

TOWN LOTS FOR SALE.

THE Property of the Honorable John S. Saunders, bounded by George, Charlotte, and Regent Streets, is offered for sale, in Building Lots.

Also several Lots in the neighbourhood of the Scottish Church, between George and Charlotte Streets.

A Plan will be exhibited at the Royal Gazette Office; and the conditions of sale will be stated on application to the Proprietor. Fredericton, 3d February, 1846.

NOTICE TO DEBTORS AND CREDITORS.

ALL parties indebted to the Estate of Messrs. James Taylor, Senior, and Co., of Fredericton; by Bond, Bill, or Book Account, or in any other manner or way, are hereby notified that they will require to call at the Office of the said James Taylor, Senior, and Co., in Fredericton, on or before Monday the first day of June next, and pay the same, or make satisfactory arrangements for such payment, otherwise the claims against them will at once thereafter be put in the hands of an Attorney for collection; and all parties, Creditors upon the said Estate, and who have come forward and subscribed the Trust Deed within the period limited by the same, will please make up a statement of their respective claims with Interest till the fifteenth day of August last past, the date of the said Trust Deed, and forward the same to the said James Taylor, Senior, and Co., Fredericton, on or before the said first day of June next.

JOHN POLLOK,
ALFRED SMITHERS, } Trustees upon the
B. WOLHAUPTER, } said Estate.
WM. A. McLEAN,

Fredericton, 18th March, 1846.

(Loyalist, Woodstock Telegraph, St. John Courier, until 1st June.)

DISSOLUTION OF CO-PARTNERSHIP.

NOTICE is hereby given, That the Partnership heretofore existing between the subscribers under the title of Benjamin Beveridge and Co., at Tobique, County of Carleton, is this day dissolved by mutual consent: and all Debts due to the said Partnership are to be recovered by B. Beveridge; and all persons to whom the said Partnership are indebted, will hand in their Accounts to the said B. Beveridge for adjustment and payment. Dated at Fredericton, 31st October, 1845.

B. BEVERIDGE,
JAMES TAYLOR.

NOTICE.

THE Co-Partnership now existing at Miramichi, in the Province of New Brunswick, under the Firm of J. CUNARD & CO., and at Halifax, in the Province of Nova Scotia, under the Firm of S. CUNARD & CO., will terminate by mutual consent on the 31st December next ensuing: All Persons having transactions with the House at Miramichi, will settle the same with JOSEPH CUNARD; and those who have transactions with the House at Halifax, will settle with SAMUEL CUNARD.

JO. CUNARD.
S. CUNARD.
E. CUNARD.

Miramichi, November 25, 1845.—3m.

The Business in New Brunswick, will be continued by the Subscriber under the old Firm of JOSEPH CUNARD & Co.

JO. CUNARD.

WANTED, a Female Teacher for the Madras School in Fredericton, Salary £50.—Applications to be made, accompanied with satisfactory testimonials of character and competency, on or before 16th February, to the Bishop of Fredericton. 14th January, 1846.

FOREST LODGE FOR SALE.

AN opportunity is now offered for the purchase, on most reasonable terms, of that valuable property known as Forest Lodge, on the River Nashwaaksis, about five miles from Fredericton.

The property comprises two distinct Farms, containing in all about 875 acres of Land, nearly 200 of which are cleared and prepared for cultivation, a very large proportion of it being Interval Land on both sides of the Nashwaaksis Stream.

The Buildings are commodious, and have been erected at considerable expense; those on the front or River Farm, having alone cost nearly £700, and are admirably adapted for a Gentleman's Country residence. The House on the Royal Road Farm is a comfortable Dwelling House, finished in a plain and substantial manner.

The local advantages of the property are too numerous to be described in this Advertisement, and intending Purchasers are invited to examine the Land and Premises, when those advantages will be at once apparent.

The terms of Sale (which are peculiarly liberal) will be ascertained by application to William Wright, Esquire, Barrister at Law, in Saint John, or to Robert Gowan, in Fredericton.

BIRTH.

On Monday the 20th instant, aged 33 years, Isabella, Widow of the late William H. Kepple, Esquire, 35th Regiment, and daughter of H. H. Carmichael, Esquire.

RAIL ROAD TO OREGON.

HOUSE OF REPRESENTATIVES—28TH CONGRESS, 2ND SESSION.

Report, No. 199.

March 3, 1845,—Read, and laid upon the Table.

Mr. OWEN, from the Committee on Roads and Canals, made the following Report:—

The Committee on Roads and Canals, to whom was referred the memorial of Asa Whitney, of the State of New York, praying the appropriation of certain Public Lands to construct a Railroad from Lake Michigan to the shore of the Pacific, made the following Report:—

Your Committee having had referred to them this memorial within a few days only of the close of the Session, have had very brief time to consider a subject of such magnitude, and involving considerations numerous and momentous; and they have found it impossible to give to its details the reflection necessary to form a specific opinion as to the expediency or practicability of the project.

Many facts and calculations necessary to form, upon authentic basis, such an opinion, are not now within the reach of your Committee. So far, however, as their investigations have reached, and to the extent of the data before them, your Committee have seen nothing that proves the impracticability of the plan; and they are unanimous in their opinion of the vast importance of the subject, and in their judgment that it is one which well merits, and ought to obtain, the careful and deliberate attention of Congress, at a period of greater leisure than the present.

Your Committee are deeply impressed with the immense and far reaching influence which the construction of such a Road to a distant territory, claimed by the United States Government, but not at present fully possessed by her, is likely to exert upon our national progress and destiny; even upon the gravest question connected with that destiny—the question of war or peace itself.

As to its effects upon the commerce of the world, and the probability that by increased speed and diminished cost of transportation, it might divert the carrying trade of China and the East Indies, from its present channel, your Committee have not before them materials sufficiently trustworthy whereupon to make up a decision. Had the plan been submitted to them at an earlier period, they would have sought to obtain these, being convinced that there are very few subjects which offer themselves to the consideration of Congress, that are better worth its patient and deliberate investigation.

In the absence of such materials, and with barely time before Congress shall adjourn, to submit this Report, your Committee are not prepared to recommend that the prayer of the memorialist for a survey should now be granted. Public attention is already attracted to the subject; Public opinion in regard to it, will mature in the recess which is before us; and a project so vast, cannot with propriety, as your Committee think, be entered upon even in its preparatory steps, in a manner so hasty, and with lights so imperfect as, if now undertaken, it must be.

Your Committee are further unanimously of opinion, that if undertaken, it should not be constructed by any appropriation of money from the Treasury, but solely under some suitable arrangement, by a grant of Public Lands. And as the public domain of the United States, is rapidly taken up, year by year, your Committee, while they deprecate over hasty action, feel also the necessity that the plan, if practicable and expedient, should not be too long delayed.

The chief objections which, on a hasty survey of the subject, have presented themselves to your Committee, are—the length of time which under ordinary circumstances, would be required to complete a Railroad of length so great; the difficulty of obtaining from individuals, to whom Lands might be granted or otherwise, sufficient security for the completion of the work; and the risk that by such disposition of the Lands, a portion of the same might be monopolized in such manner as to retard injuriously the settlement of the country. But the validity of such objections cannot be judged until the details of such a project shall be submitted for examination.

Your Committee desiring meanwhile to communicate to Congress what information is before them on this subject, here incorporate in their Report, the more important portions of the memorial which has been referred to them, neither questioning nor endorsing however, the accuracy of its details:—

Extract from Mr. Whitney's Memorial.

"Your memorialist begs respectfully to represent to your honorable body, that by Rivers, Railroads, and Canals, all the States, East and North of the Potomac connect directly with the waters of the great Lakes. That there is a chain of Railroads in projection and being built from New York to the Southern shores of Lake Michigan, crossing all the veins of communication to the Ocean, through all the States South and East of the Ohio River, producing commercial, political, and national results and benefits, which must be seen and felt through all our vast confederacy.

"Your memorialist would further represent to your honorable body, that he has devoted much time and attention to the subject of a Railroad from Lake Michigan, through the Rocky Mountains, to the Pacific Ocean; and that he finds such a route practicable—the results from which would be incalculable—far beyond the imagination of man to estimate. To the interior of our wide spread