize; red, white, yellow, blue, and green FLANNEL; twilled Flannel, for Drawers; Cotton Warp; black and drab Beaver Bonnets; white and black Wadding; Pasteboard, Umbrellas, web and india rubber Straps for trowsers; shirt Fronts and Collars; Bobbinette; Laces and Edgings; black, blue, and scarlet Shalloon; fancy twilled Sleeve Linings; black and colored sewing Silk and Twist, best quality; fancy Vest Buttons; wood, horn, and bone ditto, for overcoats; best drilled eyed Needles; white, black, and grey Worsted; white and colored Knitting Cotton; best six cord Cotton Reels; ditto Floss ditto, on reels and balls; rug Worsted and Cruels, with a variety of articles not enumerated, which with his former stock, will comprise a very general assortment, well worthy the attention of purchasers, the whole of which will be sold on the most moderate terms for approved payment, at his Store, North-east Corner of the Market Square.

Oct. 1, 1836. C. PATTON.

Gold & Silver Watches &c.

Received per late arrivals from London and Liverpool—

AN assortment of Ladies' and Gentlemen's Gold Patent Lever Horizontal and Vertical WATCHES. Also—Silver Patent Lever, improved Skeleton Lever and Vertical Watches; JEWELLERY; Plated and Britannia Metal Wares; German Silver Table, Tea and Mustard Spoons, Dinner Forks, &c; Argentine Tea Spoons; German Silver Butter Knives, plated on steel; Table and Dessert Forks, Silver Thimbles and Pencil Cases; double and single Tangent screw Quadrants; Wooden and Brass Compasses, Telescopes, Thermometers, and Watch and Clock Materials.

Also, on hand—Silver, Tea, Table, Mustard and Salt Spoons, and Sugar Tongs; Eight-day CLOCKS, &c.

WILLIAM HUTCHINSON,

July 2d, 1836. Coffee House Corner

MORE FURS!

C. D. EVERITT

HAS just received per brig *Gulnare*, from London, a further supply of Fur, Seal and Sealette CAPS, of various sizes, shapes and qualities; MUFFS, BOAS, FUR TRIMMINGS, all of which, with a large stock of HATS and BONNETS, on hand, are offered for sale at his usual low prices—wholesale and retail.

☞ Cash and the highest prices paid for FURS of every description.

Market Square, 10th December, 1836.

GREAT BARGAINS!

Doherty & Burgoyne,

Beg respectfully to inform the public, that they have commenced selling off their extensive Stock of Domestic & Fancy Goods,

AT PRIME COST!

comprising in the assortment, a handsome variety of—

PLAIN, figured and, plaid Silks; silk and cotton Velvets; Fancy Cloakings; Furs; Plain and figured Satins; plain and damask Merinos; Bombazetts, Bombazines, Crapes, bleached and unbleached Cottons, Linen and Cotton Shirtings; 4 4 and 7-8 Irish Linens, Lawns, Linen Cambric, damask table Linens and Napkins, plain and twilled Printed Calicos, an extensive assortment of SHAWLS, fancy Handkerchiefs and Scarfs; Lace and Muslin Collars; silk, worsted, cotton and lambs'-wool Hosiery; kid, silk, lace, woolien, and fur-trimmed Gloves; plain and figured Blonds, Blond Laces, Quillings and Edgings, ditto Edgings, Lace Veils and Squares. Thread Laces and Edgings, Mecklin ditto; Cambric Edgings and Insertions, Evening Dresses, Jewellery, and German Silver Goods; habit and pelisse Cloths, Silk Camblets, Scotch Plaids, plain and fig'd Bobbinetts, Lace Caps, English, Welch, and Saxony Flannels, Linen and Cotton Bedtick, &c. &c.—*by wholesale and retail.*

☞ The subscribers will feel obliged, if parties indebted to them, will call and settle their accounts to the present time.

Dock Street, 17th December, 1836.

Notice to Pewholders.

THE Proprietors of PEWS, in *Saint Stephen's Church*, are hereby requested to call on Mr. CHARLES M'LAUCHLAN, Treasurer, and settle for the Purchase Money, as also to pay the advance Half-yearly Rent of same, to 1st May next.

☞ A number of GALLERY PEWS, remaining unsold, may likewise be Purchased or Rented, on application to the Treasurer.

By Order of the Committee of Management.

JOHN WISHART, *Secretary.*

St. John, 1st November, 1836.

PORK & TOBACCO.

34 BRLS. and 37 half do. Irish PORK; 10 kegs Tobacco; for sale by

Nov. 26. WM. ROBERTSON.

JOHN WARD & SONS' Counting House is, for the present, in the Building opposite the *Commercial Bank.* Jan. 21.

ON HAND,

And for sale at the lowest market prices, Wholesale or Retail:

10 KEGS CURRANTS, 16 lbs. each; 59 baskets Cooking Raisins, 56lbs each; 1 cask Dry Apples,
Starch, ground and raw Ginger, Alum, Glue,
Jars Preserved E. I. Ginger, Cloves,
Nutmegs, Pepper, Pimento, Camphor,
Saltpetre, Cream Tartar, Sulphur,
Saleratus, chests Congo TEA,
Lorillard's, Maccaboy and Scotch Snuffs,
Tierces white Beans, ditto whole Peas,
Bags split Peas, Pearl Barley, Loaf Sugar,
Hhds. MOLASSES, Lamp OIL, Tobacco,
Kegs Gunpowder, Fur Caps,
Quebec rolled Leather, brls. Hickory Nuts,
Kegs *Bent's* cold water Crackers,
Half-barrels Butter Crackers,
Corn and palm leaf Brooms, Painted Pails,
Firkins Cumberland BUTTER,
Setts Measures, Putty in bladders,
10x12 and 10x14 Window Glass,
Crates well assorted Earthenware,
½, 1 and 2 gallon Jugs, black glazed Teapots,
1 hhd. curled Hair, 6, 9 & 12 thread Ratline,
Black, blue and colored S'fine Broad Cloths,
Plain and striped Buckskins and Cassimeres,
Blue, brown and white Pelisse Cloths,
8-4 and 6-4 colored and black Merinos,
Blue and brown Camblets,
Red and white Flannels, Welsh Flannels,
Grey and white Cottons—3-4 to 5-4 wide,
Printed Cottons, Cotton Handkerchiefs,
Blue, red and white Cotton Warps,
Candle Wick, No. 5 Canvas, Quills,
Wrapping, pot and letter PAPER,
Wafers in 1 & 2 oz. boxes, black lines Thread,
Yeoman Cravats & Pelerines, white & col'd,
Common, green and yellow Shoe Threads,
Sets Ivory-handled Knives and Forks,
Ditto Buck Horn do. ditto ditto,
Ditto Horn Tips do. ditto ditto,
Good assortment common Knives and Forks,
Jack, pocket and pen Knives, Scissors,
Common and patent Sheep Shears,
Mill, cross-cut and hand Saws,
Rack and fine Combs, Shoe and Tar Brushes,
Plated and Mosaic Gold Thimbles,
Iron Shovels and Ditching Spades,
Thompson's Screw Augurs, ¾ to 2 inch,
Blue and drab Monkey and Pea Jackets,
Ditto do. Trowsers, Long Drawers,
Red and blue Flannel Shirts, Guernseys,
Scotch Caps, Patent Felt Hats,
Ladies' Carpet Slippers, do. ast'd Shoes,
Gents. Clarence and Blucher Boots,
Ditto Dress Pumps, ditto Slippers,
20 barrels American TAR.

WILLIAM H. SCOVIL,

Dec. 20. North Market Wharf.

INSURANCE.

To Merchants and Ship-Owners.

THE STOCKHOLDERS of the *Saint John Marine Insurance Company* having determined, at their Annual Meeting, on the 1st instant, to close the Business of said Company—the subscriber, with the advice of his friends and under the sanction of a number of Merchants and Underwriters, begs leave to tender his services as an *Insurance Broker*, and will attend to any business relating to Insurance of Ships, Cargoes, &