on Foreign wood as to maintain the Colonial trade in that commodity to a great extent. I must confess, however, that I never could have expected from him such a proposition as he has made with regard to Corn; nor can I now believe that his measures will ever be carried. If, however, the whole protective system is, (as I think it neither should nor can be) abandoned; we must of course be prepared to see all discriminating duties in favour of Colonial industry repealed. The consequence will, I fear, be very extensive and injurious, as well to this country as her Colonies. It is now a great object for the party in favour of protection to drive the Government to a dissolution of Parliament before the next registration in September next. If they succeed in this object they feel great confidence in defeating the measure.

I regret that no further details can go out by this Steamer, but probably nothing further is yet settled.

I remain very respectfully,
Dear Sir,
And very truly yours,
(Signed) H. BLISS.

To his Honour the Speaker of the House of Assembly of New Brunswick.

Copy of a Letter addressed by H. Bliss, Esq., as Provincial Agent, to Sir Robert Peel.

Sir,—

With reference to the proposed alteration of Timber duties, I humbly beg leave, being the agent for the Province of New Brunswick, most respectfully to address you. Not to reiterate the arguments before employed in favour of the Colonial trade in wood, as they seem now almost superseded by the present position of the protective principles; but to submit to your consideration of the subject, the following view, which is rather political than economical. The imports into the B. N. American Colonies are paid for by the export of their productions from the Forest, Agriculture, Fisheries and Mines. In the natural course of things, independently of all Legislation, British or Foreign, this Trade would be principally carried on with the United States, the nearest, and for nearly two thousand miles a contiguous country, highly commercial, and having wants and productions correlative to those of the British Provinces. But that Republic imposes high duties on those Colonial productions, while this country giving them protection here, and imposing there a protection on her Manufactures, has made the exchange of commodities on both sides exceed an aggregate of Four Millions sterling a year. Now if protection for those Colonial productions be withdrawn in this country, and the British N. A. Provinces be placed commercially on the same footing as the United States, the effect of such Legislation taken conjointly with the existing legislation of the American Congress, will be, to hold out the strongest inducement that can arise from commercial considerations, for those Provinces to separate from this Country, and join the United States. By such a step those Provinces would have nothing to lose in their intercourse with this country, and almost every thing to gain in their intercourse with the United States. They would lose nothing, since as United States they would still have the same advantages here as British Colonies. And what they would gain in having their productions admitted into the United States free of the duties now imposed there, would be of the very greatest importance; not indeed so great as the advantages now enjoyed here of protection, but indispensable, if such protection be lost, because then the Trade with the United States would become the only resource for Colonial industry.

Nay, even whatever might remain of their trade with this country would be on a better footing, since Colonial productions might be brought hither in American vessels, whose competition would, by reducing freights, leave larger profits to the producer. Whether this consideration may not apply to other of the Possessions of this country, and whether the protective system is not essential to the Colonial Empire, is not for me to urge further; but this argument is, I humbly submit, peculiarly applicable to the British N. A. Colonies at a moment when such a disposition for aggrandizement is evinced in the neighbouring States. At the same time I am far from intimating that the loyalty of the present inhabitants of those Colonies depends upon commercial advantages, but I wish to invite your attention distinctly to the question, whether it is not objectionable to have such a temptation placed permanently before them by our own laws of Trade, and whether such laws may not thus offer a stronger motive for the Americans to continue, than to abandon, their duties upon the produce of those Provinces, so long as they remain Colonies of Great Britain. It may, perhaps, better suit the policy of that Republic to announce, that if all distinction between Colonial and Foreign productions is in Great Britain to give way to considerations of price alone; and if, therefore, the advantage of belonging to the British Empire is henceforth to be limited to political institutions, price is also an ingredient in the appreciation of political institutions, and these are not only to be had cheaper in the American Markets, but accompanied with commercial privileges of great value in peace, to say nothing of immunity in war. I will only add that this point of view becomes the more urgent with regard to the Timber Trade, as the Corn Trade of Canada is at the same time taken away, and wood becomes again the principal staple of that Province, and it is almost the sole resource of New Brunswick. Nor should it be forgotten that the principle of protection is still kept up in all those Colonies for the manufactures, and productions of this Country.

I remain most respectfully,
Sir,
Your very humble and ob't serv't,
(Signed) H. BLISS,
Agent for New Brunswick.

To the Right Honorable Sir Robert Peel, First Lord of the Treasury, &c. &c. &c.

11, King's Bench Walk, Temple, 31st Jan. 1846.

Among the Rail Road Despatches communicated to the Legislature of Nova Scotia, was one transmitted by the new Colonial Secretary—Right Hon. W. E. Gladstone—to Sir Wm. Colebrooke, of which the following is a copy:—

Downing Street, 2nd February, 1846.

Sir,—I have received your despatches of the numbers and dates enumerated in the margin relative to the construction of a railroad which shall connect Halifax and other points in Nova Scotia, as well as the chief Towns of New Brunswick with Canada by Quebec, and thus facilitate the intercourse between Great Britain and all those Provinces.

You will learn from my Circular Despatch addressed to you by this mail that my attention has been already directed to the important subject of Railway Communications in the British Colonies, and you will readily conceive that considering the magnitude of such undertakings I find it necessary to use great caution previously to sanctioning the adoption of any particular measures, so as to avoid the risk of exciting expectations which may not be realized. This remark, which applies to proposed Railways in all her Majesty's possessions abroad, is peculiarly appropriate to a project of the kind now under my notice, which is an enterprise of great importance and possessing a Commercial as well as a Military character. Her Majesty's Government are certainly disposed to view with great favour the present scheme, if it be undertaken with an earnest intention on the part of the Provinces concerned to provide adequate means for the purpose of carrying it into execution. But I must distinctly observe to you that a very strong and also very peculiar case must be made out to justify your Provinces in the expectation that her Majesty's Government would take upon themselves the responsibility of recommending the promotion of any such undertaking, whether in whole, or in part, to Parliament, for assistance from the funds of this Country. Reliance must be placed in a great degree on private enterprise and capital, but up to the moment I have very little knowledge as to what is likely to be expected from those sources towards a foundation of any Railway Communication of the nature I have described. I am disposed to hope much may be ascertained from the proceedings of the Legislatures now in session as to the strength or weakness of the disposition which prevails in the respective Provinces to present Railway projects to the Assemblies. The form of the Bills and the actual shape which such projects may assume will necessarily improve my means of estimating their solidity.

"In considering specially your despatch, No. 100, of the 13th November, and the valuable information which it contains from yourself and Capt. Owen, for which I request you will accept my thanks, I must acknowledge that I am disposed to agree with you in thinking that a line from the North-Eastern point of Nova-Scotia, keeping far from the frontier of the United States, would be the most advantageous with reference to Imperial interests, and consequently would be the line which would have the best claim upon the countenance and aid of the Imperial Government.

"If you should find that there is any disposition to entertain that route as a main line, into which collateral lines from Halifax, St. John, or other points might run, I apprehend that it would be prudent to encourage the adoption of such a route in preference to any other; but I must request you to understand, that, in the present state of my information, I cannot hazard any positive opinion, nor give you any instructions which should overrule your own clear and decisive judgment on any question that may arise with regard to the merits of different schemes.

I have, &c.,
(Signed) W. E. GLADSTONE.

Lieutenant Governor,
Sir Wm. Colebrooke.

A Circular has been forwarded by Mr. Gladstone to the Colonies, stating the terms on which the Lieutenant Governors may give their assent to Railway Bills. We may briefly state, that power is to be reserved to the Legislatures to repeal, alter, or amend any Railway Act whenever advisable—that one-tenth of the proposed capital of every Company must be paid up prior to the enactment of any Railway Bill, and this is to be an indispensable preliminary—that provision shall be made for the conveyance of Her Majesty's Mails and Troops—that Electrical Telegraphs shall be under the same control as provided in England by Act of Parliament—that the tolls may be revised at certain periods when they exceed 10 per cent.—that the Government may purchase the Railway if it see fit, after a certain lapse of time—that provision be made for an inspection of the Railway accounts, and that provisions for the safety of passengers, established by Act of Parliament, shall be always introduced. The most stringent of these provisions is that requiring ten per cent. of the capital to be paid up before the Act can be obtained.—*N. Bruns.*

Last Thursday week, a monster Wolf, weighing 85 pounds, and measuring 7 feet from its nose, to the end of its tail, was killed by Mr. Joseph M'Keel, on the ice at Long Reach.

To the credit of the Roman Catholic Clergy, they have induced the French settlers about Shediac and Richibucto to sell potatoes in small quantities, to actual consumers, at the low price of 1s. 6d per bushel.

From intelligence received from various quarters we are induced to believe that most of the farmers in this Province have reserved sufficient potatoes for seed the ensuing Sping.

Oatmeal now sells readily at 25s per 100 lbs. This is surely encouraging to the New-Brunswick farmers, as Oats are considered the surest of all crops.—*New Brunswicker.*

Yesterday, on motion of Mr. Wilmot, a Resolution was passed for an Address to his Excellency praying for returns of the trials of all criminal cases in this Province for the years (if we understood him rightly) of 1844, 1845, and 1846. On presenting the resolution he said the Crown cases had lately been conducted in such a manner that it was high time something should be done. So say we. The manner in which the prosecution was conducted in the trial for murder which took place on Friday last—either through the negligence of the Attorney General, or his pre-determination to acquit the prisoner—was the most shameful transaction we ever witnessed in a British Court of Justice.—*Fredericton Loyalist.*

☞ We understand that Mr. Hutchinson of St. John, has now before the Legislature, a newly invented model for a Lighthouse, and a fog-bell attached.—*Loyalist.*

The Officers of most of the Quebec Battalions of Militia have been drilling for some time past under sergeants of the regular forces. Whether we have peace or war, it is well to be prepared to discharge the duties of our allegiance and for the defence of the country.—*Quebec Gazette.*

REPORT OF THE CHAMBER OF COMMERCE OF SAINT JOHN.

The Committee appointed at a general meeting of the members of the Chamber of Commerce, held on the 2d May last, to attend to such matters as in their opinion would tend to benefit the interests of this community and the Province generally, have given their attention from time to time to objects which circumstances brought to their notice, and have adopted such measures for improvement as appeared to them necessary.

The Establishing of an Exchange, at which the mercantile community could meet at a particular hour, was an object to which the attention of the Committee was called immediately after their appointment, and during the mild weather, and until the season became too cold, the meeting was continued in front of the Commercial Bank, and will be resumed as soon as the season will permit, or at an earlier period, if the Room providing for this accommodation is prepared before that time. This measure, if carried out, will no doubt be highly beneficial to the commercial interests, by bringing the business men in daily communication, receiving and giving information of such matters as necessarily arise from time to time.

The illicit trade carried on at this port, in vessels and boats from ports in the United States, particularly in the article of ardent spirits, has come under the notice of the Committee, and to prevent which, the House of Assembly at its last session passed a Bill prohibiting the importation of spirits in casks of less than a certain size, and in vessels under a certain tonnage, which Bill was lost in the Legislative Council, in consequence of the principle of the Bill being at variance with the Royal Instructions, and could not receive the assent of the Executive.—Under the impression that such a measure would in a degree prevent some of the evils existing, the Committee petitioned the Colonial Secretary praying that liberty might be given to his Excellency the Lieutenant Governor to assent to a similar Bill if passed at the present session of the Legislature; in answer to which Lord Stanley refused compliance, stating that such restrictions "would be repugnant to the Imperial Law by which alone the Trade between British Colonies and foreign countries can be regulated." The committee are of opinion that their petition was not rightly understood by Lord Stanley, and they trust that the Legislature will pass another Bill with a suspending clause, and that such information may be given to the Home Government as will secure the Royal assent to the measure;—however, in the opinion of your committee, the best and most effective mode to prevent smuggling would be the reduction of the duties to a point that would not offer inducement, and thus stop the demoralizing traffic, secure the fair and honest trader, and increase the revenue on the article.

The detention of the Mails from England at Halifax was an evil that pressed very hard on this Province, particularly on the mercantile portion of it, and for which, for some time past, the committee of this Chamber have endeavored to procure a remedy without effect. In July last, they again petitioned her Majesty on the subject, praying for relief, and a memorial at the same time, "that they considered the speedy transmission of the Mails of so much importance, that if the communication (of expresses) cannot be granted on account of the increased expense to the Post Office revenue, they are both ready and willing to pay such an additional postage as may be necessary to provide for such extra conveyance"—this, as all former applications, was without any good effect. This subject is now under consideration, and the committee have thought it advisable to petition the Provincial Legislature for relief, and also to suggest the benefit to be derived from a low uniform rate of Postage throughout the Colonies.

The interesting subject of a more speedy communication through the Colonies by a Rail Road from Halifax to Quebec has been under consideration, and a Report on the subject made by a Sub-Committee, which was published in September last. This report took a view of the two routes from Halifax to Quebec contemplated, with an opinion in favour of the one from Halifax to Digby Gut, thence across the Bay of Fundy and by the valley of the Saint John to the interior, en route to Quebec;—but in October, the subject being again before the Committee, they passed the following Resolution:—"That in discussions connected with or arising out of any Line for Railways proposed to any quarter, the general interests of stockholders and capitalists should be considered the paramount object, as in doing so the most eligible Lines for the general good will necessarily command attention and due consideration without any reference to local interests.

In the month of August last, reports reached the Committee that claims were making by the United States to the Home Government, for further concessions on the subject of the Coast Fisheries on the shores of the North American Colonies. They immediately petitioned the Colonial Secretary, through His Excellency the Lieutenant Governor, on the 28th August last, praying that no further privileges might be granted to the people of the United States than they were now enjoying by Treaty; in answer to which they received a communication from Lord Stanley, through His Excellency, dated Downing Street, 17th Sept. 1845, stating that the Government had abandoned the intention they had entertained upon the subject, and would adhere to the strict letter of the Treaties which exist between Great Britain and the United States, relative to the Fisheries in North America, except in so far as they may relate to the Bay of Fundy, which had been thrown open to the Americans under certain restrictions.

Other subjects have also been under consideration, one of which was a communication from A. Campbell, Esq. Notary Public at Quebec, with documents connected with the proceedings at that place, on the subject of the desertion of seamen from merchant ships—a subject in which the merchants of this port are deeply interested. The papers were submitted to the Committee to make such suggestions with respect to them as they might think necessary,—and also to prepare a memorial for the purpose of providing a Sailor's Home at this port.—These subjects have not yet been reported on, but the Committee recommend that application be made to the Legislature for assistance in aid of individual subscription, for the erection of a Building for the latter purpose. To these subjects, as well as to others, which will be found on the minutes, the committee desire their successors' attention.

The Committee have not made any recommendation with regard to the Provincial Revenue Bill, there being time for their successors in office to make such communication to the Legislature, should they deem it necessary, or should they be directed by the wishes of the general meeting of the members of the Chamber to do so. The committee congratulate the public on the prosperous and flourishing state of Trade and Commerce of the Province for the past year, and trust that nothing may arise to interrupt our anticipations of a similar and improving state of business for the coming year.

The committee have also to apologize for their not having carried out, in all particulars, the Rules of this chamber since their appointment, such as holding the regular monthly Meetings,—and also for not calling the General Meeting as required in the month of January. The first was in some measure caused by the occupation of members in their private affairs, and their not having an office or regular place of meeting—accommodation having been generously afforded by the Marine Assurance Company, of which they availed themselves only when objects of interest for the public good made it necessary.—The latter arises in consequence of the Secretary not having leisure to attend to it, and partly from indisposition.

I. WOODWARD, *Secretary.*

Passengers in the steamer *Saxe Gotha*, for Digby, on Thursday evening, on their way to England, by the steamer *Cambria*—James Kirk, Esq., and Mr. John Mackay, of this city.

☞ The Ladies taking Tables at the Temperance Tea Party, are requested to give their attendance in the basement story of the Wesleyan Centenary Chapel, on Wednesday morning next, at 10 o'clock, to take possession of their respective tables, as they shall fall to them by ballot.

COMMITTEE MEETING,

Chamber of Commerce, Monday, 16th Feb., 1846.

Ordered, That Mr. Duncan, Mr. Thurgar, and Mr. R. Jardine, be a Committee to superintend the publication of the quotations of prices current in the market, as reported on 'change from time to time.

Ordered, That Mr. W. H. Scovil and Mr. E. L. Jarvis, be a Committee for the collection of the annual Subscription from members of the Chamber.

Extract from the Minutes,
I. WOODWARD, Sec'y.

MARRIED.

On Thursday evening last, by the Rev. Samuel Robinson, Mr. William Andrews, to Miss Prudence Weldon, both of the Parish of Greenwich, King's County.

At the Village Church, Portland, on the 1st inst. by the Rev. Wm. Harrison, Mr. David Woodill, to Miss Jane Par[illegible], all of this City.

On Thursday, 26th instant, at her father's residence, in Kingston, by the Rev. William E. Scovil, Captain Edwin Penreath, of Penzance, Cornwall, (England), to Elizabeth R., eldest daughter of Justus Sherwood Wetmore, Esquire.

At Sussex Vale, on Thursday evening last, by the Rev. Mr. Arnold, Mr. Daniel Hatfield Perkins, of Springfield, to Miss Julia Ann, second daughter of Mr. J. Drury, of Sussex Vale.

At Woodstock, on the 16th instant, by the Rev. Mr. Hanford, Mr. John W. N. Ruel, of Sussex Vale, to Mary Ann Elizabeth, second daughter of George W. Cleary, Esq.

At Granville, (N. S.) on the 16th Feb. by the Rev. J. M. Campbell, Richard Sands, Esquire, Barrister at Law, of St. John, to Miss Mary Eliza, daughter of Captain John Smith.

At Windsor, N. S. on the 4th inst. by the Rev. T. S. Harding, Mr. T. S. Harding, of Saint John, N. B., to Susan, daughter of John N. Grant, Esq., of Windsor.

DIED.

On Sunday morning, 1st instant, Martha Ann, wife of Mr. William McAvity, and second daughter of the late Capt. Joseph Hamm, in the 26th year of her age, leaving a disconsolate husband and an infant child to mourn their loss, and deeply regretted by a numerous circle of relatives and friends.—Funeral To-morrow (Wednesday) at half-past Three o'clock, from her late residence in Morris street.

This morning, suddenly, in a fit of apoplexy, Mr. Alpheus Pine, in his 81st year.—Funeral on Thursday next, at 3 o'clock, from the residence of Captain Lancaster, Prince William Street.

On Thursday morning, the 26th of February, after a long and tedious illness, which he bore with Christian fortitude and resignation to the Divine will, Mr. Michael O'Mahony, late of Sand Point, in the Parish of Portland, aged 37 years, leaving a large family and a numerous circle of friends to mourn their loss.

On Friday morning, after a short illness, which he bore with christian fortitude, Hugh Graham, aged 20 years, youngest son of Mr. Thomas Graham, Surgeon.

On Friday evening, at Sand Point, Carleton, Frances Elizabeth, youngest child of Mr. Edward H. Gote, aged one year and eight months.

On Monday, 16th instant, Joshua A., son of Mr. J. A. Scribner, (nine mile house,) aged 4 years and 9 months.

At Fredericton, on the 13th instant, Mr. N. W. Smith, Druggist, in the 25th year of his age.

At Fredericton, on Tuesday evening last, Sarah Louisa, youngest daughter of Mr. John S. Coy, aged two years and five months.

PORT OF SAINT JOHN.

ARRIVED.

Tuesday—Schooner Woodlands, McLean, Boston, 3—Master, assorted cargo.

Wednesday—Ship Lesmahagow, Potts, New-Orleans, 15—W. Hammond & Co. [illegible]—Sailed in company with the ship Jane Hammond, Gillis, for this port.

Friday—Schooner Susan, Bray, Alexandria, 11—L. H. Waterhouse, flour and wheat.

Delaware, Harding, Philadelphia, 6—L. H. Waterhouse, flour, wheat, corn, &c.

CLEARED.

Feb. 28th—Ship Lord Wellington, Hill, Cork, timber and deals—James Kirk.

28th—Barque Londonderry, Towerson, Londonderry, deals, &c.—William Carvill; McDonnell, McDonnell, Glasgow, timber, &c.—R. Rankin & Co.

March 2d—Barque Columbia, Reid, Ardrossan, timber and deals—James Alexander.

From the Portland (Me) Argus, Feb 19.

SHIPWRECK AND LOSS OF LIFE.—We are indebted to J. T. Sherwood, Esq., British Consul in this city, for the following particulars of a most melancholy shipwreck and loss of life. The mate, Mr. Robert Mowbray, arrived in this city yesterday, and has made his protest.

The British bark Ida 550 tons burthen, Wm. Chambers, master, sailed from London, where she was owned Dec. 18, 1845, with 38 passengers and a crew of 18 souls, bound for Portsmouth, Eng., to take in government stores for Canada. From thence, sailed about 4th or 5th January last, for St. John, N. B. On the 26th, being in lat. 44 N. lon. 52 30 W., the bark broached to, while scudding before a severe gale from S. S. E., and was thrown on her beam ends. Orders were given to cut away the foremast; but before they had time to do so, the bark righted, full of water. The captain then ordered the long boat to be got under the lee, the other boats having been lost. The passengers immediately rushed into her promiscuously, followed by the captain and crew, to the number of 46.—The painter parted, and the boat dropped astern. The land bore N.N.E., distant about 30 leagues by observation. The boat got about two cables length from the vessel, when she shipped a sea, filled, and all in her perished. The mate, nine men, and one young woman, remained on the wreck, in the tops, from Monday morning until Friday morning, when they were taken off by the schooner Three Sisters, of Eden, where they were landed, much frozen and in destitute circumstances: the mate being the only one able to travel.

ANOTHER SHIPWRECK.—The Halifax papers state that the Brig Laurel, of that port, Capt. George, from Ponce, with a cargo of sugar, &c., on endeavouring to make the harbour of Halifax on Monday night last, struck upon the Sisters, off Sambro, and soon after went to pieces. A fishing vessel took off the crew, with the exception of the mate and one of the seamen, who had left the vessel in the long boat, with the expectation of reaching the shore, but had not been heard from. One of the men also died on the wreck. The Captain had one of his legs broken, and, with others of the crew, was frost-bitten.

The Home and Marine Insurance Companies of Halifax, have each voted £25 to the fishermen who rescued the crew from the wreck.

Deliverance from a Perilous Situation.—The Morning Post of yesterday contains a letter from Wilmot, dated 22d inst.; stating that the crew, four in number, of the Schooner Harmony, of St. John, N. B. Capt. Joseph Hamilton, from Shepody for Salmon River, which vessel had been drifting about in the ice in the Bay of Fundy for 7 days, part of which time they were without food, had been brought on shore on cakes of ice, by the exertions, at the risk of their own lives, of the inhabitants of Margaretsville, and carefully attended to. The vessel also had been got on the beach, and it was hoped, with her cargo of hay, would be safely harboured—*Halifax Guardian, Feb. 27.*

PUBLIC NOTICE.

IT having been represented that the SMALL POX prevails to a considerable extent in the cities of Baltimore, Philadelphia, New York and Boston, in the United States of America:—Public Notice is hereby given, that all Vessels coming from any of the before-mentioned Ports, are subject to the Quarantine Regulations, and must not proceed higher up the harbour of this City, than the upper Quarantine Station, until passed by one of the Visiting Physicians. The Pilots are therefore requested to be particular in making the necessary inquiries, and conform to the directions contained in the Quarantine Law; and they, and all others offending, will be prosecuted for the penalties which may be incurred by any violation of the said Laws.

L. DONALDSON, *Mayor.*

City of Saint John, Province of New-Brunswick, March 3, 1846.

The Cathedral, Fredericton, N. B.

To Sone Masons, Carpenters, and others.

THE Committee for building the above edifice, are desirous to receive Tenders for erecting a portion of the same.—The plans and specifications may be seen at the Central Fire Insurance Office, Fredericton. Sealed Tenders are to be delivered at the Office of the Provincial Secretary, on or before 1 o'clock, noon, of March 25th.

The Committee do not pledge themselves to receive the lowest tenders; and ample security will be required from the Contractors.—For other particulars, apply to the Architect, Mr. Frank Wills, Fredericton. JOHN FREDERICTON.

Fredericton, 19th Feb., 1846.—[Cour.]

☞ NOTICE. ☜

THE Undersigned inform their friends in New-Bruswick, Nova-Scotia, and the public generally, that they have formed a connection, under the firm of *Burnham & DeWolf*, for transacting a GENERAL COMMISSION BUSINESS, in the City of New-York. As the most strict personal attention will be given to all orders and business entrusted to their care, they ask a share of public patronage and support.

JOHN W. BURNHAM,
THOMAS L. DEWOLF,
No. 7, South Street.

New-York, Feb. 23, 1846.

FLOUR.

Landing this day, ex Schooners *Delaware*, and *Susan*, from Philadelphia and Alexandria:—

200 BARRELS Superfine FLOUR, for sale low, in bond, or duty paid.

L. H. WATERHOUSE,
Math 3.—3i. *South Market Wharf.*

London British Plate GLASS.

The subscribers offer for Sale at very reduced prices:

500 PIECES of PLATE GLASS, 11x9 inches;
500 Pieces Plate Glass, 10x14 inches,
500 Do. do. 11x16 inches,
300 Do. do. 12x15 inches.

And a great variety of other sizes.—The above superior article is well adapted for Windows of Private Residences.

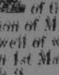
March 3, 1846. JOHN KERR & CO.

SHIPPING SHINGLES.

100M. WANTED by the subscribers.
C. & W. H. ADAMS.

March 3, 1846.

Dwelling House to Let.



THAT convenient and pleasantly-situated DWELLING HOUSE fronting on Garden-Street, near the residence of the Subscriber, and at present in the occupation of Mr. George B. Jamieson. There is a good well of water on the premises. Possession given on 1st May. Apply to

March 3. JOHN V. THURGAR.

Cabinet and Upholstery WAREHOUSE.

THOMAS NISBET & SON

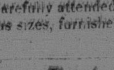
RETURN sincere thanks to their friends and the public, for the liberal patronage which they have experienced for a period of over Thirty Years, and beg to intimate that they continue to carry on the same business in all its branches, at their Old Stand in Prince William Street.

They have now on hand a large assortment of FURNITURE of all descriptions, including *Ships' Wheels, &c.*, which they are selling off at very reduced prices, being about to make improvements in their Warehouse.

Old Furniture taken in exchange for new.

☞ Funerals carefully attended to;—a Hearse, and Palls of various sizes, furnished on reasonable terms. Feb. 24.

Steam to Boston, &c.



THE Steamer HERALD, (being thoroughly repaired,) will leave for *Eastport*, on Saturday 21st March next, at 7 o'clock, to meet the Steamer PORTLAND, for Boston.

The Steamer *Saxe Gotha* will leave for DIGBY and ANNAPOLIS (weather permitting,) every Saturday, at 12 o'clock, noon, till further notice.

Feb 24. JAMES WHITNEY.

BRITISH SCHOOL, ST. JOHN.

WANTED immediately, a Young Man to act as ASSISTANT in the above School, for a period of Three Months.—Application to be made to Mr. Devan, the Principal.

17th February, 1846.

THE NEW-BRUNSWICK "Refugee Loyalist" Association.

THE Descendants of the Refugee Loyalists, who feel disposed to join a Society, about to be formed, for the purpose of commemorating the landing of their forefathers in New-Brunswick and Nova-Scotia in 1783, are respectfully informed that Lists are open for signatures at the Stores of L. H. DeVeber & Son, and John Sears, Prince William Street. Feb. 17.

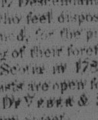
MR. G. BLATCH,

ATTORNEY AT LAW AND NOTARY PUBLIC,

WILL open an Office in Saint John, for the practice of his profession, immediately after the termination of the present Legislative Session. In the mean time, letters and communications may be addressed to him, during his residence in Fredericton, either "at the Legislative Council Chamber," or at his private lodgings, at "Dr. Woodford's Cottage."

Fredericton, Feb. 12th, 1846.

Apothecaries' Hall—Removed.



THE SUBSCRIBER has REMOVED his Establishment to VERNON'S BRICK BUILDING, on the North side of King Street.

Jan. 17. WM. LIVINGSTONE.

AUCTION SALES.

The following Goods will be offered at Auction on THURSDAY next, by JOHN KINNEAR, *at his Sales Room, Prince Wm. Street, beginning at 11 o'clock:—*

100 SIDES Boston tanned Sole LEATHER,
100 do. large Upper do.
50 Casks assorted NAILS and SPIKES,
50 Boxes RAISINS; 15 boxes Salted HAMS,
20 Leather top bound TRUNKS,
8 Boxes Stearine and Sperm CANDLES,
10 Doz. Mould Tallow do.;
40 Drums FIGS; 25 kegs and Jars SNUFF,
15 Boxes No. 1, Boston SOAP,
50 Dozen Common TUMBLERS,
15 Dozen CASTOR OIL,
3 Handsome SOFAS,
12 Solar and Camphine LAMPS,
3 HAIR MATTRASSES,
15 Dozen BED CORDS. March 3.

Valuable Freehold Estate

BY AUCTION.

On Tuesday, the 10th of March next, at twelve o'clock, will be sold by the subscribers, at their Sales Room, North Market Wharf:—

THAT Valuable parcel of LAND, (about 13 acres) known as *Blakslee's Farm*, about one mile from the City. This Property is under high cultivation, and is well worthy the attention of persons wishing to make investment in Real Estate. The terms of payment will be made easy. For any further information, apply at the subscribers' Counting House, where a plan may be seen.

T. L. NICHOLSON & CO.

St. John, Feb. 24, 1846.

CROTON INSURANCE COMPANY OF NEW-YORK.

New-Brunswick Agency.

LOCAL DIRECTORS.
EDWARD ALLISON,
ISAAC WOODWARD, } ESQUIRES.
CHARLES ADAMS,

MARINE SURVEYOR.
MR. JAMES ROBERTSON.

THE Directors meet every day (Sundays excepted) at 12 o'clock, and applications for Insurance on Vessels, Cargoes, and Freights, are required to be left with the Agent previous to that hour.

THE FIRE DEPARTMENT

will be conducted solely by the Agent, who continues to take Risks on Buildings, and their contents, and Vessels building or repairing to a moderate extent, *and at moderate rates of premium.*

W. J. STARR, AGENT,
Ritchie's Buildings, Nelson St.

St. John, Sept. 25, 1845.

THE Saint John Gas Light Company

BEG to inform the public that a Book containing an extensive variety of designs, or patterns of
CHANDELIERS,
LAMPS,
BRACKETS, &c. &c.
for lighting up Dwellings and Warehouses with GAS, now lies at the *Marine Assurance Company's Office.* Parties wishing to make a selection of Gas Fittings are requested to call and choose their patterns;—the prices are attached to each pattern, and the articles will be imported by the Company at a moderate per centage on the Sterling cost.

February 17 1846.

Important to House Keepers.

THE subscriber having on hand a large supply of FLOUR of superior quality, would recommend those families who value sweet and nutritious BREAD, to give it a trial. Every care is taken to check fermentation when in the Oven, hence the bleaching process commences, by which a great part of the nutritious properties of the Bread is destroyed.

A great variety of FANCY BISCUIT and TEA CAKES kept on hand at all times. BRIDE'S CAKE, Plain and Fruit Pound CAKE, made to order on the shortest notice. ☞ Families supplied in any part of the City. Usual allowance to retailers.

JOHN M'LARDY,
Opposite Trinity Church, Germain street.

HATS, HATS.

The Subscriber has just received, per Steamer "Robert Rankin," from Boston:—

286 HATS, of the following descriptions:—

Gent's. Beaver HATS,—Fall Fashions;
" Neutria, do. ditto.
" French Moleskin, ditto.
" Plain or Smooth,—High and Low Crowns,
" Kersey, do. do. do.

Together with a large stock of New-Brunswick Manufacture on hand, and constantly making, of various shapes and qualities.

Having adopted the CASH system, (as to retail,) with the old adage that "a nimble Sixpence is better than a slow Shilling," he will sell at the *very lowest Cash rates.* C. D. EVERETT.

P. S.—Wholesale customers can be supplied on as favourable terms as formerly.

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

6th January, 1846.

CHEESE, FIGS, &c.

Landing ex Schooner DOLPHIN, from Boston:

10 BOXES fine Goshen CHEESE,
25 drums Smyrna FIGS,
5 bags FILBERTS,
3 boxes Jordan ALMONDS,
2 boxes LEMONS,
5 barrels LARD OIL,
5 kegs LARD.—For sale by

Feb. 17. JARDINE & CO.

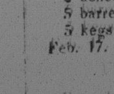
JUST RECEIVED,

Per schooner "Dolphin," from Boston:—

SALERATUS, Filberts, Shelled ALMONDS,
GUAVA JELLY, LEMONS,
Manuel Amores CIGARS,
Brooms, Dried Apples, &c. &c.

For sale by J. MACFARLANE,
17th Feb. 1846. Market-Square.

New-Brunswick Emigration AGENCY.



THE Subscriber begs to intimate that he continues to contract with parties in this country for the passage of their friends from England or Ireland, and he would recommend any who may be desirous of doing so to make an early call, so as to be in time for Spring Ships. The rates have lately been reduced, and the terms made more moderate. JAMES ROBERTSON.

January 13, 1846.—6m. *Nelson-Street.*

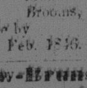
TO LET, for One or more Years:

THREE CONVENIENT OFFICES in the Brick Building in Dock street, over the Store of the subscriber. Rent moderate.

Feb. 17. ALEXANDER YEATS.

TO LET

By the Subscriber, for one or more Years, from 1st May next:—



THE whole, or part of that pleasantly situated House in Princess street, opposite the old Commissariat, at present occupied by Mr. Michael O'Donnelly, as a Boot & Shoemaker shop, and Dwelling, and by Mr. Wm. Lee, as a Bonnet manufactory and Dwelling, and by several others.

Also—in Prince William street, adjoining the Grocery Store of the subscriber, a Tenement, at present occupied by Mr. Wm. Ford, as a Boot and Shoe Shop and Dwelling;—a Tenement immediately over the subscriber's Shop, occupied by Mr. Andrew Howard as a Dwelling.

Also—the whole, or part of the three story Brick House adjoining; there is a Well of good Water on the Premises, and a valuable Garden can be had by any tenant requiring it, on early application to

Feb. 17, 1846. J. O'DONNELLY.

NEW-BRUNSWICK, } ss.
King's County, }

To the Sheriff of King's County, or any Constable within the said County, Greeting:

[L. S.] WHEREAS ISABELLA NIMO, Administratrix of the Estate of JOHN NIMO, late of the Parish of Hampton, in said County, deceased, hath rendered and filed her Account of the Administration of said Estate, and hath prayed that citation may issue, requiring the [copy.] Creditors and next of kin of said deceased, and all persons interested in said Estate, to attend the passing and allowance of such Account:

You are therefore required to cite the Creditors and next of kin of said deceased, and all other persons interested in said Estate, to appear before me at a Court of Probate to be held at the Court House at Kingston, within and for the said County, on Monday the twenty-third day of March next, at ten o'clock of the forenoon of that day, to attend the passing and allowance of such Account.—Given under my hand and the Seal of the said Court, the second day of February, A. D. 1846.

E. B. SMITH, *Surrogate, &c.*

WM. SIMPSON, Register of Probates } for King's County, }

T. R. GORDON

Offers for sale at the lowest market rates, GOODS received per Avon, Harmony, Queen Pomare, Sarah, Themis, Mary Caroline, and other vessels.

30 DOZEN Long handled Fry PANS; 1 ton Iron wire; 20 tons Sheet IRON; 50 boxes Tin Plates; 5 casks Chain Traces, Ox CHAINS, back hands, &c.; 300 pairs extra strong Traces for Lumber woods; 24 circular Saws [illegible] edging and trimming; 364 Mill, Pit, and X Cut Saws, all of good quality; 1 case *Rowland's* Saws from Philadelphia; 22 doz. short handled Fry Pans; 2 cases Guns and Pistols, 7 casks copper boat Nails; 25 bags Diamond head do. 1¼ to 3½ inch; 320 bags Nails and Spikes; 30 casks Ox and Horse Nails; 5 cwt. Slate NAILS; 2 casks London GLUE; 1 do. Curled Hair, ass'd prices; 1 do. Hair Cloth, 17 to 26 inch; 4 casks Rivets, Screws, Tacks, Brads, and Tip Nails; 2 do. Butt and Shutter Hinges; 24 gross Heel Plates; 2 casks Hooks and Hinges and *Home's* Patent H H T Strap and Chest Hinges; 6 rolls sheet LED, 3 4 and 5 lbs; 1 ton Shot, ass'd; 6 rolls Lead Pipe; 1 ton sheet ZINC; 1 case thin sheet Copper; 1 do. sheet Brass; 12 casks TEAKETTLES, Digesters, Saucepans, Glue Pots, Fish Kettles, &c.; 100 bags Iron Sparrowbills; 4 crates Coal Hods and Scoops, Cinder sifters, &c.; 1 ton slab Zinc; 25 dozen Shovels and Garden Spades; 300 do. steel point socket Shovels; 20 do long handled SPADES; 2 tons Saunderson's Cast STEEL; 1 cask Borax; 12 vices, ass'd; 8 Bellows, ass'd to 36 inch; 8 Anvils, ass'd; 2 tons SLEIGH SHOE, HORSE SHOE, blister and spring Steel; 5 casks sad Irons, Italian Irons and Bore Irons with heaters; 2 cases School SLATES and Pencils; 1 cask SHOE THREAD; 20 barrels Gunpowder; 1 case Red Chalk; 2 bales chalk lines and Coffin Cord; 1 cask 'Water of Ayr' and other WHET STONES; 10 tons HOLLOW WARE—consisting of POTS, Ovens, Spiders, Griddles, Fry Pans, and Boilers; 3 casks Cart and Pipe Boxes; 1 do. CART HARNESS. 1 cask B Metal Tea and Coffee POTS; 1 do. Hot Water JUGS; 1 do. CUTLERY and 'CAMS' Edge TOOLS; 230 Fox TRAPS; 3 cases 'Thompsons' Scotch Screw Augurs; 2 do. Tea Trays; 2 casks 'Vickers' best FILES & RASPS.

☞ 72 Casks and Cases—containing a general assortment of HARDWARE—among which are—Harness Mounting, Saddle Trees and Stirrups, Girth Web, Chair Web, Boot Web; Shoemakers Tools, Planes, Hammers, Hand and Buck SAWS, Rim, Mortince, Chest, Trunk, Till, and other LOCKS; Trunk Handles and Nails, Screws; LAMPS, glasses and wicks for ditto; Copper Coal SCOOPS, Plate BASKETS, Grid Irons, Fire Irons, and Irons, FENDERS, Brass Kettles, Weighing Machines, Steelyards, Whitewash, Shoe, Paint and other BRUSHES, Curry COMBS; 230 pairs SKATES, 150 dozen sleigh BELLS, 200,000 Percussion CAPS; 61 dozen [illegible] Candlesticks, Knitting Needles, Glass PAPER, Knobs, Wire Riddle, Dish Covers, Foot Tubs, Slop Kettles, Hand Cuffs, Plated and Black Castors; Curtain Bands and Pins, Thermometers, Coffin Mounting, Brass Tubings, BOLTS, Carriage LACE, CASH Boxes, Chamoi SKINS, Brass Cocks and a variety of other articles.

Always on hand, a well assorted STOCK of CUT NAILS, in kegs of 100 or 200 lbs—own manufacture. Dec. 2.

Just received per Harmony and Queen Pomare, at

TISDALE'S

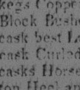
No. 1, South Market Wharf.

40 BUNDLES sheet IRON, No. 22—24;
21 do. Plough Plate IRON, assorted;
14 do. *Banks'* best refined Round *IRON*;
40 double and single Ploughshare Moulds;
6 Blacksmith's BELLOWS;
1 hamper Smith's VICES, superior quality;
8 ANVILS; 46 bags *CUT NAILS*;
30 hand and sledge Hammers;
45 bags *SPIKES*, from 4 to 10 inch;
20 boxes TIN Plates, IC, IX, DC;
290 *TEA KETTLES*; 9 bundles Frying Pans,
2 tons POTS, Bakepans, Spiders and Griddles,
24 pair cast Fire Dogs,
2 cases Hoole and Co's 5 1-2, 6, 6 1-2, and 7 feet MILL SAWS,
1 do. do. 22 and 24 inch Circular ditto,
1 do. Cross-cut, Hand, Tenon, Buck and other SAWS;
4 casks *Vicker's* and *Tisdale's* superior Mill Saw FILES; 1 cask Horse Shoes,
2 casks Sad Irons; 1 ton SHOT, assorted,
1 ton *Sanderson's* best Cast Steel,
3 cases *Thompson's* Screw Augers,
2 casks Ox Chains and Horse Traces,
1 cask IRON WIRE, from No. 6 to 24,
1 do. Steel'd Mined's Shovels,
16 dozen Barn ditto,
1 crate Copper and Iron Coal Scoops & Hods,
2 kegs Copper Boat Nails,
1000 Block Bushes, assorted,
1 cask best London GLUE,
1 cask Curled Hair and Hair Seating,
6 casks Horse and Ox NAILS,
1 ton Heel and Toe Sparrowbills,
3 casks containing Knives and Forks, Carvers, Chisels, Gouges, Drawing-knives, Adzes, Hatchets, Plane Irons, &c.
2 casks containing Barn, Shutter, H, HL, Chest and other Hinges,
1 case Guns and Pistols, in great variety,
1 do. Jack, smoothing, Trying and Jointer Planes,
2 casks LOCKS of all kinds,
6 casks containing Fox Traps, 2 feet Rules, Iron Rivets, Curry Combs, Chest Handles, Fire Irons, Pins, Screws, Brass Foundry in variety, Gimblets,
1 cask Saddles' Girth Web, Chair Web, Boot Web, Coffin Cord, Roan Skins, &c.
1 case Coffin Mounting, and a variety of other Goods.

ON HAND—*Rowland's* Mill Saws, 6, 6 1-2 feet; 100 kegs F and FF Gunpowder, which with their stock on hand is offered to the public at exceeding low rates for Cash, by

November 1. W. TISDALE & SON.

For Sale or to Rent:



THE Premises occupied by C. WARD, in Wellington Row—possession can be had previously to the first of May, if required.—Apply at the Office of

Jan. 27. JOHN WARD & SONS.

Geneva, Rice, Candles, etc.

Received by and now landing for the Subscriber, ex the Ship "Maranham":—

15 HHDS. first quality Pale GENEVA;
Per schr. *Brothers* from Boston:
15 tierces and half tierces (new crop) RICE,
6 hhds. best American TALLOW,
15 boxes Composition CANDLES,
100 barrels of ONIONS.

For sale by JOHN V. THURGAR.
January 27, 1846.