hear that the other Branch was in an efficient state.

Hon. Attorney General had no objections to inform the hon. and learned member, that steps has —and were now being taken to fill up the vacancies in question. In all probability the next Mail from England would bring something definite upon the subject.

Hon. Mr. Hazen observed that he frequently heard the other Branch spoken of in this House, in a manner he did not consider quite parliamentary. A day or to ago he heard an hon. member for the County of St. John, not now in his place, (R. D. Wilmot) speaking of the manner in which a certain Bill had been treated by the other Branch last session. He did not think it right to make any remarks of the kind.

Mr. Ritchie said he claimed the privilege as a Member of this House, to ask any questions, of pass any remarks upon any branch of the Government, or any public institution, which was not in an efficient state in consequence of the neglect of the Government. Now it was well known—as could be proved by reference to the Journals of the other Branch during the last Session—that owing to several vacancies not having been filled up, many Bills were passed when there were but a bare quorum of Members present; and those vacancies were not as yet filled up.

Mr. Wood said made remarks to a similar effect. He maintained that, from whatever cause arising, whenever the other Branch, during the greater part of the session, passed their measures by a bare quorum, members of this house had a right to refer to it. The vacancies should be filled up; and members of the other branch should attend to their duties.

Hon. Mr. Hazen said, then according to the hon. member's reasoning he (Mr. Hazen) had a right to find fault with him—his colleague—for not attending to his duties during the first week of the Session. (Laughter). If Members of this House were allowed to take such liberties, why might not the Members of the other Branch do the same? and yet, were a member of the other Branch to comment upon his [Mr. Hazen's] absence from his Legislative duties, he should consider it an interference with his privileges. Members of the House might express their conviction that vacancies in the other Branch should be filled up; but he thought it improper to make any observation upon the manner in which a Bill passed the other Brannh.

(Here the conversation dropped.)

The House went into a Committee on the Governor's Speech. Mr. Taylor in the Chair.

Mr. Thompson moved that the paragraph relating to Railways be referred to a select Committee to report thereon.

Mr. Street was opposed to this motion. We now had a Responsible Government, whose duty it was to prepare and bring down measures, but the resolution just offered appeared like going on in the old way. A clause in the speech implied that the Ministry—for Ministry he supposed they must now be called—intended to bring down measures and submit them to the house. Why was this, then, that every paragraph, as usual, was to be submitted to a Select Committee? [hon Mr. Partelow, No—only two paragraphs, those on Railways and on Agriculture] and two measures of the utmost importance to the Province. He (Mr Street) must not be understood as saying anything against the new system of Government, but that system having been adopted last year by the house, as being the system best adopted to the colony, he wished to see it carried out. He was not disposed to take the responsibility out of the hands of the ministers, unless they came forward and declared they would not assume the responsibility.

Mr. Jordan spoke to nearly the same effect.—With respect to Agriculture, he considered it of the utmost importance to the Province. The Government had submitted a Report upon this subject yesterday, and he was very glad to see that the lands of this Province were capable of producing such crops. But after having heard that Report read, he would be sorry to see any other party assume the responsibility of preparing measures. He should therefore oppose the resolution.

Mr. Boyd was of the same opinion. He was not disposed to saddle the Government with more than they were able to bear, but as they had promised in the Speech to prepare and bring down measures, he was disposed to wait for them to take the initiative in this.

Hon. Attorney General said he had no desire for the Resolution to pass; he was willing, as one of the Government, to assume the responsibility; he must also observe, that whenever Government should come down to the House with measures upon this or any other subject, they would require the assistance of the House. The Government was quite prepared to go on and prepare measures. It was customary, however, to go into Committee on the Governor's Speech, but he was indifferent about the passing of the Resolution.

Mr Ritchie was glad to hear what had just fallen from the hon. Attorney General; but he wished to be informed distinctly whether Government intended to prepare and bring down a measure to further the construction of the Railway from St. John to Shediac. He also requested to be informed whether Government intended to submit any measures for the encouragement of Agriculture. If such were the intentions of the Government he would support their measures if he agreed with them, which he thought was likely to be the case. He wished for information upon these subjects, and if the answer was in the affirmative, he wished to know when those measures would be submitted.

Hon Attorney General said the Commissioner who surveyed the line of Railway from St. John to Shediac had not yet brought in his Report—When that was done Government would apply themselves diligently to the subject, and as soon as possible they would come down with their measure. In his opinion the Shediac line, when connected with the Great Trunk line, would be the most important Railway in the Province. But he would now like to know if the men of Kings would meet the Government in the same spirit; he would like to know what they were about, what steps they were taking to forward the undertaking? Would they give the land whereon the road should pass? He had heard that they were keeping back waiting for the government to go on, and that they would insist upon getting the full value for their land,—that they were actuated by selfish feelings; in fact he had been informed that in one case a farmer endeavoured to prevent the surveyor from going upon his land. There could be no doubt that every farm along the line would, in three or four years, if the Railway was made, be doubled three or four fold. This being the case the farmers should offer every aid in their power—they should give the land. If they insisted upon receiving the full value of their land, the cost of arbitration alone would amount to a large sum—As to proposing measures to encourage agriculture, although all might be willing to do so, there would be a great diversity of opinion upon the measures to be adopted. He looked upon Agriculture as of the most paramount importance; he believed that if a statement could be made out of the total value of the Agricultural produce raised in this Province in 1848, and laid before the house, it would astonish the members. He believed that it exceeded the value of the lumber produced fifty times over.

Mr. Brown said this was a most important crisis of the session early although it was. Great works were now in contemplation, which required their most mature consideration, and the present Government had assumed the direction of affairs at a critical period. The happiness to reflect, however, that the revenue for the past year had exceeded the estimate by about £5000, and that the credit of the Province had been sustained. The question now was, what would Government do—what measures would they bring forward? The Shediac Railway was a local measure, (cries of No No) Yes, as a Railway it was local. The Railway from Halifax to Quebec was the great undertaking. It was time now to do something. The lumbering business had been suspended, and agriculture was now of the utmost importance, and required their attention. He was glad to hear the opinion expressed by the hon the Attorney General, that agricultural produce to such a large amount had been raised during the past year, and that, insignificant as was considered the agricultural interests of this Province, it exceeded all other sources of wealth, still there were great difficulties to contend with, many of our rural population, as well as the inhabitants of the towns, were leaving the Province. This was a deplorable state of things, and something must be done to encourage those who remained to cultivate the soil. Some attempts had already been made, by supporting agricultural societies, and thereby diffusing useful information among the people and no doubt this had wrought good to a certain extent. Others had attempted to encourage agriculture by protecting their produce, thereby raising the price of food to the purchaser. He held the same opinion upon this point he had always held, and did not see how it could produce the desired effect. He thought—judging from the low prices of the articles here at certain seasons, and the high prices in England—that butter and beef could be sent to the English markets at remunerating prices, and regretted there were not persons engaged in the trade. Something might be done to encourage this. The tastes of the people of this Province were also above their means, and means should be taken, if possible, to correct this. He was willing to do all he could in the matter. If the Government took it in hands they would have an arduous task to perform and he was willing to lend them all the assistance in his power.

Mr. Ritchie contended that the line of Railway from St. John to Shediac was the most important to the Province, and the only line that would pay. It could not be termed local, because it would connect Saint John with the North of the Province. He remembered that when the Saint Andrews and Woodstock line was first brought forward, the projectors thought it would be the route to Quebec; but they could not think so now; and if it were not the line would never pay. Hon members spoke of encouraging agriculture, but now would they do it? Now if the Shediac Railway went into operation, foreign capital would be brought in to construct it, labourers would be employed, who would consume a large quantity of agricultural produce. He was not satisfied with the promises of the hon. Attorney General. They were not specific—they were far too general for him. That hon. member had said the Commissioner's Report is not in, when it comes we will consider it, &c. But why wait for the Report, when they all knew it was a level route, and that the line would pay? He thought Government ought to have been prepared with their measure. Let them suppose the work would cost £500,000, the Province, in his opinion should take one fourth of the stock, for which they should issue script, to be received by all Government offices, and at the Customs. This would not embarrass the Government, and it would be the means of keeping a circulating medium afloat. But he would go further still, and pledge the Revenue for the payment of the interest, and he firmly believed the Province would never be called on to make good any deficiency. But the Government had formed no plan, and he feared that if they waited until the Commissioners had reported, and Government matured its plans, the Session would be gone and nothing done. In reference to agriculture, the great thing wanted was, in his opinion, training upon scientific principles. He would propose a plan something like the following—Let them appropriate £5000 a year for the purpose; let three model farms be established in different sections of the Province. He would suppose the cost of the said farms to be £500 each; he would not suggest that very good farms should be selected but those which were rather below the average, in order that the students might witness the improvements. With the balance, let them import all necessary tools, farming implements, and various kinds of stock. He would propose that three lecturers should be employed, to go about, and lecture to the people gratuitously; these lecturers, being paid by the Province, would cost £600 or £700 more. Farmers would thus be enabled to improve by witnessing the practice at the Model Farms, by hearing scientific lectures, and by an improved breed of stock. After the first years, premiums should also be given to those who could show the best farms. He would thus give the Agricultural population instruction through their eyes and their ears; he would then stimulate their exertions and their ambition. Professor Johnson spoke particularly about the effects produced by lectures in other countries. [The hon Member then read an extract from Professor Buckingham's works, corroborative of his views.] He threw out these views for consideration; he wished to raise the character of our agriculturists—to make them proud of themselves, and to have other people proud of them. He would stimulate the minds of our young men to stay at home and work on their farms, instead of seeking for other employment. He would make them proud of farming, instead of considering it a disgrace. He should like to hear the members of Government come forward with some scheme, but as they had not done so he threw out this. He believed it to be practicable, although he was not wedded to it, but his observations were merely suggestive.

Dr. Thomson said it was in the power of the Government to do a great deal; they could make roads, &c. but they could not make the men. He thought there were too many politicians in this Province, and too many tillers. The schoolmaster was abroad, and he might cultivate the minds of the people, but he could not cultivate their feelings. For some years past the lumber had been cut off the Crown Lands of this Province, and no remuneration had been received; too many facilities had been given the consequence of which was that timber upon private property was valueless and no attention had been paid to it by the owners.—Were the duties upon Crown timber increased, lumber on private property would then be brought to market. Owing to the facilities which had been given, the wages of those employed had been nominally very high, which had drawn off labourers from the farms. Now, upon the partial failure of the lumber trade, many of these men did not like to return to farming, and they were the men who were leaving the Province. In reference to the Shediac Railway, he thought that a Railway to connect Shediac with the head of the Bay of Fundy would be all that was necessary. It was a long distance from Shediac to St. John, and would not pay. The estimated cost was £500,000, and he should like to know how the interest would be paid. He would support the shorter railway, but not the other,—they should be careful not to go too fast, or they might find themselves in the condition of a dashing merchant, who goes on too fast and at length comes down with a crash.

Mr. Wark could not agree with the remarks of the last speaker in relation to the lumbering business; although it was suffering now, it had flourished and brought in a large revenue. Much had been said about the backward state of our Agriculture but the failure of the potato and wheat crops during the three last years should not be lost sight of; a calamity so general could not but be sensibly felt among any agricultural community. Even now some districts were suffering so severely that he thought they would require Provincial aid in the spring to procure seed. As to the Shediac Railway, he was surprised to hear the hon member for Charlotte (Mr Brown) say it was local. The Great Trunk Railway would be of very little benefit to this Province without the Shediac line. If that line went into operation, St. John would be in a position to compete with Halifax, and would drive a large trade with the north of this Province; he also thought St. John would have the bulk of the trade with Canada. This Railway would also give the people of the north the advantage of two markets at St. John and Halifax. The hon member then pointed out the immense advantages arising from Railways, and added that if Railways in this Province were commenced, labourers would come in and consume farm produce, and he thought that every prudent farmer would prepare for the event by increasing his exertions, and producing an additional supply of agricultural produce.

Mr. Boyd could not agree with the hon. member for St John (Mr. Ritchie) that the Shediac Line was the only one which would pay. The Saint Andrews Line would draw off most of the trade on the upper part of the Valley of St. John; and he did not think it would stop there—it would go on to Quebec, and then it would pay, as it would be much the shortest route. He was willing to support the Line from St. John to Shediac, but there he would stop; he would not support a Line which would make New Brunswick a mere thoroughfare for the benefit of another Province.—If it was thought necessary to have a Line from Halifax to Quebec, let a Railway be constructed to Windsor, thence cross the Bay of Fundy by steamboat, then construct a Railway to Woodstock, and uniting there with the St Andrews Branch, continue it on to Quebec. (Hear, hear, from Mr. Baillie.) This Line he would support.

Mr. Brown, in explanation, said he had called the Shediac Line a *local* undertaking because the hon. member (Mr. Ritchie) had spoken of it as a Line of itself, not connecting it with the Great Trunk Line. He perfectly agreed with that hon. member's plan for encouraging the study of Agriculture; he would like to see something of the kind done.

Mr. Gilbert said it appeared by the speeches of certain hon. members, that nobody knew any thing about Agriculture but professional men;—those who had had fifty years experience knew nothing. (laughter) They talked of Railways, but let them look to England, and see how railway schemes had exploded there: then they talked of establishing Model Farms, but let them look at the United states, and read the history of Model Farms in that country, and in Nova scotia also. (Cries of "Nova scotia! where?") He could not recollect where.—Oh, it was Mr. Young's farm. (Cries of "a Model Farm?" and laughter). A man who wanted to receive some instructions upon Agriculture, went to Young's place to receive it; on his arrival he saw a very bad farm, and on expressing his surprise to Mrs. Young, she replied, "Oh, my husband is a *writer*, not a *farmer*." He feared it was thus with some of the theorists in this House; they could *talk* better on paper than in the field. (Laughter). He considered practical Agriculture the best. A stout, working man was a better farmer, than one who kept in doors and spun fine theories about it. Give them protections and they would mind the farming. As to Railways, he thought there were none likely to pay in this Province but the Line from saint John to Woodstock.

Mr. Barberie said he should oppose the motion. Last year there was a cry of a do nothing Government, and now, as the Government was responsible, he was disposed to let them work. An objection had been made to laying out money on Railways, as in that case there would be no money to lay out on roads. But what were roads for but for the purposes of communication? and what would afford means of communication equal to Railways? He would support them, because they would do the most good for the country. In reference to what had been said about Agriculture, he thought that if farmers would work and cultivate their land, they would have no trouble in making a living. If one crop failed let them try another—People must learn to do something for themselves. (The hon member here went on to show the bad effects of the present system of selling public lands, and timber births). He considered the Railways of such importance that he was willing to do any thing in his power to forward the Great Trunk Line, and also the Line from saint John to Shediac. He was willing to pledge whatever might be necessary for that purpose. People might complain, and say we shall have no money for roads, but would any one tell him that the people on the Great Road from saint John to Westmorland, for instance, were unable to keep that road in repair? Could not every farmer along the route turn out and repair the road opposite his own land? If they would not, then they should be made to keep them in repair by a tax on land. (Hear, hear, from the hon Attorney General). These were his views, and he was disposed to make this responsible Government work.

Hon Col. McLeod was determined to support the resolution. He liked the old way best. But if the Government wished to bring down measures, he should not oppose in doing so. Much had been said about the benefits railways would confer upon farmers, but he did not coincide in that opinion. There were no provisions in the Province to sell at present, and if labourers were set to work upon Railways, provisions must be imported for them. Again, how would the Shediac Line benefit Kingston? St. John was the market to which Kingston farmers carried their produce; and how could it benefit them by constructing a Railway to Shediac, and thereby admitting the produce of Prince Edward Island, with which they would then have to complete? He believed it would have the contrary effect. As to Railways in general, they should first ascertain the cost, which, he thought, had been much undervalued. He would like to see the experiment tried upon a short line. He would have no objection to see a Railway constructed from Shediac to the Bend of Petitcodiac, a distance of 12 or 13 miles, on a level country.—He would go for that, and no more. In reference to Agriculture, the system in this Province was not so bad as had been represented by certain hon members. Some years ago, when Agricultural produce was protected in this Province, that branch of industry was in a flourishing condition. But protection was abolished, and then followed a failure of crops, which, perhaps, Providence had ordered as a punishment for bad legislation. This was a poor country, and could not compete with a rich one. He would propose that they take up the tariff of the United states, and acting upon the principles of reciprocity, tax their produce precisely the same amount that they tax ours.

Dr. Earle said he was prepared to support both the Great Trunk, and the Shediac line of Railway. He differed from his hon. colleague; he did not think it would spoil the market for the County of King's. It would, he thought, build up St. John and Shediac, and increase the demand for agricultural produce; besides this, villages would spring up along the line, and farmers would find a market at every depot. For years past, however, our system of legislation had afforded protection to the foreigner; and agriculture, in his opinion, could never flourish in this Province, until our own farmers were protected. He had no faith in Model farms, or any thing of the kind, any schoolboy might write essays upon agriculture, or deliver lectures, when at the same time they did not know a plough from a harrow, or a dung fork from a barn. (Laughter.) He was surprised to hear the hon member for Restiguche (Mr. Barberie) express himself as he had done, accusing the farmers with being idle, &c. The fact was that those who laboured on farms in this Province found no profit from it. It was all well enough for those who never put their hands to farming work to talk about what farmers could do if they were industrious, but let them try it. Did the hon member ever labour on a farm? (Mr. Barberie—"Yes") Does he continue to do so? (Mr Barberie—yes) (laughter.) Does he go out with his plough and his scythe, and perform the labors of his farm? (Mr. Barberie—"Yes.") Does he not keep a servant to labour for him? (Mr. Barberie—"No, I perform all the work with my own four bones!"—Roars of laughter.) He (Dr. E.) would still contend that the produce was so low in this Province that farmers could not live; they were driven off to another land. Thousands had already gone, and, unless we altered our policy, thousands more would follow. They were driven off to the West—to that land of promise where every branch of industry was protected.

Mr. Barberie briefly replied.

Mr. Esp said he had not been present at the opening of the debate, but had come in while the hon member for the county of St. John was speaking, and was much pleased with his excellent speech. He then went to the desk and looked at the resolution, which he found was in the handwriting of the Provincial Secretary, and naturally supposed that he was the mover in the matter.—He then thought he was doing so to shrink the responsibility as an Executive Councillor, but afterwards learned that it had been moved by an hon member from Charlotte. He therefore supposed the hand-writing was merely *accidental*.—The paragraph in the speech to which the resolution referred, was exceedingly strong in favour of Railways, and he thought the Government were bound to come down with their measures. He should not pin his faith to the Government, nor could they expect their propositions to be carried without discussion, but would afford them all the support in his power, and aid them in developing resources of the country and encouraging railways. He believed the time was come when they must do something, otherwise this would soon be no Province, or an empty one. He could not agree with the hon member from Restiguche, that none but the idle and improvident were going away. He was constrained to say that some of the very life blood of the country was going—it was a hemorage which must be put a stop to. As for that hon member, [Mr Barberie] he understood agriculture scientifically and practically; whoever took hold of his honest hand would know that honest hand had lately held an honest tool—the plough. [Here the hon member at some length, showed the necessity for farmers to understand agricultural chemistry.] He thought that the reason the people of the United States excelled us in agriculture was, because they had more scientific men among them. The great Henry Clay—who gloried in the title of great agriculturist above all other titles—was a scientific agriculturist. There was a society existing in the United States, for good or for evil, which he wished to see existing here. He would be glad to see caucuses, and an improvement in political knowledge. He was also in favour of Model farms. [Here the hon member launched out in praise of the American people, contrasting them with the people of this Province, much to the disadvantage of the latter, which he attributed to the want of education in this Province.] He had formerly hesitated about allowing the Executive to prepare and submit measures, knowing the indolence of man, lest the Government, knowing more than other members, should swamp them. But after his experience of last session and this, he saw a spirit in that House which would not be swamped He hoped to live to see the Steam Engines running over these contemplated rails, and when that happened the people of this Province would take up the Speech then under consideration, and mark the prophetic tone. It was his opinion that if Sir Edmund Head continued to act in the same spirit evinced in that Speech, his administration would be a glorious era for New Brunswick. He (Mr. End) should not stop to calculate the expense on the proposed Railway lines, as he felt sure that they would pay.

Mr Smith spoke briefly. He was ready to support Railway measures, but in reference to agriculture, he thought farmers should be protected.

Hon Mr Hannigton explained how the resolution came to be in the hands of his hon. friend (Mr. Partelow). The movement emanated from the hon member for Charlotte, but the resolution he had drawn being informal, his hon friend had merely corrected it. He (Mr Hannigton) was ready to support the railways under consideration, but as for agriculture, if hon. members wished to encourage it, he hoped they would do more and talk less. Professional men in that house professed great enthusiasm in favour of agriculture, and were eagerly bringing forward their schemes. In reference to a model farm, he thought it would not prove of any immediate benefit. As to the resolution then before the Committee, it might be withdrawn or pressed to division, he was quite indifferent about it.

Mr Ritchie would ask the hon. member who had just sat down how he dated taunt professional members in that house for bringing forward a scheme to encourage agriculture, when he—an agriculturist, representing an agricultural County—had sat in that house fourteen years, and never yet proposed any measure for their relief He could tell the hon member that the farmers of this Province were not indifferent in the matter, but hungered and thirsted for information. He could meet the hon member at the hustings, before his own constituents, and condemn him by their mouths.

Hon Mr Hannington said he had not taunted the lawyers; he had merely said they should do more and talk less, and that a Model Farm would not afford immediate relief. But when the hon member asserted that he had done nothing for Agriculture during the fourteen years he sat in that house, he was very wrong; he should read the Journals before he made such assertions. Surely he (Mr. Hannington) possessed as much sympathy for his fellow farmers as did the hon member, who was a professional man.

Mr Street again spoke to some length. He said that if the resolution as now withdrawn he should offer an amendment, to the effect that the Governor's speech, or any part of it, should not, in the first instance be referred to a select Committee of that house.

Dr Thomson wished to see the amendment pressed, as that would settle the practice for the future. He was opposed to the Government taking the initiative.

Messrs. Wark and Carman hoped progress would be reported, as the question was important, and required time for deliberation.

Hon Attorney General said it was singular that the resolution against the Executive preparing measures, and the amendment for it, should have emanated from two hon members who last year belonged to one party. It was a novelty in Legislation. He cared not whether the resolutions were pressed or not—he had said at first that the Government were indifferent in the matter; but if they were pressed, he should vote for the amendment: he had no intention of shrinking from the responsibility.

Mr. Street said the hon members memory did not serve him. When the question of the Executive assuming the initiative came up, in 1847, he had voted for it, because he thought it right, and last year Departmental Government was established by a Despatch from the Colonial Secretary.

Hon. Speaker said he should oppose the amendment and vote for the resolution, because the Speech was addressed to the House, not to the Executive Council, and in his opinion, called upon the House to respond respecting the Railways. The Great Trunk Railway was an Imperial measure, and the House was called upon for an expression of opinion in the matter.

Mr. Street said that consideration should not influence the present question, for whenever the Executive come down with their measure, the House could then express their opinion. If the Government intended to take the initiative in any measure, they ought to do so in this.

The question was taken upon each Resolution successively, when they were both negatived by a vote of twelve to eight.

"Pantechnetheca."

☞The extensive NINETY DAYS' SALE, previous to our removal into more extensive premises, will commence on MONDAY NEXT, and will be continued from day to day, until our whole Stock is disposed of. A good Blue Pilot Cloth Top Coat only 20s. Particulars and list of prices given on Monday.

GARRETT & SKILLEN.

Married.

On the 7th inst., by the Rev. Robert Irvine, Mr. Alexander Torry, to Miss Rebecca Collins both of the parish of Portland.

At St. Andrews, on the 31st ult., by the Rev. Jerome Alley, D. D., Rector of All Saints' Church Mr. George F. Stickney, Watchmaker, to Miss Mary Miller, both of St. Andrews.

Last evening, by the Rev Mr. Irvine, Mr. Adam R. Strong, to Miss Janet Cummins, both of the Parish of Johnson.

Died.

On the 29th ult., at her residence, Chipman's Hill, Prince William street, Mary, the beloved wife of Mr. John Harris, in the 50th year of her age—a native of Somersetshire, England. She departed this life in full prospect of endless happiness, leaving a disconsolate husband and a bereaved family, to mourn their irreparable loss.

On Wednesday last, Captain John Battles, in the 59th year of his age, leaving a wife and four children to mourn their loss.

On Thursday, the 1st inst., of consumption, Mary Lavinia, third daughter of Captain Caleb Slocomb, formerly of Wilmot, N. S., in the 20th year of her age, in sure and certain hope of a glorious resurrection.

On Thursday last, Mr. Bernard O'Cain, aged 62 years. He was a native of county Derry, Ireland.

On Saturday the 3d inst., at the residence of S. Huyghue, Esq., Mecklenburgh street, Mr. Christian Totten, in the 78th year of her age

On Saturday evening last, Mr. George F. Gove, Merchant, aged 27 years, youngest son of Mr. Jeremiah Gove, of this City.

Suddenly, on Sunday morning, Cashwell, youngest son and child of Mr. Geo. A. Garrison, aged 9 years.

At Indian Town, on Thursday, Jan. 25th, of small pox, Alexander F., third son of Mr. John S. Brown, aged 24 years.

At Long Reach, on Thursday evening last, Charlotte, wife of Mr. James S. Whelpley, and second daughter of the Rev. James Cookson, in the 30th year of her age—leaving a husband and two children, with a large circle of relatives and friends, by whom her death is much regretted.

At Fredericton, on Thursday last, Elizabeth wife of Deputy Assistant Commissary General Plant, in the 26th year of her age.

At Chatham, Miramichi, on the 22d ult., Margaret, wife of Mr John Fraser, Merchant, aged 27 years.

At Bridgetown, Nova Scotia, on the 24th ult., Mary Ann, eldest daughter of Rev. William Temple, having just entered upon the 22d year of her age. Her illness was protracted and painful, the result of cold taken twelve months ago, but borne with that submission and cheerful patience, which a strong confidence in the atonement of our Lord Jesus Christ alone can inspire. Her end, *eminently*, was peace.

At Eastport, on the 23d ult., of bilious fever, John Patterson, Esq., aged 80 years, formerly of Campo Bello.

On the 16th Dec., of small pox, on board the schr. *Relief*, on her passage from St. John to Alexandria, Mr. William Ryan, aged 21 years.—He was buried on Goat Island.

Drowned at Honolulu, 28th Oct., John Smith, cook of the Whale Ship James Stewart, of this port.

Lost from on board the Ship America, of this port, in a gale of wind on the 25th Dec. last, while on her passage from Liverpool to Staten Island, John Warr, (apprentice,) a native of Bristol, Eng.

Death in the Pacific.—Drowned at Guam, in March, 1848, Mr. William Richards, third officer of bark J. A. Robb, he belonged to Newfoundland, but his family live in St. John, N. B.—Mr. Richards came out in the bark Canmore of St. John.

Marine List.

PORT OF SAINT JOHN—ARRIVED.

Wednesday—Schr. Susan, Bray, Alexandria, 12; L. H. Waterhouse, wheat and segars.

Monday—Barque Medium, Crosby, Yarmouth, 14; J. McLauchlan, ballast.

Schr. Joseph Howe, Scott, Boston, 2; master, assorted cargo.

Peruvian Fleming, Boston; Master, assorted cargo.

Brig Richard Cobden, Coldfleet, Turk's Island; J. Fairweather, salt.

Thursday—Ship Pilgrim, Flood, Cherbourgh, France, via. Falmouth, 45—Owens & Duncan, ballast.

Brig Velocity, Cook, Yarmouth, ballast, C. McLauchlin.

CLEARED.

Jan. 30th—Schr. Nelson, Mills, Cork, deals, scantling, &c.

Feb. 3rd—Brigt. Juverna, Reed, Barbadoes, boards, shingles and fish.

7th—Brigt. P. I. Nevis, Boddie, Alexandria, scantling.

Whale ship Athol, Capt. Coffin, of this port, arrived at Honolulu, Oct. 20th, with 1750 bbls. of whale oil and 50 of sperm on board. She shipped to England from Sydney, in March previous, 900 bbls. sperm oil and 1300 of whale.

Arrived at Honolulu, 14th Oct. whale ship James Stewart, Kinney, of this port, with 1300 bbls. sperm and 1500 black oil.

Barque Harmony, at New York on the 31st ult., on the 9th Jan. lat. 44 05, fell in with bark Ada Alice, of this port, from N. York for Belfast, with a cargo of corn, took from her the captain and crew. She was full of water.—The A. A. belonging to Messrs. Eaton & Ray, of this city, and was insured.

The ship Uriel, at Boston, reports having fallen in with, 14th Jan. lat. 37, long. 63, barque Alpine, Currie, of Halifax, from New York for Ireland, with flour and corn, in a sinking condition, having been in contact with an unknown vessel. Took off the officers and crew, 12 in number.

"HOLE IN THE ROCK."
Charlotte Street.

Hams, Pickled Pork & Bacon.

IN addition to his usual varied and superior Stock of GROCERIES, &c. &c., the Subscriber has on hand (manufactured by himself,) HAMS, warranted equal in flavour to any in America; choice Pickled Pork and Bacon, to which he would respectfully call the attention of the public generally.

Feb. 9, 1849. 1m. JAMES G. LESTER.

STOCK IN-TRADE
For Sale at Great Bargains.

THE Subscriber, being about to change his business, offers for sale the the whole of his STOCK, now on hand, consisting of, a great variety of

READY MADE CLOTHING, CLOTHS, SEAMENS OUTFITS, &c. &c., at very reduced rates, until MONDAY the 16th April next, upon which day will be

OFFERED AT AUCTION,

all the remaining Stock which may be on hand.

TO RENT.—The STORE now occupied by the subscriber, having 2 years unexpired lease to run. Feb. 9. C. M. GARDNER.

SALT.—5,000 Bushels Turk's Island SALT, ex brig Richard Cobden, for sale low from the vessel by

February 9. J. FAIRWEATHER.

MASONIC BALL.

THE Brethren of ALBION LODGE, No. 570, on the Registry of the Grand Lodge of England, intend having a BALL under their Banners, on the evening of Wednesday the 14th inst., (being St. Valentines Day,) at the Saint John Hotel.—Dancing to commence at 8 o'clock.

Members of the Sister Lodges in this City, and Visiting and Transient Brethren, are respectfully requested join.—Brethren can obtain Tickets of admission for their Guests, *not being Masons*, on application to the Committee, addressed to them at the Saint John Hotel, at any time previous to Saturday the 10th instant.

A. ROBERTSON.
Chairman of Committee.

St. John, February 2d, 1849.

Notice.

MR. S. J. HUTCHINSON respectfully announces to the Ladies and Gentlemen of St. John that he is prepared to tune and put in repair PIANOFORTES, ORGANS, ACCORDEONS, and Music Boxes, on the most moderate terms. Residence in Charlotte street. Feb. 2, 1849.

Flint Glass.

100 CRATES containing DECANTERS, TUMBLERS, Wine, Jelly and Ale Glasses, Custard Cups, Salt Sellars, Cruits and Stands. JOHN KINNEAR.

January 26, 1849.

To Rent.

FROM 1st May next;—The Upper FLAT of the subscribers Brick Building in Prince William street, and possession given on or before 1st May. Feb. 9. WILLIAM MAJOR.

To Let.

THE premises now occupied by Mr. P Comerford, Reeds point. Enquire of

Feb. 9 THOMAS REED.

To Let.

TWO dwelling Houses in St. George's street, near the Centenary Chapel, at present occupied by Messrs. Samuel D. Betton and John Coster. Rent moderate enquire of

Feb 9. L. H DEVEBER & SON

TO RENT.—*From 1st May next.*

PART of the subscribers House in Great George's street, East End, containing 2 large rooms, 2 bed rooms, Kitchen washhouse, Pantry, &c.; there is a good well of water on the premises, and is about 5 minutes walk from the Market square. Rent moderate.

Feb 9 CHAS. M. GARDNER.

TO LET.

And possession given 1st May next:

TWO Flats of that pleasantly situated HOUSE, in Princess street, belonging to the subscriber, suitable for one or two families.—Also, the SHOP under the same which will be conveniently fitted for a Grocery or other business.

Also, for Sale, the beautiful BUILDING LOT, 40 by 100 feet, adjoining the above.—Apply to

Feb. 2. SAMUEL BUSTIN.

Offices to be Let.

TO be Let, and possession given on 1st May next: one or more of those desirable Offices situated in the Brick Building occupied by the subscribers in Prince William-street.

Feb. 2. RANNEY, STURDEE & CO.

VALUABLE REAL ESTATE
TO BE SOLD ON LET.

TO be sold or Let, and possession given on 1st May next:—These valuable Lots or parcels of LAND, with Dwelling Houses and Shops thereon, situate in Dock street, City of St. John, having a Front of about 40 feet 7 inches on said street, now occupied by Dennis Lawlor, Wm McAfee and others. Further information can be obtained on application to

Feb. 2 RANNEY, STURDEE & CO

To Let.

THE House in Duke Street, next above Charlotte Street, at present occupied Mrs. Hassall.—Enquire of Mrs. E. DURANT.

October 13.

TO RENT.

THE COTTAGE and Premises in Princess Street, Carleton, recently owned by George Wheeler, Esquire, with all the grounds attached to the same, comprising Eleven City Lots, beautifully situated and commanding a view of the Falls and fine scenery in that neighbourhood.—The House is nearly new—is thoroughly built and finished in the most modern style, and provided with every requisite for the comfort and convenience of a genteel family.

The premises can be viewed at any time on application to the subscriber, and possession will be given forthwith.

JOS. H. LITTLEHALE.

Carleton, Nov. 10, 1848.

TO LET,

From the 1st of May next—

THAT pleasantly situated HOUSE, now in the occupation of T. E. Millidge, Esq.

Also—The House occupied by R. Sheraton, Esq.

Jan. 19. JOSEPH FAIRWEATHER.

To Let, from 1st May next;

THE DWELLING HOUSE in Princess-street, at present occupied by the subscriber.

—ALSO—

A Two Story Dwelling House in Wellington Row, containing conveniences for two families. There is a Garden in the rear of and attached to the same. Both Houses contain Frost Proof Cellars and Wells of excellent water.

January 26, 1849. W. R. M. BURTIS.

ACCORDEON AND FLUTINA.

MR. MYERS begs leave to inform the inhabitants of St. John and its vicinity, that his classes are now open for pupils on the above instruments

Ten lessons constitute a course, and will enable a pupil to execute a variety of airs, which can be increased to an indefinite amount, by moderate practice.

☞ Application to be made at his rooms, Commercial Hotel.

Piano Fortes, Accordeons, Flutinas, Seraphins, &c. tuned and repaired Feb. 2, 1849.

Encourage home labor.

Wm. C. Snow & Son.

INFORM the Public that they are manufacturing CLOTH and FLANNEL, made from New-Brunswick Wool, at their establishment in Hampton, King's County, which for cheapness and durability, they can confidently recommend as surpassing similar articles imported. They have been to a considerable expence and outlay in the erection of their machinery, and hope that a discerning public will aid them in stopping the export of wool, by wearing home-made cloth.

☞ Orders received, and cloths furnished, at the Store of their Agent, Mr. John Smith, North side of Country-Market, King's Square. (Jan. 26.)

HAMMOND RIVER HOUSE.

THE Subscriber grateful for past patronage from the Travelling community, begs to inform his friends and the public at large, that he has lately removed his establishment to the above House, 16 miles from this City, 1 mile North of Hammond River Bridge, where he is prepared to entertain Travellers at all times and seasons.

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

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

Comfortable and commodious Stabling attached to the Premises; careful hostlers always in attendance. WASHINGTON ALDEN.

February 2, 1849.

Torryburn House,
RE-OPENED.

SEVEN MILES FROM THE CITY.

THE subscriber having leased the above establishment, begs to inform his friends and the public generally, that he has fitted and furnished it in a superior manner, and rendered it in every way comfortable and convenient for those who may favour him with a call.

Private families can be accommodated—and all who visit his house may rest assured that every attention will be paid to them.

Dec. 15. PETER DRAKE.

☞We have been obliged to omit a great part of our Advertisements, to make room for the Legislative Debate of Wednesday.

Hibernian Lodge, No. 201, (on the Registry of Ireland,) will meet in their Lodge Room, St. John Hotel, on Tuesday evening next. R. N. By order of the W. M.