The Weekly Observer.

Established in 1818, Under the title of "The Star." } Whole No. 1765

SAINT JOHN, N. B., TUESDAY, JUNE 10, 1851.

VOL. XXIII.—NO. 51.

The Weekly Observer.

Published on Tuesday, by Donald A. Cameron, at his Office, corner of Prince William and Church Streets, over the Store of Messrs. Flewwelling & Reading.—Terms: 15s. per annum, half in advance.

MUTUAL INSURANCE COMPANY.

THIS Company is prepared to receive applications for Insurance against FIRE upon Buildings and other Property, at the Office of the subscriber. I. WOODWARD.
St. John, Nov. 11, 1846. *Secretary.*

NOTICE.

ALL Persons indebted to JAMES AGNEW, late of the City of Saint John, deceased, Watchmaker, are hereby required to make immediate payment to the undersigned; and those who have demands against his Estate, are requested to leave a statement of the same with her, within Three Months from date, in order to their adjustment. ELIZA AGNEW,
St. John, Dec. 24th, 1850 *Administratrix.*

NOTICE

ALL Persons having any demands against the Estate of The Honorable HUGH JOHNSTON, deceased, are requested to present the same, duly attested; and all those indebted to the same Estate, are required to make immediate payment to John M. Robinson, one of the undersigned.

HARRIET M. JOHNSTON, *Executrix.*
HUGH B. JOHNSTON, JOHN M. ROBINSON, } *Executors.*
St. John, May 7, 1850.

REMOVAL.

MR. G. BLATCH, *Barrister and Attorney-at-Law, Notary Public, &c.*, has removed his Office to the new Building, owned by F. A. Wiggins, Esq., at the corner of Prince William and Princess Streets.
Entrance second door on Princess Street.
April 15.

Agricultural Implements.

THE Subscribers have made arrangements to have manufactured Horse Powers, Thrashing Machines, Fanning Mills, Ploughs, Churns Furnaces, and other implements, all on the most approved principles, which will be equal in material and workmanship, and cheaper than the imported implements. For Sale by
Feb. 4, 1851. JARDINE & CO.

Lines and Twine—per 'Speed,'

3 TRUSSES containing COD and POLLOCK LINES, Sail and Wrapping TWINE and SHOE THREAD. W. H. ADAMS.
26th April, 1851.

LINSEED OIL.

By Ship Wolfe's Cove—
10 CASKS Boiled and Raw Linseed OIL. For sale by
April 29. JARDINE & CO.

Fishing Thread! Fishing Thread!

JUST received, a large Supply of the above article, which will be sold low for Cash.
J. & H. FOTHERBY.
Market Square, 25th March, 1851.

Salmon Twine, &c.

W. TISDALE & SON have received per *Onyx* and *Speed*—
2 Bales Salmon TWINE, No. 20,
Pots, Barepans, Spiders, Gridles, Cart Boxes, &c., which will be sold low.
April 29.

Now Landing.

Ex Schooner 'Liverpool,' from Philadelphia:
250 BARRELS CORN MEAL;
151 do. RYE FLOUR.
For Sale by JARDINE & CO.
April 15.

London Groceries, &c.

Now landing ex Brig "Cocos," from London.
50 CHESTS fine Congo TEA,
15 hhds. fine Crushed SUGAR,
7 Casks Day & Martin's BLACKING,
100 Kegs White LEAD,
25 Casks fine Blue Poland STARCH,
25 Kegs D. S. F. MUSTARD,
5 Barrels White Wine VINEGAR,
Cases—Old Brown Windsor Soap—Ground Ginger—Indigo—Maccaroni—Vermicelli—Isinglass Salad Oil.
Casks—Lazenby's Pickles and Sauces—Currants—Pearl Sago—fine Table Salt—Scrubbing Brushes, Golden Syrup and Treacle—Copperas—Bales Bed Cords, &c.
100 dozen Griffin Scythes—border Knives—Cattle Ties—Spades—Shovels, &c. &c. &c.
For sale by JARDINE & CO.
St. John, April 26, 1851.

HATS and CAPS!

Spring Style of Hats for 1851.

Crown:—7 7-16 High, 3 16 Bell, rounded off slightly at the sides of the Tip, tapering to front and rear.
Brim:—From 2 inches to 2 3-16 wide.

C. D. EVERETT & SON having received the Spring Patterns, are now prepared to furnish their friends and the public with *fashionable* HATS and CAPS, of every quality, and at the lowest possible prices, for *Cash only.* Our best Hats, which we will warrant equal to any manufactured on this Continent, are only 20s. each. All other qualities equally low.

☞ Call and see us at either of our Establishments—*East side of Market Square, Prince Wm. side* and *North side of King Street*, at the store lately occupied by the late H. Porter, Esq.
March 18. C. D. EVERETT & SON.

Oakum, Paint, and Oil.

Landing ex Cacos, from London—
5 TONS London OAKUM,
130 kegs *Brandram's* WHITE LEAD,
6 casks Brandram's Raw & Boiled Linseed Oil,
1 cask PUTTY.
Ex John S. DeWolf, from Liverpool—
6 cases Cast STEEL, (assorted sizes,)
20 bundles Best Spring STEEL.
For sale by GEORGE THOMAS.
29th April. *South St. Wharf.*

Burning Fluid.

A SUPPLY of the above Article just received and for sale by
Dec 17. FLEWWELLING & READING.

PICTURES!

JUST received a choice assortment of Engravings in frames, being subjects from the best Artists, which are offered at very low rates.
May 6. J. & H. FOTHERBY.

Agricultural and Garden Seeds,

AND IMPLEMENTS, &c.

By Ships Renfrewshire and Glasgow, a large assortment of Agricultural and Garden SEEDS, comprising—

300 BUSHELS OATS,
20 baskets Grey and White Field PEAS,
10 Do. Horse BEANS,
10 Do. Spring VETCHES,
10 Do. Perennial RYE GRASS,
Purple Top Swedish, Skirving's Improved, Border Imperial, Dale's Hybrid, Aberdeen Yellow, White Globe, Early Horn, Long Orange, Large Altringham, White Belgian — TURNIP SEED,
Long Red Mangold WURTZEL,
Red and Dark Purple BEET,
Cabbage, Savoy, and Cauliflower SEEDS, in all their varieties,
Onion, Parsnip, Lettuce, Spinach, Cucumber, (very fine,) Radish, Parsley, Salsify, Sage, Savory, Thyme, &c. &c. — CARROT SEED.
A large assortment of Garden PEAS and BEANS, and Annual and Perennial FLOWER SEEDS.
Also—Red & White CLOVER and TIMOTHY SEEDS.
10 tons finest Peruvian Guano and Bone Dust.

—IMPLEMENTS—

5 Wilkie's best two Horse PLOUGHS, American and New-Brunswick subsoil, sidehill, and Double Mould Board Ploughs, etc.
Cultivators, Seed Sowers, Fanning Mills, Agricultural Rollers, Hay and Weaver Forks, Spades and Shovels, Bill and Bush Hooks, Border Knives, Cattle Ties, Grain Cradles, Patent Dasher and Thermometer CHURNS, Grindstone Rollers, Hay Cutters, Hoes of all kinds, Hand and Horse Hay Rakes, Horse Powers, Griffin Scythes, Scythe Sneaths, Scythe Stones and Rifles, Sickles and Grass Hooks, Corn Shellers, &c. &c.—For sale by
April 29. JARDINE & CO.

WORTH KNOWING,

To those whose Wardrobe wants replenishing.

A. GILMOUR,

Tailor and Draper,

BRAGG'S BUILDING, KING STREET,

HAS ON HAND

THE Choicest Stock of *SPRING CLOTHING* in the City, which for neatness of Style, quality of texture, and lowness of price, cannot fail to continue to this Establishment the very liberal patronage it has hitherto had. Among the Stock now on hand, a considerable portion is of

FRENCH AND GERMAN CLOTH,

the superiority of which is well known; those then that want to lay out their money to the best advantage will do well to give an early call, for they will find Beautiful Black Cloth SACK COATS 25s. to 40s.; Fancy Doe Skin SHOOTING COATS from 20s. to 35s.; *DRESS and FROCK COATS* in great variety, and all got up in the very best style. April 15.

Spring and Summer Goods.

Well worthy the attention of Purchasers!

The West of England, French and German

CLOTHS,

The Wove Marcell, and Fancy Silk and Satin

VESTINGS,

And West of England, French and German

DOESKINS,

IN ALL SHADES AND TEXTURES,

At Very Moderate Prices!!!

THE subscriber in calling the attention of the Public to the above Stock of WOOLLEN GOODS, begs to say that he is now prepared to execute any orders that he may be entrusted with, in a *superior style*—and he hopes from strict attention to business to merit a share of the patronage of a discerning public.

Parties purchasing Woollen Goods *Wholesale* will do well by examining his Stock before buying elsewhere—Terms liberal for approved Paper.
JAMES MYLES, Proprietor,
Howard House.

N. B.—Will be ready in a few days a large Stock of *Spring and Summer CLOTHING.*—Particulars next week. J. M.
North side King street, May 6, 1851.

UNION MUTUAL LIFE INSURANCE COMPANY,

Capital $150,000.—Charter unlimited.

No connection with Fire, Marine, or Health Insurance.

POLICIES issued at REDUCED RATES for Mercantile purposes. SPECIAL PERMITS for sea voyages and for California residence at reduced premium.

It is believed that any Parish, or association of ladies, or others, for that special purpose, or any benevolent individual, desirous of securing an amount, to be paid to a Clergyman or other person on attaining the age of 40, 50 or 60 years, or to his family in the event of his death sooner occurring, will find on examination of the prospectus of this Company, (which is always furnished gratis by the Agents, or by mail if written for,) that it offers greater facilities for the attainment of that object than any other similar Institution. (See extracts from Charter, and remarks, page 17 of Prospectus.)

Policies issued in this Company on the mutual plan—the "only plan," says Chambers, (see page 10 of Prospectus,) "which the public at large are concerned to support"—will have returned to them *all of the profits*, instead of a portion only, as is proposed by some of the stock or mixed companies.

Late annual dividend, *seventy five per cent.* on the premiums paid by mutual members. On Policies for life, half the premiums vested in the party's own hands at simple interest.

The Finance Committee (who are among the most reliable financiers in this country,) superintend all investments of the Company.

Board of Finance:

FRANKLIN HAVEN, Pres't Merchants' Bank, Boston.
THOMAS THATCHER, Merchant, Boston.
REUEL WILLIAMS, President Kennebec Railroad.

Local References:

John I. Palmer, Esq., N. Y. | Hon. R. G. Shaw, Boston.
Moses Taylor, Esq. " | Hon. David Berrian, do.
Lawrence Trimble & Co. " | Hon. Wm. Sturgis, do.
Alsop & Chauncey, " | Chas. Sumner, Esq., do.

Directors' Office, 63, State Street, Boston.

E. B. FRATT, President.
DANL. SHARP Jr., Vice President.
HENRY CROCKER, Secretary.

W. H. HATHEWAY, Atty. at Law, Market Square, St. John, Agent for New Brunswick.
St. John, March 18, 1850.

TO LET,

From the First day of May next.

THE HOUSE at present occupied by Mrs. H. G. Kinnear and family, on the N. E. corner of Queen's Square.—Also, the HOUSE now occupied by Dr. Lester, in Charlotte street, opposite the residence of R. F. Hazen, Esq.

The Store on South side of Market Square, now in possession of Mr. E. Drury—an excellent stand for a Grocery or a Clothier's Store—with or without two Flats over the same.—Enquire of
April 1, 1851. BENJAMIN SMITH.

FLEWWELLING & READING,

Prince William Street,

Have just received per *Lisbon* from London:

25 HHDS. HOLLAND GENEVA:
5 quarter-casks superior Old PORT WINE;
50 casks London Brown Stout;
24 do. Indian Pale ALE;
8 kegs boiled and Raw Linseed OIL;
20 cwt. Brandram's No. 1 WHITE LEAD;
20 do. PUTTY, in bladders;
1 cask blue Vitriol; 1 do. Alum;
1 do. Crown Blue; 2 cases Cassia;
1 bag CLOVES; 2 cases INDIGO;
20 cases Coleman's STARCH;
20 kegs do. MUSTARD.

Ex "Relief" and "Emily Allison" from New York

55 box TOBACCO, various brands and qualities
5 do. 1 lb. lump superior chewing Tobacco;
1 case 4lb. lump do. do.
2 half barrels SCOTCH SNUFF in bladders;

Ex "Mary" from Boston,

20 bags Java COFFEE; 5 brls. dried Apples;
2 cases Castor OIL in tins;
10 bags FILBERTS and Castana NUTS;

—DAILY EXPECTED.—

50 chests Fine CONGO TEA;
20 hhds. Hennessy's BRANDY.

Which with the Stock at present on hand, comprising a general assortment of Groceries and Liquors, will be sold at lower market rates.
May 6.

No. 1, South Wharf.

W. TISDALE & SON

Have received ex 'Glasgow' and 'Onyx,' from the Clyde, 'Speed,' John S. DeWolf,' 'Clang,' and 'Titania,' from Liverpool, and 'Lisbon,' from London:—

3 CASES "Thomson's" Screw AUGERS, Long and Short Screw;
450 Pots, 200 Bakepans and Covers, 440 spare Covers, 100 Griddles, 100 Frying Pans, and 60 Spiders, 5 bundles Long Handle Frying Pans.
Casks Cart Boxes,
7 Sheets LEAD, 1 Ton Lead PIPE, all sizes,
2 Tons SHOT, assd'd; 8 Ingots Block TIN,
5 Bales "Griffin" SCYTHES and Sickles,
3 Cases "Hoole & Co's" 5½, 6, 6½ and 7, Mill SAWS,
1 Do. ditto, Pit, Hand, Tenon, Buck and other SAWS,
1 Ton Iron Wire, assorted, No. 4 to 21,
1 Do. Spring Wire, assorted, also Copper and Brass WIRE,
1 Do. Spring STEEL, 18 Bundles Blister Steel, 10 do German do,
2 Cases Axe Steel, Octagon and Round Cast STEEL,
1 Cask "Vicker's" Mill and other FILES;
10 Blacksmith's ANVILS,
1 Cask Hammers and SLEDGES,
1 Basket Smiths' Vices, 7 Smiths' BELLOWS,
4 Casks Round Point SHOVELS,
22 Doz. SHOVELS and SPADES,
2 Casks Barn Door HINGES,
2 Casks Clout, Pump, Scupper and Boat Nails,
1 Do Block Makers' RIVETS,
1 Do SAD IRONS;
2 Casks Block Bushes, 1 cask Iron WEIGHTS;
1 Do Chain Traces, 3 Casks Tea Kettles,
Preserving KETTLES and Saucepans,
2 Casks Butt and other HINGES,
1 Ton Sparrow-bills, 1 Case Guns and Pistols,
2 Bundles Wire Sieves and RIDDLES,
1 Cask London GLUE, 1 cask BORAX,
6 Casks Raw and Boiled OIL,
"Brandram's" WHITE LEAD,
100 Kegs C, F, and Powling GUN POWDER.

Casks containing LOCKS in every variety, Planes, BRUSHES, Fire Irons, Spoons, Screws, Latches, Rules, Plane Irons, and a very excellent assortment of BRASS GOODS, &c., &c., together with the Stock on hand, and a further supply shortly expected in the ships "Janet," "Pomona," "Kingston," and "John Woodall," are offered at such prices as will make it worthy the attention of purchasers. May 13th, 1851.

Market Square, March 29th, 1851.

JUST RECEIVED:

AN assortment of English and American GOODS—consisting of Ivory handle TABLE CUTLERY; Hair Brushes and Combs; Tooth and Nail Brushes; Britannia Metal Spoons; Thermometers; Meerschaum Pipes, Stems, Mouthpieces, Fusees, Repeat Pipes, &c.; Japanned Jet Portemonnaies and Cards, Gilt Trays; Bohemian Tolletic BOTTLES, and Candlesticks; Assortment Brass Weights; Crochet Needles; Bone Knitting Pins; Steel, Silver, and Gilt BEADS, best quality; a very large assortment Purse Trimmings, Fringes, Tassels, Rings, &c.; Silver, Plated, Steel, Jet, Pearl and Steel Side Combs; Hair Pins; Back Combs; Fancy FANS; Gilt and Coral PURSES; Hair and Jet Bracelets; Crystal Neck Ribbon BROOCHES; Vegetable Ivory Articles; Transparent Slates; Life Preservers; Walking Canes; Tooth Picks; Britannia Metal Revolving CASTORS, (of novel form); &c. &c.; with many other articles just opened, which with their large Stock of Rich JEWELLERY, WATCHES, CUTLERY, SILVER SPOONS AND FANCY GOODS, are offered at the lowest Market prices, wholesale and retail. An inspection is respectfully invited; a detailed Catalogue of our large variety can be had on application.

☞ A further supply of Cutlery, Electro Silver and Plated Ware, are expected in the Spring Vessels.
ROBINSON & THOMPSON,
Proprietors.

OATS and OATMEAL.

FROM WOODSTOCK—

1,000 Bushels prime OATS,

FROM SACKVILLE—

12 Tons ROBB'S OATMEAL, Fresh Ground.
1 Ton Morris's Pearl BARLEY.
JAMES MACFARLANE.
May 13. *Market Square.*

COTTAGE & FELT.—300 Cases COTTAGE, from 6 th. to 4 in., Spunyarn, Housing, Marline, and Hambroline; 12 Cases Sheathing FELT—Now landing from Brig *Clang*, and for sale by.
May 6. GEORGE THOMAS.

Spring & Summer Clothing.

GENTLEMEN who like a neat Garment, will find the best Cutter, Finest Textures, and *low prices* as any house in the trade, at HALL'S CLOTHING STORE, *Prince William Street* nearly opposite Sands' Arcade.
May 6. JAMES T. HALL, *Proprietor.*

Fishing Twines.

Now Landing ex the *Fusade*, from London—
4 CASKS of Salmon LINE, 8 and 4 Herring TWINES.—For Sale by
JOHN V. THURGAR,
May 6. *North Market Wharf.*

Gent.'s Summer Fashions.

May 30th, 1851.

RECEIVED this morning another lot of PLATEL HATTS, MAGAZINES, &c., &c., for sale to the trade—Apply immediately.
J. GARRETT & CO.
Woollen Hall, Wiggins' new Building, Prince William Street, near the Bank.

For Sale by Public Auction, on THURSDAY, the 21st day of August next, at Eleven o'clock, A. M., with the approbation of the undersigned, one of the Masters of the Court of Chancery, at his Office, Prince William Street, Saint John, by virtue of a decretal order made in the said Court, wherein the President, Directors and Company of the BANK OF NEW-BRUNSWICK are Complainants, and HENRY BLACKLEE and others are Defendants—

ALL that Lot of LAND situate in the City of Saint John, known on the Map of the City on file in the Common Clerk's Office, as number Six Hundred and Thirty Nine, (639,) fronting on Saint George Street, with the BUILDINGS and Improvements thereon. Also, Lot number Seven Hundred and Four, (704,) fronting on Charlotte Street in the said City.—Terms of Sale and other particulars may be had on application at the Office of the undersigned, or to the Plaintiff's Solicitor.—Dated 19th May, 1851.

W. JACK,
Master in Chancery.

J. M. ROBINSON,
Solicitor for Complainants.

DOMESTIC MANUFACTURES.

WE have now on hand and are constantly making up, THE SPRING STYLES OF HATS AND CAPS FOR 1851, and are determined to sell them at such low prices as cannot fail to give satisfaction to any reasonable person. Every care is taken that our goods shall not only be cheap but durable, as we are anxious that our friends should continue their patronage.

We expect to receive in a few days a large supply of French Plushes and other raw materials and trimmings; parties in want of a *really* good and fashionable Hat or Cap will do well to call and get one of *our own manufacture.*

We have just received per late arrivals:—100 dozen English Hats and Caps, which we will dispose of at the lowest possible rates.

Our terms are—*Cash on Delivery.*

Our Stores—East side of Market Square, and North side of King street.
May 9. C. D. EVERETT & SON.

NEW GOODS.

Smellie & Abercromby

Have received per Ship 'Onyx' from Glasgow, part of their SPRING STOCK, consisting of:

BRAGGES, Bareges, Lustre, Cause Chalis, Splishes, and Grenadines, for Ladies, DRESSES; Flowered Barege ROBES, Barege and Adeline SHAWLS, Earlstown GINGHAMS, CHAMBRAYS and MUSLINS.

Sewed Goods, in Collars, Chemisettes, Habits, Elizabethans, Sleeves, Cambric Handkerchiefs, Insertions, Trimmings, etc., etc.

1 Case Black and Coloured Italian Sewing Silk.

Per "Titania," from Liverpool—

Grey and White SHIRTINGS, and Sheetings; Printed COTTONS;
ORLEANS, DELAINS, MUSLINS, &c.
Long and Square Cashmere & Barge SHAWLS
HOSIERY and GLOVES.

Which will be offered at very low prices for Cash.
Prince William Street, May 6.

IMPORTANT ARRIVALS

AT THE

HAT AND CAP STORES

East side Market Square, and North side King Street.

C. D. EVERETT & SON

HAVE Received per *Onyx* from Glasgow, *Fusade* and *Caros* from London, and *Speed* from Liverpool:—100 dozen HATS, consisting of Satin, Velvet, Moleskin, Silk; Felt Hats, various colors; Glazed Tarpaulins, &c.

Also—Cloth and Glazed CAPS, Cap Covers, Leather Hat Cases, &c.

A further supply expected in a few days. All the above goods will be sold at the lowest possible rates for "Cash on delivery." May 9.

POETRY.

[From Arthur's Home Gazette.]

JUNE.

[illegible]

Sweet June!—dear June!—my soul leaps at thy name
As they do at the birth of morn;
Welcome as sunlight come to the dwelling
Over darkness creeping mountains long;
A lovely maiden—a fair young bride—
Hope's sunshine and joy's own pride.

Hail to thee, lovely June! thou art
Welcome as the first blossom of spring,
Welcome as the tones of some long-lost song
Thrilling the heart with joy and pain.

[illegible]

Thy sky now bears in and he quits
His cousin the moon to reign in his place;
The lily, [illegible] the moon to reign in his place;
And [illegible] and [illegible] in the hall;
The [illegible] come, [illegible] calls
The [illegible] and no more may [illegible]
Here are the grandchildren, for it is June
O, where are Winter's days that wonder fleet,

[illegible]

Then come, O lovely, glowing June, the woods
For [illegible] where the [illegible] green,
And [illegible] and wine and [illegible]
Oriental [illegible]
Lavish on song, the [illegible] of flowers
And pour [illegible] in every [illegible]
And [illegible] from [illegible]
As [illegible] sweet [illegible] golden.

[illegible]

To think its murmur as they sleep.

[illegible]

Thy [illegible] and [illegible] June!
[illegible]
Thy [illegible] and [illegible]
Thy [illegible] and [illegible]
Thy [illegible] and [

The Observer.

SAINT JOHN, JUNE 10, 1851.

We take the annexed sketch of the Hon. Mr. Howe's Speech at the Mechanics' Institute on Wednesday last, from the New Brunswicker. The Hon. gentleman's remarks were delivered in a very pleasing, agreeable manner, and elicited the marked attention of the audience; but we believe his arguments made but little impression on the minds of the Meeting, public feeling here being decidedly in favour of the European and North American line, as agreed upon at the Portland Convention last summer. The immense magnitude of the Quebec line, and the length of time that would necessarily be occupied in getting matters arranged to commence the undertaking,—even if the several Colonies and the Home Government could agree upon an equitable proportion of expenditure and liability to be borne by each,—seem to deter the mass of the people of this Province, and all the business men in this section, from engaging in a scheme so hopeless; and therefore cling to the European and North American, as the most feasible, least expensive, and more remunerative line, and better adapted to the requirements of the commercial and travelling public.

The Hon. John Robertson, and J. H. Gray and W. G. Ritchie, Esquires, replied to Mr. Howe's remarks.—We refer to some important and interesting statistics brought forward by the Hon. Mr Robertson, in replying to Mr. Howe, with which we have been favoured, and which will be found in another column, immediately following Mr. Howe's speech.

PUBLIC MEETING.

A Requisition having been on Wednesday presented to the High Sheriff of this City and County, signed by a number of Magistrates and other Gentlemen, requesting him to call a meeting of the inhabitants of this City at the Mechanics' Institute, at three o'clock, for the purpose of hearing the Hon. Mr. Howe, from Nova Scotia, (who, upon request, had consented to attend such meeting for the purpose,) on the subject of the contemplated Railways through the Colonies, and the proposition contained in Mr. Howes's Letter to Mr. Howe; the High Sheriff called a Public Meeting accordingly; and notwithstanding the shortness of the notice, the meeting was attended by a very large assemblage of the most respectable and influential of our Citizens, as well as by several members of the Provincial Government and of the Legislature.

On motion of the Hon. John Robertson, the High Sheriff, Charles Johnston, Esq., was unanimously called to the Chair: and G. Blatch, Esq., was requested to act as Secretary.

The Chairman having introduced the Hon. Mr. Howe to the meeting, the Hon. Gentleman immediately addressed the audience in a long and highly interesting speech; and was followed by the Hon. John Robertson, R. Payne, J. H. Gray, and W. J. Ritchie, Esquires.

On motion of the Hon. John Robertson, seconded by the Hon. J. R. Partelow, it was

Resolved unanimously, That whatever difference of opinion may exist, as respects the proposals which the Hon. Mr. Howe has so ably advocated, the thanks of this meeting are due and are hereby tendered to him, for the clear manner in which he has explained his views, and more particularly for the able manner in which he has advocated the claims of the North American Colonies before Her Majesty's Government.

On motion, the High Sheriff then left the Chair, and the Hon. Mr. Robertson took the same: whereupon

On motion of Hon. J. R. Partelow, seconded by the Hon. R. L. Hazen, it was

Resolved unanimously That the thanks of this meeting be tendered to the High Sheriff for his courteous and efficient conduct in the Chair.

The meeting then adjourned, *sine die*.

CHARLES JOHNSTON,
G. BLATCH, *Sec'y.* *Chairman.*

[*From the New-Brunswicker.*]

THE HON. MR. HOWE'S SPEECH.—We give to-day a synopsis of the able speech delivered by the Honorable Mr. Howe at the Mechanics' Institute on Wednesday last, taken from the report prepared by George Blatch, Esq., who kindly gave us an opportunity of perusing his faithful report of the meeting.

HON. MR. HOWE'S SPEECH.

Hon. Mr. HOWE said that on rising in the City of St. John for the first time in his life to address a public audience, it might naturally be expected that he would wish for the aid of all the powers of nature and eloquence, but suffering from a bad cold and a sore eye, he claimed indulgence. He felt that the subject which brought them together would plead an excuse for personal defects in discussing it, and claimed the hospitality that a stranger ever experiences in every part of the British Provinces. He said the subject for their consideration was the proposition made by the Imperial Government to the North American Provinces, on the subject of Railroads, and the desire of all parties, if possible, to come to a common agreement, by which the internal communications of the Provinces with each other may be completed, either by the proposed plan, or some other. It was forced upon his mind that without union, they could not succeed. The hon. Gentleman then referred to the unfair means which had been taken during his absence in England, through the medium of the press, to cast unjust imputations upon him with regard to his mission; and after correcting another error which had been asserted, that the aristocratic people of Halifax wished to dictate to the traders of St. John, he proceeded to the general subject under consideration.

Mr. Howe then remarked upon the course which Nova Scotia had adopted, and went on to prove that she had not broken faith with New-Brunswick or Portland, and denied that the Government of Nova Scotia was represented at the Portland Convention; but that she had fully and honestly redeemed every pledge. She had despatched a Delegate to England, to ascertain how, or on what terms the work could be done. Neither Maine nor this Province has yet done what Nova Scotia has done in this respect. Another charge made against Nova Scotia was, that the proposition which her people now advocate is calculated to enslave the men of New-Brunswick, and that it was with this idea that the British Government made the propositions. Those who make such a charge should remember that only a few years ago Great Britain paid twenty millions of money in order that a Slave should not exist in her empire; therefore, could it be supposed that she is about now to drive a hard bargain, and to bring us into slavery? It had also been said that the Nova Scotians want to bear you down; but he would tell those who say such things, that the only time they ever interfered with our Provincial affairs was a few years ago, when they pledged every pound in their treasury and every bayonet on their soil, to aid in the defence of our Province.

The hon. gentleman then went on to explain how his mind arrived at the conclusion he now entertains, and stated that it was about 6 years since these great projects were first agitated—that a friend of his came out from England with proposals of a project to cut a Railroad from Halifax to the St. Lawrence, with the whole machinery of a great company to cut this great Railroad. They asked only their co-operation: they did co-operate; the whole city of Halifax moved in it; men of the greatest influence came forward and were appointed a local committee; he was one of that committee. They wasted 5 or 6 years in meetings, discussions, &c., and what did they do? They got an old gentleman to measure the route of the Railroad; and he believed that he was never paid yet—the whole pecuniary resources raised never amounted to as much as would pay old Sam. Moore's bill for enveying the ground. The experience derived from personal observation in that case did not strengthen his belief in great English Companies, or Colonial Companies, for building Railroads. But he had another illustration. About ten years ago, he suggested that a Railway from Halifax to Windsor would be a very good thing, but after much consideration, he was satisfied it would then be premature. The matter rested there until the present excitement commenced. The people seem get up to fever heat about Railroads, and said they must have improvements here. He said, "Well, there is my little Railroad to Windsor, 45 miles long; make that first, and see what will be the result; and if that proves successful, then go to work and make more." And how did he propose to make it? By a private association? No. He was satisfied that was not the principle for our Colonial roads, unless we were driven to it. He went to the House of Assembly, and said they wanted £30,000 to make the road. He asked them to give the whole money, and to pledge the public resources as a guarantee. What took place? He went on the floor of that House with this project, and to the astonishment of his political friends, he broadly announced the principle that it is impolitic and unwise to hand over the public roads of the country to the control of private companies, and he convinced the majority of the Government of the correctness of his position. Some personal friends, however, advised him to take half what he asked for, and get the other half some other way; at last he consented, and the House accordingly gave him the £15,000. He had then to exert himself to get the other half of the sum required by other means, and the City Council of Halifax were induced to pledge their stock to the amount of £100,000, and then he wanted but £35,000 more to complete the whole; but after trying the Counties of Hants, King's, Annapolis, and Colchester, only £6,000 could be raised among them. This failure disheartened him, and when the Delegation came back from Portland last summer, he did not feel disposed to embark again in such speculations. He was not disposed to abandon the people of Maine or the United States, but he felt that to hold out the idea that such a portion of stock would be subscribed in Nova Scotia as seemed to be expected, would be deceiving the proprietors of the Portland line. What then was the policy to be pursued? What he recommended was simply to borrow the money with the aid of the British Government, in the cheapest market in the world where money can be had; to make the works in the Provinces with that money, on the pledge and security of the Provincial revenues and lands; and thus to effect those works completely in 4 or 5 years, which would never be effected by mere private speculation. Even if we could effect these great works ourselves, he believed that if we were to withdraw such large sums of money from the industrious pursuits of the Country, we should produce here the very same evils which were formerly produced by similar causes in England.

The Hon. Mr. Howe elucidated this proposition by shewing that the wealth of capitalists in these Colonies is in the hands of the industrious, circulating all over the country, earning not only 6 per cent. to the man who lent it, but also profits to the man who employs it; that to withdraw this money from its natural channels would be to impede and derange the business of the country to a far greater extent than would be counterbalanced by all the benefits of the Railroad, even if it were made. He believed if all the Railways of England had been made by Government, it would have saved millions of pounds to the Country. The Railroads drew from general circulation more than even rich England could afford, and hence came difficulty and distress. This was illustrated by the commercial run which prevailed throughout England, Ireland and Scotland in the fall of 1847—the effect of private companies, and of Railroads constructed by private associations, even in wealthy England. Suppose, then, we withdraw half a million or a whole million of money from our commercial resources; why, the whole country would feel the pressure and general distress would be the result. Then his (Mr. Howe's) policy is the most beneficial for us, because he wished to keep the money in the hands of the people, for their own ordinary pursuits. It may be said that a private company is the best mode of going to work; but he would give us a little more of his Nova Scotia experience, and if they even think themselves a little wiser in such matters than you, it is because their wisdom is derived from personal experience. A few years ago, the scheme of the Shubenacadie Canal was started; Halifax boiled like a pot; the enthusiasm now displayed as to the Railroad is nothing to what it was then in Nova Scotia on the Canal scheme. A company was formed, and a President, Treasurer, and Secretary chosen. Poor Treasurer! He (Hon. Mr. Howe) could scarcely now refrain a tear to his memory, for it *killed* him: he actually died of it: and in *him* Nova Scotia lost a splendid intellect and a valuable member of society.—The people were too much excited in the matter; they raised about £25,000; the Company dug great ditches, they built locks, and spent the £25,000, and then they came to a stand.—There was then a cry for greater public exertions; they came before the Legislature and obtained a Facility Bill. The House voted them a large sum of money, and they spent it, but still there was no Canal. Then they said, there was plenty of money in England; why not send and borrow some there? But everybody felt that there was no chance of obtaining it without security. So they went to the Legislature again. The Assembly did as they were asked, and passed an Act to guarantee the payment of the interest for 15 years. Home went the Secretary, and obtained the money. Well, the Legislature paid the interest punctually; the money was all spent, but not a single lock was finished. The fifteen years expired, and nothing effectual was done; the people who lent the money were cheated out of it and they had nothing but a Shubenacadie Canal *Company* to show for it. He gave these facts, because they accumulated under his own eye. If people want a Railroad there is only one way to get it, usefully, speedily and effectually! It can only be got by the aid of the British Government.—The Government of Nova Scotia in the first instance applied to the British Government for aid to build their portion of the Halifax and Portland Railroad (about 130 miles,) but the answer was unfavorable. Then a deputation was resolved upon, and the Government did him the honor to select him as the Delegate for this mission.

He would gladly have had the co-operation and assistance of a delegate from New Brunswick, but this Province had recently had a general election, the people were divided in opinion, the Government appeared likely to be overturned, and therefore they did not suppose Sir Edmund Head was then in a position to assume the responsibility which they had undertaken. Therefore it was that they did not ask this Province to send a delegate to co-operate with him. He felt it to be his duty frankly to state what he felt to be the public opinion, not only of his own country but of New Brunswick and of Canada also, and in doing so he trusted he had not misrepresented, nor difficulted the public sentiment of this province. He must say frankly that he could not urge his cause without urging yours. He first wrote to Earl Grey, setting forth the value of these Provinces, and the importance of building up large sea ports and cities in these Colonies, as rivals to those beyond the frontier. He assumed that we wished the aid of England to raise ourselves to a higher *status* as a people, imposing higher obligations as a nation, than we at present occupied: and in doing this he did not offend the public sense of New-Brunswick.

It had been represented that he betrayed his trust, that he was sent to represent the Portland Convention; but he never represented any Convention, but the Government of Nova Scotia, which was not represented at that Convention. He did not abandon the Portland line; he placed it before the British Government in every light that his imagination could conceive; but that was not the whole of his mission; he had other objects of equal importance. Suppose that to-morrow we made our Provinces a thoroughfare for strangers and foreigners; do we want nothing else? Our Provinces have been such a thoroughfare for years past, ever since the Cunard steamers were established; but as for any such great advantages as those supposed to arise from the transit caused by these steamers, he would back a dozen Clippers employed in our fisheries against all the Cunard steamers that can be built. He thought it was now full time that we had higher objects in view than a mere transit traffic; and therefore he urged the general aspects and views of these Provinces, for the purpose of impressing the public mind in England in our favor. His habits and pursuits in life bring him into contact with clever men, not only in Nova Scotia, but also from the other Provinces, and he knew the longing to establish a Railroad through the country to the border of the United States. But there was also a feeling beyond this. When he arrived at Liverpool, and saw every attention paid to a respectable looking gentleman from the United States, who exhibited a carpet bag full of despatches, and claimed to be immediately carried ashore, because he was the bearer of Government credentials. He (Hon. Mr. Howe) thought he would try the effect of Colonial importance, and see if it would be treated with as much respect as foreign importance. He told them he had a bag of despatches too, and came from a British Colony on public business. But he was politely told that they had no information or orders respecting him, and he had to go ashore in the ordinary way. What did he feel on these occasions? Why, that he was only a Colonist after all. However important his mission, he only represented Nova Scotia, and nobody cared much about him or his country.—Suppose either of the Hon. Members of the Government of this Province, now setting near him, had gone home on a similar mission, and had experienced similar treatment, how would they have felt? Why, just exactly as he did—that their importance was very little entertained at home. But how do we feel every day on this subject? Take the Hon. Mr. Chandler, for instance; he is a gentleman well known in this Province, and very well qualified to adorn the judicial bench of his native country; but he (Mr. H.) believed that he thinks his own fireside, and the quiet comforts of his own rural retirement, quite equal to the honor and dignity of a Provincial Judgeship, and therefore the public could not obtain the benefit of his services in that capacity. Look again at Judge Wilmot, who now worthily occupies a seat on the Bench. Nobody was more delighted than he was to learn that Mr. Wilmot had gone to the Portland Convention, because he well knew the impression his talents would make on that great assembly. But where is Wilmot now? He is a young man, in the flower of his age; his mental powers only beginning to ripen; he is shelved on the Bench of this small and thinly peopled Province, where his qualifications will be comparatively hidden and unknown. Take again Messrs Parley; he did not know whether he was present or not; but he would say that they, perhaps, did not know his value; perhaps he hardly knows it himself. But he could tell them that a man of his industry, of his capacity to explain his ideas, whether verbally or in writing, of his accurate knowledge of the country to which he belongs, of his general pliability of mind, and adaptation to almost any pursuit, would, in a larger country and wider sphere, distinguish himself prominently. If the sphere were wide enough here, what would you do with such men? You would send Judge Wilmot to administer justice, where? To a small Province? No: but to an American Empire! You would place Mr. Chandler on the Bench of the United Provinces; you would hold out to the young men of your country a sphere and a field for their exertions and their ambition, which none of them have open to them now.—How? By violence?—by rebellion? No. You would seek to live under the old flag; you would seek not separation from the Mother Country, but by the consent of our Sovereign and by the united action of all these Provinces, you would seek by union to elevate them all to a higher *status* than any of them separately can ever occupy. I am looking to these great Railroads after all; for what? To make money out of them? No. He would make nothing by them, although some persons might make thousands of pounds. He moved a resolution in the Assembly on this subject, and staked upon it his office, the living of his family, and on the result of the approaching elections he staked all that a public man, in a situation such as his, could stake. But he had never shrunk from the risk, and should continue to follow the same line of conduct.

The Hon. Mr. Howe then said that he had seen it stated somewhere since he came here, that there was some division of opinion among the people in the other Province on this subject, but he was sure that if any existed it was very trifling. He believed that the people of Halifax were united as one man, and that no man could hold up his head who would not go for this great Railroad to Quebec. What are the facts? Mr. Dickie had been all winter pressing the Legislature to pass a bill to incorporate his Railroad Company, but the House would not pass it. If they had, the Government at Home would have told him (Mr. H.) that the Legislature of his own country had passed a bill to make the road for which he was soliciting their aid and influence, and that would have destroyed his mission. A public meeting was held in Cumberland the other day: Mr. Dickie did all he could to persuade the people, but after all they were unanimous in favour of the other project; and he thought that Mr. Dickie has since tendered his resignation as a member of the Convention at Portland. He believed that Railroads would be of very great use to these Provinces, but he believed also that it was necessary to produce a social and political organization of the people in order to raise these Provinces to a higher position than they can ever singly attain. He supposed they were acquainted with the proposition made through Mr. Howes, but on some points he believed there has been great misconception. It was said that they wanted to pledge the whole Provincial Revenues permanently, and to hand them over to the irresponsible control of Imperial Commissioners. Some years ago the Legislature of his Province actually voted both money and lands, and handed them over to Imperial Commissioners, for the effecting of such public projects. Have you done that? No. It took him three days to argue that question with the Home Government, and he gave them expressly to understand that unless the Provinces were to be made secure, as to the objects for which they were to pledge their revenues, and as to the faithful expenditure of the money, he, for one, did not want Railroads at all. Now, the Imperial Commissioners are only to superintend the application of the money to its legitimate purposes—and the members of the Government will be responsible to the people for every shilling of it. Another point must be considered. It had been said that they had consented to make a road which will be a burthen to New-Brunswick, and that Nova Scotia ought to bear a portion of the expense. He would not deceive the people of New Brunswick on that point.—Suppose Mr. Partelow, who is said to be a pretty clever financier, should move in the Assembly for £500 to build a bridge in Nova Scotia, he was quite sure he could not carry such a vote in New Brunswick. So neither could he carry in Nova Scotia a vote to expend money in this Province. He saw this difficulty, and he also saw that if New Brunswick was called upon to make 200 miles of Railway with money borrowed at 6 per cent., it would be no great hardship for her to make 100 miles, with money at 3½ per cent. But look at the territory of New Brunswick, which he believed in proportion to that of Nova Scotia was 30,000 square miles to 18,000 square miles, therefore New Brunswick has 12,000 square miles more than Nova Scotia. The natural inference was that this Province would hold a great many more people.

Professor Johnston estimates that New-Brunswick will support five millions of inhabitants, and population produces revenue. Nova Scotia was ready to do her part, and he believed that to make the Portland line thro' this Province, the money to be borrowed would not only cost 6 per cent., but eventually from 6 to 8 per cent. It was said that the line would pay. Then his answer was, that if it would pay the people who make it on speculation at 6 or 8 per cent., it would pay the Government for making it at 3½ per cent. No man in this Province would lend his money under 6 per cent. Would any body in England do it?—When he was there, an agent for a number of foreign noblemen, who had money to invest, offered him £100,000 at 6 per cent. He declined the offer, stating that he could get it for 3½. No doubt the people of the neighbouring States of Maine and New Hampshire would be delighted with the offer of plenty of money by English capitalists at 3½ per cent. But strange things do happen, and he never thought that after the British Government had offered them so large an amount of money, it would be so difficult to persuade them to take it. On a subsequent occasion, he said to the friend just alluded to, suppose he (Mr. H.) wanted £100,000 for a Railroad in the British American Provinces, on what terms could he get the loan of it in England? The reply was, that he could not get it at all; that there were plenty of Railroad companies at home that wanted money, but that they were then in bad odor; that capitalists did not like to invest in railroad companies so far from home, and that he should have to give a bonus of £20,000 even to obtain the loan at 6 per cent. This showed the difference between a private company getting money on its own credit, and getting it on the guarantee of the British Government.

Before engaging in any scheme to make a Railroad, he would like to see the money all piled up first. But would not the people pay the expense in the end, even if a private Company made the road? It was not the few people who might transiently travel over it, with their goods, but the farmers who might settle along the line, that would make it profitable.—The history of all Railroads illustrated the fact that it was the local traffic, and not the through traffic, that paid. The people then of these Colonies would have first to pay 6 per cent. on what the road would cost and ultimately a good deal more. Where was the necessity of borrowing money at 6 per cent., and trusting it to a private company, when they might have it for 3½, and get the work certainly and surely done in 3 or 4 years. He admired the energy of the people of St. Andrews in pressing on so vigorously with their project, but their operation had been under weigh for 5 or 6 years, and they had not made more than 10 miles of their road. He did not want the next six years to slip away in the same manner with our projects. He wanted to put the Portland line through as speedily as possible; but it was said he was anxious to clog it with another line which nobody wants. He was not authorized to say to the British Government that the Provinces did not want that line, as they had pledged their money and their lands to secure its construction.

Mr. Howe then denied that he had endeavoured to array the people of the north against those of the south, and proceeded to state that half a million of money had been guaranteed towards the Portland line, but not yet granted and paid up, and asked where the rest was to come from, as they could not get it in the Colonies, nor in England except upon the terms which he had already stated.

Their only source of safety and certainty would be to accept in good faith the terms offered by the British Government, and adopt the Quebec line as well as the other. With reference to the risk, if the Portland line would pay, it would only be in building the other line.—When in England he found that there were thousands of mechanics and traders who would come out and settle along the northern line; they would bring their families and friends with them, would make the line running through their settlements, and thus bring them rapidly into a productive state. In this way it might be done so fast that by the time the line of Railroad was finished, there would be almost as many settlers on it as the present whole population of the Province. He assumed that the present population was 200,000 people; the ordinary revenue was about £100,000, or 10s. per head per annum. They said the Portland line would pay, then the whole amount of annual interest required, would be made up by the additional revenue received from the increased population thus settled in the Province. There were eleven millions of acres of land in New-Brunswick unpeopled, the revenue from which was very small. He would not waste time by going into the subject of emigration generally; but he would say that if the people of this Province were prepared to assume the responsibility of their share of this work, there would be means exhibited by which they would be able to bear the burthen. He was asked whether Nova Scotia would share the burthen with New-Brunswick, and he would say, make it common property, and they would incur the debt to-morrow, and take all the risk. Every day showed him the necessity of taking steps to raise the organization and condition of their country. Mr. Dickie said the other day that he would have liked to see Mr. Howe at the Portland Convention; no doubt it was a beautiful sight; but at that convention the delegates alone went free; he would have liked to see the two mackarel there; the mackarel of the United States and of Nova Scotia, hung up side by side. But the Nova Scotia mackarel would have had to pay 20 per cent. before it could have got admission to the Convention at all. So it was with our lumber, our hay, our coal, our cattle, our potatoes, and every thing we produced. This is a state of affairs to be submitted to only if they could not help it. His remedy was to build both lines of Railway, and then we would rapidly increase in wealth, population and importance.

Mr. Howe then combatted the assertion that the people of England cared little or nothing about us, and complimented Earl Grey for his talent and ability as a statesman. He believed that before many years passed away, the Provinces must all claim to be represented in the Imperial Parliament. All parties in England were in favour of giving us the money; if the present Government continue in office their honour is pledged to carry out the measure, and if they go out no man can come in at the head of affairs who is not equally pledged to carry it out. He therefore wished the people of New-Brunswick to come to a common sentiment on the subject. If he had in any respect refrained from going into calculations and figures, it was because he had already stated all such details in a speech lately made at Halifax. He believed that if we could make these great public works, we should largely bless and benefit the communities to which we belonged; those works would open up a sphere of operation, which would employ and feed thousands of the now suffering poor of the Mother Country, and he believed a blessing from above would attend their exertions. The Hon. Gentleman concluded by saying that the people should not be afraid of borrowing money from father John Bull, who was not an unrelenting creditor to foreigners, and it was not to be imagined that he would be less so to his own children. He then sat down amid a round of applause.

The Hon. JOHN ROBERTSON furnished the following statistics as the foundation of his remarks at the Railway Meeting, held in the Mechanics' Institute, on Wednesday last:—

REASONS WHY NEW-BRUNSWICK CANNOT ENTERTAIN SIR. HOWE'S SCHEME.

		Miles.
Railroad—Halifax to Quebec	- -	650
Do. Saint John to Calais,	- -	160
		810
Nova Scotia makes -	124 miles,	
New Brunswick makes -	[illegible] "	
Ditto, other lines -	131 "	
Canada, - -	[illegible] "	
		810

810 miles, at £[illegible] per mile is £[illegible]; Interest, at 3½ per cent., £[illegible] per annum.

	Population.
Canada has - - - - - -	2,000,000
New Brunswick, - - - -	200,000
Nova Scotia, - - - - -	300,000
	2,500,000

at 1s. 9d. for each soul, will give nearly £212,625.

Now this is not a large tax as a whole scheme, and perhaps so far Mr. Howe would be right; but let us see how it operates when it is divided, and each Province making, or, which is the same thing, paying the interest on the money for that portion of the road passing through it.

Canada, 236 miles, at £7,500 per mile, costs £1,770,000, which, at six per cent., is £[illegible], divided by 2,000,000, gives per soul, per year—6 1-4d.

Nova Scotia, 124 miles, costs £930,000, the interest is £[illegible], divided by 300,000, gives, per soul per annum,—2s. 2d.

New Brunswick, 430 miles, costs £3,225,000, the interest is £[illegible], divided by 200,000, gives, per soul, per annum—11s. 4d.

Now we see that—

Canada would contribute annually for each inhabitant,	6 1-4d.
Nova Scotia, - - - - -	2s. 2d.
New Brunswick, - - - -	11s. 4d.

But it seems to be admitted that the European and North American line would pay its own interest; if so, let us take off the cost from the gross amount of New Brunswick—say from £3,225,000 to £2,000,000

Balance, £1,225,000, at 3½ per cent., is £[illegible], which would be 6s. [illegible]d. for each inhabitant.

But if the European and North American line in New Brunswick pays its interest, then Nova Scotia does not pay one farthing for her portion of the line, while she will have the benefit of the travel in a Canada as a clear profit.

Now let us see how and where the greatest revenue of the Halifax and Quebec line is to be realized, to reimburse Canada and New Brunswick. (for Nova Scotia receives enough from the European and North American line to pay her interest.)

The following is the result—

Canada will receive - -	3-10ths,	or 30 per cent.
Nova Scotia, - - -	5-10ths,	or 50 per cent.
New Brunswick, - -	2-10ths,	or 20 per cent.

Here we have New Brunswick paying 17 times as much as Canada, receiving in return ⅔ only of income, and 7½ times as much as Nova Scotia would pay if the European and North American line is not built, and receiving less than half of what Nova Scotia received of income. If the European and North American line is built, then Nova Scotia will receive half the revenue of the Halifax and Quebec line without paying a penny of its cost. If the above calculations are correct, it is not to be wondered at that Nova Scotia should like the scheme.

[COMMUNICATED.]

On Wednesday last a large Meeting was held in the Mechanics' Institute, to hear an Address from the Hon. Joseph Howe, on the subject of Colonial Railways. The Chair was taken by the High Sheriff, Chas. Johnston, Esq.

The Address occupied over two hours, and was listened to with much attention. Although marked by great cleverness and much ingenuity, it quite failed in its object. Most people were sorry that such an able advocate should have undertaken such a case. Quite likely, however, there might have been some sorrow on his part. Even if Joe Smith or Jonathan Southcote were to plead before a mixed audience, they would be sure of gaining disciples.

The Address was conversational and discursive, and apparently aimed more to dazzle the imagination with the splendid fancy likely to arise from a future great Colonial Empire, and the prosperity that would follow from the profuse distribution of British gold amongst us, than to convince the reason by common sense argument, or to satisfy us how we could either honestly get the money, or invest it profitably if we had it, so that we might be able to pay it back when called for. Now, the Hon. gentleman, in reply to Mr. Ritchie, and Mr. Gray, said what does it matter if the imposed sufficient to raise the sum necessary for the interest and sinking fund, that would not entirely destroy all our present trade, *generally* said, in the face of an assurance of sober business men, whose whole future prospects depended on the answer to the question, *But a tax would be imposed on Bachelors.* Such trifling might do very well for Office-holders, but it will not go down with men who have to work for their living and who have to *pay the taxes.* He wound up his arguments by saying that we can do not a little, but boldly take our means of repayment from Great Britain was so over Great Britain, and was never known to distress those who were unable to pay; that he looked upon it rather in the light of a son borrowing from a father, and that if the debt were found to be oppressive, it would never be exacted. We hope and trust that the people of this country will never be led to receive for doctrine such demoralizing arguments. It is wholesome without intention, a reasonable prospect of being able to repay, is as dishonest and as much deserving of punishment as the desperado who robs you of your purse; and what should be said of the person who uses the abilities which God entrusted him with for a better purpose, to corrupt the minds and taint the morals of a whole community?

The Hon. Messrs. Ritchie, and Messrs. Gray and Ritchie, made short replies. We thought, when listening to the whole, that their greatest difficulty was, to find any arguments to reply to.

We believe the whole scheme to be one piece of delusion and political jugglery, from beginning to end.

In the first place it is not true that Great Britain has offered to lend us the money at 3½ per cent. This is nowhere stated in Earl Grey's Despatches, and no one has a right to assume or assert what is not written. The offer is to advance the money on the means being provided for the repayment and permanent payment of the interest and *sinking fund*, until the whole debt shall have been liquidated. But every financier knows, that although the interest is on this plan nominally 3½ per cent., yet in reality it is at least one per cent., and may be three per cent. more, in consequence of having to continue to pay 3½ per cent. on the whole sum originally borrowed, while every year returning 3 per cent. of the principal, to be re-invested at compound interest. It is on this principle that Life Assurance Companies, Benefit Building Societies, &c., are worked, and the gain to the borrower depends entirely on whether the investment be productive. If it is, he gets the benefit of the power of compound interest works as fearfully against him. Thus, three millions borrowed, and unproductive for five and a half years, would amount precisely to four millions.

As, from the nature of things, Railways would necessarily be non-productive for a considerable time, money borrowed for their construction, by this mode, would cost in the end at least six per cent.

But we do not apprehend much danger to our morals from this present temptation.

As all our resources, and all the taxes that the trade or the people could bear, would be quite inadequate to meet the demand that would be made by the British Government before they would begin to think of advancing a shilling; we will have to depend for Railways on their remunerative character and their adaptation to the requirements of commerce and travel attracting the attention of Stockholders. If Britain requires a Military Road between Halifax and Quebec, we will be quite happy to allow her all the honour and all the profit of constructing it. June 7.

We are informed that the Facility Bills have been assented to, and that offers have been made by contractors of great wealth in England, to take the Debentures at par, construct the whole road with their own means, and take the risk of getting the balance of stock subscribed.—*Courier.*

RAILWAY MEETINGS.—A Public Meeting was held at Dorchester on the 2d inst., at which Blair Botsford, Esq., Sheriff of Westmoreland County, presided. The Hon. Joseph Howe addressed the Meeting, giving his views with reference to the construction of Railways in these Provinces, by the aid of British capital, which were cordially received. Resolutions favourable to the project and complimentary to Mr. Howe, were subsequently passed.

Mr. Howe also addressed a Public Meeting at the Bend on the same day, at which S. Binney, Esq., presided. Mr. Howe's remarks were favourably received by the Meeting.

PUBLIC MEETING AT RICHIBUCTO.

A requisition, numerously signed by Freeholders and Inhabitants of the County of Kent, having been presented to the High Sheriff to convene a Public Meeting to take into consideration the subject of the Halifax and Quebec Railroad, and the offer of the Imperial Government in aid thereof—A meeting was accordingly called for Tuesday the 3d instant, at noon, at which hour a large number of Freeholders and others assembled at the Court House.

George Hagar, Esqr., J. C. P., was called to the Chair, and Charles W. Weldon, Esq., appointed Secretary.

The Hon. J. W. Weldon then addressed the meeting and apologised for the absence of the Hon. Joseph Howe, whose engagements in Canada made it necessary to reach there without delay, and he was therefore unable to comply with the requisition addressed to him from Kent.—Mr. Weldon then moved the following Resolution, which was seconded by John P. Ford, Esq., and passed unanimously.

Resolved, That this meeting desires to express entire satisfaction with the proposition of Her Majesty's Government, as communicated in the letter of the 10th March last from H. Labouchere, Esq., Under-Secretary for the Colonies, to the Hon. Joseph Howe, by which funds will be advanced to the Provinces of Canada, Nova Scotia, and New Brunswick, for the construction of a Railway connecting Nova Scotia, through this Province, to Quebec and Montreal, on terms which will secure the completion of that work at little more than half of what it would cost without the interposition of the Imperial Government.

The next Resolution was moved by David Wark, Esq., and seconded by James Long, Esq.,

Resolved, That a Railway from Halifax to Quebec would tend, more than any other public work, to advance the interests of this Province, both by facilitating commercial intercourse and promoting the settlement of its wild lands; while it would constitute a bond of union between the British North American Colonies, and bind them more closely to the Parent State, and therefore, whether regarded as a Provincial or National undertaking, it is a subject of paramount importance.

The third Resolution was moved by L. P. W. DesBrisay, Esq., and seconded by Mr. S. H. Wathen:—

Resolved unanimously, That this Meeting deeply regrets the hasty decision of the Legislative Council and House of Assembly on the liberal offer of Her Majesty's Government, before the subject could be brought under the consideration of the Legislatures of Canada and Nova Scotia, and trust that the Legislature will, at an early day, reconsider the whole subject of Railways, with a view to harmonious and combined action with the adjoining Provinces.

Moved by Dr. McLaren, and seconded by W. S. Cale, Esq., and passed unanimously—

That a copy of the foregoing Resolutions be transmitted to His Excellency the Lieutenant Governor, and that His Excellency be respectfully requested to transmit the same to Her Majesty's principal Secretary of State for the Colonies.

R. B. Cutler, Esq., M. P. P., moved the next Resolution, which was seconded by Robert Hutchinson, Esq., and carried by acclamation:—

Resolved, That the thanks of this Meeting are due and hereby tendered to the Honorable Joseph Howe, Provincial Secretary of Nova Scotia, for the able and statesmanlike manner in which he brought the important subject of the projected Railroad from Halifax to Quebec under the consideration of the Imperial Government, and also for his zealous, independent and eloquent advocacy of the claims of the British North American Colonies upon the Parent State.

And further Resolved, That a copy of this Resolution be transmitted to the Honorable Joseph Howe.

Moved by David Wark, Esq., seconded by L. P. W. DesBrisay, Esq., and

Resolved, That a copy of the foregoing Resolutions be communicated forthwith to the Hon. Joseph Howe and the Hon. E. B. Chandler, Delegates from the Lower Provinces, to confer with His Excellency the Governor General, on the subject of the Halifax and Quebec Railway.

Moved by J. G. Layton, Esq., seconded by Mr. J. R. Crossman, and

Resolved, That the proceedings of this Meeting be forwarded to the Miramichi *Gleaner*, and a Halifax and St John paper, for publication.

J. M. Johnson, Jun., M. P. P., John Wright, and James A. Pierce, Esqrs., were present at the Meeting, as a Delegation from the County of Northumberland, to invite Mr. Howe to address the people of that County on this subject.

On motion of the Hon. J. W. Weldon, the Chairman left the Chair, and James Long, Esq., was called thereto.

It was then moved by Mr. Weldon, seconded by Mr. DesBrisay, and passed unanimously—

That the thanks of the Meeting be given to George Hagan, Esqr. for the able and impartial manner in which he discharged the duties of Chairman of the Meeting.

A vote of thanks was then given to the Secretary, and after three cheers for the Queen, the Meeting adjourned.

CHARLES W. WELDON, *Secretary.*

Richibucto, June 4, 1851.

The Hon. E. B Chandler left town on Thursday last, on his way to Toronto, via Boston, per steamer *Admiral*; and the Hon. Joseph Howe left yesterday morning, per steamer *Creole*, for Eastport, en route for Toronto,—they are to attend a Meeting of Delegates on the subject of Colonial Railways.

Messrs. George Botsford, of Fredericton, Robert Jardine, of this City, and Mr. Dickey, of Amherst, left town this morning in the steamer *Maid of Erin*, for Portland, on business connected with the European and North American Railway.

☞ We learn that the inhabitants of Portland are taking steps to procure immediately a Fire Engine for the use of that Parish, and that very handsome sums have been subscribed in the Parish for that purpose.

STEAMER ADMIRAL.—This fine Steamer, as will be seen by an advertisement in another c[illegible] of this paper, will, until further notice, make [illegible] per week—one to Boston, and one to Portland, [illegible] connecting with Boston by Railway,—leaving St. John for Portland on Wednesday mornings at 8 o'clock, and for Boston on Saturday mornings at 8 o'clock—touching at Eastport each trip.

Mr. Bulwer, the British Minister at Washington, and Lady, sailed from New York on Wednesday last, in the steam ship Africa, for England.—Mr. Crampton will act as Charge d'Affaires during Mr. B.'s absence. The Africa took out £[illegible] in specie.

Jacob Allen, Esq., has so far recovered his health as to be able to resume the duties of the office of Police Magistrate in the Parish of Portland.—*N. Brunsr.*

FIRES.—On Wednesday night a large building at the Straight Shore, in the Parish of Portland, occupied by several families, caught fire, and burnt so rapidly that the inmates had much difficulty in making their escape—a girl, eight or ten years old, is stated to have lost her life in the flames.—Mr. Pollok's engine was instrumental in preventing the fire from spreading to the adjacent ship yards and mill establishments, some of which were in considerable danger.

A valuable Grist Mill, Saw Mill, and barn, belonging to Mr. Wm. Redstone, of Jerusalem, Queen's County, with their contents, including 400 bushels of grain, and a horse and cow—valued in all at £[illegible]—were destroyed by fire on the night of the 19th.—No cause can be assigned for the fire. The loss is a serious one to Mr. Redstone, and to the neighborhood generally.

The dwelling-house of Mr. James Davison, of St. George, was consumed on Saturday last, with a great part of its contents. The fire is supposed to have been occasioned by a spunk falling on the roof, and had got so much headway when discovered, as to defy all efforts that could be made to subdue it.—*Courier.*

ANOTHER FIRE broke out in a range of buildings near the Mills of Chas. Brown, Esq., between the Falls and Indian Town, on Sunday morning, which were destroyed, but fortunately the Mills escaped uninjured. The buildings were occupied by the people working in the

m to the Secretary, and
the Meeting adjourned.
W. WELDON, *Secretary.*

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via Boston, per steamer
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N. News.

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uninjured. The buildings
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t it was not Mr. Miller's
by fire, last week, as pre-
ng House. The business
a few days.—*News.*

OKE.—Barbadoes papers
olebrooke, consort of His
ke, late Lieut. Governor
nt Governor of the Wind-
rlordship died on the 19th
we copy from the *Barba-*

She was well on Satur-
rnment House for Duns-
ns's; so well that she got
up the steep hill to the
complained of a severe
ss of water—sat down, and
last!—and thus passed a-
ety—a pattern to her sex
liberal and kind benefac-

miral Sir George F. Sey-
retary and Flag Captain,
5th ult., for the purpose of
s Excellency landed under
ge of the Royal Artillery,
he occasion.—The gallant
es and other new works in
d, and expressed himself
ing that he saw.
g of five Companies of 100
rived here on Tuesday last,
in 30 days from Gibraltar.
Col. Arden. They have
e 42nd Regt. The service
will take their departure in
for Halifax, N. S.

RAIISO.—On the 2d of
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yed several hundred
nnued to be felt at inter-
r or two lives were lost,
houses were rendered
y houses known as a
g down with a crash.
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one million of dollars.
ldings which suffered
hics Merced and Marty,
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ation took place in the
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vessel from the South
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he American frigate
ediately, and had great
e convulsions at the
sed it to sink three feet

.—A smart shock of an
f considerable severity,
Antigua on the 26th April.
Guadaloupe on the 17th of
ved and plantations injured

TION FOR THE MONTH
e arrived at the port of
n of May 477 sail of
bringing 38,436 emi-
nging these, 79 were
have been born during
y infants, have died on
een 114 sail of square
ports during the same
—*N. Y. Courier.*

ore will be 3,700,000 tons
this year, which, along
w a valuation of $17,000,-
nia coal has been doubled
d. paper.

t was given by the
ey House on the even-
00 persons were invit-
to supper at 1 o'clock,
did not retire until 5
ke remained to take

given at the [illegible]
tropolitan Local Com-
mmissioners charged
of their several coun-
, at which Lord Ash-
sided. The foreign
the Minister from U.
reign Commissioners,
on was of the most
an Minister in reply
the name of the Dip-
pin, made a speech

Albert with the royal
ce for Osborne House
2d of April.
re beginning to come
in some of the com-
the population is re-
57,800 females; total
ch 283,503; English
igners, colonists, &c.
267,463; increase 91,-

a travelling animal. At
arious parts of this coun-
n previous to the revolu-
Paris paper.

MARRIED.

On Tuesday evening last, by the Rev. W. Harrison, Mr. Charles McAllister, to Miss Jane Hamilton, all of the Parish of Gagetown.

On the 24 inst., by the Rev. John Thomson, Mr. Robert Burns, of New Glasgow, Nova-Scotia, to Miss Ellen Sutherland, of this City.

On the 6th inst., by the Rev. R. Irvine, Mr. William Paisley, of the Parish of Greenwich, to Miss Eliza Jane Beard, of this City.

On the 7th, by the same, Mr. William Tipping, of Hampton, to Mrs. Peggy Ann McHeadred, of this City.

At Studholm, King's County, on Tuesday, the 27th ult., by the Rev. Meritt Keith, Mr. Stephen Perry, to Miss Lucy Allward, second daughter of Mr. Jesse Allward, all of that place.

At Halifax, at the Wesleyan Chapel, Brunswick Street, by the Rev. E. Evans, on Tuesday, 3d inst., the Rev. Geo. O. Huestice, of Amherst, to Margaret Annie, second daughter of the late Richard Williams, of St. John, N. B.

DIED.

On Tuesday evening last, Miss Alexa, youngest daughter of the late Henry Swymmer, Esq., Barrister at Law, aged 11 years.

On Sunday morning, Georgianna, youngest daughter of Mr. Jeremiah Roundee, aged 11 months.—Funeral on Wednesday, at 3 o'clock, from her father's residence, Elliott Row.

On the 31st January, at sea, in lat. 13 00, South, long. 84 30, East, on board the Courier, of St. John, N. B., on her passage from Australia to Bombay, Frances Ann, wife of Captain G. O. Mellin, and third daughter of the late Dr. John Mason, in the 25th year of her age, after a lingering illness of consumption, which she bore with Christian resignation, leaving a bereaved husband, child, relatives and numerous friends to lament her loss.

At Clifton, on the 24 May, Mary, wife of William Ritchie, Esquire, of Middleton, near Edinburgh, Scotland, and second daughter of the deceased John Strang, Esq., of St. Andrews, New Brunswick.

At Sheffield, on the 15th ult., deeply regretted, Mr. Benjamin Barker.

At Sackville, on the 22d ult., Mr. David Wheaton, aged 86 years, an old and much esteemed resident of that place.

At Cornwallis, on the 13th ult., Harris Harrington, Esq., Purser, Royal Navy, aged 65 years.

At London, on the 24th April, John Jaffray, Esq., Merchant, and formerly Manager in the Bank of British North America.

PORT OF SAINT JOHN.

ARRIVED.

Wednesday—Ship Harmonie, Neilson, London, 35—S Wiggins & Son, ballast.
Britannia, Coulthart, Liverpool, 32—John Wishart, ballast.
Queen Pomare, Lindsay, Liverpool, 35—W. Parks & Son, passengers and merchandise.
Barque Barbara, Hagarty, Londonderry, 31—W. & G. Carvill, passengers.
John Woodall, Fraser, Liverpool, 50—Allison & Spurr, general cargo.
Brig Garland, Reardon, Berehaven, 13—to order, passengers.
Elizabeth, Hunter, Belfast, 29—R. Rankin & Co., ballast.
Beaver, Shield, Sunderland, 53—John Kinnear, coals.
Brigt. Margaret Elizabeth, Crow, Boston, 7—C. Whittekir, assorted cargo.
Sarah, Johnston, Magdalen Islands—R. Rankin & Co., fish.
Schr. Charles, Whipple, Halifax, 5—G. & J. Salter, ass'd cargo.
Martha Greeno, Robbins, Boston, 3—Master, ass'd cargo.
Caroline, Tauck, Boston, 2—R. Rankin & Co., ballast.
Herald, Andrews, Kennebec, 5—Master, ballast.
Steamer Admiral, Wood, Boston, &c.—G. Thomas, passengers, &c.

Thursday—Ship Britannia, Simpson, New York, 5—R. Rankin & Co., ballast.
Barque Atwick, Brown, Philadelphia, 12—Chas. Brown, ballast.
Lessing, Newmanad, Londonderry, 42—H. Garbutt, ballast—(At Musquash.)
Brig Eliza Jenkins, Price, New York, 4—R. Rankin & Co. ballast.
Keepsake, Graham, Boston, 3—R. Rankin & Co., ballast
Brigt. Wanderer, Davidson, New York, 4—George A. Lockhart, general cargo.
Schr. Ori, McMullin, Bath, 2—T. McHenry, ballast.

Friday—Barque Anthracite, Harris, Philadelphia, 5—John Robertson, flour, &c.
Brig Ellen Forrestal, Bunbury, New York, 6—S. Wiggins & Son, ballast.
Dalston, Davidson, New Haven, 6—Kirk & Worrall, do.
Catherine & Hannah, West, Philadelphia, 12—R. Rankin & Co., ballast.
Schr. Del Norte, Stinson, Fredericksburgh, 6—J. & R. Reed, wheat.
Mars Hill, Leopard, Boston, 2—E. D. Jewett & Co., ball.
Steamer Maid of Erin, Belyea, Portland—Thomas Parks, passengers, &c.

Saturday—Ship George F. Patten, Stinson, New York, 6—John Robertson, ballast.
Schr. Mercator, Leland, Boston, 3—G. Eaton, do.
Saguenond, Dorr, Frankfort,—master, furniture.

Sunday—Steamer Creole, Deering, Portland, via Eastport—R. P. McGivern, passengers.

CLEARED.

June 3d—Brig Charles McLauchlan, Flint, Glasgow, timber, deals, black lead, &c.—Chas. McLauchlan; Peru, Wheeler, Cork, deals—R. Rankin & Co; schr. Alabama, Wall, Boston, scantling and clapboards—Geo. Eaton; Kedon, Layton, Boston, slewives and clapboards—Wm. Thomson and E. D. Jewett; Highlander, Sands, Boston, clapboards—E. D. Jewett & Co.

4th—Ship Havana, Hitchcock, Gloucester, deals—R. Rankin & Co.; Admiral, Crisp, Port Glasgow, timber and deals—R. Rankin & Co.; Barque Eliza, Darkee, timber and deals—Charles McLauchlan; Warwick, Hora, Aberdeen, timber and deals—John Robertson; Harlequin, Brown, Hull, timber and deals—John Robertson.

5th—Ship Alexander Edmond, Mustard, Port Glasgow, timber and deals—R. Rankin & Co; Brigt. Bream, Harvey, boards and shingles—J. & T. Robinson.

6th—Ship Pilgrim, Richardson, Cork, timber and deals—N. S. Demill; Perthshire, Tait, Cork, timber and deals—John Robertson; Barque Ellengil, Jordan, Hull, timber and deals—Charles Brown; Lady of the Lake, Duncan, Port Glasgow, timber and deals—R. Rankin & Co; Brig Laurel, Horton, Stockton, timber and deals—Allison & Spurr; Schr. Mariner, Hoyt, Portorico, boards and grindstones—Crane & Co.

7th—Barque Douglas, Smith, Leith, timber and deals—Brig J. H. Counce, Gilchrist, Bath, timber; Schr. Oliver Frost, Smith, New Haven, boards; Harp, Hosier, Newburyport, salt.

Arrived at Quebec, May 27th, ship Sir Harry Smith, Haws, Boston; Infanta, Hyland, New York.—At Halifax June 3d, schr. Tadousac, Bernier, St. John.

Cleared at Mobile, May 22d, ship Elizabeth Bentley, Robinson, Liverpool—At New York, 29th, barque Amelia, Holder, Wilmington; June 2d, schr. Abbey, Irwin, St. John.—At Halifax, June 3d, brig Hope, Tetherick, St. John.

Arrived from St. John, May 22d, Palestine, at Clyde; 17th, Revere, at Liverpool; Irene, at Bristol—From New Orleans, 11th, the Duke.—From Mobile, 16th, the Balmoral.

Cleared, 22d, Delta, for Quebec; Gipsey, St. John.

Loading at Liverpool, the Harriot, Virginia, and Samuel, for St. John.

Spoken, May 12th, lat. 43 50, lon. 31 35, ship Cambria, of this port, from New Orleans for Liverpool.

The Revenue schr. Phantom, Durdeen, from this port, arrived at Pictou on the 28th ult.

AMERICAN STEAM SHIP
"ADMIRAL,"
TWO TRIPS PER WEEK UNTIL FURTHER NOTICE!

THE fast, safe and commodious American Steam Ship "ADMIRAL," ALBERT WOOD, Commander, will leave *ST. JOHN* WEDNESDAY Mornings at 8 o'clock, for EASTPORT & PORTLAND, connecting by Railway to BOSTON.—Returning will leave PORTLAND *Thursday Evenings*, at 6 o'clock, for Eastport and St. John.

Will leave SAINT JOHN SATUDAY Mornings at 8 o'clock, for EASTPORT and BOSTON direct. Returning will leave Boston *Monday Mornings* at 12 o'clock, for Eastport and St. John direct.

FARE AS FOLLOWS:

CABIN PASSAGE to Boston,		$6 00
" "	Portland,	$5 00
" "	Eastport,	$1 50
DECK "	Boston,	$1 50
" "	Portland,	$1 00

Boston Passengers for Eastport and St. John via Portland on Thursdays, can procure through Tickets at the Boston, Maine and Eastern Railway Depots, and will reach Portland in time for the Admiral, by taking the Cars that leave Boston at ½ past 12 o'clock.

Freight carried as usual to and from Boston, on Saturdays from St. John, Mondays from Boston.

Light Freight by Railway to and from Boston, carried from St. John on Wednesdays, from Portland on Thursdays.

GEORGE THOMAS, AGENT,
June 10. *South Market Wharf.*

NEW ANCHORS.—4 Wood Stocked—3 cwt. 1 qr. 13 lb., 3 cwt. 0 qr. 20 lb., and 3 cwt. 3 qr. 20 lb., and 10 cwt. 1 qr. 22 lb.
Also, 12 Iron Stocked, weights from 2 cwt. 3 qr. 25 lb. up to 6 cwt. 1 qr.
For sale at the low price of 25s. per 112 lb.
Also, One 9 16 CHAIN CABLE, 60 fathoms; 30 fathoms 1 inch CHAIN; 12 Kegs 3 8, 5 16, and 7 8 ditto.
JOHN KINNEAR,
June 3. Prince Wm. Street

COMMISSARIAT.

THE Deputy Commissary General will receive Sealed Tenders on MONDAY, the 23d inst., at Halifax, until noon, for Bills drawn at Thirty Days sight, on the Right Honourable the Lords Commissioners of Her Majesty's Treasury, to the extent of £7,000 Sterling, in exchange for British and American Gold and Silver Coin, (six-penny pieces excepted,) and Mexican Dollars.

Bills will be granted for any amount in one Bill including fractional parts, except sums under £100, and fractions of a penny.

Tenders of British Money to state the rate per cent, and those for Dollars the number of pence each at which the same will be paid into the Commissariat Chest, as follows, viz:—

At Halifax, £5,000.
" Fredericton, £2,000.

COMMISSARIAT, HALIFAX, 7th June, 1851.

Provincial Penitentiary.

Tenders for BEEF.

SEALED Tenders will be received by the Commissioners of the Provincial Penitentiary, at the Office of the Secretary, until TUESDAY, the 17th June, instant, at noon, from persons willing to furnish such quantity of good Merchantable

MESS BEEF,

as may be required for the use of the Prison, from that date until the 1st day of January next. The Beef to be delivered at the Prison at such times and in such quantities as directed by the Keeper.

Two good Sureties, to be named in the Tender, will be required for the faithful performance of the Contract. *By order of the Board.*

SAMUEL D. BERTON, *Secretary.*

St. John, June 10, 1851.—(News, Cour.)

Notice to the Public.

General Post Office, St. John, 5th June, 1851.

THE Mail for England, *via* Halifax, will, until further notice, be closed at this Office on alternate TUESDAY Mornings, at 8 o'clock instead of at 8 o'clock in the evening, as heretofore.

J. HOWE, *D. P. M. General.*

2i.

NEW-BRUNSWICK
Marine Assurance Company.

THE Annual General Meeting of the Stockholders of the NEW-BRUNSWICK MARINE ASSURANCE COMPANY, will be holden at the Office of the Company on Monday, the fourteenth day of July ensuing, at noon, for the purpose of Electing Directors, and transacting other business of the Company.

P. A. WIGGINS, *President.*

St. John, 7th June, 1851.

LEECHES.

A FRESH Supply of Fine GERMAN LEECHES, just received and for Sale, by

T. M. REED.
June 10. Corner North Wharf & Dock-st.

Teas, Sugars, & Jamaica Rum,

LANDING FOR THE SUBSCRIBER,
Ex the schr. "Charles," from Halifax—

100 CHESTS CONGO TEAS, of very superior quality, for private use:
20 Hhds. Bright Porto Rico SUGARS.
—IN STORE—
10 Puncheons Prime Old Jamaica Rum.—Will be sold low for approved payment.

JOHN V. THURGAR.
7th June, 1851. *North Market Wharf*

Favor's Package Express.

FAVOR'S PACKAGE EXPRESS for the United States will in future be made up every WEDNESDAY and SATURDAY morning, to go by the Steamer "Admiral." Goods purchased, Notes and Bills collected, and Money carried on reasonable terms. All business connected with this Express will receive the personal attention of Mr. Favor.

L. H. WATERHOUSE, AGENT.
June 10, 1851. *South Market Wharf.*

WANTED.

FIFTY Journeyman TAILORS will find steady employment and good wages, on immediate application to J. GARRETT & CO.
June 7.

MAIL CONTRACT.

SEALED Tenders, addressed to the Deputy Postmaster General, will be received at this Office, until Saturday, the 14th June next, at noon, from such persons as may be willing to enter into a Contract for the conveyance of the Mails twice a week each way between SAINT JOHN and AMHERST, for the whole route, or for certain parts of it, *viz*:

From Saint John to Sussex Vale;
" Sussex Vale to Hampton and Petitcodiac;
" Petitcodiac to Amherst.

The Mails to be conveyed on such days, and at such hours, as may be from time to time appointed by the Deputy Postmaster General, and at a rate of speed not less than seven miles an hour, including stoppages.

Each Tender must be accompanied with the names of two responsible persons to become bound with the party tendering for the due and faithful performance of the service.

N. B.—It is to be distinctly understood that persons tendering for the above service will have no claim whatever upon the Legislature for pay, the smallest remuneration, over and above the amount named in the Tender.

J. HOWE, D. P. M. G.

GENERAL POST OFFICE,
St. John, N. B., May 31, 1851.

Notice to the Public.

General Post Office, St. John, May 24, 1851.

ON and after the 3d June next, Mails will be made up at this Office on TUESDAY and FRIDAY mornings, at Eight o'clock, for *Digby, Yarmouth, Liverpool, Shelburne, Annapolis, Kentville, Windsor and Halifax.*

J. HOWE, *D. P. M. G.*

Corporation Creditors.

A DIVIDEND of Two and a Half per Cent upon the several Bond Debts of the Mayor, Aldermen and Commonalty of the City of St. John, for the Half Year ending the first day of June next, will be paid on or after the 24 instant, at the Chamberlain's Office, to the respective Creditors on the production of the Bonds or other Securities held by them.

Dated this 29th day of May, 1851.

A. W. WRIGHT, } *Trustees, &c.*
THOS. MERRITT, }

Saint John Hotel Company.

AT a Meeting of the Directors of the St. John Hotel Company, held on 5th instant, a Dividend of Three Shillings and Sixpence per share was declared, payable to the Stockholders by the Secretary, on or after the 31 day of June next.

A. ROBERTSON, *Secretary.*

St. John, N. B., 17th May, 1851.

Sugar, Coffee and Tea.

Per "Thistle," from Halifax—

31 HHDS Bright Porto Rico SUGAR.
Per "Venture," from Boston—
30 packets old JAVA COFFEE;
Rice, Beans, Maccaroni, Filberts, Sago, Snuff, Oranges, Lemons, Castor Oil, Lard Oil, &c.
Per Cornelia and Harriet Wild, *from New York*—
50 chests Fine CONGOU TEA.

JAMES MACFARLANE,
May 27. *Market-square.*

ARMY CONTRACTS.

SEALED Tenders, the rates to be expressed in Sterling, will be received by the Assistant Commissary General, St. John, until 12 o'clock, noon, on MONDAY, the 16th June, for as many of the undermentioned Articles as may be required for service of the Royal Engineer Department in New Brunswick, for the Year ending 30th June, 1852.

Description of Articles Required.		Probable quantity required.
BRICKS, best water, small,	No.	7000
BRUSHES, Whitewash bristles pallets,	"	6
" Hand,	"	7
" Scrubbing,	"	3
CEMENT, Roman,	"	6
GLUE,	"	12
HAIR, Plasterer's,	"	21
IRONMONGERY: Ironware, Flat, as required,		100
Ironware, Rings, 1 in. diam., & Staples, 6 in. long,	No.	2
Furnace, Doors, complete, with hinges & betonings, & paper patterns,	"	3
Furnace, Grates, do.	"	25
Cast,—Stoves, Cylinder,	"	3
Stove Piping,	lbs.	230
Bolts, flush, with screws, ¾ inch,	No.	6
Fastenings, shutter, iron,	"	12
Hinges, iron, (butt, fault or reces.) with hooks and plates,	"	22
Locks, of sorts,	"	6
	"	30
Nails, Wrot, Clasp or Rose, 6dy.	lbs. each.	100
Nails, Wrot, Clasp or Rose, 10dy.		
Nails, Wrot, Clasp or Rose, 20dy.		
Nails, Wrot, Clasp or Rose, 30dy.		
Nails, Wrot, Spike, 4 inch,	lbs.	145
Nails, Wrot, Spike, 5 inch,	"	90
Nails, Wrot, Spike, 6 inch,	"	111
Nails, Cast, lath, fine, 2½ inches long,	"	20
SCREWS, assorted,	doz.	12
LATHS, 4 feet long, 3 in. thick,	No.	5000
LIME, White stone,	bush.	100
LUMBER, Pine, Merchable boards, 1 in.	ft. sup.	2155
Pine, Plank, 2 in.	"	2100
Pine, Plank, 1½ in.	"	
Pine, Plank, 1¼ in.	"	
Pine, Clear weather-boarding,	"	1000
Pine, Scantling of req'd dimensions,	"	300
Spruce, Merchantable 1 in. boards,	"	3600
Spruce, Scantling of req. dimensions,	"	300
Birch, Plank, 1½ inch,	"	1000
Birch, Scantling of req. dimensions,	"	100
Cedar, Scantling,	"	200
Cedar, Q	No.	100
Cedar, Sq. s,	"	100
Cedar, Pickets,	"	500
White Pine Shingles, 18 inch,	"	4000
OIL, Linseed, Boiled,	galls.	10
Linseed, Raw,	"	11
PAINT, White Lead, Brandon's,	lbs.	56
Paint, Yellow,	"	10
Paint, Lamp Black,	"	2
Paint, Grant's Black,	"	4
Paint, Red Lead,	"	15
Paint, Cumberland Black Lead,	"	26
PUTTY, (oil)	"	12
SLATES, Countess,	No.	350
TURPENTINE,	galls.	10
WHITING, best Paris,	lbs.	25

And several other small Articles.—Specifications may be seen at the Royal Engineer Office, Saint John.

The above articles to be all of the best description, and to be delivered at St. John, in quantities more or less than the probable quantity stated, and of the pattern and description required, and subject after delivery at the Engineer Store, to the inspection and approval of the Commanding Royal Engineer, or such Officer or Officers of the Department as shall be appointed to inspect the same, upon due notice being given for the attendance of the Contracting party or authorised person on his or their behalf.

The rates, in Sterling, must be stated in words at length opposite to each article, and unexceptionable security will be required for the performance of such Contracts as may be entered into.

Payment will be made in Specie, at the Army rate, by Draft of the Deputy Ordnance Storekeeper on the Commissariat Chest, if the amount is under £50, and above that sum by Bill of Exchange on the Lords Commissioners of Her Majesty's Treasury, at Par.

Tenders for any part of the above articles will be received.

Blank Forms of Tender will be furnished, and further information obtained, on application at the Commissariat Office, St. John.

W. H. DRAKE, *A. C. G.*

Commissariat, St. John, N. B., 31st May, 1851.

COMMISSARIAT, NEW-BRUNSWICK, SAINT JOHN, MAY 31, 1851.

SEALED Tenders will be received by Assistant Commissary General Shepheard, at Fredericton, until Wednesday the 11th June next, at noon, for the performance of the undermentioned works to the Officers Quarters at that station, agreeably to Plans and Specification to be seen at the Royal Engineer Offices at St. John and Fredericton, viz:—

1st.—The Block of Chimnies at the Mess Establishment, Officers Quarters, to be pulled down and reconstructed.

2nd.—A Kitchen Range and roasting Jack, including setting of the same.

3rd.—Outside or double Widows to the new portion of the Officers Quarters.

Items 1 and 2 may be included in the same Tender, with separate prices specified for each, which as well as that demanded for No. 3, must be expressed in Sterling.

Sufficient securities will be required for the due performance of any contract entered into for these services.

W. H. DRAKE, *A. C. G.*

COMMISSARIAT.

SEALED Tenders will be received at this Office until THURSDAY, the 19th of June, at 12 o'clock, noon, from such persons as may be willing to perform the following Works at St. Andrews:—

Reshingling the Roof and Weatherboarding the gables on the Soldiers' barracks; and

To erect a new Flag Staff.

Specifications and Plans may be seen and further information obtained on application at the Royal Engineer Office, St. John.

Printed forms of Tenders can be obtained at the several Commissariat Offices. The Tenders to express the prices in sterling money. Payment will be made at this Office on Ordnance Praze on the Military chest, in specie, as the army regs. for amounts under £50, and by Bills of Exchange at 30 days' sight on the Lords Commissioners of Her Majesty's Treasury, for all sums above that.

W. H. DRAKE,
Commissariat, St. John, N. B. *A. C. G.*
27th May, 1851.

Contract for IRON BELL BUOY.

ST. JOHN, N. B., 2nd June, 1851.

TENDERS will be received by the Commissioners of LIGHT HOUSES, at their Office, North Slip Pet Wharf, until THURSDAY, 12th June next, at noon, from persons willing to Contract to furnish an IRON BELL BUOY, agreeable to a plan and specification to be seen at the Office, except the Bell and Moorings.

Tenders to state the amount for the work, also the time at which it will be completed.

Payment made as the work progresses. Security will be required for the performance of any Contract that may be entered into.

By Order of the Board,

I. WOODWARD.

Game of Tivoli.

JUST Received, a further supply of the above very interesting Game.—*Sheffield House.*

ROBINSON & THOMPSON.
May 13. *Proprietors.*

MECHANICS' INSTITUTE.

Provincial Manufactures,
AND
PICTORIAL, HORTICULTURAL & FLORAL EXHIBITION.

THE Directors of the ST. JOHN MECHANICS' INSTITUTE are making arrangements for the above Exhibition, which will take place at the Hall of the Institute on Wednesday and Thursday, the 10th and 11th September next.

As the object of the Directors is to carry out the intention of the Institute, by affording an opportunity for the development and display of Artistical and Mechanical Provincial Talent, and at the same time by increasing the funds of the Institute, to enable them to make it more attractive and useful—the Members and friends of the Institute are earnestly requested to call the attention

This being the first public opportunity our Artists and Mechanics have had of exhibiting their ingenuity and skill in the Fine Arts and Domestic Manufactures, it is earnestly hoped that the scheme will meet with their approval and aid from the great body of the people which its importance deserves, and without which it cannot be successfully carried out.

During the Exhibition there will be a CONCERT of Vocal and Instrumental Music.

With a view to encourage social and friendly feelings among the Members of the Institute, it is proposed to have a PIC NIC to the Bedside on THURSDAY, the 17th July next, for which a suitable Steamer will be engaged.

Contributions of Domestic Manufactures are solicited from all parts of the Province.

W. HUTCHINSON, Jn.
June 3.

REMOVAL.—New Goods.

CHARLES PATTON,

IN announcing to the Public his Removal from the Market Square to the Store in PRINCE WILLIAM STREET, formerly occupied by Messrs. VAUGHANS & LOCKHART, would beg to inform them that he has received, by late arrivals from Great Britain, a large and well Selected Stock of New and Seasonable Goods, which includes a General Assortment of CLOTHS, CASSIMERES, and VESTINGS, direct from the Manufacturers; also every Novelty in Dress Goods, a large and well-assorted Stock of BONNETS, in the different materials which, for extent and variety, is not equalled in this Province; also Black and Coloured Silks and Satins, Ribbons, Shawls, Handkerchiefs, Stuff and Cotton Goods, with a general variety of Small Wares, the whole of which will be sold at such prices as will defy competition, for satisfactory payments.

June 3d, 1851.—3i.

NEW GAS FITTING
And Tin Plate Establishment,

WATER STREET.

THE Subscribers beg leave to inform their friends and the public generally that they have associated themselves together, under the Firm of BYALL & ROWAN, for the purpose of carrying on a General *Tin Plate Working and Gas Fitting Business*, and would respectfully solicit a share of public patronage; and being both practical workmen, having had much experience in Glasgow and in this City, they are determined that all Work entrusted to their care shall, as well in price, workmanship and style, be such as to merit the approval of their customers.

☞ Shop in the Brick Building, Water Street, opposite the office of Messrs. S. Wiggins & Son.

JAMES DYALL,
ARCHIBALD ROWAN.
St. John, June 3d, 1851.

T. M. REED,
Apothecary and Druggist,
Corner of North Wharf and Dock Street,

RESPECTFULLY announces to his friends and the public generally, that he has opened the above well-known premises, where he intends carrying on the APOTHECARY and DRUGGIST Business, and solicits a share of public patronage.

☞ By recent arrivals from England and the United States he has received a large and well-selected stock of

DRUGS, CHEMICALS, PERFUMERY, PATENT MEDICINES, PAINTS, OILS, BRUSHES, DYESTUFFS, &c. &c.

☞ Pure SODA WATER, with choice SYRUPS, constantly on hand.

June 3.

Ex Faside, from London.

150 B. Casks, 50 Octaves, } MADEIRA WINE.

Shipped by a highly respectable House in Madeira, and will be sold by the undersigned for Account of the Shippers, at Cost and Charges.

W. H. STREET.
St. John, 27th May, 1851.—3i.

Agricultural Premiums.

THE Directors of the *Saint John County Agricultural Society* hereby offer the following Premiums, to be competed for by Members of the Society in the Year 1851:

To the Farmer who shall have the best Acre of Wheat, Carrots, Mangel Wurzel, Parsnips, or Potatoes, not less than half an acre, in the best order, a Premium of £3, and for the second best, a premium of £2, and for the third best, £1.

To the Farmer who shall have the best Acre of Wheat, Rye, Oats, or Barley, not less than half an acre each—for the best of each, a Premium of £3, and the second best, £2.

To the Farmer who shall have the best Acre of Peas, Potatoes, Carrots, Mangel Wurzel, Parsnips, or Turnips, not less than half an acre, a Premium of £3, and for the second best, a premium of £2.

To the Farmer who shall have the best Acre of Oats, Barley, Rye, or Wheat, not less than half an acre, a Premium of £3, and to the second best, a Premium of £2.

Competitors will be required to furnish a written statement of their modes of cultivating the various crops, and a statement in writing will also be required of the mode of saving the manure.

The Judges will be at liberty to withhold Premiums in cases where they do not think them merited.

The names of members wishing to compete for any of these Premiums, must be handed to the Secretary, on or before the first day of August next.

R. JARDINE, *President.*
M. H. PERLEY, *Secretary.*
June 3, 1851.

S. K. FOSTER'S
Ladies' Fashionable Shoe Store,

GERMAIN STREET—Next to Church.

THE Subscriber has lately received, per ships *Lisbon—Faside—John S. DeWolf—Resolute—Speed—Glasgow* and *Jand*, from London, Liverpool and Glasgow, an extensive and fashionable assortment of

Boots and Shoes

of every quality, style and price that may be required. For sale, Wholesale and Retail.

S. K. FOSTER.

Additional supplies expected through the season per Queen Packets and other vessels.

June 3.

New supply of cheap & handsome ROOM PAPERS.

THE Subscriber has just received another supply of New and Handsome ROOM PAPERS, which he will sell as heretofore—Cheaper than any other in the City.

June 3, 1851. S. K. FOSTER.

Hall's Clothing Store.

NOW ready for Inspection, a choice selection of best West of England Black and Coloured CLOTHS, Doeskins and Cassimeres, with a large lot of VESTINGS, in all the new designs—the whole of which will be made to order at very low prices, and a perfect fit warranted.

JAMES T. HALL,
May 7. *Proprietor.*

Corner of King and Germain Streets.
NEW GOODS.
JAMES BURRELL

Has received per "*Lisbon*," from London, "*Glasgow*," from Glasgow, and "*Helena*," from Liverpool, a *Choice Assortment* of

STAPLE AND FANCY DRY GOODS

suitable for the present and coming season, viz:—

LADIES' DRESS MATERIALS, in Delains, Printed Cashmeres, Orleans and Coburgs, SILKS, Muslins, and Ginghams,

SHAWLS in great variety.

5-4 9-8 PRINTED COTTONS, Striped SHIRTINGS, Grey and White COTTONS; LINENS, LAWNS, DIAPER, HOLLANDS; SUITINGS; SHEETINGS; Table LINEN; TOWELS; TOILETTE COVERS; BED TICKS; CLOTHS, Gambroons, Russell Cord, VESTINGS; *Brown Cambric and BOOK MUSLIN.* Parasols, Umbrellas, HOSIERY, GLOVES; BONNETS, newest Fashions; French and English RIBBONS; Thread and Cotton LACES, EDGINGS, and INSERTIONS; Black and Coloured DEMI VEILS; Sewed Muslin Insertion and Trimming; Infants' FROCK BODIES, ROBES, Caps and Crowns HOODS, a beautiful article; Gent's Linen SHIRT FRONTS and COLLARS; Silk Pocket HANDKERCHIEFS and NECK TIES; Stocks, Braces, Reels, Gimps and Fringes, Combs, Brushes, HAIR NETS and PLAITS, Whalebone, Smallwares, &c.

A general Assortment of

MILLINERY, &c. &c.

☞ The Subscriber, in returning thanks to his numerous Friends and the Public generally for the liberal patronage hitherto received, would respectfully invite the attention of purchasers to the present STOCK of FANCY and USEFUL GOODS, which having been selected with the greatest care in the best markets, will be sold at the *lowest possible prices* for *Cash.*

JAMES BURRELL.
May 13th, 1851. *Corner of King and Germain Streets.*

MORRISON & CO.

Invite the attention of the Public to their Splendid Stock of

NEW GOODS,

Which they are now receiving per "Glasgow," "Onyx," "Speed," "J. S. DeWolf," "Lisbon," Titania," "Kingston," &c.

TO THE LADIES,

THE RETAIL DEPARTMENT will be found worthy their best consideration, being now conducted exclusively on

THE CASH SYSTEM.

TO WHOLESALE BUYERS—M. & Co. can offer the decided advantages of A Stock imported expressly for that branch of their Business.

PRINCE WILLIAM-STREET, ST. JOHN, MAY 13, 1851.

Commissariat Notice.

POSTPONEMENT.

THE reception of TENDERS for Building the Barracks at Fort Needham is postponed until Tuesday, the 24th June next.

Commissariat, Nova Scotia, Halifax, May 20, 1851.

COMMISSARIAT.

New Infantry Barracks near Fort Needham, Halifax, N. S.

SEALED TENDERS will be received at the Commissariat Office, Halifax, Nova Scotia, until 12 o'clock on TUESDAY, the 24th day of June next, for the erection of OFFICERS' AND SOLDIERS' BARRACKS, HOSPITAL, COMMISSARIAT AND BARRACK STORES, ENCLOSURE WALLS, TANKS, SEWERS, SURFACE DRAINS, &c. &c., on a piece of Ordnance Land situated between the Admiralty House and Fort Needham, near the City of Halifax.

Plans, Specifications, and Conditions of Contract, may be seen, and every information afforded on application at the Commanding Royal Engineer's Office, Halifax, daily, between the hours of 9 A. M. and 1 P. M., from Monday the 5th of May, until 12 o'clock on Tuesday, the 10th of June, 1851.

Forms of Tenders can be obtained at the Commissariat Office, and none will be noticed unless accompanied with a guarantee from two responsible persons for the due performance of such Contract as may be founded thereon.

The Tenders to state the rate in sterling, and payment will be made by the Commissariat in Bills of Exchange on the Lords Commissioners of H. M. Treasury at Par, in liquidation of the drafts of the Ordnance Storekeeper, on the work being approved by the Commanding Royal Engineer.

COMMISSARIAT, NOVA-SCOTIA, Halifax, 19th April, 1851.

LONDON HOUSE,
Market Square, May 27, 1851.

JUST received from Paris—a case of Ladies' and Gent's.

French Kid Gloves,

which completes the Spring Importations of this Establishment, all now opened, comprising an extensive and varied assortment of NEW AND SEASONABLE GOODS.

T. W. DANIEL.

MORRISON & CO.

HAVE just received direct from FRANCE, a case of Ladies' and Gent's

FRENCH KID GLOVES,

Warranted a genuine article.

Prince William Street, St. John, May 27, 1851.

REAL FRENCH KID GLOVES.

Wholesale & Retail Warehouse,
Prince William Street.
J. & J. HEGAN,

HAVE received direct from FRANCE—Two cases Ladies' and Gentlemen's superior

FRENCH KID GLOVES,

which are now open and ready for inspection.

St. John, 20th May, 1851.

NEW STORE—KING STREET.

GILCHRIST & INGLIS

Have received per ships "Glasgow" and "Onyx," from Glasgow; "Speed," "John S DeWolf," and "Titania," from Liverpool; "Lisbon," from London; and Steamers "Admiral," and "Maid of Erin," from Boston:

A LARGE and well assorted stock of British and American Fancy and Staple Dry GOODS, suit

BRITISH AND FOREIGN BIBLE SOCIETY.

The Anniversary Meeting of this Society was held in London on the 7th [illegible] Ashley, the President, in the Chair. The proceedings were opened by one of the Secretaries reading the 55th chapter of Isaiah. The President then rose and referred with great eloquence and feeling to the influence and the effects of the operations of the Society, and to the necessity that existed for the present time for its organization, and for increased efforts being made for the free, full, and universal circulation of the Word of God, by which alone [illegible] the nations and the [illegible] of the world. He traced the [illegible] to their [illegible] Bible, and the recent [illegible] in the day of [illegible] increase.

"Why [illegible] be mere [illegible] [illegible] of the Gospel of the [illegible] every kindred and tongue and people; and what possession can be more dignified than to be as it were the store house of the Word of Life, to be offered to every living and immortal being.

The Secretary proceeded to read the Report, of which the following is a brief abstract:

It commenced with an allusion to the losses which the Society has sustained by death during the past year. Amongst these were mentioned the death of Mr. Cecille, the Society's Depositary; the late President, Lord Bexley; and the Rev. Mr. Brandram, the late Clerical Secretary; and the Report stated that in each of these losses the Committee had given an expression to their feelings in a manner not unworthy, which is found in the printed Report.

Foreign Operations.—The Committee had had under their consideration whether the expenditure in France and some parts of the Continent had not been greater than was justified by the state of the funds; they would, however, be slow to restrict a work which had risen in importance year by year. During the year 109,216 copies of the Bible and Testament had been sent to France, making a total since the establishment of the agency at Paris, of 2,[illegible],178 copies. The issues of the French Bible Society during the year were 52,849. In Belgium, Holland, and the northern parts of Germany, the issues by the agent, Mr. Tindy, amounted in the year to 85,534. There had been sent to Brussels and Cologne, 4,[illegible] copies. From Germany a gratifying report had been received from Dr. Pinkerton, whose issues during the year amounted to 71,[illegible] volumes, and since the establishment of the agency, in 1817, to 1,176,369. The work of colportage in Germany increased in importance. Lausanne and Geneva had distributed in Switzerland 6,[illegible] copies during the year; the Geneva Committee had disposed of 13,5[illegible]. The operations in Italy had been chiefly confined to Piedmont and Lombardy. In Milan, 7,914 copies had been disposed of through the medium of the booksellers. A public document was quoted, in which the Archbishop of Milan and the bishops under him lamented the extensive circulation of the Bible in that part of Italy, and designated the Bibles introduced by the Society as "corrupt Bibles, intended to upset sound doctrines." 11,251 copies of the Scriptures had been disposed of in Lombardy within the year. 68,699 copies of the Italian Scriptures had been printed, or put to press. In Prussia, the total circulation from the commencement now amounted to 335,000 copies. In Sweden, the issues during the year amounted to 59,677; in Schleswig-Holstein, to 6,560. In St. Petersburgh, in the year ending January, 1851, the issues amounted to 27,634 copies, the total circulation from the commencement being 284,682. Finland had again been an important scene of operations. The year's issues in Odessa were 5,652; in Malta, 12,950; in Smyrna, 10,000. Much had been done in Asia Minor by means of *colporteurs*. In Calcutta, there had been circulated in the year, 29,[illegible] copies. The Madras Auxiliary had received a grant of £1,550 from the Parent Society. The Committee were happy to report that the revised translation of the New Testament into the Chinese language was brought to a close on the 24th of July last. In reference to Sydney, Port Philip, and Van Diemen's Land, it was stated that during 1847, 1848, and 1849 the Auxiliaries in these places received from the Society 28,500 copies of the Scriptures, and paid to the Parent Society £1,[illegible]. From the South Seas, the Committee had received £242, and the printing of the Bible in the Raratonga language was advancing to a close.

Home.—Under this head was reported the acceptance of the office of President of the Society by Lord Ashley. (This announcement was received with loud and long continued cheers.) Reference was also made to an appeal issued some months ago, for increased support, and which was the last official document of the Society signed by Lord Bexley, the deceased nobleman, accompanying the act with a donation of £1,000.

The entire receipts of the year ending March 31, 1851, amounted to £[illegible] 2s. 8d., being an increase of £11,095 10s. 1d. on those of last year. The receipts applicable to the general purposes of the Society, amounted to £53,795 7s. 10d., including £23,896 0s. 10d., free contributions from Auxiliary Societies. The amount received for Bibles and Testaments, was £49,534 14s 10d.

The issues of the Society for the year were as follows:—

From the depot at home 788,073 } 1,137,617
From depots abroad . . 349,544 }

The total issues of the Society now amounted to 24,247,667 copies. The expenditure during the past year had amounted to £193,513 10s. 10d., being £6,297 8s. 10d. over the previous year. The Society is under engagements to the extent of £61,552 2s.

REV. DR. SNELL'S SPEECH.

We think that our readers will be interested in the following speech of Rev. Dr. Snell, of North Brookfield, who several years ago preached his semi-centennial sermon.

The following sentiment called up the Rev. Dr. Snell of North Brookfield, Mass., as the next speaker:

The Jubilant Patriots of the Brookfield Association; who of the sons shall catch a fallen mantle?

The Doctor replied:

Mr. Chairman, I cannot make a speech; but still I will give utterance to a few undigested thoughts.

Four things, Sir, I wonder at. I wonder that I have lived so long when so unprofitable, and when most of my contemporaries are in the grave, and the residue leaning upon their staves.

I wonder that I have preached the Gospel more than fifty years, with so few and slight interruptions.

I wonder that I have continued the sole pastor and [illegible] in the same church and parish [illegible] century.

I wonder that the persons who started in the race [illegible] time, located in three [illegible], have each continued [illegible] the Gospel half a century, and are still [illegible] to-day; and what may well increase my wonder is, that they are all now [illegible] with the companions of their youth. It is reported that another such an instance cannot be found in the United States. Not, however, that I would ascribe it to their superior wisdom; but to the kind providence of God, who rules all hearts and events in his Kingdom.

A greater permanency in the pastoral office appears very desirable, whether we consider the cause of religion, the solicitude and danger of churches and people, or the moral and religious influence of a long and faithful ministry. Many churches have been scattered and destroyed when [illegible] the *pastoral* limits of the [illegible] and but few has died in office.

How such increased permanency can be given to the pastoral relation, is no easy question to solve. But, Mr. Chairman, were I allowed to throw myself back half a century, and begin anew, I will tell you some things I should attempt to do which might have an influence in my own particular case.

One is, I would attempt to marry the very best young woman I could find in the community—a person possessed of a good share of common sense, with a good English education, without the fripperies of the age—one acquainted with domestic concerns, and that understands the principles of economy—one who knows how to treat all sorts of company, and would overcome evil with good, by her propriety of conduct, and by her decision and consistency in religion, would secure the respect and love of all.

About the time I commenced housekeeping, some restless scoptics attempted to raise a commotion. One of the deacons of my church said to me, "I hope you will bring a lady acquaintance that will unite us all"—and I believe she has done her part in the good work of keeping peace, and may have done more in this way than any pastorate than myself.

Another thing I would do is, I would acquaint myself with all my people, and treat every person as my friend and acquaintance without any constraint.

Another thing, I would belong to every generation as they rise up around me,—to the aged—to the active—to the young and to the children—in a sense I would be the old man, the man of business, the young man and the child; that none of them may grow away from my acquaintance. And I would notice the children, because of their prospective worth, and to secure their affection and confidence—Mothers, too, love to have their children noticed, and Fathers have no serious objection to it.

Another thing: I would punctually attend all my appointments and fulfil all my little money and business promises, and thus keep good my credit, and let people know on what they can depend.

Another thing, Mr. Chairman, for I know not when I shall get through: I would visit the sick and afflicted according to my acquaintance with their wants and circumstances, without a formal message or special request. I would bring forth to my people *studied* sermons unless I should be compelled, from scantiness of support, to spend a large portion of my time and energies to study how I should live.

One thing more—I would endeavor to secure the favor, respect and confidence of the female part of the community. My Theological instructor said to me as I left his domicile, "If you secure the favor of the women, you need not trouble yourself much about what the men will do; for the women by their silent influence govern the world." And they do in fact possess more influence than the gentlemen, let them rise to what elevation in office they may.

Another thing I would do is, I would be in no haste to leave my people—it is indeed a very serious affair—a measure that has many solemn bearings—deserving much consideration and most grave reflection, and may occasion many painful regrets. I would not be scared away—would not flee and leave the field through cowardice; but, for a reasonable time, stand my ground and bear some blame and endure some straitness, before I would leave my first adopted people. Nor would I leave a small place for a large one till I had actually filled the first, and, like the unhatched chick, had burst the shell to find enlargement.

One other thing I must not suppress: I would patronize regularly bred physicians;—men of good common sense, of good character, and well acquainted with their profession. It is perfectly preposterous to suppose that those who never made the human system and diseases, and medicine their study, should better know what ails the patient, and what treatment has case under all the circumstances requires, than those who have devoted years to medical study, and observation, and practice. Health and life are too precious to be sacrificed on the shrine of ignorance. I would have no fellowship with nitraism, humbuggery, quackery, mesmerism and mysterious knockings—all of a sort—the plague of wise men, and the idols of fools.

But, Mr. Chairman, time would fail to state all I now think that I would do to increase the permanency of my pastorate and the peace and honor of my people, could I step back one half century, and live and act again. But I will give place to others, who can from their full hearts speak more to the edification of the meeting.

HEALTHINESS OF COAL GAS AND COAL DUST.—A report of the Sanitary condition of the City and County of Philadelphia by experienced physicians of that city, contains the following statement.

The gas manufactory in the district of the Northern Liberties has greatly improved the health of the neighborhood in which it is situated, which was the lowest and most unhealthy part of the District. The residents there have previously been usually subject to dysentery and autumnal fevers, and in the cholera season of 1833, previous to the erection of the gas works, the disease was more prevalent and fatal here than in any other part of the district. During the last epidemic not a case of cholera occurred in the neighborhood, and dysentery and autumnal fevers have entirely disappeared. The superintendent further states that several persons affected with symptoms of a pulmonary complaint have been employed at the gas works, and have become perfectly well and hearty men.

Physicians practising in Richmond district, state that the coal laborers are unusually healthy, notwithstanding the large quantity of fine coal dust swallowed and inhaled by them, and which forms a complete coating to the skin. The appetite of these laborers is excellent, and delicate persons are said often to become strong and vigorous while working among the coal. So completely does the fine dust penetrate the tissues, that not only the expectoration is tinged with it, but the discharges also, and yet dyspepsia and pulmonary consumption are rare among the laborers. There would seem, indeed, to be a decidedly favorable influence exerted by the coal dust upon those who are constantly exposed to it; a fact which may prove an important fact to practising physicians.

A new clipper-ship, called the *Challenge*, intended for the California and China trade, has been launched in this city. The following description of her will be read with interest even by those who are not directly interested in any architecture. The whole aim of the builder has been to make her a model ship, both for strength and speed. The timbers, of which there are seven tiers in the ship, average from 8 to 10 inches in thickness, of Chesapeake oak, and are each fastened with 15 iron inch bolts. The deck-beams, numbering 300, are of pitch-pine, 12 by 14 inches, in the lower and second decks—six inches in the upper deck. The water-ways of the second and lower decks are formed of three tiers of large timber, all of pitch-pine, bolted perpendicularly, laterally and diagonally—to each other, to the deck, and to the frame—with 7/8ths iron bolts. It is difficult to conceive of any power competent to rend them apart. Additional stability is imparted to the decks by heavy locust stanchions, (supported by knees,) through the center of which iron bolts are extended from the lower to the upper deck. The frame is strengthened by diagonal iron braces, placed four feet apart and intersecting each other amidship. *Eleven* feet of solid timber intervenes between the lower part of the keel and the upper surface of the keelson. The mainmast is three feet in diameter, and the main and fore-yard, are 88 feet in length and two feet in diameter. All are "made," it being impossible to procure natural sticks of the needed dimensions. Masts or spars of this description are less liable to check than when formed from a single stick.

She is the largest and sharpest merchant vessel ever built, and it is said that her model is faultless. She will sail in a short time for California, and those who are capable of judging, feel confident that she will enter the Golden Gate in three months after she leaves this port.—*N. Y. Tribune.*

THE CRYSTAL PALACE BEATEN.—Dr. Dodd, in his speech at the late anniversary meeting of the Wesleyan Methodist Missionary Society in London, thus described one of the heathen temples of India:—"In Seringham you have the largest heathen temple that can probably be found from the north to the south pole. It is a square, each side being a mile in length, so that it is four miles round. Talk of your Crystal Palace! Why, as a man would put a penny in his pocket, you might put your Crystal Palace into the pocket of this huge pagoda. The walls are 25 feet high, and 4 or 5 feet thick, and in the centre of each wall rises a lofty tower. Entering the first square you come to another with a wall as high, and with four more towers. Within that square is another, and within that again another,—and you find seven squares, one within another, crowded by thousands of Brahmins. The great hall for pilgrims is supported by a thousand pillars, each cut out of a single block of stone."

AMERICAN SLAVERY ABROAD.—Fifty-one ministers, educated at the colleges at Stepney, near London, Bristol, and Bradford, met at the Guildhall Coffee-house last week, and unanimously, "expressing their abhorrence of the Negro Slave Law, as opposed alike to every principle of humanity and religion." Non-intercourse with American ministers of the Gospel who supported the law, was resolved upon.—*Por. Cor. N. Y. Independent.*

FIRE IN THE COAL.—In Wales a fire has been raging in a coal mine for twenty-six years, and has consumed, it is computed, 850,000 worth of coal. Within five years after its commencement it was greatly restrained by the construction of an enormous wall which cost $40,000. At present it is about passing this wall, threatening very extensive destruction, and learned engineers have been employed to consult on some new measure of arresting its progress.

EUROPEAN STATISTICS OF CORRESPONDENCE.—The London *Watchman* quotes from a Swedish paper the following interesting comparative table:

Countries.	*Population.*	*Letters.*
Great Britain,	29,000,000	323,000,000
Switzerland,	2,400,000	13,000,000
France,	36,000,000	168,000,000
Prussia,	16,500,000	75,000,000
Austria,	37,000,000	23,000,000

A LEFT-HANDED COMPLIMENT.—A late writer, in speaking of Bostonians, says they divide their time between metaphysics and "fancy poultry:" and while they look upon Emerson as far ahead of inspiration, they look upon a thirty-pound rooster as far ahead of him.

SCRAPS FOR THE ECONOMICAL.

If you would avoid waste in your family, attend to the following rules and do not despise them because they appear so unimportant—"many a little makes a mickle."

When ivory-handle knives turn yellow, rub them with nice sand paper or emery; it will take off spots and restore whiteness.

Silk pocket handkerchiefs and deep blue factory will not fade if dipped in salt water while new.

Spots in furniture may be easily cleaned by rubbing them with a flannel wet with the same thing that took the color—if rum, wet the cloth with rum, &c.

Lamps will have less disagreeable smell if you dip the wick yarn in strong hot vinegar and let it dry.

Clean a brass kettle before using it for cooking, with salt and vinegar.

If you wish to preserve fine teeth, always clean them thoroughly, after eating your last meal at night.

Linen rags should be carefully saved; they are useful in sickness; if dirty or worn, wash them or scrape them into lint.

Vials which have been used for medicine should be put into cool ashes and water, boiled and suffered to cool before rinsed.

Cotton, wet with sweet oil and paragoric, relieves the ear-ache very soon.—*Mrs. Child.*

VICTORIA HOUSE,
Prince William Street, Saint John, N. B.
MARCH 15, 1851.

FIRST SPRING IMPORTATIONS,
Per Steamship "EUROPA"—Thirteen Days from England.

Great Reduction in Prices.

JAMES DOHERTY & CO.
British and French Importers,

Beg leave to inform the public that they have received the first part of their SPRING GOODS—consisting of

SHAWLS.

An IMMENSE STOCK of LONG & SQUARE SHAWLS, [illegible] and most superb styles, in RICH FULLER PAISLEY, FRENCH BROCHE, CASHMERE, MERINO, THIBET, GALA, and ALL WOOL;
NEW [illegible] in SPRING BONNETS;
new French and French Bonnet and Cap RIBBONS;
BRITISH and FRENCH RICHEST SATINS and SILKS, in Watered, Brocade Figures, Stripes, Plaids, and Shot, in all new Colourings, Patterns, and Black;
RICH SILK POPLINS, most fashionable colors;
DRESS GOODS in all new designs;
DELAINES, French MERINOS and COBURGS, ALPACCAS, Orleans Cloths and Lustres;
Ladies' French Cambric Pocket HANDKERCHIEFS, Fancy and Plain;
Gent's French Cambric, and India Silk Pocket Handkerchiefs and Cravats;
GENT'S PANTS and VESTS.

PRINTS.

An extensive assortment of BRITISH and FRENCH PRINTS, in 5-4, 4-4, and 7-8 widths, richest, newest, and prettiest styles;
White MUSLINS, in Jaconets, Checks, Corded do, Figures, Book, Mulls and Tarlatans, also Window MUSLINS;
New Fancy Printed REGATTA SHIRTING WHITE SHIRTINGS, in best make;
GINGHAMS of every description;
FLANNELS of every make and quality, in Scarlet, Blue, Yellow, and Salisbury;
A very large stock of GLOVES, in British and French Kid, Silk, Lisle Thread, Cashmere, and Cotton, of all sizes, colours and qualities;
HOSIERY, in Silk, Cotton, Vigonia, Cashmere, Worsted, and Lambs' Wool, of every description;
Black and White LACE VEILS;
Fancy Coloured do. do.;
Reel Thread, Wove Thread, Sewing, and every description of LACES, EDGINGS, FOOTINGS, and NETTS, made in Cotton and Silk in White Black and Coloured.

As the above Goods have all been purchased by one of the Firm, under peculiar advantages, in the best Manufacturing Houses in Europe, they will be sold at extremely low prices, for

CASH ONLY, AND NO SECOND PRICE.
☞ *WHOLESALE AND RETAIL.*
JAMES DOHERTY & CO.

HARDWARE.

W. H. ADAMS
HAS JUST RECEIVED:
9 DOZ. Square point Iron SHOVELS,
3 do. Cast Steel do.;
4 doz. Hay and Manure FORKS,
3 kegs EMERY; Emery and Glass Paper,
Molasses Gates; Spirit Levels and Tubes,
Grain MEASURES; White Door KNOBS
Mortice and Rim LOCKS;
Japan'd Clothes HOOKS;
Brass Zinc; Lead Pipe; Sheet Lead;
Counter SCALES and WEIGHTS;
WOOD SCREWS.
—ON HAND—
Hoe's, Stanforth & Co's Circular and Gang SAWS
CUT NAILS, of every size, domestic manufacture.
With a good assortment of most descriptions of Goods in his line, and which will be Sold as low as at any other establishment in the City.
March 25.

Tea, Sugar, Molasses,
IN BOND.

70 CHESTS Fine Congo TEA, per *Julia Ann.*
14 Hhds. Bright Porto Rico SUGAR, per *Fashion.*
53 Hhds. MOLASSES, Trinidad de Cuba, per *Iola;*
80 Hhds. and 21 Tierces Porto Rico MOLASSES, "Arecibo," per *Darling.*
60 Hhds. Porto Rico MOLASSES, "Maguez."
For sale at a very low figure.
JAMES MACFARLANE.
April 15th. Market Square.

March 25, 1851.
NEW AND EXTENSIVE ASSORTMENT OF
Cheap and Handsome Room Papers.

THE Subscriber has just received per Steamer from Boston, upwards of *Six Thousand Pieces* of New and Cheap ROOM PAPERS, which he will sell cheaper than the same qualities can be bought for at any other Store in the City.
March 25. S. K. FOSTER.

Canvas, Window Glass and Tobacco Pipes.
Landing for the Subscriber ex the Ships "Lisbon" and "Onyx":

250 BOXES Window GLASS, assorted sizes, from 10x8 to 15x11;
50 Boxes Tobacco PIPES, well assorted.
—ALSO—
4 Bales of Superior quality heavy Navy CANVAS. For sale low by
JOHN V. THURGAR.
St. John, May 6, 1851.

GOODS.
Received by the "Lisbon," "Onyx," and "Caroline":

3000 PIECES handsome London Paper Hangings; 550 boxes assorted sizes Window GLASS, 5 hhds. Crushed Sugar, 1 half chest Sugar, 20 hhds. Raw and Boiled Linseed OIL, 250 assorted "Brandram's" White Lead, No. 1 and No. 2; 20 boxes London STARCH, 2 do. Patent do; 25 kegs best MUSTARD, 20 kegs best Ground GINGER, 200 bags assorted SHOT; 12 cases Florence OIL, 2 barrels Mamber Ginger, 5 bags Black PEPPER, 200 gross Bottle CORKS; 2 cases CASTOR OIL, 2 bales SENNA, 1 barrel Blue VITRIOL, 3 barrels Split PEAS, 2 casks Table SALT, 1 hhd. Bath Bricks, 2 cases Servant's Friend, 1 barrel Tartaric Acid, 1 barrel refined BATSWAX, 1 chest CINNAMON, 1 basket Annato, 1 case Sine Thread.
St. John, May 6. JOHN KINNEAR.

Sugar and Molasses.
Landing ex Brig "*Emma Adeline,*" from Porto Rico:

102 HHDS. Bright SUGAR,
102 hhds. Muscovado MOLASSES; 50 Bags COFFEE.
All of very choice quality, and selected expressly for Retail Trade.—For Sale by
May 6, 1851. JARDINE & CO.

By Ship "Onyx":
BALES Shop TWINES and Wrapping PAPER, casks ALUM, Carbonate of SODA, Ground LOGWOOD, &c.—For sale by
April 29. JARDINE & CO.

VICKER'S FILES, &c.
Just received per "Sarah Milledge":
1 CASK Vicker's Mill and other FILES;
1 cask Rim LOCKS;
7 doz. Ballast and Barn SHOVELS.
April 1. W. H. ADAMS.

Superior Old Pale Brandy.
Just received per ship "Harriott," from Liverpool,—
6 HHDS. very superior quality Pale Cognac BRANDY.—Will be sold low by
JOHN V. THURGAR.
March 4th, 1851. North Mkt. Wharf.

London Paper Hangings.
Just received by the "Caroline" from London:

3000 PIECES new and handsome Patterns, the length of each piece warranted 11¼ to 12 Yards, and breadth 21 to 22 Inches. —ALSO—
Books of other Patterns, any of which can be ordered.
JOHN KINNEAR.
April 29. *Prince William Street.*

GROCERIES! GROCERIES!!
Stock on Hand, March 1st, 1851.

50 CHESTS Souchong and fine CONGO TEA;
10 do. Gunpowder and Hyson Teas;
16 hhds. Raw SUGAR;
20 bbls. Crushed LOAF SUGAR;
75 hhds. Porto Rico and Cuba Molasses;
40 bags Java and St. Domingo COFFEE;
20 boxes TOBACCO, assorted qualities;
10 M. Havana CIGARS;
20 brls. Pot and Pearl BARLEY;
10 do. SPLIT PEAS;
10 casks Washing Soda, Epsom Salts, Cream Tartar, Alum, Copperas, Baking Soda, Sulphur, Brimstone, &c. &c. &c.
20 doz. PAILS; 20 doz. BROOMS;
30 boxes PIPES, assorted;
10 brls. and 10 bags OATMEAL;
20 boxes Layer RAISINS; 100 do. Muscatel do;
76 half and 43 qr. boxes do;
20 casks Cooking RAISINS;
1 carroted, and 2 brls. Zante CURRANTS;
10 bags ALMONDS, WALNUTS and Filberts;
1 ton Nova Scotia and Cumberland CHEESE
6 cwt. American HAMS; 6 kegs LARD;
97 firkins Cumberland BUTTER;
Spices, Candles, Soap, Logwood Redwood, Indigo, &c. &c. &c.
With a good Stock of miscellaneous articles of the Trade; for sale at low prices by,
JAMES MACFARLANE.
March 18. *Market Square.*

FISHING THREADS.
Just received at the LONDON HOUSE, Market Square.

A LARGE Quantity of FISHING and other THREADS.
March 25 1851 T. W. DANIEL.

The Great Cough Remedy.
BLISS'S COMPOUND
COD LIVER OIL CANDY,
(The Original and Only Genuine.)
Prepared only by P. S. BLISS, (Sole Proprietor,) Druggist and Apothecary, Springfield, Mass.

A New and Efficient Remedy for Coughs, Common Colds, Cold in the Head, Hoarseness, Bronchitis, Asthma, Tickling in the Throat, and all Diseases of the Lungs and Bronchial Affections.

THE wonderful curative powers of *Cod Liver Oil* in all cases of COUGHS COLDS, and CONSUMPTION, have been clearly demonstrated by the experience of the most distinguished physicians of Europe and America, during the last two or three years. It has been used in all parts of this country with great success, by the advice of our most eminent physicians. Dr. Williams, an eminent English Physician, asserts, that during the last two and a half years, he has preserved notes of 230 cases of consumption, where the Cod Liver Oil was used, and that in 200 of these, the use of the Oil was followed by much, and no universal improvement, ranging in degree from the mitigation of the symptoms up to a complete restoration to apparent health. Some of these cases were persons in an advanced stage of this dire disease, and the cures were almost miraculous.

Since the introduction of Cod Liver Oil into general use, a great desideratum has been to furnish an article with the same medicinal virtues, *but free from its disagreeable odor and taste,* which have rendered it a "sealed book" to thousands of persons who are suffering under severe affections of the throat and lungs. After a series of experiments, the proprietor has succeeded in so combining the pure Oil with other *celebrated curatives,* in the form of a most AGREEABLE CANDY, possessing and preserving all the medicinal virtues of *Pure Cod Liver Oil,* without its nauseous and repulsive taste, presenting it in a form by which it can be administered to the most delicate invalid without inconvenience. So pleasant is the taste, that it may be administered to an infant without difficulty.

☞ In Packages, 1s. 3d. each, sold by S. L. TILLEY, Kings-street, St. John Dec. 3,

NOTICE.

THE Co-partnership hitherto existing between the Subscribers, under the firm of JOHN A. MORRISON & CO., was this day dissolved, by mutual concent.
JOHN A. MORRISON,
ALEXANDER GILCHRIST.
February 8th, 1851.

☞ The Business of JOHN A. MORRISON & CO. will in future be conducted in the same premises, by the Subscriber, under the same Firm, on his own account.
JOHN A. MORRISON.
St John, 10th Feb. 1851.

TO FARMER, and Agricultural Societies.

PUBLIC NOTICE

IS hereby given, that the BONE MILL, about to be erected at the Provincial Penitentiary, will be in operation on the 15th day of April next.

Societies and individuals, desirous of availing themselves of the same, are required to deliver the Bones at the said prison, between the 1st and 20th of that month, and the Bone Dust produced from the material will be returned to the respective parties who may furnish the same, upon the payment of a small charge, sufficient to defray the expense of grinding. By order of the Board,
SAMUEL D. BERTON, *Secretary.*
St. John, 4th February, 1851. 3m.

FOR SALE,

The COTTAGE in the Parish of Simonds, built by the late John O'Poole.—Enquire of
BENJAMIN SMITH.
☞ If not Sold by the first of May, the Cottage and Grounds will be Let for one or more years.—Enquire as above. April 15.

Astonishing Efficacy
OF
HOLLOWAY'S PILLS And OINTMENT.

EXTRAORDINARY CURES BY
Holloway's Ointment.

CURE OF A DESPERATE CASE OF ERYSIPELAS.

Copy of a Letter from Mr. Joseph Gildon, Jun., a Farmer, East Kent, near Spilsby, Lincolnshire, 8th April, 1846.

TO PROFESSOR HOLLOWAY.

SIR,—I have the gratification to announce to you a most wonderful cure wrought upon myself, by the use of your Ointment and Pills. I had a severe attack of Erysipelas in my right foot, which extended along my ancle, and was attended with swelling and inflammation to an alarming degree, insomuch that I was unable to move without the use of *crutches.* I consulted a very eminent Physician, besides other Medical men, but to no purpose. At last I tried your Ointment and Pills, when, strange to say, in less than two weeks the swelling and inflammation subsided to such a degree that I was enabled to pursue my daily avocation, to the utter surprise and amazement of those who were acquainted with my case, seeing that I was cured so quickly. I and my family are well known here, as my father holds his farm under the Rev. J. Spence, Rector of our Parish.
JOSEPH GILDON.

Amputation of Two Legs Prevented.

Extract of a Letter dated Roscommon, February 29th, 1847, from the highly respectable Proprietor of the Roscommon Journal.

To Professor HOLLOWAY.

SIR—Mr. Ryan, the well known proprietor of the Hotel next door to me, had two very Bad Legs—one with eight ulcers on it, the other with three—they were in such a fearful state that the effluvia from them was very great. Some time since he made a journey to Dublin for the purpose of consulting some of the most eminent professional men, but returned home to his family with the choice of two alternatives—to have both Legs amputated, or die!—On his way home he met a gentleman in the Coach who recommended the use of Holloway's Pills and Ointment, which he had recourse to, and was perfectly cured by their means.
(Signed) CHARLES TULLY,
Editor and Proprietor of the Roscommon Journal.

Bad Digestion, with extreme Weakness and Debility—an extraordinary Cure.

Mr. T. GARDINER, of No. 9, Brown street, Grosvenor square, had been in a very bad state of health for a long time, suffering much from a distended Stomach, very impaired digestion, with constant pains in his Chest, was extremely nervous, and so greatly debilitated as to be scarcely able to walk one hundred yards; during the long period of his declining he had the advice of four of the most eminent Physicians besides five Surgeons of the greatest celebrity in London, from whose aid he derived no benefit whatever. At last he had recourse to Holloway's Pills, which he declares effected a perfect cure in a very short time, and that he is now as strong and vigorous as ever he was in his life. This being so extraordinary a case, may lead many persons almost to doubt this statement, it may therefore be necessary to say that Mr. Gardiner is a broker, and well known.

Cure of a Desperate Scorbutic Eruption of long standing.

Extract of a Letter, dated Wolverhampton the 10th of February, 1847, confirmed by Mr. Simpson, Stationer.

To Professor HOLLOWAY.

SIR,—Having been wonderfully restored from a state of great suffering, illness and debility, by the use of your Pills and Ointment, I think it right for the sake of others to make my case known to you. For the last two years I was afflicted with a violent Scorbutic Eruption, which completely covered my chest, and other parts of my body, causing such violent pain, that I can in truth say, that for months I was not able to get sleep for more than a very short time together. I applied here to all the principal Medical men, as also to those in Birmingham, without getting the least relief; at last I was recommended by Mr. Thomas Simpson, Stationer Market-place, to try your Pills and Ointment, which I did, and I am happy to say, that I may consider myself as thoroughly cured, I can now sleep all the night through, and the pain in my back and limbs have entirely left me.
(Signed) RICHARD HAVELL.

☞ In all Diseases of the Skin, Bad Legs, Old Wounds and Ulcers, Bad Breasts, Sore Nipples, Stony and Ulcerated Cancers, Tumours, Swellings, Gout, Rheumatism, and Lumbago, likewise in cases of Piles; Holloway's Pills, in all the above cases, ought to be used with the Ointment and not alone. The Ointment is proved to be a certain remedy for the bite of Moschettoes, Sand-flies, Chiegofoes, Yaws, Coco-bay, and all Skin Diseases common to Europe, the East and West Indies, and other tropical climates.

Burns, Scalds, Chilblains, Chapped Hands and Lips, also Bunions and Soft Corns, will be immediately cured by the use of the Ointment.

Sold by the Proprietor, 244, Strand, near Temple Bar), London; and by PETERS & TILLEY *Provincial Agents,* No. 2, King Street, St. John, N. B.; James F. Gale, Fredericton; W. T. Baird, Woodstock; Alexander Lockhart, Quaco; James Beck, Bend of Petitcodiac; G. T. Sayre, Dorchester; John Bell, Shediac; Jel. Lewis, Hillsborough; John Curry, Canning; and James G. White, Bedeque.—In Pots and Boxes, at 1s. 9d., 4s. 6d. and 7s. each. There is a very considerable saving in taking the larger sizes.

N. B.—Directions for the guidance of patients are affixed to each pot.

Sands' Sarsaparilla.
IN QUART BOTTLES.
FOR PURIFYING THE BLOOD, &c.

THE PROPRIETORS have spent much time in bringing this preparation of SARSAPARILLA to its present state of perfection; and the experience of fourteen years has furnished them the most ample opportunity to study, in their various forms, the diseases for which it is recommended, and to adapt it exactly to their relief and cure. Patients who wish a REALLY GOOD Medicine are invited to give it a trial, and satisfy themselves of its superiority, and the invaluable property it possesses of arresting and curing disease. The bottle has been enlarged to hold ONE QUART, and in its present improved form may safely claim to be the best and cheapest medicine of the age. Its progress to the fame it has attained may be traced by a long line of facts and cures, that stand as landmarks and beacons for the invalid, pointing the way to the haven of health, and what it has already done for the thousands who have used it, it is capable of doing for the millions still suffering and struggling with disease. It purifies, cleanses, and strengthens the fountain springs of life, and infuses new vigor throughout the whole animal frame.

The diseases for which this article is recommended are those to which it is known from personal experience to be adapted; and those apparently removed beyond the sphere of its action have yielded to its influence. The catalogue of complaints might be greatly extended to which the sarsaparilla is adapted, but experience proves its value, and each succeeding day is adding new trophies to its fame.

BERKSHIRE, VT., Oct. 22, 1846.

Messrs. SANDS: I have been afflicted with a severe pain in my side, occasioned by a diseased liver, for the last twenty years, suffering at times what language cannot convey; but since taking your Sarsaparilla I have been greatly relieved, so much so that I have been able to attend to my business, and preach occasionally, for the last eighteen months. I wholly discarded all other medicine, and thoroughly tried the Sarsaparilla, which I can recommend in truth and sincerity to all those who are in any way afflicted with any species of scrofulous complaints. There have been some remarkable cures effected by its use in this vicinity. Mrs. I. Shaw, by the use of six bottles, was restored to better health than she had before enjoyed for ten years; and Mr. W. Stevens, who had been severely afflicted with erysipelas, was entirely cured by the use of a few bottles. Yours truly, WM. GALUSHA.

Prepared and sold, wholesale and retail, by A. B. & D. SANDS, Druggists and Chemists, 100 Fulton-st., corner of William, New York. Sold also by Druggists generally throughout the United States and Canada. Price $1 per Bottle; six Bottles for $5.—Sold by T. WALKER & SON, St. John, N. B.