tribute the remainder, which is contained in another beautiful purse presented by one of our fair passengers, among the officers and crew under your command, agreeably to the schedule which accompanies it.

At the same time it gives me pleasure to inform you that a liberal contribution has been made, with the view of creating a fund for the relief of families whose heads and supporters have been lost at sea, that in compliment to yourself and this ship, as well as in commemoration of the signal mercy we have experienced in her, it is to be called the "Great Western Fund."

With sincere wishes for your continued health and prosperity, I remain with great regard,

Respectfully yours,
ARCHIBALD GRACIE,
Chairman.

To this letter, Capt. Matthews returned the following answer:—

Great Western, S. S. at Sea, Sept 28th, 1846.

To A. Gracie, Chairman, &c.

Sir: Your letter to me in behalf of the passengers by the Great Western steamship under my command, I feel as a very great compliment to my ship, officers, and self, and in reply, I beg to tender most gratefully our best thanks and warmest regards.

It is to Divine Providence alone that we are all indebted for our safety. For during my long experience at sea, I never witnessed so severe a storm, and were it not for the good qualities of my noble ship, under the direction of God, she could not have weathered it.

I am more than pleased at the step your committee have taken to promote the interest of the widows and orphans of seamen and others lost at sea. And I am sure that the Directors of the Great Western Steam-ship Company, with myself, and all interested in this ship, will consider it a high compliment which you have conferred upon her. And I for one will contribute my mite to this glorious undertaking, and I have no doubt but my officers and crew will follow my example.

I have the honor to be, Sir, your ob't servant,
BARNARD R. MATHEWS.

Mr. Gracie also handed to Mr. Balch, as one of the Trustees of the Great Western Fund, the following letter:

On board the Steamship Great Western, September 29th, 1846.

Gentlemen: I have been directed to inform you by the Committee appointed by those passengers on board the Great Western, who have made a contribution for the purpose of forming the neucleus of a fund "for the relief of the families whose heads and supporters have been lost at sea, and which in compliment to the Captain and ship, as well as in commemoration of the signal mercy we have experienced in her, is to be called the "Great Western Fund"—that they have unanimously named you Trustees of said Fund.

The subscription now amounts to $580—which sum will be handed over to you by the treasurer, Robert Hutchinson, Esq., to be invested in such manner as you may deem best, in order that the interest accruing from this and subsequent subscriptions may be applied to the object proposed.

We doubt not you will lend your valuable co-operation to the furtherance of this noble charity, which deserves, as doubtless it will receive, the cordial support of the community at large.

I have the honor, gentlemen, to remain,
Your obedient servant,
ARCHIBALD GRACIE.

To Messrs. James Boorman, Pelatiah Perrit, Rev'd Lewis P. W. Balch, James Lennox and Robert B. Minturn.

The following resolution, expressive of our gratitude to Almighty God, and of regard for the Captain, officers and crew, was subsequently adopted.

At a meeting of the passengers held on board of the Great Western, Sept. 29th, 1846, and unanimously adopted,—

Resolved, In review of the perils of the late gale which threatened the termination of our earthly plans, and endeared social relations for the allotments of eternity, and our deliverance, with the cheering prospect of restoration to our families and friends, we desire with grateful hearts to render to God the homage of our devout thanksgiving; with our supplications that He will sanctify to us the admonitions of His providence, and render them subservient to our present and future well being. We would also render praise to Him for the calmness, and decision, and endurance granted the Captain, officers and seamen of the ship, through the whole period of the protracted storm; and for the solemnity and equanimity and good conduct which amidst such protracted and appalling dangers characterized the passengers and inmates of the ship.

So closes the record of this memorable storm. But never can its recollection be effaced from the minds of those who were exposed to its perils.

When the danger had all passed, said the Captain to me, "Thrice on the deck I thought destruction inevitable. Each time a sea of such magnitude and power came at the ship, that I thought it was all over with us. But unexpectedly each broke just at the side of the ship. Sir, the hand of the Lord was in it." Yes, the hand of the Lord was it—may we never forget 'twas the hand of the Lord.

The above narrative, correspondence, letters and resolutions having been submitted by the Committee and unanimously authenticated at a public meeting of the passengers, held on board the Great Western, Sept. 29th, 1846, the meeting directed that the whole should be published in the papers of New York and Liverpool, and a copy forwarded to the Directors of the Great Western Steamship Company. The meeting then adjourned sine die.

ARCH. GRACIE, Chairman.
LYMAN BEEKER,
LEWIS P. W. BALCH,
JOHN MARSH,
JAS. A. WASHINGTON,
W. DETMOLD, M. D.
A. HUTCHINSON,
THOMAS RAWLINGS,
JS. MATHIEU.

BRITISH POSSESSIONS BILL.

The following is a copy of the Act to enable the Legislatures of certain British Possessions to reduce or repeal certain Duties of Customs, which was passed by Parliament, and received the Royal assent on the 28th of August.

Whereas by an act passed in the session of Parliament holden in the eighth and ninth years of the reign of her present Majesty, entitled an act to regulate the trade of the British possessions abroad, (8 and 9 Vic., cap. 93,) certain duties of customs set forth in a certain table in the said act contained are imposed upon the importation into any of the British possessions in America, or into the island of Mauritius, of the several articles therein mentioned, not being the growth, produce or manufacture of the United Kingdom, or of the British Possessions therein enumerated, and a certain duty of £10 for every £100 of the value thereof is imposed upon the importation thereinto of certain sugar refined in bond in the United Kingdom; and whereas by the said act it is enacted that all laws, bye-laws, usages, or customs which shall be in practice, or endeavoured or pretended to be in force or practice, in any of the British possessions in America, which are in any wise repugnant to the said Act, or to any Act of Parliament made or to be made in the United Kingdom, so far as such Act shall relate to and mention the said possessions, are and shall be null and void to all intents and purposes whatsoever; and whereas it is expedient to enable the legislatures or other proper legislative authorities in the said British possessions, with the assent of Her Majesty in Council, to reduce or repeal all or any of such duties of customs as aforesaid, so far as the same may be in force in such possessions respectively: Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords spiritual and temporal, and Commons, in this present Parliament assembled, and by the authority of the same, that if and whenever the Legislature or other proper legislative authority of any of the said British possessions in America or the Mauritius make or pass any act or ordinance, acts or ordinances, reducing or repealing all or any of the said duties of customs so imposed as aforesaid by the said recited act upon any article imported into such possession, and if Her Majesty, by and with the advice of her Privy Council, assent to such act or ordinance, acts or ordinances, such duties of customs shall, upon the proclamation of such assent in the colony, or at any time thereafter which may be fixed by such act or ordinance, be so reduced or repealed in such possession as if such reduction or repeal had been effected by an act or acts of the Imperial Legislature, any thing in any act to the contrary thereof notwithstanding.

II. And be it enacted that all such acts and ordinances shall be laid before both Houses of Parliament, by one of Her Majesty's principal Secretaries of State, within thirty days after Her Majesty shall have assented thereunto, if Parliament be then sitting, or if not, then within thirty days after the next meeting of Parliament."

New York, Oct. 3.—*Flour Market.*—Our market for Western Flour which before the arrival of the Great Western was very firm at $5, became completely unsettled upon the reception of her favourable advices, and prices immediately advanced 50 cents per bbl. sales of a few thousand bbls. being made on Wednesday at $5,50, a portion probably for export; on Thursday, the excitement continued with but little abatement, and a further advance of 12½, and in some instances 25 cents was obtained, some 7 to 8000 bbls. being taken mostly for shipment, at $5,56¼ to $5,62½, and smaller parcels for home use to some extent at $5,75; 200 bbls. brought the latter price; and 1000 fancy Ohio, $5,81¼ to $5,87½. Yesterday there was a fair demand, and 1000 bbls. better than common brands Genesee sold at $5,75, but the market generally was inactive, $5,62½ cents, only being obtainable for common brands at which about 5 to 6000 bbls. were disposed of, with a disposition on the part of some to accept a lower rate. Corn Meal has advanced considerably; about 1000 bbls. Jersey have been taken at $4 to $4,12½—and in lots $4,25.

1500 bushels of white Wheat were sold on Thursday at $1,15.

Oct. 5.—There is a good deal of talk about Corn, but no transactions of consequence yet; the feeling in the market is about the same as on Saturday. Sales of 300 brls. Flour for shipment at $5,75, in store and to lie there for a few days; 600 brls. flat hoop Ohio at $5,62, and some other parcels Western at $5,62.

The Courier.

SATURDAY, OCTOBER 10, 1846.

THE ELECTIONS.

On Monday last, the nomination of Candidates for the representation of the City and County of Saint John, took place at the Court House in this City. The Election Laws having been read and the usual formalities gone through, a letter was read by the Deputy Sheriff, stating that in consequence of W. H. Street, Esq., not having arrived from Britain, his friends had determined on withdrawing his name from the list of candidates.—The following gentlemen were then nominated as candidates, and being called upon by an elector, handed in their respective qualifications—viz.:

For the County—John R. Partelow, John Jordan, William J. Ritchie, John Owens, John H. Gray, Robert D. Wilmot, and John T. Smith, Esquires.

For the City—Hon. Robert L. Hazen, Isaac Woodward, Charles Watters, William Jack, and William H. Needham, Esquires.

Polls for the County were held in the different districts yesterday, and resulted in the election of Messrs. Jordan, Partelow, Ritchie, and Wilmot.—The following is a return of the votes polled—

		Partelow	Jordan...	Ritchie..	Owens...	Gray.....	Wilmot..	Smith....
Saint John.	King's Ward,	133	137	119	93	75	85	47
	Queen's Ward,	143	100	102	55	53	61	25
	Duke's Ward,	73	59	61	31	25	28	15
	Sydney Ward,	49	49	41	32	23	19	19
	Guy's & Brook's wards (*Carleton*)	64	49	29	26	24	61	19
Parish of Portland,		62	68	80	61	32	10	17
Parish of Lancaster,		84	51	82	38	26	62	32
Parish of Simonds	Loch Lomond,	73	93	77	26	57	49	6
	Black River,	136	157	112	18	47	112	1
	Red Head and Mispeck,	16	19	19	3	5	19	8
Parish of St. Martins,		65	184	86	107	66	47	99
Totals—		883	961	808	489	435	553	283

The polls for the two City Members were held to-day—Messrs. Hazen and Woodward were elected.

York County.—The election took place on Wednesday. Messrs. L. A. Wilmot, Charles Fisher, James Taylor, (members of the late House,) and Thomas Baillie, were returned. The Head Quarters of Wednesday gives the following as the state of the polls in the different districts at their close—Wilmot, 940; Fisher, 898; Taylor, 720; Baillie, 562; Huestis, 420; Coy, 419.—The Hon. Colonel Allen, one of the former members, and who had served for thirty-eight years, declined being a candidate. He was too unwell to attend the hustings, and was represented on the occasion by his son, J. C. Allen, Esquire.

Kent County.—The Hon. John W. Weldon, (Speaker of the last House,) and David Wark, Esquire, the former Members, have been returned.

Westmorland.—The polling in this County took place last Tuesday, and resulted in the election of Messrs. Hanington, Wilson, Botsford, and Landry. State of the poll at its close:—Hanington, 1063; Wilson, 882; Botsford, 842; Landry, 802; Gilbert, 716; Avard, 695; Chapman, 686; Palmer, 658;—Messrs. Hanington and Botsford were in the late House, and Dr. Wilson was formerly a Representative from the County; Mr. Landry is a new Member. Mr. Palmer was one of the late Members—the other, (Smith) resides in the County of Albert.

Charlotte County.—In compliance with a numerously signed requisition from the Parishes of St. Stephen, St. James, and St. David, William Porter Esquire, of St. Stephen, has offered himself a candidate in addition to those already announced, making eight in all, from which four are to be chosen. Polling on Friday next.

Canadian Boundary.—We learned yesterday that Captain Pipon, R. E. had proceeded to the Northward, to make the necessary examination, before the close of the season, of the country about Restigouche, with a view to the settlement of the Boundary between this Province and Canada.—We have not been able to learn anything of the movements of the Railway Surveyors, or the progress they are making.

Mr. Simpson, the Canadian Commissioner, is in the upper part of the Province, and we presume accompanies Capt. Pipon.

We understand that a meeting of the Executive Council will be held early next week.

New Insurance Company.—A new association under the designation of the "Colonial, Foreign and General Assurance Company, for Fire and Life," has been organized in London, with a capital of £1,000,000, divided into 40,000 shares of £25 each, with a reserve for shareholders in the Colonies. The Company, we understand, intend to establish agencies in this Province. In addition to other advantages set forth in the Prospectus, those that would be afforded by a large capital, and the exemption of the assured from liability of partnership—very moderate premiums, and a local direction in each Colony,—are of much consequence. The interest, too, which such an institution would create in Colonial affairs in England, could not fail to be highly beneficial to the general interests of the Colonies, and the establishment of such a Company, therefore, should be an object of consideration, and induce our capitalists to take a portion of the shares reserved for the Colonies. We expect soon to be able to communicate further particulars on the subject to our readers.

The Steamer Saxe Gotha which ran ashore on a mud flat near Cape Enrage on the 5th ult., was got off during the late high tides, and towed into our harbour on Sunday last, by the Steamer Herald. She is now, but little damaged, and her repairs being now nearly completed she will resume her trips in a few days.

The Herald also towed into port, at the same time, a new Barque of 235 tons, called the *Celeste*, built at St. Martins by Mr. David Bradshaw, for Messrs. G. & J. Salter, of this City. The Celeste is stated to be a very superior vessel, quite equal in model, materials, and workmanship, to any ever built in the Province.

The Rev. Mr. Halket, Minister of St. Andrew's Church, in this City, who has performed the duties of his office with much acceptability for several years past, but whose health has of late been so delicate as materially to interfere with his usefulness, being about to visit his native country, to seek, by a sea voyage and change of air, to reinvigorate his constitution, the Elders and Trustees of St. Andrew's Church presented him with an address on behalf of themselves and the congregation generally, which, with the Rev. Gentleman's reply, we now lay before our readers; and heartily join in the general wish that this able and zealous Minister may soon be enabled to resume his labours among us.

Saint John, N, B. 6th October, 1846.

To the Rev. Andrew Halket,
Minister of Saint Andrews Church.

Dear Sir,—As you intend shortly to leave us, in order to revisit your native country for the benefit of your health, and although we would fondly hope that a few months absence and relaxation from labour will so reinvigorate your constitution as to warrant your return, and the resumption of your Ministerial duties among us, still we cannot permit you to leave without expressing our sense of the great benefits which, both as a congregation and as individuals, we have derived from your labours.

Your coming among us was at a time when, for reasons to which it is now needless to advert, our Church had been convulsed and brought almost to the lowest ebb. Your arrival was therefore hailed by all as the dawning of a brighter day. Nor have our highest expectations been disappointed. Your highly acceptable and faithful pulpit ministrations, your unwearied visitation of the sick, your kindness and attention to the poor, and the revival of Sabbath School instruction among the children of the congregation, have done much in restoring your Church to its former prosperity and usefulness;—while your gentle and unassuming manners have rendered you beloved by all classes of your own congregation, and likewise respected by Christians of every denomination.

We, therefore, humbly pray that the Almighty God, whose unbounded love to man it is your great delight to proclaim, may guide you and your beloved partner in safety across the mighty deep, and again restore you to us in renewed health to resume that career of usefulness which you have hitherto been enabled to pursue.

But should an all-wise Providence in its inscrutable dispensations prevent this, may you be long spared in a more genial clime to proclaim the glad tidings of Salvation, and to add many seals to your ministry, and that the God whose servant you are may pour down upon you and your family all blessings, both temporal and Spiritual, is the affectionate wish and prayer of

Dear Sir—on behalf of the Congregation of St. Andrews Church—

Thomas Nisbet,	A. Jack,
John Gillies,	D. J. M'Laughlin,
William Hutchinson,	James Adam,
John Duncan,	Peter Reid,
James Kirk,	Thomas Reed,
John Wishart,	John Pollok,
William Jack.	

Elders and Trustees, St. Andrews Church.
A. Robertson, Sec'y.

MR. HALKET'S REPLY.

Gentlemen,—I speak the sincere language of my heart when I assure you that I am altogether unable to give utterance to my feelings on the reception of a Valedictory address so kind and affectionate as that with which you have honoured me. These feelings are both of a pleasing and of a painful nature.—pleasing, inasmuch as I am supported and consoled, in the prospect of my departure, by the evidence which you afford me of your warm attachment and regard;—painful, because I am forcibly reminded that the period of our intercourse is now about to terminate. It is cheering to be informed that my humble endeavours to promote the welfare and prosperity of the Congregation have met with your approval; while that approval only adds to my sorrow and regret that in the Providence of God I am compelled to leave you. For upwards of three years we have been united together in harmony and peace; and while nothing unpleasant has occurred to hinder me from pursuing in quietness the even tenor of my way, I have been strengthened and encouraged by the manifold tokens of your esteem, which it has been my happiness and comfort so largely to experience. And now that the bond of our connexion is about to be severed, allow me to express my fervent resolution that if the Sovereign Disposer of events shall permit me to return, it shall be my constant effort and aim, by the faithful and diligent performance of my all-important work, to justify your kindness and to retain your respect. Whether I may be enabled to resume my labours amongst you, God alone can tell; but if He should otherwise determine, it is my earnest prayer, that in His own good time He may provide you with a Pastor, who if not more anxious may at least be more able than myself, to discharge the various functions of the Ministerial office. To God I commend you, and to the Word of his grace—may he bestow his best and his richest blessings on every individual and family to whom I have been privileged to proclaim the glorious Gospel of Christ: and whether again we shall meet upon the earth, or whether our parting in time is destined to be final, may He unite us together in the fellowship of the faith, that thus when the changes and vicissitudes of this shifting scene shall have come to an end, we may meet in another and a better world, where sorrow and separation shall be known no more. Finally, brethren, farewell. Be perfect, be of good comfort, be of one mind, live in peace; and may the God of Love and Peace be with you!

ANDREW HALKET.

At the Annual General Meeting of the Philharmonic Society, at the Mechanic's Institute, on Tuesday Evening, the following gentlemen were unanimously elected Office Bearers for the ensuing year, viz:—James William Boyd, Esquire, President and Conductor: Mr. Richard Seely, Vice President; Mr. James Barber, Treasurer; Mr. George Hutchison, Junior, Secretary and Librarian; and, in consideration of their valuable services, Mr. Samuel Stevin, Professor of Music, and Mr. Ricks, Band Master of H. M. 33d Regiment, were unanimously elected Honorary Members.—A committee was subsequently appointed to secure the services of Mr. Anthony Beyer, Professor of Music, as Leader. The Society is not only out of debt but the Treasurer's Accounts exhibit a considerable balance in hand. We learn with much pleasure that Baron De Fleur has generously expressed his intention to give a Concert some time during the winter, for the benefit of the Society.—*Chronicle.*

St. Andrews, Oct. 7.—*Rail Road Meeting.*—A meeting of Stockholders and others of the St. Andrews and Quebec Railroad was held to-day in the Town-Hall. Several animating addresses were delivered and the greatest unanimity and confidence in the undertaking seemed to prevail. The subscription list is now above £25,000, and a notice will forthwith be given for a general meeting to elect Directors, and to adopt the most vigorous measures for advancing the enterprise. All doubt as to the practicability of making the road and of ultimate success has completely vanished. *We are now certain of having a railroad.—Standard.*

New Steamboat on the Eastern Route.—Mr. James Cunningham, the owner of the Portland and Governor, is now building a steamboat to run between this city, Eastport and St. John, that will not be inferior to any that has appeared in our waters. She is to be 200 feet long, 27 feet beam, and 11 feet 6 inches hold; boilers to be below deck.—She is to have wrought iron wheels, wrought iron shafts and cranks, and is to be in every way thoroughly built for a sea boat, and fitted up in Mr. Cunningham's best style.—[*Boston Traveller.*

Nova-Scotia.—The Provincial Legislature has been further prorogued to the 12th of November.

Quebec.—A comparative statement of the arrivals at Quebec, up to the 26th Sept. of the past and present years, shews a falling of this year of 203 vessels—58,448 tons. The number in 1845 was 1296 vessels—488,201 tons; in 1846, 1093 vessels—429,753 tons.—Emigrants in 1845, 24,912; in 1846, 31,618—increase in 1846, 6706.

Crops in Canada.—Most of the potato crops have been taken up, and they prove an average crop for the quantity planted, which was, however, much less than usual. A smaller proportion of the potatoes are injured than was generally imagined, and the grain crops are probably a full average: so that no scarcity of food need be apprehended in this part of the Province.—*Quebec Gazette, Sept. 28.*

Passengers in the Steamship Hibernia, from Liverpool to Halifax.—Mrs. and Miss Rayner, Capt. Dick, Lady, three children, and female servant, Hon. H. Bell, Lieut. Fitzhugh, Messrs. W. J. Stairs, G. S. Roberts, Wm. Evans, Joseph Bell, W. J. Wiswell, Chas. Dingwall, Hawley, Hooper, Mr. and Mrs. Garnham, P. Kirlen—and W. H. Street, James W. Peters, S. K. Foster, A. McTavish and J. H. Waugh, of this City.

For Boston.—Dep. Asst. Com. Gen. Routh, Col. Blake, Lieuts. Tissen and Deare, and 65 others.

Passengers in the Ship *Caledonia*, Capt. Wishart, sailed this day for Liverpool—Rev. Mr. Halket, Lady and child; Mrs. B. Wishart; Miss McDouall, of St. Andrews; Miss Thomson, of Windsor, N. S. and Mr. G. R. Boyle, of this City.

☞ The Rev. Samuel Brown, a Missionary from the General Assembly of the Presbyterian Church of Ireland, arrived by the steamer from Windsor on Friday morning, and will preach, God willing, in the Free Church in this City to-morrow, at 3 o'clock.

☞ The Mail for England, to meet the sailing of the Steamer *Hibernia* from Halifax on the 18th instant, will be closed at the General Post Office in this City on Wednesday next, at three o'clock in the afternoon.

☞ The Advertisement in the *New-Brunswicker*, of the Ship Themis, to sail for Liverpool on the 25th instant, was inserted without authority from the undersigned.—She will sail about the 17th instant, as advertised in to-day's paper. C. BROWN.

☞ The Historical and Scriptural Exhibition, at the Mechanics' Institute, as advertised in last week's Courier, will be opened every evening next week, except Wednesday.

COMMERCIAL EXCHANGE, Oct. 10.

Flour.—American Superfine, 32s. 6d. to 33s. 9d; Mill Superfine, 30s. Rye Flour, 22s. 6d. to 23s. 9d. Corn Meal, 22s. 6d.

Sugar.—37s 6d. to 38s. 9d.

Molasses.—1s. 5d. to 1s. 6d.

Pork and Beef.—No Sales.

Salt.—Liverpool—no cargo Sales—retailing from store at 10d. per bushel.

Coals.—Orrel and Newcastle, 22s. 6d. per chaldron; common Liverpool and Scotch, 20s. to 22s. 6d.

Timber and Deals.—25s. currency for 20 inch Timber, £6 for Deals.

Freights.—38s. to Liverpool; 40s. to London; 112s. 6d. to 115s. for Deals.

Exchange.—on London, 9½ per cent; on New York 1 per cent.

Jayne's Expectorant.

Lewis C. Levin, Esq. the distinguished advocate of Temperance, stated at a meeting of upwards of three thousand persons, that he should not have been able to address them, but for the use of "Jaynes' Expectorant." He said he had been labouring under a hoarseness and severe oppression of the chest, that he had purchased some of the Expectorant the day before, which had relieved him in a few hours, and he found himself, contrary to his own expectation, able to address the multitude.

Jayne's Expectorant.—We esteem it a pleasure to be able to recommend this Medicine as the best calculated for the purpose of curing coughs, colds, sore throat, asthma, and all affections of the lungs. From a long personal acquaintance with Dr. Jayne, we know that he is no quack, and his Medicines are not nostrums of the modern cry up, but are the result of his long experience, as a practising physician, and the expense of great labor.—*Hartford (Conn.) Daily Review.*

The proprietor could add hundreds of other names equally respectable, who recommend Jayne's Expectorant, as superior to all other Medicines for the cure of the various Pulmonary diseases. Prepared only by Dr. D. Jayne, No. 1, South Third Street, Philadelphia.

☞ Sold by T. Walker & Sons, St. John.

Wistars's Balsam of Wild Cherry.

There is, perhaps, no disease with which our country is affected, which sweeps off annually so many victims, as that fell destroyer of the human race—Consumption. Day after day, year after year, the insatiate monster hurries to the portals of the cold and silent tomb fresh added victims to its conquest. No walk of life is sacred from its blighting influence. No age is exempt from its death-dealing shafts. The old, the middle aged and the young, all alike, are food for this common enemy of mankind. The white haired patriarch, whose life of temperance has rendered his system impervious to the attacks of other ills, and whose good deeds prepared him for the enjoyment of life's calm evening, finds consumption fastening its fangs upon his vitals, and tearing him from a world ever bright to minds which look complacently on days well spent.

Is there no help for the afflicted? No preventive of the dangers which beset us in our changeable and fickle clime? We think there may be.—And if the allegations of those who are at least entitled to veracity, may be believed, there is a preventative and a remedy.

Wistar's Balsam of Wild Cherry is offered to a suffering world as such. It needs not the "adventitious aid" of a long string of fictitious certificates to give it notoriety. Its true value and intrinsic excellence, are sufficient to entitle it to the confidence of the public, and

"Waft on to fame"

the name of its inventor, as a benefactor of his species.

☞ For sale by Peters & Tilley, St. John, N. B.

MARRIED.

On the 5th inst. by the Rev. Henry Daniel, Mr. John Keef, to Miss Letitia Kerr, both of Hampton.

On Monday evening, by the Rev. Andrew Halket, Mr. Charles Gilding, to Miss Susan Fletcher, both of this City.

On the 1st inst., by the Rev. Robert Irvine, Mr. John Sands, to Miss Lydia McElhinney, both of the Parish of St. Martins.

And on the 5th inst., by the same, Mr. Nicholas Henry Wright, of the Kingdom of Hanover, to Miss Catharine Farrell, of this city.

At Trinity Church, on Thursday last, by the Rev. Alex. Stewart, Mr. Charles S. Sherwood, of the Parish of Hampton, to Miss Lydia Seely, of the Parish of Norton.

On Thursday evening, by the Rev. Samuel Robinson, Mr. Thomas Aruold, of this City, to Miss Zilphy Coleman, of the Parish of Portland.

On the 10th Sept. at Dullatur House, Dunbartonshire, James Bruce Street, Esquire, eldest son of W. H. Street, Esquire, of St. John, (N. B.) to Alice, second daughter of Major Orr, late of the 7th Royal Fusileers.

DIED.

On Sunday morning, John Richard Partelow Crane, aged six months and twenty-three days, son of Mr. James R. Crane.

On Sunday night last, James, aged one year and two months, youngest child of Mr. Edward Roche.

On Tuesday morning, William Munroe M'Nichol, second son of Mr. Daniel M'Nichol, in the 8th year of his age.

On Wednesday evening, 7th instant, Ann Spurr, youngest daughter of Captain William D. Faulke, aged two years and four months.

Yesterday morning, William J., infant son of Mr. Colin E. Cross, aged four months and eight days.

On the 23d September, on board the ship *Belmont*, on her passage from Liverpool to this port, Ann, wife of Captain Robert Grant, of that vessel, and daughter of Mr. John Stripling, of Liverpool. This sudden dispensation, while it deprives two young children of a tender mother, and a fond husband of an affectionate partner, will be deeply afflicting not only to her parents, but to a large circle of relatives and friends in England, as well as to many acquaintances in this country, to whom the engaging manners and amiable disposition of the deceased had greatly endeared her.—Her remains were interred to-day.

At Newcastle, Grand Lake, Sept. 26th, Mrs. Rhoda Sowers, aged 60 years.

At Newcastle, Grand Lake, on Saturday, 3d inst. at his father's residence, James, second son of Mr. Silas M'Mann, aged 22 years, after a lingering illness, which he bore with resignation to the Divine will.

At Fredericton, on the 27th ult. Mr. John McLauchlan, in the 70th year of his age. He was a native of Ireland, and came to this Province about thirteen years ago.—On the 3d instant, Mr. Geo. Bailey, aged 50 years.

At Fredericton, on Wednesday last, Captain James Segee, in the 76th year of his age. Captain Segee was for about twenty years a master of a steamboat on the River St. John, and was universally respected. He landed with the Loyalists at St. John, in 1783, and on the day of his death he had completed a residence in this Province of exactly 63 years.

At Somerset Vale, Bathurst, Gloucester County, on the 25th ult. after a protracted illness, in the 82d year of his age, Hugh Munro, Esquire. Mr. Munro was a native of Ross-shire, Scotland, whence he emigrated to the British North American Colonies, now the United States. At the close of the Revolutionary war in 1783, he came with his parents to New Brunswick. He represented the County of Northumberland in General Assembly for many years. As a Magistrate and Judge of the Common Pleas, and in every other public capacity, his character was marked by the strictest integrity.

At Glasgow, on the 16th Sept., Marion, wife of Mr. William H. Sulis, formerly of this City, aged 19 years, and eldest daughter of John Alexander, Esq. of Glasgow.

Drowned at sea, during a gale on the 2d ult., by a fall from the lee maintopsail yard, while double reefing, on board the ship *Osprey*, on her passage from London to Quebec, Mr. Alfred Mann, fourth son of Mr. Francis Mann, of this City, in the 19th year of his age, much and deservedly regretted by all who knew him.

MARINE JOURNAL.

PORT OF SAINT JOHN—Arrived,

Saturday—Brig Siroc, Bailey, Philadelphia, 10 days—L. H. Waterhouse, flour and meal.
Brigantine Olive Branch, Wright, New-York, 6—John Hammond, flour, &c.
Schooner John Edward, Breen, Boston, 10—James R. Crane, assorted cargo.
Steamer Maid of Erin, Leavitt, Portland, 2—Thos. Parks, passengers and merchandise.
Monday—Barque Rokeby, Robson, London, 42—Allison & Spurr, ballast.
Brig Ajax, Chater, London, 44—James Alexander, ballast.
Pekin, Harvey, Ardrossan, 50—John Robertson, ballast.
Brigantine Wanderer, Holmes, New-York, 10—J. W. M. Irish, assorted cargo.
Tuesday—Ship Swan, Taylor, Liverpool, 32—C. Brown, coals, &c.—Lost a suit of sails in the gale of the 19th Sept.
Commodore, Prichard, London, 31—Eaton & Ray, merchandise.—Sept. 18th, in lat. 45 30 N. long. 36 30 W. saw a new St. John barque, with about eight letters in her name, bound to the Eastward; same day, signalized the American ship Paul Jones, from Liverpool, bound to Boston, 14 days out.
Barque William Penn, Stephenson, London, 32—Owens & Duncan, ballast.
Schr. Armide, Kinney, Halifax, 8—Master, assorted cargo.
Eliza Jane, Wood, Boston, 6—James R. Crane, assorted cargo.
Ship Belmont, Grant, Liverpool, 30—S. Wiggins & Son, coals, &c.
Thursday—Barque Frederick, Gover, London, 33—S. Wiggins & Son, ballast.
Corinthian, Davidson, Hull, 48—James Barber & Co. coals.
Brig Eagle, Patterson, Carmarthen, 43—S. Wiggins & Son, ballast.
Mabel, Antil, Newcastle, 49—T. L. Nicholson & Co. coals and iron.
Schooner J. Lovett, Perkins, Boston, 3—L. H. Waterhouse, ballast.
Steamer North America, Brown, Eastport—James Whitney, passengers and merchandise.
Friday—Brig Themis, Dobbin, Newport, 40—John Mackay, ballast.
Brigantine Arve, Wouster, Alexandria, 22—L. H. Waterhouse, wheat and flour.
Schooner Brothers, Fitzgerald, Boston—Master, assorted cargo.
Defiance, Queren, Boston 4—A. S. Perkins, flour and pork.
Peruvian, Reed, Boston 4—Master, assorted cargo.
This morning—Ship Samuel, Grundell, London, 37—S. Wiggins & Son, ballast.
Barque Linden, York, Limerick, 34—to order, ballast.—Took from the wreck of brig Ann, Crosby, of and for Yarmouth, (N. S.) the master and crew. Passed the ship England, abandoned, and a large ship, supposed to be the Avon, partly dismasted, steering East.

COASTWISE.

Saturday—Matilda, Vantassel, Digby, fish, &c.
Sunday—Defiance, Loomer, St. Andrews, ballast.
Adventure, Gates, Wilmot, cattle.
Lark, Lord, Fishing Voyage, fish.
Monday—Petrel, Lee, Fishing Voyage, fish.
Eri, Eldridge, Beaver Harbour, fish.
John Nelson, Giggy, Petitcodiac, plaster.
Agenora, Russell, Petitcodiac, rail-road scantling.
Weymouth, Baker, Wilmot, cordwood, &c.
Caledonia, Urquhart, Londonderry, plaster.
Good Intent, Lee, Fishing Voyage, fish.
Eliza, Wright, Beaver Harbour, fish.
Herald, (s.) Donehey, Dorchester, passengers.
Tuesday—Eagle, Smith, Barrington, oil and fish.
Mary Eliza, Amberman, Annapolis, cider, &c.
North America, (s.) Brown, Annapolis and Digby, passengers.
Spartan, Daley, Fishing Voyage, fish.
Wednesday—Farewell, Potter, Westport, codfish.
Victoria, Munro, Annapolis, cordwood, &c.
Dolphin, McLellan, Dipper Harbour, fish.
Willing Maid, Outhouse, Westport, fish.
Active, Outhouse, Westport, fish.
Pilgrim, Thompson, Dipper Harbour, fish.
Melville, Burney, Shelburne, fish.
Star, White, New Edinburgh, cordwood, eggs, &c.
Bride, Smith, Digby, cordwood, eggs, &c.
Sarah Catch, Demmings, Yarmouth, fish, &c.
Hero, Belmore, Fishing Voyage, fish.
Relief, Trainer, Grand Manan, fish.
Laurel, Ruben, Digby, cordwood, &c.
Herald, (s.) Donehey, Young's Cove, with a new Brig in tow.
Lark, Welch, Westport, fish.
Thursday—Leader, Blackford, Brier Island, fish.
Globe, Titus, Fishing Voyage, fish.
Copy, Turnbull, Digby, cattle, &c.
Crown, Parker, Annapolis, sheep, potatoes, &c.
Catherine, Sulis, Digby, potatoes, &c.
Splendid, Outhouse, Fishing Voyage, fish.
Diana, Heney, Fishing Voyage, fish.
Digby Packet, Watt, Digby, tea, cattle, &c.
Friday—Caroline, Landers, Wilmot, cordwood, &c.
Herald, Driscoll, Salmon River, ships' spars.
Jim, Minness, Wilmot, lathwood and staves.
Will Watch, Murray, Cornwallis, potatoes, &c.
North America, (s) Digby, passengers,—new ship in tow.
Herald, (s) Donehue, Dorchester, passengers.

ENTERED FOR LOADING.

Oct. 3—Alfred, Campbell, Liverpool.
Emma, Ketchum, Belfast.
Rhine, Telford, Newcastle.
Heather Bell, Daw, Ballina.
5—Hindoo, Hughes, Cærnarvon.
6—Speed, Grundell, Liverpool.
St. Clare, Foy, London.
Thetis, Hall, Liverpool.
Coronation, Hume, Liverpool.
Frederick, Gover, Cork.
Henry Tanner, Sargeant, London.
Amazon, Pearson, Hull.
Rokeby, Robson, Newcastle.
Ajax, Chater, Newcastle.
Pekin, Harvey, Ardrossan.
8—Eagle, Patterson, Newcastle.
Fowler, Brodrick, Dundalk.

CLEARED.

Oct. 3d—Barque Sophia, Collins, Liverpool, timber and deals—John Robertson; Brigt. Sapphire, Perry, Glasgow, timber—T. E. Millidge; Schooner Kalos, Waid, Eastport, ballast—Master.

5th—Brig Redwing, Yorke, Belfast, timber and deals—James Kirk.

6th—Barque Princess, Murphy, Belfast, timber and deals—Jas. Alexander; Brig Leviathan, Roycraft, Limerick, timber and deals—Jas. Kirk; Brigt. Patriot, Durkee, Glasgow, timber and deals—S. W. Cock.

7th—Ship Tuskar, Muir, Liverpool, timber and deals—C. McLauchlan; Barque Woodhouse, Tate, Hull, timber and deals—John Robertson; Mary Campbell, Berger, Dublin, timber—Thos. Wallace; Brigt. Elf, Thomson, New York, plaster—Wm. Thomson; P. I. Nevius, Fields, Alexandria, gypsum—S. Hersey; Schr. Flora, Johnston, Portland, gypsum—J. R. Crane.

8th—Barque Caroline, Lovett, Dublin, timber and deals—R. D. Wilmot; Brig Rhine, Telford, Newcastle, timber and deals—R. Rankin & Co.; Cygnet, Brennan, Donegal, timber and deals—R. Rankin & Co.; Catharine, Burfield, Wisbeach, timber and deals—R. Rankin & Co.; Siroc, Bailey, Eastport, ballast—L. H. Waterhouse.

9th—Ship Caledonia, Wishart, Liverpool, timber and deals—John Wishart; Victoria, Cornish, Liverpool, timber and deals—F. W. Hatheway; Barque Woodstock, Heney, Cork, timber and deals—James Kirk.

The Barque Rokeby, at this port, sustained considerable damage in the hurricane of the 19th.—On the 22d, spoke the brig Baron, of Sunderland, from Falmouth, bound to St. Andrews, in long. 53 30, lat. 43 30, with loss of sails and lower mast heads damaged.

The brig Pekin, at this port, in the hurricane of the 19th, lost foremast and all belonging to it.—On the 23d, spoke the ship Virginia, from Liverpool for Charleston, with loss of main top-gallant mast.

Capt. Davidson of the barque Corinthian, at this port, spoke, Sept. 4th, long. 26 30 W., lat. 49 28, brig Nancy of Harrington, from Quebec, for Wales; 6th, long. 32, lat. 48 36 N., barque Earl, of Bristol, 13 days from Southampton, for Quebec; 14th, lat. 45 26 N., long. 45 47 W., barque Bee; 17th, lat. 44 10 N., long. 48 50, brig Native, of and from St. John; 3d instant, saw a loaded barque, bearing W. N. W., 6 or 7 miles off, under courses only, with both top-masts carried away, bearing up for Saint John; same day, lat. 43 3 N., long. 66 10, spoke ship Una, from St. John, for Liverpool—all well.

Reported by the ship Belmont—Lat. 44 30, long. 39 35, on 26th Sept. spoke the brig Violet, of Belfast, from Liverpool, for Bathurst; took from her 13 of the crew of the ship Emerald, of this port, which vessel was water-logged and abandoned on the 23d: Capt. Smith, of the Emerald, was understood to be in a very precarious state, having broken his thigh and injured his spine, by a fall from the mizen top-mast of the ship, where he had gone to secure his papers. The Captain of the Violet reports that he saw the ship Victoria, of Belfast, dismasted and abandoned; the brig Torrens, of Quebec, dismasted, but proceeding, and three other vessels in sight, apparently abandoned. On the 27th, the Belmont spoke the brig Leila, of Galway, from Dublin, for Quebec: in the late gales they had lost nearly all their sails, and water, having only six gallons on board; they had spoken two vessels, but in consequence of their having extra crews on board, taken from abandoned vessels, they could not supply them; the Belmont furnished them with water.

Capt. Stephenson, of the barque William Penn, at this port, reports having encountered heavy gales on the 19th and 20th Sept.—lost main and mizen top-gallant-masts. On the 21st, in lat. 43 50, lon. 37 30, saw a barque, name unknown, steering to the Eastward, under a foresail, fore topmast staysail, and main spencer, having lost her mainmast head and mizen topmast;—same day, saw a ship with her main topmast-head gone;—on the 28th, in lat. 44, long. 48, passed the barque Prince of Wales, of St. John, steering to the Eastward;—on the 5th inst. at daylight, off the Seal Islands, saw an outward-bound ship.

The Samuel took off the wreck of brig Kate, of Galway, 7 men—three perished; also the crew of brig Rapid, of Yarmouth, eight in number—vessels in a sinking state.

Another Disaster at Sea.—The fine new barque St. John Packet, Capt. P. Burns, which left this port on the 10th ult. (on her first voyage,) for London, was overtaken by the hurricane of the 19th, in lat. 41, 40, long. 60, 30, and while lying to under close-reefed maintopsail, at 2 o'clock, a. m., was capsized. The crew succeeded in lashing themselves to the side of the ship, where they remained till about 6, a. m., exposed to the fury of the wind and waves, when the masts being carried away, the ship righted, full of water. They then got on deck, still enduring great privation and suffering, and found every article washed from the cabin, &c.—Made signal of distress, and at about 5, p. m., on Sunday, the 20th, the signal was providentially observed from the American ship Louisiana, Captain Stenson, of Bath, Maine, (herself dismasted and sails lost in the gale,) which vessel bore up to their assistance, and having reached them between 12 and 1 o'clock that night, succeeded in rescuing the Master and Crew (15 in number) of the St. John Packet from their perilous situation; but they lost every article of clothing, &c. except what they had on,—Captain Burns saving only his chronometer, which had been secured by the Mate, at the first of the hurricane. They arrived at Bath on the 29th ult. in the Louisiana; and Capt. Burns and nine of his crew returned to this City on Saturday evening last, in the steamer Maid of Erin, Capt. Leavitt, from Portland.

Another Shipwreck in the Gale of the 19th Sept.—The brig Cornelia, Capt. Stewart hence, for Clyde, at 9 a. m. on the 19th Sept. in lat. 43 30, N. long. 66 40, W. while lying too, took a list to port and lay for about ten minutes, when she fell over on her broadside, the sea washing the Boats away, and completely sweeping the deck. All of the crew got on the vessel's bottom except one man, named Robert Doherty, a native of Londonderry, aged about 25 years, who could not succeed in getting to windward, and who was washed overboard and was not afterwards seen. About 10 a. m. succeeded in cutting away the main rigging when the mainmast and foretopmast fell, after which the brig instantly rose up and was found to be waterlogged and a great part of the decks blown up—the sea breaking with great violence over the wreck. At noon on Sunday, Sept. 20th, the wind veered round to the north and continued to blow a hurricane—a part of the crew got up into the foretop. At midnight the gale abated and at 4 a. m. on the 21st, it was fine and moderate but the sea running constantly over the deck. At 9 a. m. saw a vessel about 12 miles distant, which proved to be the Barque Ceylon, Capt. Hobson, bound for Quebec, and who bore away for the wreck, and succeeded in taking off Capt. Stewart, Ewen Cameron, mate, and the remainder of the crew, whom he treated with great kindness furnishing them clothes, &c.—The Ceylon arrived at Quebec on the 2d inst.

The Queen Pomare, at Halifax, spoke on the 16th Sept. in lat. 43 long. 56 ship Ambassadress Bannerman, from Saint John N. B.

Brig Emerald, at Miramichi, lost her main topmast and sails during the gale of the 19th Sept.—On the 22d and 23d, passed from six to eight vessels under jurymasts.

Halifax, Oct. 3.—*More effects of the Gale of the 19th Sept.*—The brig Dalmarnock, John Burns, master, of Alloa, from Shediac, New Brunswick, bound to Cork for orders, on the 19th Sept. was overtaken by a heavy gale, which increased to a hurricane. At 6, p. m. hove the ship to under close reefed maintopsail. At 9, p. m. found that something had given way, and in less than five minutes the ship was nearly full of water, after which she went over on her beam ends, and at the same time Humphrey Robertson, mate, belonging to Glasgow, and Jacob Williams, of St. Andrews, N. B. were both drowned. As soon as the masts were cut away she righted, and on Sunday the 20th, James Harson, carpenter, and Wm. Nickle, sailmaker, belonging to Londonderry; Colin Johnston, of Falkirk, and Alexander Sharpe, of Fifeshire, died of cold and hunger. On the 21st, at 1 p. m. the ship Clydesdale, of Glasgow, came in sight, and at 4 p. m. sent her boat and took off W. Corrick, Robert Polmon, Alfred Bradman, and John Burns, master, the only surviving four of the crew of the Dalmarnock. By this time the topsides of the brig were all gone, and nothing standing but the foremast.

On the 31st, the Clydesdale fell in with the brigantine Iliad, of Halifax, dismasted, bound for Barbadoes,—supplied her with some materials.—She subsequently returned to Halifax.

The brig Avon, at Halifax, in 41 days from London, lost foremast and every thing attached, and main topmast—sprung mainmast, and had one man badly injured, in the gale on the 19th Sept.—Capt. Doane, (master of the Avon,) died on the 21st, and was consigned to his watery grave on the 23d.

Barque Zanoni, from Liverpool for Quebec, put into Halifax on the 2d inst., having lost foremast by the deck, main topmast, and almost all her sails, during the gale of the 19th Sept.

Oct. 7.—The barque Corsair, which arrived on Monday from Liverpool, spoke on the 10th ult. in lat. 49 30, long. 24, the Robert Rankin, from Saint John, N. B., for London.—The Corsair, on the 19th, 20th and 21st, experienced a gale from the S.S.W., W.S.W., and N.W., which carried away her main topmast, fore and main top-gallant-masts, flying-jib-boom, bulwarks, staunchcons, boats, and everything moveable on deck. Was twenty-four hours on her beam-ends. The only persons on deck were two men who were lashed to the pumps. It is feared that her whole cargo is damaged.—On the 24th, in lat. 24 50, long. 48 45, passed an abandoned brig on fire; and spoke the schooner Raven, from Limerick, for St. John, N.B., which reported the abandoned brig to be the Swedish brig Caroline, bound for New-York, laden with iron;—on the 30th, spoke the brig Hebe, from Leith for Montreal, with the master and crew of the Elvina, from P. E. Island, which was totally dismasted on the 20th, during the hurricane, and her captain and crew taken on board the Hebe on the 25th. The Corsair also reports, that every day since the 21st, she has passed some parts of wrecks, such as broken spars, water-casks, packing-cases, bales, timber, deals, rough spars, &c.

Capt. Graham, of schr. Rover, arrived at Halifax on the 5th inst. in 34 hours from P. E. Island, with a detachment of troops, reports, that a brig arrived at Charlotte-Town on the 30th ultimo, from St. John's, (N. F.) had picked up at sea the captain and crew of the ship Robert Bruce, bound to Quebec, dismasted in the late gale; also the captain and crew of the barque Rose, formerly of Halifax, from Belfast, for Quebec, capsized on the Green Bank during the gale of the 19th.—Both crews were fifty-two in number.

The ship Corsair, at New York, reports that on the 19th ult. lat. 48 30, long. 54 45, experienced a hurricane from S. E. to N. W., which blew away part of main course and main top-gallant sail after they were all furled to the yards, stove bulwarks, and washed the long boat overboard. 22d, fell in with the wreck of the British barque Flora McDonald, Grant, of Saint Andrews, from Dublin, bound to St. Stephen's; had lost in the gale, main and mizen masts close to the deck, sprung the foremast, shifted ballast, &c.; Capt. G. and crew requested to be taken off the wreck, as she was unmanageable, which was done, and they were landed in New York. 23d, saw a large ship standing W. with loss of main topmast.

Fishing schooner Glide, at Beverley, U. S., 21st ult., passed, lat. 43 40, long. 66, Br. ship Victoria, with loss of main and mizen masts, and two men badly wounded. Also, on the 20th ultimo, passed four ships, dismasted, but did not speak them.—Schr. Exchange, at Beverley, also saw on the 20th, several dismasted ships.

EXCHANGE FOR SALE.

A BILL, to be drawn upon the Receiver General of Her Majesty's Customs, London, at Thirty Days' sight, for such a sum as will yield £573 11s. 8d. payable in Dollars, or Half Dollars, at 4s. 2d. per Dollar.

Tenders will be received for the above Bill until Wednesday the 14th instant, at 1 o'clock, P. M.

Parties tendering will state what amount of Bill they will accept for the above mentioned sum.

Tenders to be addressed to the Collector of Her Majesty's Customs, St. John, and to be marked on the outside—"Tender for Bill."

St. John, N. B., 10th October, 1846.

COMMISSARIAT.

THE Deputy Commissary General will receive Tenders at noon, on TUESDAY, the 20th instant, of British Silver, or of Mexican or American Dollars, in exchange for Bills drawn by him at Thirty Days' Sight, on the Right Honorable the Lords Commissioners of Her Majesty's Treasury, for the sum of £2,500, in sums not less than £100 sterling, payable into the Commissariat Chest, either at Saint John or Fredericton, New-Brunswick.

The Tenders of British Silver to state the rate of premium per cent. on the Bills to be received in exchange, and those of Dollars to specify the number of Pence, sterling, per Dollar.

Commissariat, Nova-Scotia, Halifax, 5th Oct. 1846.

MECHANICS' INSTITUTE.—The regular Monthly Meeting for October will be held at the Hall, on Monday evening, the 12th instant, at Eight o'clock.

Oct. 3. J. W. LAWRENCE, R. Sec'y.

Programme of Lectures

To be delivered at the Hall of the MECHANICS' INSTITUTE, Session of 1846-47.

Rev. Mr. Wishart—Opening Lecture,	Oct. 26.
Rev. Mr. Galloway—Palestine, (continuation,)	Nov. 2.
Geo. Blatch, Esq.—Philosophy of History,	9.
Do. Do.	16.
Do. Do.	23.
Mr. Foulis—Relation of Atmospheric Air to Animals and Plants,	30.
M. H. Perley, Esq.—Forest Trees,	Dec. 7.
Peter Stubs, Esq.—Railway, with practical Experiments, by Mr. Wm. Pratt,	11.
Mr. McLardy—Instinct and Mental Manifestations of Animals,	14.
Do. Do.	18.
Rev. Mr. Lawson,	21.
Rev. Mr. Spurden—Life and Writings of John Milton,	23.
Do. Do.	31.
D. S. Morrison, Esq.—Fixed Stars,	Jan. 4.
Do. Do.	8.
Do. Do.	11.
Mr. G. N. Smith—Mechanical Drawing,	18.
Do. Do.	25.
Mr. LeSueur—Affectation, in some of its most prevalent forms,	29.
Mr. Duval—Mahomet and the Koran,	Feb. 1.
Mr. LeSueur—History of the Bible,	5.
Rev. Mr. Irvine—Comparative view of the Male and Female Intellect,	8.
A. McKenna, Esq.	12.
Rev. Dr. B. G. Gray,	15.
A Member of the Bar,	19.
Mr. Agnew,	22.
A Member of the Bar,	26.

☞ A number of other Gentlemen will appear during the season, the time and subjects being yet undetermined upon.

⁂ Member's Ticket, 15s., will admit a Member and two Ladies, with privilege of the Library and Reading-room.

Non-member's Ticket, 15s.; Lady's Ticket, 5s.; Youth's Ticket, 7s. 6d.; Apprentice's Ticket, 5s.

Parties wishing to become Members of the Institute, will be informed of the course to adopt, on application to any of the Directors.

Tickets for Lectures and for the Museum to be obtained at the Reading-room, from 7 to 9 o'clock in the evening.

The Library has been considerably enlarged, and will be re-opened on the 26th October.

At the Reading-room will be found the latest British, American, and Colonial Newspapers.

JOSEPH W. LAWRENCE,
St. John, Oct. 10, 1846. *Rec. Secretary.*

GAS COMPANY'S OFFICE,
St. John N. B., 6th October, 1846.

NOTICE is hereby given, that a Meeting of the Stockholders of the St. John Gas Light Company will be held in the Commercial Bank Building, in the City of St. John on Thursday the 15th instant, at 12 o'clock, noon.

By order of the Board of Directors.
ROBERT REID, Secretary.

☞ NOTICE.

ST. ANDREWS, 8th October, 1846.

WHEREAS the Subscription List for Stock in the St. Andrews and Quebec Railroad Company now exceeds the sum of £25,000,

Therefore, Notice is hereby given, That a Meeting of Stockholders will take place at the Town Hall, in St. Andrews, at 11 o'clock, A.M., on WEDNESDAY, the 25th day of November next, for the purpose of electing Directors for the management of the affairs of the said Company, agreeably to the Acts of Incorporation, ch. 31, 6 Wm. 4th, 1836, and ch. 38, 7 Wm. 4th, 1837.

JOHN WILSON,
HARRIS HATCH,
S. FRYE,
RICHARD M. ANDREWS,
S. H. WHITLOCK.

(Royal Gazette.)

Mechanical DRAWING.

AN EVENING CLASS has been just opened by Geo. N. Smith, Charlotte-street, rear of Trinity Church, in which Mechanical Drawing is taught on Mathematical principles; so that the student may easily acquire the art of delineating correctly any work on which they are employed. Time: from 7 till 9 o'clock, on MONDAY, WEDNESDAY, and FRIDAY Evenings.

☞ The above Class is principally intended for Mechanics and Apprentices, and the terms are low. October 10.

SITUATION wanted.

WANTED by the Advertiser, aged 19 years, a situation in a Merchant's or Store dealer's Office,—he writes a good hand, is quick at accounts, understands book-keeping, and would be willing in any way to make himself generally useful; has just arrived from England where he has been in situations for about five years. Apply by letter to T. D. CLARK'S, Market-inn, King-st. St. John, N. B. Oct. 10—pd.

Wallsend Screened COAL, and COKE.

By the *Harriet*, just arrived from Newcastle:

150 CHALDS. best HOUSE COAL, as above, 30 chaldrons COKE,—and for sale by (Oct 10) JOHN KINNEAR.

COAL to arrive.

500 TONS good HOUSE COAL, to arrive ex ships *Peel's One* and *Humber*, from Hull, and for sale by
Oct. 10. JOHN MACKAY.

10th October, 1846.

Landing ex *Gowrie* from London:—

22 HHDS. BRANDY,
20 hhds. fine Pale GENEVA,
100 cases, ea. 1 dozen, Choice HOLLANDS,
1 pipe and 5 quarter-casks PORT WINE.
For sale by BERTON BROTHERS.

New Autumn and Winter GOODS!

GILCHRIST & INCHES

Have received per ships *Alfred* and *Themis* from Liverpool, a part of their supply of AUTUMN and WINTER GOODS, consisting of

BROADCLOTHS, Beaver and Pilot Cloths, Doeskins, Cassimeres, Tweeds and Vestings, FLANNELS, BLANKETS and Plaidings, Orleans, Cashmere and Coburg CLOTHS,—plain and figured,
Grey, White and Printed COTTONS,
MUSLINS, SHAWLS, and Handkerchiefs,
HOSIERY and GLOVES, FURS,
Small Wares, &c.

☞ The remainder of the Stock daily expected per *Nautilus* from Glasgow. Oct. 10.

Super Broad, Beaver and Pilot Cloths, Blankets, &c.

Received per ship *Belmont*, Grant, Master, from Liverpool, and now landing for the subscriber:

A FEW Bales and Cases, containing Super Black, Blue and Oxford-mixt Broadcloths,
Ditto Black, Blue and Brown Beaver and Pilot CLOTHS,
Ditto Rose BLANKETS, from 9 to 11-4 sizes.
For sale low by JOHN V. THURGAR.
October 10.

Sheet Iron, Boiler Plate Iron, and Tin Plates.

Landing ex *Belmont*—

8 TONS Sheet IRON,—No. 16 to 26,
10 tons BOILER PLATES, ass'd sizes,
20 boxes TIN PLATES,—IC and DC,
4 cases Cast-steel Axe Temper. For sale by
Oct. 10. WM. CARVILL.

SUGAR.—Received per schooner *Armide* from Halifax, and now landing:—14 hhds. Porto Rico Sugar.—For sale by
Oct. 10. ADAMS & KETCHUM.

SUPERFINE FLOUR.—90 barrels received this day, on Consignment, which will be retailed under the market price, by
Oct. 10. HANFORD & SWEET.

Old Jamaica and Strong Rum.

Just received and for Sale by the Subscriber—

6 PUNS. very superior Old Jamaica Spirits,
10 puns. very high proof RUM.
Oct. 10 JOHN V. THURGAR.

Shad, Herrings, Dry Fish, &c.

50 BARRELS MESS SHAD,
25 barrels No. 1, do.
25 half barrels do. do.
100 barrels No. 1, Pickled HERRINGS,
300 quintals COD and POLLOCK FISH,
100 barrels Heavy MESS PORK,—for sale low by G. & J. SALTER.
Oct. 10, 1846.—[Head Quarters.]

WHEAT FLOUR.—To arrive, ex *Sarah* from Philadelphia:—150 barrels Wheat Flour,—will be sold low to arrive, by
Oct. 10. HANFORD & SWEET.

Flour, Brown Stout, &c.

Landing, ex "*Siroc*" from Philadelphia—

50 BRLS. Superfine Wheat FLOUR,
75 barrels RYE ditto,
15 cases, each 1 dozen quarts, Brown Stout,
12 cases, each 2 dozen pints, ditto,
For sale on reasonable terms by
WM. THOMSON, North M. Wharf.
October 10.

TO ARRIVE

Per *Queen Pomare* from Liverpool—

COAL TAR—130 barrels; Oakum—3 tons.
—Per *Wm. Caldwell* from New-York—
VINEGAR—15 casks White Wine,
CRACKERS—50 kegs and boxes assorted,
ONIONS—25 boxes Silver-skins.

Per *Albert Fearing* from Philadelphia—

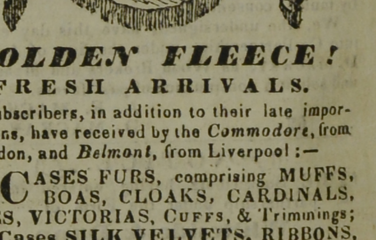
WHEAT FLOUR—100 barrels Superfine.
For sale low by WM. THOMSON,
Oct. 10. North M. Wharf.

Manchester House,--Market-square.

WILLIAM HOWARD has received per ships *Alfred* and *Themis* from Liverpool, part of his Fall Stock, comprising—

BEAVER and PILOT CLOTHS,
Fancy and plain Cassimeres and Doeskins,
VESTINGS, MOLESKINS,
Coburg and Orleans,—plain, check'd & printed,
White, Grey and Printed COTTONS,
Twilled and Plain REGATTAS,
Red and White FLANNELS, & Plaidings,
BLANKETS, Green and Blue BAIZES,
6 4 Fancy WINTER CLOAKINGS,
BONNET RIBBONS, VELVETS,
Bed-Ticking, Cotton RUGS and SHEETS.

The remainder of his Fall Importations daily expected per ships *Devon* from Glasgow, and *John Craig*, from London. Oct. 10.



GOLDEN FLEECE!

FRESH ARRIVALS.

The subscribers, in addition to their late importations, have received by the *Commodore*, from London, and *Belmont*, from Liverpool:—

13 CASES FURS, comprising MUFFS, BOAS, CLOAKS, CARDINALS, CAPES, VICTORIAS, Cuffs, & Trimmings;
37 Cases SILK VELVETS, RIBBONS, Satins, Stays, Lace Goods, Millinery, WINTER GLOVES, and HOSIERY; Oil Cloth, Damask and Persian Table Covers, and Fancy Goods of every description;
3 Cases London made COATS, and SATIN VESTS;
3 Cases Musical INSTRUMENTS!
5 Cases Black, Blue, Olive & Rifle Cloths.

The remainder of their Fall Stock to arrive by the "Great Britain," and "Kestrel," from Liverpool, and "Devon," from Glasgow.

DOHERTY & M'TAVISH,
Prince William Street, Saint John,
Queen Street, Fredericton,
Happy Corner, Saint Andrews,
And near the Bridge, Saint Stephen.
October 10th, 1846.—1¶

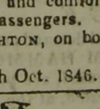
NEW GOODS.

Per "Gowrie," from London:—

THE subscriber has received a large assortment of TOYS of every description; Hair, Tooth, Nail, Cloth, & Shaving Brushes; Mechi's Razor Strops; Bear's Grease and Bear's Marrow; a large quantity of Gent's Walking Sticks. Also on hand—a good assortment of Ladies' Frizettes, plain and curled.

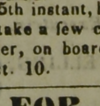
☞ *TOYS WHOLESALE & RETAIL.*
October 10. WM. MAJOR.

Passage to Liverpool.



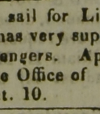
The well known first class, coppered and copper-fastened Ship "THEMIS," will sail for LIVERPOOL, on or about the 17th instant, and having a commodious and comfortable Cabin, will take a few Cabin Passengers. Application to be made to Capt. Leighton, on board, or at the Office of
CHARLES BROWN,
10th Oct. 1846. *Custom House Building.*

For LONDON.



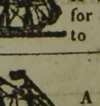
The Barque HENRY TANNER, 400 Tons Register, to sail on or about the 15th instant, having superior accommodations, can take a few cabin passengers. Apply to the Master, on board, or at the Counting-House of
Oct. 10. ALLISON & SPURR.

FOR LIVERPOOL.



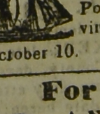
The A. 1. fast sailing coppered Ship "SWAN," Captain Taylor, Will sail for Liverpool about the 25th instant, and has very superior accommodations for Cabin Passengers. Apply on board to Capt. Taylor, or at the Office of CHARLES BROWN,
Oct. 10. *Custom House Building.*

Wanted to Charter.



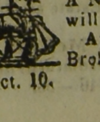
A Vessel of 500 tons, to load Timber for a Port in England. Please apply to (Oct. 10) JOHN MACKAY.

WANTED.



A Schooner to take a Cargo to a Port on the North side of this Province. Apply to
October 10. WM. E. MOORE.

For CHARTER,



A New SHIP, of about 750 Tons, will be launched in about a week. Apply to Mr. C. M'Lauchlan, Broker, or to the subscriber,
Oct. 10. WILLIAM HOWARD.