them, he should alter his course at eight, shorten sail, and go easy for the North Channel, which intention he had begun to put in practice, and this was the right practice, and if pursued all would have been well, as he would soon have made the next proper light in his course of north by east—the South Rock, to the north of Strangford, Lough entrance, (albeit, as he candidly admits, half a dozen miles nearer than he expected) when this St. John's light, of which he had never heard, and which is not named in his chart, is all at once seen, and that too, within the exact bearing of the Calf of Man lights, supposing he had not passed them. The course was again altered; the St. John's light was treated as the Calf of Man lights would have been had they been seen—*i. e.*, given such a birth as insured clearing the Hen and Chickens, and then rounded; and then, instead of being in a deep-water channel, the ship takes the ground about a league to the west of this, at best, deceiving light, and, in his case, decided decoy duck.

"I have only to add my meed of praise for all that has been done by Captain Hosken since the occurrence—my admiration of his manly bearing under circumstances that might well have crushed a weaker mind, and of the discipline and good conduct of the officers and men under his command, who are working gallantly, I may say, under circumstances of great trial and difficulty, if not of danger.

"The compasses were perfectly correct, and the ship herself so strong as to defy hitherto shocks from rollers and seas at high water, which, in my humble opinion, would by the end of last week have broken up the strongest wooden ship that ever was built.

"The ship lies in the worst position for coming off; still if we are favoured with tolerable weather, I see at present no reason to doubt her being afloat by the end of the week.

"Should the weather continue as it now is, or not come to the south-eastward, or blow from the S. S. W. hard, I shall have no fears; she makes no water to speak of. Something is wrong about the fore stoke-hole, but, I apprehend, not enough to raise a doubt. I think, from measuring, she is about three feet in the sand; to-morrow evening, I think, we may walk round her: the coals are being landed and stacked. The crew are all behaving well, which is much, considering that most of their work is up to their middle in water."

The European Times adds—

A most vigorous attempt will be made on the 5th inst. to get her afloat, for which anchors are being placed in convenient situations, which, with her propeller and the assistance of some steamers, it is hoped she may be drawn into deep water. We, however, greatly fear that this attempt will not be successful.

A letter dated Dundrum Bay, October 2, contains the following:—

"The Great Britain remains in nearly the same state as when you left. She is taking a little more water. The pumps were working nearly all day yesterday. They have got the cargo out, and are now discharging the coals on the beach. There are two steam vessels here: should Monday be fine, they will try to take her off at high tide. I hear the Sea Nymph, Newry steamer, is to be here on Monday, with two others, to try if they can move her."

Distress in Ireland.—The Distress in Ireland, consequent upon the failure of the potatoe crop, is appalling. In many districts the people are in a state of starvation and maddened by the pangs of hunger, had, in some instances, broken into Bakers' shops, and seized upon supplies of food in course of transmission from one place to another. From the *Meath Herald* we learn that—'There are numbers in the town of Kells at present in a state bordering on starvation, and we have heard of one instance where the life of a woman living at no great distance from the town, was lost in consequence of the want of food, and of a man whose life was nearly so, who had not partaken of any kind of food for two days previous. Many families are living on cabbage and salt. This may appear startling, unpleasant news, but it is no less fact. Hundreds of poor people have the stamp of extreme poverty on their visages—all appearance of force and vigour having really departed.'

At Sligo it appears that food was not to be had for love or money, and that the mob had seized the bread contracted for the poor.

At Cork and Waterford large masses of the public assembled together, and were with difficulty restrained from filling the stores and shops containing provisions. At Dungarvan the people, goaded by hunger, transgressed the law and came into collision with the military and police. One was killed, and several others seriously wounded. Meanwhile with the view of restraining the excesses of the famishing people, Mr. John O'Connell, the Secretary of the Repeal Association, has addressed to them a Circular, urging patience, and obedience to the law, and confidence in Heaven.

The Famine and Naval Force on the Coasts of Ireland and Scotland.—Last week we gave an account of the vessels placed by the Admiralty at the disposal of the government for the relief of the distressed Irish. Since then the Admiralty have added to the former number the steam-vessels employed in the surveying service on the coasts of England, Ireland, and Scotland, and have made such arrangements for carrying into effect the propositions of the government, that whilst the vessels will be employed in the conveyance of Indian corn, meal, and other provisions, they will preserve their character and efficiency as men of war, and will thus be always at hand to assist the civil powers in preventing outbreak, and in the protection of life and property. The prompt manner in which so many vessels have been made available for the service required of them, affords a striking proof of the condition of our naval resources, and of the judicious application of them, without in any way distressing or interfering with the regular Admiralty service.

The government victualling establishments are, we understand, to be all set to work to grind corn, and to manufacture bread. Some of them are already in active operation, grinding so many as 10 quarters a day.

On the coast of Ireland, we have twelve men of war steamers, of 1,756 collective horse power, 5,864 tons, and 720 officers and men, and shall have three depots of 3,000 tons and 100 men. These, together with two ordnance lighters also employed, make seventeen sail of nearly 9,000 tons and above 850 men, on the coast of Ireland.

On the west coast of Scotland, as the distress is not supposed to have been so early or to be so general, fewer vessels have been appropriated. They are, however, the following:—The Firefly, 220-horse power, Captain Beechey, of late employed in surveying the Swilly Rocks, and the Shearwater, 160-horse power, Commander Robinson, employed on the Scottish coast. They rendezvous at Oban, and follow the directions of Sir Edward Coffin, the Commissary-General. Additional assistance is in reserve, and will be given should it be required.

The Courier.

SATURDAY, OCTOBER 24, 1846.

The British Mail Steamer *Caledonia*, which left Liverpool on the 4th November, arrived at Halifax last Monday morning, having been nearly fifteen days on her passage. The Mail for this City was received by express at an early hour on Wednesday morning. Mr. C. Inches, of this City, who reached town in advance of the Mail, having left the land route at the Bend of Petitcodiac, and taken passage in Mr. Whitney's steamer, furnished us with some of the latest London and Liverpool papers. Mr. Inches was a passenger in the mammoth steamer *Great-Britain*, bound to New-York, which, it will be seen by our extracts, went ashore on the coast of Ireland the night after she left Liverpool. She still remained aground when the Caledonia left, and we regret to learn that on the night of the 4th instant, about which time the tides would be at their height, and efforts would be made to get her afloat, there was a heavy gale of wind on shore, the effects of which on the Great-Britain we have yet to learn.

On the arrival at Liverpool of the passengers by the Great-Britain, their money was refunded to them, and they made a proposal to the agents of the Halifax Mail Steamers to send out the *Acadia*, with them to America, which at first was treated favorably, but subsequently declined, on account of the terms of the contract with the British Government.

The steamship Britannia, which left Halifax on the 18th September, the day preceding the commencement of the late dreadful gale, arrived at Liverpool on the 20th, without damage, although she encountered very severe weather.

The news, generally, are not of striking importance. Notwithstanding that the former reports of the failure of the potato crop in Ireland are now found to have been much exaggerated, and that the wheat crop had turned out to be nearly an average one in England, the prices of bread-stuffs had materially advanced. Western Canal Flour, duty paid, having realised 34s. 6d. at Liverpool, and other brands 33s. 6d to 34s. per barrel. Corn Meal had been held at 26s. but had receded to 23s.

The Timber and Iron markets continued firm, and in the produce markets generally the demand was active. The Sugar market was rather buoyant. For Beef, Pork and Butter there was an excellent demand. In the Cotton market, since the beginning of May, prices had advanced about twenty-five per cent. or one penny per pound.—In London, on the 3d, the funds were depressed,—the food riots in Ireland, and a report that both the Lord Lieutenant and Chief Secretary had tendered their resignations, had added to the depression—speculators were neither disposed to buy nor sell.

In Simmonds's Colonial Magazine for October, the editor has taken up the subject of Colonial Postage Reform for British North America, and adduces strong reasons for the necessity of an immediate change in the system in Canada.

The news of the taking possession of the Californias by the Americans, is not much relished in England.

Among the distinguished people, recently deceased, including the Duke of Atholl, who is succeeded by his nephew Lord Glenlyon, are the Earl Waldgrave, Earl Yarborough, Viscount Templetown, Lord Mountsandford, the Right Rev. W. Carey, Bishop of St. Asaph, the Venerable Thomas Clarkson, the illustrious philanthrophist, Lieut. General Sir Robert Owen, Major General Freeman, of the East India service, Sir Edward Lees, K. B., late Postmaster general of Scotland; Thomas Lawrence, Esq., assistant secretary to the General Post Office, London.

A batch of new Colonial Governors are also Gazetted, but these have all been announced before except Sir Henry Pottinger, appointed Governor and Commander-in-chief of the Cape of Good Hope. The last accounts from the Cape represent the Burghars as now fully prepared to repulse the Kafirs.

The proposition for marrying the Infante of Spain (the Princess Luisa presumptive heir to the crown) to the Duc de Montpensier, son of Louis Philippe, appears to have excited the strongest opposition in the Spanish nation generally, which the ministry are doing their utmost to suppress by the most tyrannical means. Queen Victoria is said to have written to Louis Philippe on the subject, urging the danger of compromising the peace of Europe, by forcing on this most objectionable union. A large and increasing party in France is opposed to the match, and to increase the difficulties surrounding it, the Count de Montemolin, eldest son of Don Carlos, has escaped from France, and entered Spain, where he expects to be joined by the Carlist General Cabrera,—he has issued a proclamation, calling on all parties to join him. The royal marriages are to take place on the 10th Oct. One thing appears certain—Louis Philippe's son will marry the Spanish Infante in spite of every opposition. She is too rich to be suffered to escape, and Louis has set his heart upon it. The British ministers at Madrid and Paris have protested against it, unless the Infante renounces all succession to the throne of Spain.

Agricultural Society.—The annual Fair and Cattle Show of the St. John County Agricultural Society was held in this City on Thursday last. In the evening, the members of the Society, with several guests, among whom were His Worship the Mayor and several Gentlemen of the Bar, partook of an excellent Dinner at the St. John Hotel. After the removal of the cloth, the Secretary, M. H. Perley, Esquire, read the report of the Society's proceedings during the year, which was received with much satisfaction by all present. Several loyal and appropriate toasts were afterwards given from the Chair, which was occupied by the President of the Society, Robert Keltie, Esquire, which were followed by a number of volunteer toasts, interspersed by interesting speeches, and very excellent songs. The company separated at ten o'clock, much pleased both with the intellectual and bodily repast.

We subjoin the annual report, in which the exhibition of Thursday is noticed, and the award of the premiums to the several competitors.

The Directors of the Saint John Agricultural and Horticultural Society, in making a Report of their transactions for the past year, feel it their duty to express gratitude to the Giver of all Good, for the remarkably favourable season with which they have been blessed, which has crowned the labours of the husbandman with abundance, and secured plenty for man and beast throughout the land.

The chief duties to which the Directors were called upon to attend were, to award premiums to "such Farmers as had displayed most intelligence and industry in the cultivation of their farms," to institute a Flower Show—and, for the purpose of stimulating the Farmer to improve the breed of cattle, &c. in the County, to offer and award Premiums at the Agricultural Fair and Cattle Show.—They were required, also, with the assistance of £62 10s. granted by the Legislature, to import a Horse.

The Flower Show was got up with some difficulty, from its being the first attempt; on the whole, however, it passed off very well, and it may be expected from the experience thus gained, that the Show for next year will be much better. The Directors respectfully suggest that the interests of Horticulture would be benefited if that department were placed under separate and independent management hereafter.

[The Report of the Judges, at the Flower Show, which is here introduced, was inserted in the "Courier" of the 28th August.]

The following is the Report from the Committee appointed to inspect Farms:—

"The subscribers having been appointed a Committee to inspect the Farms put in competition for the Society's Premiums, proceeded in July last, to visit the seven farms entered.

"After mature deliberation, they have come to the conclusion, that James Brown, of Brownhill, is entitled to the first Premium of Ten Pounds, and William Hawkes, of Black River, to the second of Five Pounds.

They recommend that a set of the American Agriculturist be presented to John Clarke, Old Westmorland Road, and to Thomas Dewar, Gardner's Creek.

"The Committee have come to this conclusion, not because those farms are more valuable, better cultivated or had better crops than the others, but because they considered that, taking into account the number of years the various farms had been in cultivation, the capital and labour expended in bringing them into their present state, and the facilities the situation of some afforded over others for obtaining labour, manure, and a ready market, the successful competitors had, on the whole, "displayed most intelligence and industry in the cultivation of their farms."

"They are happy to be able to report that all the farms visited were worthy of commendation, and would especially recommend Mr. Keltie's farm on the Marsh, as a model to the County, for neat cultivation and excellent crops.

"Your Committee will now take the liberty to make some observations in relation to the Agricultural affairs of the County, which they trust will be received by their brother farmers in the same spirit in which they are offered.

"In all new countries, the difficulties attending a proper and remunerating cultivation of the soil are many, and unless encountered by intelligent industry and indomitable perseverance, will overwhelm all who make the attempt. After the first laborious felling and burning are over, a period of from five to ten years must elapse before the land can be profitably stumped and made fit for the plough. During this dreary time, the patience of the farmer is put to the test. He cannot lighten his toils by machinery—the hoe must do all the work—the log-hut is the only habitation, and the cattle half starved and badly lodged, become so deteriorated, that they are worthless for the market or dairy.—While in this embryo state, recourse must be had to ship-timber and firewood, to keep the teeth going, on imported flour and meal.

"Now, the great evil incidental to this state of things is, that the habits of looking to the stores for provisions—of primitive and slovenly husbandry, and of neglect of the proper breed and management of cattle, are not laid aside when the necessity which called them into existence ceases.

"So infecting, too, is habit, that farmers, even who have been trained in other circumstances and know better, fall into the wasteful and barbarous system that prevails around them, vegetating on their little patches of oats and potatoes, with their half starved and diminutive cattle, afraid to put forth their hand and raise such crops as turnips, wheat, and flax, lest they should not get a return for their labour.

"We have had opportunities for observing, and are fully persuaded, that if a system of husbandry adapted to the present state of the country were adopted, and we were willing to live upon the produce of our own fields, a career of prosperity would open to us, far exceeding our most ardent hopes.

"But we will come to particulars, recording at random the more prominent features of the changes we would desire to see introduced.

"The plough must be substituted for the spade, and experienced ploughmen should be imported.—The best breeds of cattle should be procured, and none other kept—one Cow, of a good breed, warmly lodged and well fed, will pay better than two kept in the present mode.—More attention must be paid to the saving and making of manure—the manure heap should be protected by a shed roof—bog earth, ditch cleanings, and all refuse should be thrown in to absorb the liquid manure and ammonia, which are the most valuable parts of it.—The cultivation of turnips must be more generally followed; this climate is well suited to them, and no crop pays so well—the turnip crop of England is of more value than the wheat crop, while with us it is scarcely known out of the garden. In the vicinity of this City, during the two last years, turnips and mangel wurtzel have been raised by ordinary field cultivation, at the rate of eight hundred bushels to the acre; the expense of cultivation did not exceed £7 10s. per acre, and the produce readily brings One Shilling per bushel, which gives a profit of £32 10s. per acre. To conclude this part of the subject, a rotation of crops should be followed before farming can be profitable.—Green crop, white crop, and grass must get turn about.

"Farming cannot be carried on to advantage without the exercise of intelligence and sound judgment, in selecting that system of operations best adapted to the peculiar circumstances of the locality.

"In the neighbourhood of a good market, for hay for example, when the price on the ground is from £2 to £4 per ton, no man of common sense would raise cattle—while, at such a distance from the market that the cost of conveyance would form a considerable part of the price, it would be equally foolish to sell hay.

"As the farmers of Nova-Scotia and Westmorland, where hay is worth only Twenty Shillings per ton, will always keep the price of ordinary beef very low, we would suggest to the farmers of this County, that when beef from Nova-Scotia is selling at from 1d. to 2d. per lb. in the fall, that they should buy oxen and stall feed them, with the overplus of the turnip crop, which could be afforded, as we have shewn, at 3d. per bushel; such beef would always command in the spring from 4d. to 6d. per lb. There is no good reason why our Butchers should be compelled to go to the State of Maine every summer for fat beef.

"From the nature of things, capital is very slowly accumulated by farmers. It being the mode of life most natural to man, and land being so abundant in this country, there will always be so much competition as to keep the profits of the common and usual mode of farming very low. No surplus or floating capital can be looked for in this country for many years, as the further improvement of the land will absorb and fix all surplus profits. Unless, therefore, capital can be brought in from other sources, the progress of agriculture will be slow.

"To induce capitalists to come to their aid, farmers must show that the purchase of land for cultivation is a good investment;—they must show, and we are persuaded that it can be shewn, that from £30 intelligently expended in improving an acre of good land, fifteen to twenty-five per cent. per annum may be calculated upon more securely, than six per cent. from any other investment that can be made. To be able to show this, however, there must be no looking to the Legislature, or to any other source for aid. "Put your own shoulder to the wheel," holds as good here as it did of old in Greece.

"Depend on your own intelligence, industry, and economy, and you will have friends who will never fail you.

"In conclusion, we would say to our brother farmers—Do you wish to be independent?—do you wish to possess the ability to educate your children—to maintain the ordinances of religion—to take that place in society to which you are entitled, as the most important link of the social circle? Then we say to you—Learn to live on the produce of your own land. Why should you sell seven bushels of oats for ten shillings, and carry home in return an equal value in wheat flour for which you have to pay twenty shillings. It would surely be no degradation, and not very disagreeable, to live upon beef mutton, pork, oat, barley and buckwheat meal,—a race of men as vigorous, and as well able to afford luxuries as you can be, are at this day subsisting upon such food from choice.

"Being conscious of no other motive in making these remarks, than a sincere desire for the prosperity and happiness of our common country, we trust that, instead of taking offence at our plain speaking, our brother farmers will, while availing themselves of anything we may have suggested worthy of attention, excuse us on account of our motives, if we have in anything spoken unadvisedly, or in error.

"All which is respectfully submitted.

(Signed) "James Ingledew,
James Dunn,
R Jardine."

The Directors after making many inquiries in the early part of the season, found that a horse, such as they wanted, could not be procured at that time at a suitable price; they have again written to Vermont, Boston, and New-York, and hope to be able to have a horse here this Fall.

The Directors availed themselves of an opportunity which presented itself, to procure an imported Ayrshire bull for the use of the County, which they hope will be of much service to the interests of the dairy. He is this year stationed at Mr. Ingledew's on the Marsh. It is intended that he shall next year be at Mr. Carman's, at Musquash, and the year following, in the Loch Lomond district.

The Directors have had their attention called to the want that exists of grist and oat mills in the County. They would be very willing to do anything in their power to get some into operation, as they fully concur with the farm-inspecting Committee in desiring to see our farmers able to live on the produce of their own fields. They are glad to find that the notion is gradually disappearing that we cannot raise our own wheat, and would recommend that a handsome premium be offered, next year, for the largest crop of wheat grown in the County.

The Directors would recommend that, if premiums are offered for farms next year, they should be in two classes—say, a silver medal to the farmer showing the best crops and most improved husbandry, and premiums of money and books for the encouragement of settlers on farms more recently brought into cultivation.—A ploughing match also might be got up in the neighbourhood of St. John.

The Directors are glad to be able to report that the potatoe crop may be called good in the Province. The disease of last year appeared in one or two sections, but did little injury. It is worthy of remark, that when the disease did appear during the damp weather in August, it stopped when the weather again became dry,—the rotten leaves drying up, and no further injury following. The only section of the country, where the disease made much progress, was on the coast of the Bay of Fundy, where the frequent fogs at that season prevented the good effects of the change to dry weather being felt. It may also be remarked, that as good and healthy crops were raised from small and unripened seed, which had been diseased last year, as from the most healthy kinds imported from abroad.

The Fair to-day, we are glad to say, manifested a decided improvement on former years, which, the Directors flatter themselves, may in some measure be ascribed to the Society's exertions. The cattle exhibited were, in general, creditable to the County. The wheat was excellent—much superior to any imported from the United States—shewing decidedly that this country is adapted for its culture. Three samples weighed respectively sixty-four, sixty-three and sixty-three lbs. per bushel. About twenty samples of oats were shown; all of which weighed over forty lbs. per bushel—two samples weighed forty-seven lbs. The turnips also were excellent, and we understand that the average produce of the fields where they were grown, was eight hundred bushels per acre.

The following were the successful competitors:

For the best Bull,	John McCoskery.
" One-year-old Bull,	J. McGuire.
" Bull Calf,	R. Jardine.
" Dairy Cow,—improved breed,	C. C. Stewart.
" Ditto,—common breed,	George McDavitt.
" Two-year-old Heifer,	Adam McAfee.
" One-year-old ditto,	R. Jardine.
" Heifer Calf,	R. Jardine.
" Ram,	R. Keltie.
" Ewe,	R. Hanna.
" Lamb,	R. Keltie.
" Sow	Commissioners of the AlmsHouse.
" Tub of Butter,	William Beattey.
" Second ditto,	Thomas Dewar.
" Roll Butter,	John Clarke.
" Bushel of Wheat, 64lbs.	G. C. Carman.
" Second best ditto, 63lbs.	J. Ingledew.
" Bushel of oats, 47lbs.	John Clarke.
" 5 bush. Swed. Turnips,	R. Keltie.
" Any other kind,	R. Jardine.
" Carrots,	J. Ingledew.
" Mangel Wurzel	J. Ingledew.
" Potatoes,	J. Cunningham.
" Cheese,—no competition.	

In conclusion, the Directors beg to urge upon the country members of this Society, that they have a right to expect, and ought to get, a more cordial support from them than has hitherto been afforded. It is for their especial benefit that this Society is kept up, and while this Society is indebted almost wholly to the disinterested liberality of its friends in the City for the necessary funds, it is expected from the farmers in return, that *they* should take an interest in, and co-operate with the Directors in their proceedings, and reward their exertions by such a display of intelligence and industry, as will show that the liberality of the Legislature and the contributors to this Society, has not been thrown away.

All which is respectfully submitted by the President and Directors.

(Signed) ROBERT KELTIE, *President.*
ROBT. JARDINE, *V. President.*
M. H. PERLEY, *Secretary.*

The General Assembly of this Province which was summoned to meet on the 29th instant, has been prorogued to the 29th of December.

Steamboat Explosion and Loss of Life!—From Quebec papers of the 17th instant, received by this morning's mail, we extract the following:

We regret to learn that the steamer Lord Sydenham burst her larboard boiler yesterday morning, when about three miles above Nicolet, on her way up to Montreal. Ten steerage passengers and three of the boat's crew were more or less scalded by the accident; the three latter were so severely injured that one has since died, and the other two are not expected to survive. The Rowland Hill, which was following the Sydenham came up with her about twenty minutes after the accident occurred, and took of all her passengers and the mail, and proceeded with them. The Sydenham afterwards resumed her trip to Montreal with one boiler.—*Exchange Register.*

The Montreal Transcript of Saturday last says—"From 15 to 20 passengers were more or less scalded. We are happy to find that only three, two men and a woman, were very severely injured, and these were taken to the General Hospital; but no fatal result is in any case anticipated.—The cause of the accident was the bursting of one of the induction-pipes attached to the boiler. One of the engineers, who had been taken on shore at Sorel, has, we are sorry to say, since died.—The Lord Sydenham arrived at 4, P. M. She does not appear much damaged."

Melancholy Casualties.—On Sunday night last, being very dark, three men lost their lives by falling from wharves in Carleton, into the water. Their names were Michael Driscoll, William Cochran, and Robert Cochran. Some of them, if not all, are stated to have been men of families.

On Wednesday morning, a man named Thomas Gilion was found dead in a slip at York Point, having fallen off the wharf the previous night, his head striking upon some sharp rocks.

Fire.—Wednesday, about noon, the dwelling house situated on Jaffrey's Hill, known as the Allan Cottage, and occupied by Mrs. Elizabeth Holmes, took fire and burned to the ground. Mrs. Holmes lost some of her household effects, besides a pocket book, containing what money she had, but which it is to be hoped will be returned to her.

Mrs. H. desires us to express her thanks to those individuals who so generously offered her an asylum in her distress; and likewise to those who assisted in saving her furniture.

Inquest.—At Springfield, King's County, on the 10th instant, an Inquest was held before Wm. Frost, Esquire, Coroner, on view of the body of Henry Boram, (colored man) who came by his death the evening previous, by violence used by four individuals, namely, James Killehar, John Killehar, John O'Neil and Alexander O'Neil, all of the Parish of Springfield.—The Jury returned a verdict accordingly.

The four named persons were committed to the County Gaol, at Kingston on the following evening, there to await their trial in December next.—*Obs.*

Baron DeFleur, *late First Pianist and Inspector General of Military Music to His Imperial Majesty the Emperor of Russia.*—We are authorized to state that Baron DeFleur has reiterated his willingness to give, in this City, during the approaching Winter, a Series of Concerts; and that the names of Ladies and Gentlemen disposed to encourage them will in the meantime, (until the 30th of November next,) be received by the President and other office bearers and members of our Philharmonic Society, and at the Book Stores of Messrs. J. & A. M'Millan, Prince William Street, and Mr. Nelson, King Street, upon the following terms, viz:—

For 12 Concerts.—to admit one person,	£1	0
"	to admit three persons,	2	10
"	to admit four persons,	3	0
"	to admit six persons,	4	0

The Baron can insure the assistance of all the Professors of the City, of others from abroad, and of a number of Amateurs. His Concerts are proposed to commence about Christmas.

As the Baron was, by the good taste of Saint John, so is he, at present, most justly appreciated as a musician, and a gentleman, by the good taste of the city of Halifax, which appears from the Morning Chronicle and other papers of that place. His single tickets there command *five shillings* each. His acknowledgements have been most generous and independent, in an unexampled degree.

Baron DeFleur has introduced at Halifax an extraordinary instrument (the first made) called the Dulcinea Piano Forte General, with seven octives, each key having *six strings in harmony*—with dulcinea, flute and hautboy.

We need scarcely add that the cultivation of this Fine Art indicates the advancement of Society in the progress of civilization: and it cannot but be expected that all lovers of scientific music in this city will cheerfully lend their assistance, during the winter, to a gentleman possessing the cultivated taste and elegant accomplishments of the Baron DeFleur.

Supreme Court.—*Michaelmas Term, 10th Victoria.*—George Otty, Robt. Parker, Jun., and Andrew Mackenna, Attornies at Law, are called to the bar, and admitted, sworn, and enrolled Barristers.

Alex. Thompson Paul, William H. Hatheway, Ward Chipman Drury, Henry Barclay Robinson, and Samuel Thomson, Gentlemen having produced the required Certificates, and having been examined as to their fitness and capacity, are admitted, sworn, and enrolled Attornies of this Court.

Another Gale was experienced on the United States' coast on the 13th instant. The shipping in New-York, Boston, and other harbours as far South as Norfolk, had suffered considerable damage.

The Right Hon. H. J. Fox, late British Minister to the United States, died at Washington on the 13th instant.

From Mexico.—Late accounts from Mexico announce that Gen. Almonte has been appointed President of Mexico *ad interim*, and Gen. Santa Anna generalissimo of the armies of Mexico; and further, that Santa Anna was then engaged in raising and organizing troops, intending to take the field in person in the north.

The New-Orleans *Times* of the 10th October, states that General Santa Anna arrived at the capital of Mexico on the 15th ult., and that the people were almost frantic with joy on his arrival. A levy of 30,000 men to recruit the army was ordered, and requisitions to the several towns for their quota of men, had been complied with as far as heard from. To facilitate the arming and equipping of this large body of troops, the Government had ordered that duties on all munitions of war should cease to be levied until further notice.

From Santa Fe.—Accounts from Santa Fe to the 9th September, contained in papers received by the Western Mail last evening, state that it was currrently reported that five thousand Mexicans were on their way to attack General Kearney, and that another detachment of fifteeen thousand Mexicans, under General Paredes, was on its way to Chihuahua, to attack General Wool. Some credence was given to the reports at Santa Fe, and preparations of defence were in progress.

General Kearney, if not soon attacked, would leave for California with one thousand men, leaving the remainder of the army to winter at Santa Fe.

An Address "to the friends of evangelical truth and perfect religious freedom throughout the Province of New Brunswick," has been received, and will be published in next week's Courier.

☞ The Mail for England, to meet the sailing of the Steamer *Caledonia*, from Halifax on the 3d proximo, will be closed at the General Post Office in this City on Saturday next, the 31st instant, at three o'clock in the afternoon.

The New-Brunswick Almanack.

☞ Persons desirous of having Advertisements inserted in the New-Brunswick Almanack for 1847, will please leave them at this Office before the 31st instant.
Courier Office, Oct. 17.

COMMERCIAL EXCHANGE, Oct. 24.

Flour, &c.—Since the arrival of the last mail Flour has advanced to 35s. for American S'fine and 32s. 6d. for City Mill Flour, with Sales. Rye Flour and Corn Meal, 22s. 6d. to 23s. 9d.

Molasses.—Same as last.

Sugar.—38s. 9d. to 40s.

Pork and Beef.—Pork, Mess, 65s.; Prime, 55s.—Beef, Mess, 47s. 6d. to 50s.; Prime, 40s.—In Bond, with upward tendency.

Timber.—20 inch—27s. 6d. per ton.

Deals.—£6 10s. per M.

Freights.—To Liverpool, 35s. 6d. to 36s.—Deals, £5 10s. per standard.

Exchange.—London, 9½ per cent.; United States, 1½ per cent.

Imports and Exports at the Port of St. John,

DURING THE MONTH OF SEPTEMBER, 1846,

Compiled by

GARRISON & MARSTERS, Brokers.

IMPORTS.

3805 bales Merchandize, 5288 barrels Wheat Flour, 49,547 bushels Wheat, 1426 ditto Corn, 230 barrels Rye Flour, 971 barrels Corn Meal, 567 barrels Bread, 1375 cwt. brown Sugar, 848 cwt. refined Sugar, 104 hogsheads Molasses, 5 hogsheads and 21 barrels Rum, 30 hhds. Gin, 18 ditto Brandy, 32 casks Wine, 125 tons Salt, 3618 do. Coals, 353 barrels Beef, 851 do. Pork, 155 do. Pitch and Tar, 1020 do. Fruit, 162 do. Ale, 242 cwt. Anchors and Chains, 217 barrels Peas and Beans, 319 dozen Brooms, 4273 bushels Barley, 50 Clocks, 1765 Chairs, 140 bags Coffee, 2 tons Copper, 577 barrels Cider and Vinegar, 20 American Sleighs, 2 do. Waggons, 69 tons bar Iron, 100 do. pig do. 350 cwt. Nails & Spikes, 72 tierces Rice, 432 Stoves, 95 packages Tobacco, 151 brls. Tallow, 300 pckgs. Tea.

EXPORTS.

	Vessels.	White & red Pine Tons	Birch. Tons	Spruce. Tons	Deals. Feet	Railway Sleepers. Feet	Laths. No.	Palings No.	Lath-wood. Cords	Staves. No.
To London	3	1148	78	136	891,072	0	0	1500	4	4000
Liverpool	6	4783	45	0	235,253	395,384	6000	48,050	20	4818
Greenock	2	221	24	0	105,597	0	0	0	7	2400
Dublin	3	235	0	49	575,822	13,354	20,000	5000	0	7200
Dundee	1	300	40	0	31,000	0	0	0	0	3600
Woodbridge	1	120	50	0	66 000	0	0	0	0	0
Waterford	2	0	0	0	331,353	0	0	0	0	0
Hull	2	60	78	0	627,809	0	0	0	0	0
Belfast	1	0	0	0	201,676	0	0	0	0	0
Limerick	1	0	10	0	106,000	0	14,900	0	0	0
Dumfries	1	203	0	0	3,000	39 000	0	0	7	0
Cork	1	0	0	0	0	95,000	0	0	3	5170
Sligo	1	0	0	0	88,000	0	0	0	0	0
Bantry	1	169	0	0	79 263	0	0	0	4	0
Yarmouth	1	0	35	0	148,000	0	0	0	0	0
Londonderry	1	0	0	0	353,400	0	0	0	0	0
Ardrossan	1	436	0	0	23,400	0	0	0	7	and

1040 boxes Smoked Herrings.

To the Subscribers of the "LIBERATOR."

Gentlemen—

In consequence of the removal of the Office of the "Liberator," and of the delay consequent upon such removal, there will be no paper issued this week. On next week, however, the "People's Press" will be in full operation, when a racy sheet shall greet our readers. By order of

THOMAS O'KELEHER,
Oct. 24 Chairman of Committee.

MORE EVIDENCE.

[From the Susquehanna Register.]—Although the public have been often imposed upon by patent medicines, yet occasionally a really useful and beneficial medicine is despised, neglected, merely because 'found in bad company.' I am led to these remarks by a conversation with a friend a few days since. She had been afflicted for several years with a disease of the heart, which had apparently brought her near the grave. One of our most skilful physicians was called, who pronounced her disease incurable. An advertisement of Dr. Jayne's EXPECTORANT in the Register caught the eye of her friends, and a bottle of it was immediately procured. Before she had taken it two days, there was an apparent improvement; and by the time she had taken two bottles her health was nearly restored. I have no personal motive for recommending this Medicine, but merely state this fact, hoping that it may meet the eye of some who are labouring under similar diseases, that they may likewise partake of its healing influences. A Friend to Humanity.

Dr. Locke, of Marion, Ohio, says—I have used Jayne's Expectorant in my practice, and can say, I do not know of any remedy upon which I can place so much reliance in the treatment of Pulmonary affections.

, Sold by T. Walker & Sons, St. John.

BEWARE OF

COUNTERFEITS AND IMITATIONS.

The unparallelled and astonishing efficacy of DR. WISTAR'S BALSAM OF WILD CHERRY, in all the diseases for which it is recommended, curing many cases after the skill of the best physicians was unavailing, has effected a large and increasing demand for it. This fact has caused several unprincipled counterfeiters and imitators to palm of spurious mixtures, of similar name and appearance, for the genuine Balsam. Some are called "Syrup of Wild Cherry," "Balsam of Spikenard," "Wild Cherry, Comfrey," &c.—Another, "Wester's Balsam of Wild Cherry," misspelling the name, and forging certificates to resemble those of the true Balsam. "Dr. Wistar's Balsam of Wild Cherry" is the only genuine.—The rest merely imitate the name of the original, while they possess none of its virtues.

LOOK WELL

TO THE MARKS OF THE GENUINE.

The Genuine Balsam is put up in Bottles, with the words, "Dr. Wistar's Balsam of Wild Cherry, Philad.," blown in the glass; each bottle bearing a label on the front, with the signature of

H. WISTAR, M. D.

This will be enveloped hereafter with a new wrapper; copywright secured 1844; on which will always appear the written signature of "I. BUTTS."

None genuine, unless signed I. BUTTS on the wrapper.

☞ *For Sale by* Peters and Tilley, *St. John.*

Indigestion, Costiveness, Dyspepsia, Headache, Loss of Appetite, Debility, Excess of Bile, Nausea, Acidity of the Stomach, Pallid, Yellow or Swarthy Complexion, &c.

Some of the above kindred complaints usually precede every dangerous disorder, they therefore may be considered as symptoms of Disease, rather than Disease itself, and often prove a blessing to man rather than an evil—for the warning they give of approaching danger, if timely heeded, admonishes us to seek some proper remedy to arrest their course before they assume a malignant character. These symptoms universally proceed from an obstructed and morbid condition of the *Liver* and other functions whose office it is to *secrete* the various fluids of the body, and digest the food.

Halsey's Vegetable Sugar-coated PILLS

are highly efficacious in restoring these functions to the performance of their proper office, thereby purifying the blood and *promoting the secretion of all fluids* as well as the alvine discharges. To these combined effects are ascribed the great success of Halsey's Pills in the cure of the above complaints, for which they are so highly celebrated; in addition to which, they are a most invaluable alterative medicine, and cure rapidly complaints of the skin, and other chronic affections.

HALSEY'S PILLS are also recommended as the best anti-bilious medicine in the world. They are efficient, yet perfectly mild and harmless.—Their properties being *entirely vegetable*, they never gripe, produce weakness, or prove injurious to the constitution, as do all preparations which contain that lurking poison, *calomel.*

It should be remembered that it is "Halsey's Sugar-coated Pills" (and not the base imitations) which have gained a high reputation for their excellent qualities.

☞ For sale at the Store of the Subscriber, 8, Brick Buildings, North Wharf, at 1s. 3d. per box, and liberal allowance for wholesale purchases; and at the several Sub-Agencies in the Provinces—see Phœnix Advertiser, &c.

H. G. KINNEAR,
Sept. 5. *General Agent for the Provinces.*

MARRIED.

At Halifax, on the 14th inst., by the Rev. John Cameron, Mr. Thomas Davidson, of this City, to Miss Mary Jane Barron, daughter of the late Mr. John Barron, of the former place.

On the 20th inst., at Eastport, Alfred Smithers, Esq., of this city, to Catherine, second daughter of Samuel Copland, Esq., of Dublin.

On the 23d September, at Sheffield, England, Mr. Richard Thompson, of St. John, N. B., to Matilda, second daughter of Mr. Thomas Robinson, of the former place.

In this City, on Tuesday last, by the Rev. Samuel Robinson, Mr. Samuel Campbell, of the Parish of Greenwich, to Miss Mary Wallace, of the same place.

On Thursday evening, by the Rev. Samuel Robinson, Mr. G. D. Godsoe, to Miss Huldah J., third daughter of Mr. William Divine, all of this City.

At Granville, N. S., on the 21st inst., by the Rev. Mr. Johnson, Wesleyan Missionary, Mr. Alfred Troop, to Sarah Ann, only daughter of the late Mr. Robert Mills, all of that place.

At Amherst, on Thursday, the 8th inst., by the Rev. George Townshend, A. B., Rector, Charles Tupper, Esq., M. D., to Frances Amelia, eldest daughter of Silas H. Morse, Esq., Deputy Prothonotary for the County of Cumberland.

DIED.

On Tuesday morning, after a lingering illness, Mr. John H. Bustin, in the 32d year of his age, leaving a wife and three children, with a large circle of friends and relatives, to mourn their loss.

On Tuesday last, Margaret, aged four years and four months, daughter of Mr. Hercules Harrison.

On Wednesday, Mrs. Mary Benson, widow, aged 76 years.

On Thursday morning after a lingering illness which she bore with pious resignation to the Divine will, Patience, wife of Mr. Ptolemy Lumbert, in the 67th year of her age, a respectable inhabitant of this place, leaving a numerous circle of relatives and friends, to mourn the loss of a kind and affectionate wife, a tender and sincere friend. Funeral To-morrow, (Sunday,) at half-past two o'clock, from her late residence, Portland, when friends and acquaintances are respectfully requested to attend.

Suddenly, yesterday morning, Mr. Henry Trapbager, aged 61 years.—Funeral on Sunday next, at 2 o'clock, from the residence of Mr. John Clark, Lower Cove, when friends and acquaintances are requested to attend.

At the Alms House, yesterday, Mr. Robert C. Alder, Baker, aged 50 years, a native of this City, and son of the late Mr. Robert Alder, Cooper.

At Indian Town, on the 19th instant, Augustine O., aged four years, son of Mr. Peterson.

On the 13th instant, Mr. Patrick O'Herron, a veteran soldier and pensioner, of the 78th Regt., who fought with that regiment at Badajos, Salamanca, Vittoria, &c., and also under General Brock in Upper Canada; he fought under the command of that General at Queenston heights, on the 13th of October, where Brock was slain, and died on the anniversary of that day.

At Fredericton, on the 18th instant, Mrs. Martha, wife of Henry Waller, aged 42 years, leaving a husband and seven children to lament their loss.

Suddenly, at Milltown, on Saturday last, after a few hours' illness, Mary B., wife of George M. Porter, Esq., in the 37th year of her age: leaving a bereaved husband and seven children, with a numerous circle of friends, to mourn their loss.

At Granville, on the 5th instant, Mr. Robert Tansh, aged 32 years.

At Liverpool, England, on the second of September last, of fever, Mrs. Sybella Gibbes, in the 34th year of her age, wife of John C. Gibbes, Esquire, and fourth daughter of the late Sheriff Andrews, of Charlotte County, New Brunswick.

At Charlestown, P. E. I., on Wednesday, the 7th inst., in the 48th year of his age, after much suffering, Mr. Edward Affleck Moody, Publisher and Proprietor of the *Morning News*, Newspaper; formerly of Halifax, N. S.

MARINE JOURNAL.

PORT OF SAINT JOHN—Arrived,

Sunday—Brigantine Emerald, Burrill, Yarmouth, (N. S.)—C. McLauchlan, ballast.

Tuesday—Brig Elizabeth, Peters, Newcastle, 50—R. Rankin & Co. coals.

Wednesday—Barque Romulus, Sangster, Clyde, 40—James Kirk, ballast.

Brigantine Star, Barnes, New York, 10—H. Gilbert, wheat and flour.

Widow, Gorum, New York, 8—Master, flour, &c.

Steamer Maid of Erin, Leavitt, Portland, (Me.) 1—Thos. Parks, passengers and merchandise.

Thursday—Barque Montezuma, Smith, London, 49—Geo. Thomas, ballast.—The M. was bound to Quebec, but bore up for this port, having lost sails, &c. in the gale of the 19th ult.

Peel's One, Askam, Hull, 39—John Mackay, coals.

Caithness-shire, Leggett, Belfast, 40—John Robertson, ballast.

Charles Walton, Baker, Yarmouth, (N. S.)—Geo. Thomas, ballast.

Helen, Risk, New-York, 12—Wm. Carvill, flour, wheat, &c.—The Helen was bound to Liverpool, but having encountered heavy weather, she sprung aleak, and bore up for this port—will have to discharge to repair.

Brig Johns, Custard, Portsmouth, 47—Master, ballast.

Steamer North America, Brown, Eastport—James Whitney, passengers and merchandise.

Friday—Barque Medium, Crosby, Yarmouth—C. McLauchlan, ballast.

Brigantine Brookline, Spates, Alexandria, 10—Geo. Thomas, wheat.

Schooner Flora, Johnston, Portland, 3—James R. Crane, molasses, &c.

Sarah, Fowler, Boston, 3—Master, assorted cargo.

This morning—Brigantine Albert Fearing, Shackford, Philadelphia, 12—I. D. Andrews, flour, &c.

COASTWISE.

Saturday—Linnet, Winchester, Digby, cordwood.

Bride, Smith, Cornwallis, cordwood and apples.

Harp, Pennery, Deer Island, fish.

Margaret, Hamilton, Cornwallis, potatoes, &c.

Princess, Holland, Grand Manan, fish.

Monday—Ellen, Cole, Sackville, sheep & potatoes.

Adventure, Gates, Wilmot, cattle.

Weymouth, Baker, Wilmot, sheep and potatoes.

Globe, Titus, Cumberland, fish.

Hare, Brown, Cornwallis, apples and potatoes.

Woodlands, Wright, Petticodiac, railway scantling.

Hillsboro, Steves, Hillsboro, do.

Caledonia, Urquhart, Londonderry, plaster.

Linnet, Campbell, Dipper Harbour, fish.

Herald, (s.) Donahue, Windsor, plaster.

Tuesday—Thomas, Smith, Quaco, ballast.

Wilmot Packet, Harris, Wilmot, potatoes & wood.

Margaret, Farish, St. Andrews, ballast.

Favorite, Helms, St. Andrews, matches.

Sophia, Ogilvie, Cornwallis, oats and potatoes.

North America, (s.) Brown, Annapolis and Digby, passengers and cattle.

Wednesday—John Wilson, Giggy, Shepody, ballast.

William, Clark, Cornwallis, potatoes and turnips.

Dove, Woodworth, Cornwallis, wood & potatoes.

King Fisher, Lyons, Cornwallis, cordwood.

Emma Johnston, Howard, Apple River, deals.

Lioness, Marshall, Digby, cordwood.

Hero, Belmour, Dipper Harbour, fish.

Elizabeth, Parker, Cornwallis, potatoes.

Thursday—Belt, Wilson, Campo Bello, fish.

Freedom, Wyer, Londonderry, plaster.

Polina, Matlock, Campo Bello, fish.

Sarah Ann Hill, Doherty, Annapolis, hay & cider.

Diana, Haney, West Isles, cordwood, &c.

Peeler, Eldridge, Digby, turnips and potatoes.

Laurel, Beeler, Wilmot, sheep and cordwood.

Wm. & Edward, Parker, Welch Pool, fish & oil.

Economy, Brinton, Wilmot, cattle and sheep.

Milford, Benson, Grand Manan, fish.

Catharine, Sulis, Digby, turnips and potatoes.

Heroine, Stevens, Maitland, plaster and butter.

Jim, Minness, Cornwallis, staves, turnips, &c.

Crown, Parker, Annapolis, sheep and potatoes.

Dove, Trecartin, Deer Island, fish.

Onslow, Ludlow, Welch Pool, fish.

North America, (s) Brown, Digby, passengers.

Friday—Digby Packet, Tansh, Digby, tea, &c.

Wm. Henry, Gould, Cornwallis, turnips, &c.

ENTERED FOR LOADING.

Oct. 17—Renewal, Cooper, Gloucester.
Mabel, Antil, New Ross.
19—Belmont, Grant, Liverpool.
20—Perseverance, Bennett, Liverpool.
Hampton, Graham, Grangemouth.
General Graham, White, Grangemouth.
Mary, Boddie, Havannah.
Ailsa, Murray, Liverpool.
20—Portland, Robinson, Liverpool.
Emerald, Burrill, Dundalk.
Carnatic, Burns, Liverpool.
Romulus, Sangster, Greenock.
Ann & Mary, Cunningham, Cork.
22—John Craig, Walton, London.
Charlotte, Moran, Dublin.
Cathness-shire, Leggett, Belfast.
23—Johns, Custard, Sunderland.
24—Harriet, Wallace, Newcastle.

CLEARED.

Oct. 17th—Brig Arve, Wooster, Eastport, plaster—L. H. Waterhouse; Brigantine Olive Branch, Cleary, Greenock, deals—John Hammond.

19th—Brigantine Themis, Dobbin, New Ross, deals—S. Wiggins & Son; Schooner Flora, Pine, Eastport, gypsum—Geo. Thomas.

20th—Ship Speed, Grundell, Liverpool, timber and deals—S. Wiggins & Son; Barque Celeste, Cooper, Liverpool, deals—John Mackay; Brigantine Olive, Jeffrey, Eastport, plaster—G. Thomas; J. Lovett, Perkins, Boston, timber—L. H. Waterhouse.

21st—Ship Coronation, Hume, Liverpool, deals—W. Davidson; Barque Lord Sidmouth, Dow, Glasgow, timber and deals—S. Wiggins & Son.

22d—Ship Yeoman, King, Liverpool, timber and deals—R. Rankin & Co.; Barque Henry Tanner, Sargeant, London, timber and deals—Allison & Spurr; Brig Struan, Mack, Liverpool, timber and deals—Jas. Robertson; Schr. Emily, Wood, Boston, old iron, &c.—Master; Charlotte, Henneberry, Halifax, smoked herrings, &c.—G. & J. Salter; Eliza Ann, Crowell, Halifax, salt, &c.—J. Ward & Sons; William Caldwell, Archibald, Halifax, limestone—Master.

23d—Ship Amazon, Pearson, Hull, timber and deals—John Robertson; Barque Barbara, Purss, Londonderry, deals—John Mackay; Celeste, Roberts, Liverpool, deals and laths—John Mackay; Hindoo, Hughes, Carnarvon, timber and deals—James Kirk; Brig Eagle, Patterson, Yarmouth, (Eng.) deals—S. Wiggins & Son; Ajax, Charter, Newcastle, timber and deals—James Alexander; Vine, Kinney, Barbadoes, fish and lumber—James Alexander.

24th—Brig Belle of Maitland, Seelye, Barbadoes, fish and lumber—J. & T. Robinson; Solon, Moody, Cork, timber and deals—Charles McLauclan; Schooner Francis, Anthony, Boston, Alewives—Master.

Schooner Prancer, Johnston, of and for this port, from Boston, with an assorted cargo, was driven ashore on Libby Island, near Machias, in the gale of the 14th instant—the crew got safe on shore, and part of the cargo has been saved, in a damaged state.

Barque Ambassador, Barbour, hence, for Bridgewater, run on shore at Mud Island, near Yarmouth, (N. S.) on the night of the 18th instant, and it is reported would not be got off. Part of the crew arrived here on Thursday last in the Charles Walton from Yarmouth.

The barque Hants, Captain Leask, which sailed from this port on the 28th August for Aberdeen, was capsized and dismasted in the gale of the 19th ult. The crew remained in a very perilous situation, being exposed to the wet, cold, and without provisions, until the 22d, when they were fallen in with by the brig Pomona, Captain Templeton, bound to Miramichi, which vessel laid by them all night, a heavy sea running at the time, and on the following morning got them all on board in safety. Captain Leask speaks in the highest terms of the humane conduct of Captain Templeton to himself and crew.

The barque Pons Ælii, Captain Mock, at Miramichi from Cork, on the 23d ult., fell in with the brig Ratchford, dismasted, and on her beam ends; took off the crew, and carried them to Miramichi.

The barque Augusta, from a port in Britain, bound to Quebec, put into Miramichi on the 17th instant, dismasted.

Brigantine Ann, which arrived at Halifax on the 20th ult., brought in Capt. Hill and crew of the barque Brothers, of St. Stephen's, N.B., bound to Liverpool, G. B. timber laden, that vessel having experienced a dreadful hurricane in lat. 45 40, lon. 39, which commenced on the 19th Sept. 4 P. M., and lasted until the 21st (noon)—during which time everything was washed overboard, the round house stove, the ship dismasted and waterlogged—and the crew only saved by being lashed on the main rigging, where they suffered greatly from fatigue.

Captain Leng and the crew of the barque Margaret Thompson, of Stockton, from Donegal for Miramichi, arrived at Quebec in the barque Lord Seaton on the 10th instant—that vessel having been abandoned in a sinking state on the 24th September.

Ship Superior, Mason, at Quebec on the 15th instant, fell in, on the 21st ult. with the ship Lanah, from Quebec for Liverpool, which became water-logged in the gale of the 19th. Took off the crew, 28 in number, and afterwards put part of them on board the Mary from Quebec for Liverpool.

The ship Manchester, at Baltimore from Breman, reports that on the 22d lat. 48 20, lon. 36 50, fell in with the wreck of the British barque Cecilia, with foremast gone by the board, and main and mizen topmast—the British barque Joanna, of Glasgow from Hull for Quebec, was lying by her to take off the crew, and render any assistance as soon as the weather should moderate to make it possible to board her. On the 23d, spoke a British brig bound to London, who had taken off the day previous the crew of the bark Pyrian, of Nova Scotia, wrecked in the late gale. The ocean seemed to be literally strewed with broken spars, fragments of wreck.

Arrivals from St. John.—Sept. 17th—Anlaby at Westport; 21st—Alfred at Leith; 22d—Albion at Gravesend; Harry King at Kinsale; Blanch at Westport; 23d—Justinian at Shields; 24th—Bethel at Bristol; Euphemia at Crookhaven; 24th—Henry Patterson at Cork; Mountaineer at Liverpool; Camilla at Lytham; 26th—Oromocto at Gravesend; Gem at Waterford; Orbit at Liverpool; Caroline at Pentland Frith; 27th—Pearl at Southampton; Robert Rankin at Gravesend; New Zealand at Newry; Elizabeth at Cork; 28th—Hornet at Limerick; 29th—Hibernia at Wexford; 30th—Chieftain at Hull; Allen Brown at Dublin; Cynthia Ann at Liverpool; 21st—John Wilson at do.; Oct. 1st—Isabella at Newry; Pathfinder at Yarmouth; 2d—Britannia, Three Sisters, and Elizabeth, Henneberry, at Liverpool.

Vessels sailed for St. John—From Longhope, Sept. 18th—Eliza; 19th—Rainbow from Poole; Londonderry from Londonderry; 21st—Bristol from Portsmouth; 22d—McDonnell from Toon; 23d—Lord John Russell from Dublin; Sea Bird from Liverpool; 24th—Dolphin from Warren Point; Speed from Wexford; 26th—Columbus from Liverpool; 27th—Enterprise from Dublin—(put back to Kingstown on the 29th, leaky); 28th—Sarah from Dublin; Æolus and Charles Chaloner from Liverpool; 29th—John Walker, do.; Minerva from Ayr; Industry from Penzance; 30th—Vancouver, Grampian and England from Deal; Jane Duffus from Ramsgate; Sir H. Pottinger from Bristol; Oct. 1st—Barlow from Liverpool; 2d—Sir Robert Peel, do.; Helena from North Shields.

Cleared at London, 2d Oct.—Henry Thompson for St. John; at Liverpool, 3d, Edinburgh, do.—Loading for St. John, Oct. 3—John Wilson, Mackie, at Liverpool; Duke of Wellington at London, and Lucius Carey in the Clyde.

The Bruce, from Dublin to St. John, put into Cove of Cork on the 26th Sept.—leaky.

The steamer Brittania, Hewitt, arrived at Liverpool on the 30th Sept. from Halifax, passed five vessels lying to with loss of spars, sails, &c., on the 20th instant, in lat. 45, long. 57, and on the same day saw a brig with only lower masts and foreyard standing; on the 25th instant, in lat. 49, long. 31, passed a vessel under jury foremast, and with loss of maintopmast. The James and Mary Sinnott, Connor, from Tralee to Quebec, was abandoned 22d instant, in lat 48, long. 31, dismasted and on her beam ends, and with nine feet water in her hold; the master, seven of the crew, and twenty passengers, were taken off by the Lord Glenelg, Martin, bound to Richibucto, which afterwards transferred the master to the Britannia (s); the remainder of the crew and passengers were taken off by a French brig from St. Peter's to Marseilles.

The packet ship Patrick Henry, Delano, from New York, at Liverpool, 3d October—sailed 8th Sept. From midnight of the 8th to noon of the 11th had a heavy gale from E. N. E.; 10th Sept. lat. 39, long. 74, passed the wreck of a vessel about 200 tons, dismasted and water logged; 11th, lat. 33, long. 72, saw the hull of a brig totally dismasted, spars lying alongside—she had two white streaks, caboose house painted green, with white pannels, a billet head and carved work on her stern—could not discern any one on board of her; 19th, lat. 44, long. 50, experienced a violent gale from S. S. W. to W., lost fore and maintopsail, foresail, staysails, spencer and maintopgallantmast, stove bulwarks, &c.; 22d, lat. 46, long. 41, hauled up for and spoke the ship Pomona, from St. John, N. B., to Liverpool, dismasted, and in a sinking condition, took off 19 of the crew (the barque Nova Scotia, of Yarmouth, N. S., was laying by her, and had taken part of the crew) the Nova Scotia had lost topgallantmast, jibboom sails, and deck load, in the same gale of 19th inst.; 24th, lat. 47, long. 37, passed a ship or barque steering east under jurymast, and the Marquis of Wellesley, of Dublin, steering west; 25th, lat. 41, long. 34, passed the Flora, of St. John, N. B., lost sails, jibboom, &c.; 27th, lat 52, long. 23, passed a brig steering east, with loss of mainmast.

St. John Society Library.

THE ANNUAL MEETING of the Proprietors of the Saint John Society Library will be held at the Library Room on Monday, the 2d day of November next, at the hour of 12 o'clock, noon. J. W. PETERS,
Oct. 24 —2† *Secretary.*

Omnibus and Coach Company.

AT a Meeting of the Shareholders of the Omnibus and Coach Company, held at the Saint John Hotel, on Monday evening last, pursuant to a notice previously given, Mr. H. W. Pitts was called to the Chair, and Mr. C. L. Street was requested to acted as Secretary.

On motion, it was unanimously Resolved, that the following Gentlemen be appointed a Committee:—viz.:

Messrs. H. W. Pitts, William Scammell,
Joseph Fairweather, Thomas Hanford,
W. H. A. Keans, Samuel Holsted,
Edward B. Peters.

On motion, Resolved unanimously, that the Committee shall call in an Instalment of Twenty-five per cent. on or before the first day of December next, to be deposited in the Bank of New-Brunswick.

And further Resolved, that the Committee shall obtain all the necessary information in their power for the furtherance of the object contemplated by the Company, and to make report at the next General Meeting of the Shareholders, to be held at the Saint John Hotel, on Friday, the 20th day of November next. C. L. STREET,
St. John, Oct. 24, 1846. Secretary.
[Phœnix Adv. Hld. T. Tel. M. News 1ins. each.]

Omnibus & Coach Company.

THE Shareholders of the above Company, are hereby requested to pay in Twenty-five per cent. (being Twenty-five Shillings on each Share), at the Office of Mr. H. W. Pitts, No. 20, South Wharf, who is duly authorized to receive the same; to be paid on or before the first day of December next, in pursuance of a Resolution passed at a Meeting of said Company.

By order of the Committee.

WILLIAM H. A. KEANS,
Oct. 23. *Secretary to the Committee.*
(Phœnix, Her., Tem. Tel., M. News)

Mr. DEUCHAR

BEGS to inform his friends and patrons, that his last quarter for the season will commence on the 2d of November next. His first Assembly will take place at the St. John Hotel on the evening of the 20th of November. Those pupils wishing to join for a term will not be charged until the Assembly. Mr. D. invites his pupils of last winter to call before the 20th, that they may practise the Polka, &c. for the Assembly.

Mr. D. will take the liberty of sending the list to his former patrons, and will esteem it a favour if they will add their names. There is a list at the Hotel, and as the Assembly will be select, those wishing to subscribe will please call on the Messrs. Scammell at an early day. Terms as before, (12s. 6d.)—to admit a gentleman and two ladies. 2‡ Oct. 24.

Portrait Painting!

MR. VALENTINE begs to inform the citizens of Saint John, that he intends remaining here for a short time, and will be happy to execute any order in his Profession on early application. Residence, at Mr. Lonsly's Hotel, King's Square. 3i Oct. 24.

MISS MAGEE,

Has received per ships Themis, from Liverpool, and John Craig, from London:—

A CHOICE selection of SATINS, Gros de Naples, French MERINO, COBURGS, *FURS, CLOAKINGS, VELVETS,* Hosiery, Gloves, Ribbons, Feathers, Flowers, &c. &c. &c.

Also,—Ladies' and Children's *BEAVER BONNETS,* Ladies' *CLOAKS, MANTILLAS, MILLINERY, &c.* Oct. 24.

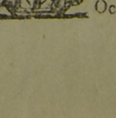
English Window Glass.

Ex Themis, from Liverpool:

25 BOXES 7x9; 40 ditto 8x10;
30 ditto 9x11; 10 ditto 9x12;
25 do. 10x12; 25 do. 10x14; 10 do. 12x14;
20 do. 12x16; 40 do. 12x18; 15 do. 12x17;
10 do. 14x20; 5 do. 14x18; 10 do. 16x20;
10 do. 16x22; 10 do. 16x24; 10 do. 18x24.

For sale low by W. O. SMITH,
Oct. 24. Market Square.

Wanted to Charter.



A SHIP, from 600 to 650 Tons, to carry a Cargo to a Port in England. Apply to
Oct. 24. N. S. DEMILL.