COMMUNICATIONS.

Messrs. Chubb & Co.—I was not a little surprised upon reading an Editorial in the Courier of Saturday last, that I with others of my colleagues were denounced in no measured terms, as opponents of the line of Railway from St. John to Shediac. I will premise by saying that your informant has received his information from a *lying* source. I expressed to the gentlemen who composed the deputation from St. John, when here, that I considered it entirely hopeless to expect to carry the Shediac line by itself, and the result has verified my opinion, for unless the City and County of Saint John could send ten additional members, the measure could not be carried. If members are not willing to concede something to the sectional interests, and conflicting opinions, of the various districts of the Province, they can do but little for their own constituents, and I believe that the failure of the present movement has been consequent upon the absence of that consideration—for however popular the Shediac line may be in St. John, it is equally unpopular in other districts of the Province.

I have unhesitatingly stated as my opinion that I considered a communication with Quebec, from St. John, by railroad, was of paramount importance, as it would make St. John the shipping port of Canada; but I took no action upon this opinion, but gave my support to the resolution moved by Mr. Partelow, that the Province should take £250,000 stock in the line, and upon it being lost, I then moved a resolution that the Government be authorised to commence and complete that section of the line from Shediac to Saint John which would connect the waters of the Bay of Fundy with those of the St. Lawrence, and that means should be provided by the issue of Provincial Debentures or Treasury Notes. This resolution would have been carried had all the friends of the line supported it, but some thought that as they could not get the whole they would not take part. The expenditure on that portion of the line would have afforded employment to a number of persons, besides putting means into circulation which do not now exist.

I consider it a duty I owe myself to put this subject in its true light before the public.

I remain your obedient servant,
ROBT. D. WILMOT.
Fredericton, March 27, 1849.

Fredericton, March 27, 1849.

Messrs. Chubb & Co.—I perceive by an editorial in the Courier of Saturday last, my name is made use of in a most unwarrantable manner, in which you say, "the Railway question has all the appearance of being settled against us—two of our Saint John Representatives (Messrs. Woodward and Wilmot,) having declared they will vote against the Shediac line, in which they are supported by Mr. Ansley."

As I have not, during the debate, expressed any opinion other than I had previously in the City of Saint John, and had taken no part in the discussion up to 3 o'clock on Saturday—your informant, whoever he was, must have told a wilful and premeditated falsehood. Setting aside doing an injured party justice, common courtesy demands you should inform me from what source you received such information as would warrant you in making use of my name in the manner you have.

Waiting your answer, I remain, very truly, your's,
B. ANSLEY.

House of Assembly, 27th March, 1849.

Henry Chubb, Esq.—Dear Sir,—I see by your paper, that I am represented as having spoken against the Bill for the Shediac Rail Road, I can assure you it is utterly false, as I have never spoken against it either in the House or out of it, for the best of reasons, viz.: Because I knew nothing about it, I never was one mile out of St. John towards Shediac. Your's, truly,
WILLIAM PORTER.

P. S. I spoke in favor of the St. Andrews and Quebec Railway, but not against the other.

Messrs. Editors.—As the Corporate year is now near a close, it may not be out of place, nor uninteresting, to take a brief review of the proceedings of the Reform Common Council during the past year.

The first thing I shall notice is the action of a Committee raised on motion of Alderman Needham, on the 4th May, to borrow money at a lower rate of interest than that now paid, to pay off the Corporation debt. This Committee made their first and last Report on the 15th July, wherein they state that they had "made progress therein," and recommend that application be made to Henry Bliss, Esq. of London; in this interval of time the Committee might have communicated with Mr. Bliss, and been prepared to lay his answer before the Board. On the 19th July, (four days afterwards,) Robert Carter, Esq. was, on motion at the Board, named in addition to Mr. Bliss, for carrying out this object; but I am not aware that either Mr. Bliss or Mr. Carter was ever applied to on the subject. And here the matter stood still—And yet this is called making "progress." I wish it to be distinctly understood that the Committee had nothing to do with the plan afterwards adopted, of endeavouring to borrow money on a Provincial guarantee, and for which purpose application was made to the House of Assembly. This plan emanated with the Chamberlain and Land Agent, and was approved of by Messrs. Wright and Johnston on behalf of the Trustees, and the Recorder prepared the bill. All that the Common Council did was to give their assent to it when brought before them. The fate of this bill is sufficiently well known.

The second thing I shall notice is the proceedings of the Committee for the amendment of the Charter. Nine months were consumed in the discussion of this question, which might have been disposed of in one-third of the time. The same agency that carried the measure at last, would have succeeded long before. At all events the Bill for this object should have been prepared and read before the Grand Jury at the December Sessions, and laid before the Legislature at the opening of the session, whereas it was deferred to nearly the close of the January Court, and by this delay the success of the measure was perilled, if not defeated. Indeed the sincerity of some of the advocates of this measure has been doubted in consequence of this unnecessary delay.

The settlement of the 'Fort Neck' and 'Navy Island' questions was specially and prominently brought under the notice of the Reform Council, in the report of their predecessors. For the former property the Common Council pays an annual rent of £42 sterling, to the Home Government, and for the latter £30 currency, to the Madras Board, and although an income of £200 or £300 per annum, is justly due and might be recovered from the occupants of these lands; yet nothing has been done to realize it.

In proceeding with my review, it will be necessary to institute a comparison between the present Common Council, and the late one, on some financial matters of importance to the community; and by way of distinction, I shall call the present the Reform Council, and the late one the Corrupt Council. I beg leave to state that the latter designation is not given in deference to public opinion, but in accordance with the phraseology used by a portion of the Press.

In January, 1848, the Corrupt Council had in the Chamberlain's hands £893 19s. 9d. on account of the Watch, Lamp and Scavenger Tax, which was fully sufficient to meet every demand against that fund, up to July following, when the new assessment would come in. On the 30th December last, the Reform Council had only £563 0s. 8d., (out of the same assessment £2000 for the same purpose,) and at present there is only £240 of this sum in the Chamberlain's hands, which is barely sufficient to pay the Watchmen up to 20th June; leaving £140 or thereabouts due the Gas Company on the 1st May unpaid, and not one penny to pay for cleaning the Streets until the next assessment is collected in July. So that this fund which was sufficient to meet all claims upon it, under Corrupt management, will fall short fully £300 under Reform management. It may be asked, what has caused this over-expenditure? To this I would answer, that I cannot tell, unless it be Reform management. But perhaps it may throw some light on the subject, when I state that the cleaning of the Streets in King's Ward in 1847, under the Corrupt Council cost £132 9s. 1d. while in 1848 it cost £210 12s. 2d. under the Reform Council; in the latter sum I include £24 12s. paid Mr. Needham in January, for Street cleaning before the close of the previous year. Whether the streets were kept in better order the last year, than the former, is not for me to say; the present and past state of the streets will abundantly speak for themselves.

It was the practice of the Corrupt Council to estimate the probable amount to be derived from Statute Labour defaulters, and apportion the same among the different wards, as their exigencies might require. This course was pursued in 1847, and at the expiration of that year there remained in the Chamberlain's hands £123 19s. 10d.; received from the Collector, £25 18s. 10d., and from defaulters of 1847, £50; making altogether £199 18s. 8d. (see page 35 printed Accounts for 1848.) Against this sum there was paid outstanding orders from the former Board amounting to £244 0s. 11d.; (see page 33 same Accounts.) In this last sum two items to Assistant Alderman Dunham and Alderman Bond, say both £30 3s. 1d. are not included, as these were to be refunded out of Statute Labour on the Western side of the Harbour: so that the Corrupt Common Council over-expended £44 2s. 3d.; but it must be admitted that this was a pretty close estimate in the expenditure of £1000. I cannot say how the Reform Council estimated this source of revenue, but one thing is certain, by their own shewing, they received £715 8s. 0d. from it; and they state in their Report that they had a balance in hand on the 30th Dec. of £22 2s. 11d. But this latter statement of the Reform Common Council is "a mockery, a delusion, and a snare." The fact is, that this fund was at that time indebted to the Chamberlain, and that he is now in advance on account of Statute Labour £140 2s., and there are now orders on the books for the payment of £150 19s. 6d. on this same account, which must remain unpaid until the next Statute Labour is collected, so that it will require £291 1s. 6d. of the Statute Labour money of 1849 to pay the debts now incurred by the Reform Council during the past year. It may be asked, how did the Chamberlain come to advance £140, when he had none of this fund on hand? I can answer—but I hope the reader will keep it a secret: there chanced to be £147 8s. 5d., the savings of the Fishery Draft money in the last and former years, and by a vote of the Common Council on the 27th December last, this sum was pawned with the Chamberlain for eight months, with an understanding that he should apply it in this manner. Thus the Fishery Draft money has been taken from its legitimate purpose, and surreptitiously applied as above stated. And to cap the climax of Reform, an order passed the Common Council on the 19th inst. to pay the Mayor's expenses on a recent deputation to Fredericton, on Corporation business, out of the "Fishery money," but I presume His Worship must wait until the fund is released from its present pawn.

From the foregoing remarks it would appear that honest upright conduct on the part of the former Common Council, should be called *Corruption*; while conduct of questionable honesty, and devoid of truth, on the part of the present Council, should be called *Reform*.

"*A Rose, by any other name would smell as sweet.*"

I have a great deal more to say on the beautiful working of the Reform system, but I am afraid of trespassing too much on your columns in this first essay. I shall, however, with your permission, take up the subject again at an early day. I am, Gentlemen, your ob'dt serv't,

March 28th, 1849. H. PORTER.

The Courier.

SATURDAY, MARCH 31, 1849.

The rejection, by the House of Assembly, of the Saint John and Shediac Railroad scheme has caused an unusual excitement in this City during the week, and marked expressions of disapprobation of the conduct of some of our public men have been the result. A Public Meeting of the Freeholders, Freemen, and inhabitants of the City and County of Saint John, has been called by the High Sheriff, in accordance with a numerous and respectably-signed requisition, "to take into consideration the proper measures to be adopted for the construction of Rail Roads within this Province." The Meeting is to take place at the Court House on Monday next at twelve o'clock, and it is looked forward to with much interest, as the Delegation from this City, who visited Fredericton on Railway matters, in accordance with a resolution passed at the public meeting on the 2d inst. will make a report of their proceedings to the meeting, and it is not altogether improbable that some of our Legislative Representatives may be present.

We publish to-day the letters of Mr. R. D. Wilmot, and Mr. B. Ansley, with reference to their recent conduct in the Assembly, as regards the Shediac Railway, and a statement which appeared in our paper of Saturday last. That statement was based upon a letter from Fredericton, not addressed to us, but which we were allowed to peruse. On reference to the quarter from whence that letter came, we have received the following very clear explanation:—

"The statement that Messrs. Woodward and Wilmot had declared that they would vote against the Shediac line, is perfectly correct. That line had been recommended to the House by a Select Committee, whose Report clearly pointed out the mode of raising the means, and carrying out the work; and the report fully sustained the resolutions unanimously adopted by the Public Meeting at Saint John. In fact, the Report embodied the very essence of those resolutions and sought to carry them out in every respect.

"The simple question, then, before the House and the country, was this, Shall the Report of the Select Committee be sustained? Although a member of the Select Committee, Mr. Woodward refused to sign the Report. During the first day's debate, and instantly after Mr. Boyd moved his amendment to the Attorney-General's first resolution, Mr. Woodward brought forward his scheme of railways; and this was the original "apple of discord" which so greatly prolonged the debate, and created so much confusion.

"Mr. R. D. Wilmot, on a subsequent day, brought forward his plan of railways, which differed widely from the report of the Select Committee. It was another affair altogether; it furnished another "bone of contention", well calculated to draw members away from the consideration of the plain and simple question before them.

"The standard by which these gentlemen are to be tried, is simply this—Did Messrs. Woodward and Wilmot sustain the Report of the Select Committee? *They did not.* But Messrs. Partelow, Ritchie and Jordan, *did* sustain that Report, with every particle of the energy and ability which they possessed; *they* did their very best to meet the views and wishes of their constituents, and to carry them out in the manner which would be in exact accordance with the feelings and the interests of the people of Saint John.

"With reference to Mr. Ansley, the same question may be put,—Did *he* sustain the Report of the Select Committee? During four long days of a most exciting debate, he maintained a profound silence. In the evening of that fourth day, he was intreated by Mr. Ritchie to join Mr. Partelow, Mr. Jordan, and himself, in sustaining the Report. His only answer was, 'that no man knew his opinion'—and he would not allow Mr. Ritchie to use his name as an advocate of the Report. Mr. Ansley preserved the silence, on which he seemed so much to pride himself, until a late hour on the fifth day (Saturday), and he then made a speech adverse to the financial principles of the Report, and thus assailed its most vital part. His extraordinary conduct throughout the debate, and his refusal to join Messrs. Partelow, Ritchie and Jordan, gave rise to the belief that he supported Messrs. Woodward and Wilmot; and that belief has since been so fully confirmed, that there need no longer be a doubt about it."

On looking over the Tariff, which is understood to have been framed on protective principles, we are surprised to find that the interests of our friends the Farmers—who, bye the bye, compose a majority of the House—have been strangely overlooked. While mostly all articles that the farmer has to buy are subjected to heavy taxation, what he produces and has to sell seem to be pretty generally exempted from duty. When Protection was the order of the day, we can see no good reason why foreign beans and pease, hides, tallow, buckwheat, barley, oats, oatmeal and eggs, should have been put into the list of exemptions. Surely we can raise beans, barley, buckwheat and oats, and our hens can lay eggs? Why, then, should our farmers not have the benefit of high prices for what they sell, seeing that they have to pay not only the cost, but the duty on their clothing, shoes, hats, flour, sugar, molasses, scythes, &c.? Why, in the name of wonder, while wheat, oats and barley are free, should *seeds* have to pay a heavy duty? Certainly those members who managed to make the farmers believe that they were protected because there was a duty imposed on beef, (which duty is, however, wholly inoperative,—there being little or no beef entered for consumption) deserve credit for their eloquence.

The operation of such a Tariff must be to make the farmer pay more than his share of the taxes; and when we consider that there can be no real national progress that is not founded on and accompanied by agricultural prosperity, such a distribution of taxation must be deprecated.

We are sorry to learn that while the Legislature are thus laying heavy burdens on the farming interests, there seems but little prospect of any steps being taken to introduce or encourage an improved mode of agriculture. What in other countries is considered of *first* importance, is not even *secondary* with us: it is hooted down, or passed by without attention.

St. John Water Company.—We understand that the Water Company have sent for Mr. Fairbanks, of Halifax, a practical civil engineer, for the purpose of ascertaining the most efficient and practicable mode of introducing an abundant supply of water into the City. It is intended to have accurate plans and calculations of cost laid before the public before any stock is asked for; and as it is for the interest of every resident in the City that there should be an abundant and cheap supply of water, it is expected that every one will take more or less of the stock.

Civic Election.—Next Tuesday is the day for holding the Civic Election, and we have rarely seen so little note of preparation.

We understand that a requisition is in course of signature, calling upon Mr. Porter to come forward as a candidate for the Aldermanship of King's Ward, and also one for Mr. Smith for Queen's. It is expected that they will both offer.

We believe all the present incumbents intend to stand for re-election. In addition to the candidates announced in our columns to-day, Mr. B. Coxetter will contest the Assistant Aldermanship for Sydney Ward.

Mechanics' Institute.—On Monday evening, Mr. Duval delivered an excellent Lecture on *Marine Zoology*. He commenced with the lowest stage of animal existence, but his time did not permit him to bring forward more than two of the classes which Naturalists have placed under the division *Radiata*—the *Porifera*, with their specimen, the Sponge, and the *Polypiphera*, with their specimen the Coral. These he illustrated much to the gratification of a large and attentive audience. He will resume this interesting subject on Monday the 9th of April.

Next Monday evening, Mr. Foulis will lecture on the *Constitution of Soils*, and will illustrate by experiment, at the close of the lecture, the method of analyzing Soils, employing for that purpose the Oxy-Hydrogen light, with the additional object of exhibiting and explaining that light.—*Observer.*

We would direct attention to Mr. Warden's advertisement in another column. His lectures on ancient and modern Jerusalem are highly spoken of, and the views by which they are illustrated render them doubly interesting. The subject is of deep interest, and as the price of admission is low, we think he may justly anticipate crowded audiences during his stay in this City.

Wonders of Science.—The lectures and exhibitions of Mr. Griffin, are among the most interesting that have ever been brought before an audience in this City. An inspection of wonderful machinery of the Magnetic Telegraph, with a lucid explanation of the operating cause, must be gratifying to every one who takes an interest in the march of science; and when to this is added illustrations of Galvinism, Magnetism, Gun Cotton, &c. &c. the treat afforded by Mr Griffin is indeed gratifying, while the charge places it within the reach of all.

A New Paper, under the title of "*The Ordeal, and Palladium of the People,*" to be published in this City by Mr. C. Smiler, on Tuesday, Thursday, and Saturday mornings, made its appearance this week. The principle of protecting and encouraging native industry, is one of its prominent features, while it also professes a faithful and fearless exposure of public abuses and the delinquencies of public men. We wish it every success.

An Inquest was held on the 28th instant, before Dr. W. Bayard, Coroner, on view of a new born female child, found in the Mill Pond.—A verdict of *Infanticide* was found against Mary Ann Looney, who is now in Custody.

Portland Police.—James Bagley, a soldier of the 1st Royals, was arrested by the Portland Police on Friday night last, for making a most violent attack on one of them, with intent to rescue a prisoner. The Captain being near, he immediately came to the Policeman's aid, when he received a blow from the soldier which felled him to the ground—the prisoner was eventually secured, and on Saturday he was brought before the Police Magistrate, who, after investigating the case, inflicted a fine of £10, in default of payment of which amount, he was committed to the Penitentiary for five months. Such promptness in dealing with offenders must have a salutary effect.—*N. Bruns.*

New Vessels.—Launched from the shipyard of the owners, Messrs. W. & R. Wright, Courtenay Bay, on Monday last, a splendid three-decked ship of about 1500 tons, named the "*Dundonald*," after the Hero who is now Admiral on the North American Station.—For model, workmanship and materials, we may say she stands unrivalled among the many fine ships built at this port, and trust she may prove a profitable investment to her enterprising owners, who have thus shewn a sample of the perseverance of our citizens in such an undertaking, at a time like the present, when our commercial prospects are almost obscure.

On the same day, from the Yard of Messrs. Storms & Johnston, a new Ship of 781 tons, named the "*Peterel.*" The model and superior finish of this Ship reflect the highest credit on the builders. She was built for Charles Brown, Esq. of this City.

On Saturday last, from the Yard of Mr. James Boyd, Lower Cove, a superior built vessel of about 190 tons, called the *Banshee*. She is constructed of the best materials, is essentially copper-fastened, and is owned by Messrs. Lawrence & Raymond, of this city.—*Ibid.*

☞ The next Mail for England will close at the General Post Office in this City on Wednesday next, 4th April, at three o'clock, P. M.

☞ A Steamer will leave for Dorchester and the Bend on Monday evening, 9th April.

LEGISLATIVE SUMMARY.

The public are already aware that one of the most important debates which ever occurred in this Province, took place last week in the House of Assembly. On Tuesday, the House went into Committee of the whole upon the subject of Railways, the particular matter before them being the Report of the Select Committee as to the St. John and Shediac Railway. The debate lasted five entire days, to the almost utter exclusion of every other business; on Saturday at one o'clock, the divisions commenced. The various Resolutions and Amendments, and the divisions on each, we annex.

Moved by the Hon. the Attorney General—

Resolved, as the opinion of this Committee, that the present condition of the Province requires immediate action to be taken by the Legislature for the introduction of foreign capital to be expended in some great public work; and that the most eligible work for such expenditure would be a Railway.

To which Mr. Boyd moved as an amendment.

Resolved, as the opinion of this Committee, that the construction of Railways for the purpose of opening up a communication between some port or ports in the Bay of Fundy and Quebec, or the valley of the St. Lawrence, is of great importance to these Colonies; and in order to embrace the interests of different parts of the Province, it is further resolved, that a Railroad be commenced from Shediac to Petticodiac; also, that the line from St. Andrews to Woodstock, now in progress, be proceeded with; also, that the line from St. John by Douglas Valley, to connect Fredericton with the line from St. Andrews to Woodstock, be explored and surveyed; and that funds for the above purposes be raised by the issue of Provincial Scrip, on the faith and credit of the Province, to be issued in sums of equal amounts, as soon as each of the Companies organized for that purpose prove to the satisfaction of the Government that £10,000 have been absolutely expended by each Company on said Railroad respectively; and in the same proportion for every £5000 so expended by them, not to exceed in the whole the sum of £——.

For the amendment.—*Yeas*—Brown, Boyd, Porter, Thomson, Baillie, Connell—6.

Nays—Hon. the Speaker, Partelow, Wilmot, Hanington, Fisher, Ritchie, R. D. Wilmot, Woodward, Ansley, Jordan, S. Earl, Vail, Gilbert, J. Earl, Hayward, Miles, Taylor, Tibbits, Smith, Steves, Wilson, Botsford, Landry, Wark, Street, Carman, Cranney, Read, Barberie, Montgomery—30. (Mr. End absent.) It was therefore decided in the negative.

The question was then put upon the original Resolution of the Hon. Attorney General, when the House divided as follows—

Yeas—Hon. the Speaker, Partelow, Wilmot, Hanington, Messrs. Jordan, Ritchie, R. D. Wilmot, Woodward, Ansley, S. Earl, Vail, Smith, Steves, Wilson, Botsford, Landry, Street, Carman, Cranney, Read, Barberie, Montgomery, Hayward, Porter, Brown—25.

Nays—Hon. Mr. Fisher, Messrs. Baillie, Taylor, Miles, J. Earl, Gilbert, Tibbitts, Wark, Thomson, Boyd, Connell—11. (Mr. End absent.)

The principle of constructing a Railway being affirmed by a large majority, the Honorable Mr. Partelow then moved the following resolution:

Resolved, as the opinion of this Committee, that so much of the Report of the Select Committee on Railways as recommends the construction of a Railway between St. John and Shediac, should be adopted by this House; and that stock to the extent of £250,000, the estimated one-half cost of such construction, should be taken by the Province, and the remainder be left open for public subscription; and that before any part of any such stock to be taken by the Province be expended thereon, at least £50,000 of the remainder be *bona fide* subscribed, and that ten per cent. thereon be paid in, as may be directed by any Act or Acts that may hereafter be passed to facilitate the building of such Railway.

To which the Hon. Mr. Fisher moved the following amendment—

Resolved, as the opinion of this Committee, that to encourage the internal improvements, and for the construction of public works in this Province, the sum of £—— should be raised by the issue of Provincial Scrip, for the purpose of being appropriated towards the improvement of the navigation of the river St. John, and in aid of individual enterprise in the construction of Rail-roads, in the ratio of £—— to every £—— that any association or Company of persons may expend upon such object.

Upon the question of sustaining this amendment, the House divided as follows—

Yeas—Hon. Fisher, Wilmot, Messrs. Baillie, Boyd, Thomson, Tibbits, Brown, Gilbert, Miles, Porter, Taylor, Connell—12.

Nays—Hon. the Speaker, Partelow, Hanington, Messrs. End, Wilson, Montgomery, Read, Steves, Woodward, S. Earl, Smith, Landry, Ansley, Ritchie, Barberie, R. D. Wilmot, Street, Vail, Jordan, J. Earl, Wark, Carman, Cranney, Botsford—24.

It was therefore decided in the negative.—The question being then put on the Hon. Mr. Partelow's Resolution, the following division took place—

Yeas—Hon. Partelow, Hanington, Messrs. Steves, S. Earl, Ansley, Barberie, Ritchie, R. D. Wilmot, Woodward, Jordan—10.

Nays—Hon. the Speaker, Wilmot, Fisher, Messrs. Montgomery, Read, Wilson, End, Landry, Smith, Botsford, Vail, Connell, Street, J. Earl, Taylor, Porter, Baillie, Hayward, Miles, Gilbert, Tibbits, Thomson, Cranney, Brown, Carman, Boyd, Wark—27.

The amendment and the resolution being both negatived, Mr. R. D. Wilmot moved as follows—

Whereas that section of the line of Rail-road contemplated between the City of Saint John and Shediac, which will connect the waters of the Gulf of Saint Lawrence with those of the Bay of Funday, would be of great commercial importance—

Therefore Resolved, That the Executive Government be authorised to commence and complete the same, and that the necessary funds be provided, either upon the issue of Provincial debentures, or by Treasury notes.

To which Mr. W. J. Ritchie moved the following amendment—

Resolved, As the opinion of this Committee, that the House should adopt so much of the Report of the Select Committee, as relates to the construction of the Railway from Saint John to Shediac.

Upon this amendment the following division took place—

Yeas—Hon. Mr. Speaker, Partelow, Wilmot, Hanington, Messrs. Ritchie, Jordan, Woodward, Ansley, S. Earl, Vail, Steves, Botsford, Montgomery, Barberie—14.

Nays—Hon. Mr. Fisher, Messrs. R. D. Wilmot, Taylor, Baillie, Tibbits, Connell, Hayward, Miles, Gilbert, J. Earl, Brown, Boyd, Porter, Thomson, End, Read, Smith, Street, Cranney, Carman, Wilson, Landry, Wark—23.

The amendment being decided in the negative, the following division then took place on Mr. R. D. Wilmot's resolution—

Yeas—Hon. Mr. Partelow, Hanington, Messrs. Ansley, Woodward, R. D. Wilmot, Steves, Smith, Landry, Wilson, Read, Baillie, Miles, Hayward—13.

Nays—Hon. Mr. Speaker, Wilmot, Fisher, Messrs. Jordan, Ritchie, S. Earl, Vail, Botsford, Wark, Street, Carman, Cranney, End, Montgomery, Barberie, Boyd, Brown, Porter, Thomson, Connell, Tibbits, Gilbert, J. Earl, Taylor—24.

The amendment and resolution being both negatived, Mr. Boyd moved as follows—

Resolved, That the consolidation of the Upper and Lower Colonies, and the permanence of British sympathy, requires Railway facilities of trade and mutual intercourse by the shortest and most direct line between the Bay of Fundy and Quebec. That the St. Andrews and Quebec Line, already in progress, is by far the shortest line, and combines much more effectually than any other, national, intercolonial, and Provincial interests, and with other undertakings, ought to receive such immediate aid from the Province, as will secure an early completion of its first section to Woodstock.

Whereupon the following division took place—

Yeas—Fisher, Boyd, Brown, Thomson, Tibbits, Porter, Baillie, Taylor, Woodward, Street, Connell, Hayward—12.

Nays—Speaker, L. A. Wilmot, Partelow, Hanington, Wilson, Ansley, Montgomery, Read, J. Earl, Steves, Smith, Landry, Botsford, Vail, Jordan, Barberie, Ritchie, S. Earl, R. D. Wilmot, Miles, Gilbert, Vail, Carman, Cranny, End—25.

It was therefore decided in the negative.

The Hon. Attorney General moved the following resolution, which passed unanimously—

Resolved Unanimously, As the opinion of this Committee, that the construction of a Trunk Line of Railway, from Halifax to Quebec, is of paramount importance for the consolidation of the Colonies, and further preservation of British interests on this continent.

The following resolution moved by the Hon. Attorney General, also passed unanimously—

Resolved Unanimously, As the opinion of this Committee, that the Legislature should secure to the Queen's Majesty, all the ungranted lands through which the said Road may pass, to the extent of five miles on each side of the said road, to be disposed of in such manner as may be deemed most advisable, and that a breadth of way, and the necessary stations through and upon private property shall be secured at the public expense.

On Monday morning the St. Andrews and Woodstock Railway Scrip Bill was taken up, and, on motion of Mr. Ritchie, postponed for three months.

Bye-Road Appropriations.—Mr. Partelow afterwards submitted a report from the Road Committee, recommending the appropriation of £13,500 for the improvement of the Bye-Roads and Bridges in the several Counties, to be apportioned as follows:—York, £1233 15s.; Carleton, £1232 10s.; Queen's, £1150; Gloucester, £785; Charlotte, £1357 10s.; King's, £1317 10s.; Saint John, £983 10s.; Sunbury, £694; Northumberland, £1296 5s.; Restigouche, £693 15s.; Westmorland, £1130; Kent, £842, 10s.; Albert, £693 15s.

The report is signed by Messrs. Partelow, S. Z. Earle, End, Gilbert, Montgomery, Smith, Boyd, Wark, Hayward, Hanington, Connell, Fisher and Carman, and was accepted by the House.

On Wednesday, the House went into Committee on a Bill to widen Mill-street, St. John. The Bill provided that the Inhabitants of Portland, as well as the Inhabitants of the City, should be taxed to pay the expences; as the propriety of this was questioned, and as the Road Committee was sitting, Mr. Ritchie, who had charge of the Bill, consented to report progress. The House then went into Committee on a Bill (introduced by Mr. Boyd) to abolish all Licences for selling Spiritous Liquors, and to punish those who should sell them. In course of the Debate Mr. Boyd spoke of the individual benefit he had received from joining the Total Abstinence Association, and, among other things, stated that he had never been himself, and able to stand up in that House like a man, until the present Session. To this, hon. Mr. Partelow jocosely replied, that *this was ample apology for the hon. Member's conduct towards that side of the House for several years past, and he was perfectly satisfied!* The Bill was negatived by a large Majority, and the House then resumed its business in Supply.

On Thursday, the House took up the Bill to amend the City Charter of Saint John and passed all but three or four Sections. These were reserved for further consideration. This Bill is not precisely as it was sent up by the Corporation, it having been amended by the Saint John Members in the two Houses. The following are some of its prominent provisions as it now stands: The Mayor to be elected by the Common Council, the Members of which are to be eligible.—A Police Office to be established, and a Stipendiary Magistrate to be appointed by the Common Council, with a salary not exceeding £300.—A City Clerk to be appointed in the same manner with a Salary of £150.—The qualifications of Aldermen and Electors are unaltered, but the former are not obliged to be residents of the ward for which they are returned.—A Registry of Voters to be kept; and coloured persons to be allowed the same privilege as others.—Elections to be conducted by Commissioners.—No Magistrate to take fees for police business, except in the City Court or Court of Common Pleas.—The Bill is to be passed with a suspending clause.

Mr. Connell then moved a Resolution in favor of giving the St. Andrews and Woodstock Railway Company, when the Line is complete, all the ungranted Crown Lands within five miles of the track. Messrs. Woodward, R. D. Wilmot, and Ansley, then took occasion to say their conduct on the Shediac Railway measure had been grossly misrepresented. Mr. Woodward said he had never said one word against the Bill, but had merely said he should have preferred another plan which he had brought forward.—Mr. R. D. Wilmot said he stood there not as a mere delegate, but as one of the legislators of the Province, and therefore was bound to act conscientiously according to the best of his judgment. He had no objection to the Shediac Railway; on the contrary, he was most anxious that it should go on, but he was opposed to incurring such a a large amount of Provincial debt to construct it. Mr. Ansley said he had also been in favour of the measure, but those who brought it forward had told them how the Province could get into debt, and his only objection had been to the want of proper information as to how they should get out of debt.—The Resolution was rejected.—*Chron.*

Fredericton Civic Election.—The election of five Councillors to represent the different Wards took place on Monday last, and resulted in the re-election of all the former ones, except John S. Coy, Esq. who retired. His place is supplied by Wm. Watts, Jr. Esq. who was elected without opposition.—We learn from the Head Quarters, that the return of the Hon. Charles Fisher, for King's Ward is disputed by Thos. R. Barker, Esq. and the matter is likely to come before the Council for adjustment

We learn, by telegraph, that the Steamer Admiral did not leave Boston until three o'clock yesterday afternoon.

The Royal Mail Steamer Canada arrived at New-York last Sunday forenoon—her news was received by telegraph on Friday evening. It caused a slight decline in the price of Flour—lowest quotation, $5,25; Rye Flour, $3 to $3,12½; Corn Meal, $2,50; Pork firm, with sales of Mess at $11 to $12, and $9,25 for Prime.

Great Loss of Property at Chicago.—On the 12th instant, the breaking up of an immense mass of ice at Chicago, carried away all the bridges across the river and many of the wharves. There were in port at the time four steamboats, six propellers, twenty-four brigs, sixty schooners and sloops, and fifty-seven canal boats; most of which have either been totally destroyed, or seriously damaged. The river was jammed some distance below the town by the drifting mass of vessels, and it is supposed that two hundred thousand dollars worth of property has been destroyed—and what is of more value, a number of persons lost their lives.

Loss of the ship Franklin.—In the District Court of the United States, at Boston, on the 23d inst. the Grand Jury returned three indictments against John W. Crafts. The first charges him with having entered into a conspiracy with persons unknown to the jurors, to procure the ship Franklin to be cast away, burnt or otherwise destroyed. The second and third indictments charge a conspiracy with Captain Charles James Smith, (master of the Franklin,) and James W. Wilson, (one of the owners,) for the same offence. Crafts was arraigned upon these indictments, and pleaded *not guilty*. Monday, 16th April, was fixed upon as the day of trial.

The Franklin was from London, bound to Boston, and was cast away near Welfleet, Cape Cod, on the 1st inst.—the captain, mate and several of the crew were drowned by the upsetting of a boat in which they were endeavouring to reach the shore. The remainder of the crew and passengers remained on the wreck and got safely to land when the tide ebbed. Some letters, written to the captain by Crafts and Wilson, were found some days afterwards among the wreck on the beach, furnishing presumptive evidence of a conspiracy to destroy the ship, in order to defraud the underwriters. Some of the crew and Capt. McLean, of St. John, who was a passenger, also gave evidence of want of judgment on the part of the master or a determination to cast the ship away.—Wilson has absconded, and as he formerly resided in St. John, it is supposed he has gone to the Provinces.

The Telegraph War.—We publish on our first page the recent decision of Judge Cranch, of Washington City, in the case of Bain *vs.* Morse, on an appeal of the former from a decision of the Commissioner of Patents. Judge Cranch decides that the claims of the two parties as to any matters contained in their respective specifications which is now presentable, do not conflict with each other; and consequently, that each is entitled to a patent for the combination which he has himself invented. This is, in effect, a decision that the Telegraph monopoly no longer exists. For it is well known that Bain's Telegraph is an excellent one, in some respects superior to Morse's, and that wherever erected, it will be likely to command an equal share of the public patronage. A knowledge of this fact will be of use in keeping down prices or (which is the same thing in the end) putting them down. Such a line is now in process of construction from New York to Boston, and will ultimately be extended to New Brunswick.—*New York Jour. Com.*

Canada.—The passing of the bill to indemnify parties for loss of property by the last rebellion in Canada has caused great excitement in the Province.—At Toronto on the 22d inst. several of the Members of the Legislature were burnt in effigy and some of their friends beaten and their houses attacked. The house of a brother-in-law of the notorious McKenzie, in which he was stopping, was also assailed. The military had to be called out and a number of special constables sworn in to prevent further mischief.—At the last accounts order had been restored.

Nova-Scotia.—A resolution passed the House of Assembly last week, by a majority of 26 to 13, guaranteeing the payment of £20,000 annually towards defraying the interest of a loan for the Halifax and Quebec Railway—£16,000 from the general revenues and £4000 by assessment in the city of Halifax—provided Great-Britain, New-Brunswick and Canada guarantee their respective quotas for a similar purpose.

An Avalanche.—The Halifax Recorder of Saturday last says, that on Thursday afternoon, a mass of snow and ice slid from the slope of the hill at York Redoubt, upon Mr. Thomas Bazely's house, which was situated below, burying and wrenching it from the foundation. In the house, an infant in the cradle was smothered to death; an older child was so severely crushed that its recovery can hardly be expected, and Mr. Bazely himself received considerable injury. A girl and boy who happened to be outside were forced by the driving mass into the sea, but they regained the land; the latter, however, escaped narrowly, having got an arm broken in the scramble for his life.

Changes of Weather and Catching Cold.—It should be remembered that a cough is an evidence that some impurity is lodged in the lungs. *Wright's Indian Vegetable Pills* are one of the very best medicines in the world for carrying off a cold; because they purge from the body those morbid humors which are the cause of coughs, consumption, difficulty of breathing, watery and inflamed eyes, sore throat, rheumatic pains in various parts of the body, and many other dangerous complaints. Three or four of Wright's Indian Vegetable Pills, taken on going to bed, will in all cases give relief; and, if the medicine be repeated a few times, the blood will be completely purified, the digestion will be improved, and the body will be restored to even sounder health than before.

☞ *Beware of Counterfeits and Imitations* The safest course is to purchase from the authorized agents only.

The genuine for sale by H. G. KINNEAR, Agent for the Provinces; W. T. Baird, Woodstock; Jas. Drake, Fredericton; R. J. McDonald, Grand Lake; Upham & Hallett, Hopewell; R. Wilson, Sackville; E. J. Smith, Shediac; J. Cutler, Cocaigne; A. Lockhart, Quaco; Thomas Barry, Magaguadavic; A. H. Thomson, Saint Stephen; T. Wilder, Milltown. In Nova-Scotia, by J. Crowley, Digby; D. Moore, Kentville; Parker & Fisher, Cornwallis; W. Hoyt, Bridgetown; F. S. Harding, Windsor.

Office and General Depot—169, Race-street, Philadelphia, Pa.

DR. WISTAR STILL TRIUMPHANT!

Nunda, Livingston Co., N. Y. }
June 20, 1848. }

Mr. S. W. Fowle—Dear Sir—Prompted by a sense of gratitude for benefits received from the use of *WISTAR'S BALSAM OF WILD CHERRY*, I submit the following statement: Previous to my taking the Wild Cherry, I had been obliged to give up my business in consequence of a *severe affection of the lungs.* In this distressed state I was ordered to try your remedy for *Consumption*. I did so, and in the course of a few weeks, I was *restored to comparative good health*, so that I have since been able to attend to ordinary business. Indeed, my present state of health *far exceeds my most sanguine expectations.* Yours truly,
(Signed,) JOHN BURNS.

None genuine unless signed I. BUTTS on the wrapper.—☞ For sale by S. L. Tilley, King-street, St. John.

Dr. Halsey's Sugar-Coated Pills.

1 A few years only have elapsed since this
2 great and good medicine was first made known
3 to the public, yet, within which time, thousands
4 have experienced its good effects. Invalids,
5 who have been given over by their physicians
6 as incurable, have found relief and been restored
7 to sound and vigorous health by this wonderful
8 remedy.
9 Halsey's Pills are unlike all others. Their
10 properties act directly on those vital organs of
11 the Stomach, Liver, Kidneys, &c. which secrete
12 the fluids and separate the impurities from the
13 blood. While they purge from the stomach
14 and bowels all that is bilious and morbid, they
15 cleanse and renew the blood, thereby destro
16 the seeds of disease.
17 Halsey's Pills do not weaken, but give
18 strength and animation to both body and mind;
19 they neither cause griping or any inconvenience
20 whatever, the patient is better able to attend to
21 business while under their influence than before
22 taking them; their action is innocent yet efficient,
23 are mild in operation yet powerful in restoring
24 health.
31 Price only 25 cents per box, for sale at the
32 General Depot, No. 2 Courtlandt-street, New-
33 York, and by the appointed agent in the Provin-
34 ces—Hammond's Building's, 20 Dock-street,
35 St. John, New-Brunswick.

H. G. KINNEAR,
January 1st, 1849. General Agent.

MARRIED.

On the 23d inst. by the Rev. Henry Daniel, Mr. Hugh Irvine, to Mrs. Maria Bonner, both of this City.

On the 21st inst. by the Rev. Robert Irvine, Mr. William Duncan, to Mrs. Margaret, widow of the late James Robinson, both of the Parish of Upham, County of Kings.

On the 24th inst. by the same, Mr. John McCracken, of the Parish of Petersville, County of Queen's, to Eliza, widow of the late Mr. Daniel Hamilton, of this City.

On the 29th inst., by the same, Mr. J. Jones, to Mrs. Eliza, widow of the late Mr. T. Vaughan, of this City.

In Portland on Thursday evening, by the Rev. A. McDonald, Mr. William A. Mahan, to Miss Lucilla Watherby, both of Portland.

On the 20th inst. by the Rev. James Reid Lawson, Mr. James Carson, to Miss Anne Brittain, both of the Parish of Sussex.

At the same time, by the same, Mr. Thomas Brittain, to Miss Elizabeth B. Carson, both of the Parish of Sussex.

On Wednesday evening 21st inst. in the Parish of Studholm, K. C., by the Rev. T. McGhee, Rector, Mr. Thomas K. Matheson, to Miss S. Eliza, tenth daughter of Mr. John Blair, all of Studholm.

DIED.

On Sunday morning, after a tedious illness which he bore with christian fortitude, Mr. John Mahony, aged 45 years, a native of the Parish of Immegoley, County Cork, Ireland, much and deservedly respected by all who knew him.

On Sunday morning last, Joseph Michael, aged 3 months and 3 days, infant son of Captain William Wiseman, of the Ship *Queen Pomare*.

This morning, at Beatty's Ferry, (so called,) after a tedious illness, which she bore with exemplary patience, Mrs. Beatty, wife of Mr. James Beatty, of that place, aged 84 years.—Funeral on Monday next, at 10 o'clock.—Her remains will be taken to the Burial Ground at Hampton.

At Indian Town, on Tuesday evening, aged 30 years, Margaret Ann, wife of Mr. John Curry, leaving four children bereaved of her affectionate care.

At Carleton, on the 21st inst. Sarah, daughter of Mr. Joseph Littlehale, aged 2 years and 3 months.

In Carleton, on Thursday the 22d inst. Eliza, wife of Mr. Elias A. Belyea, in the 30th year of her age, leaving a husband and infant child, with a large number of relatives and friends to mourn their loss.

At South Bay, Parish of Lancaster, County of Saint John, after a lingering sickness, of consumption, Elizabeth Boggs, in the 23d year of her age, in sure and certain hope of a blessed immortality beyond the grave.

At his residence in Kingston, King's County, on the 20th inst. Mr. William Bissett, aged 79 years, one of the first settlers of this Province.

At his residence on Dorchester Island, on Thursday evening last, in the 86th year of his age, James Sayre, Esquire.—Mr. S. was one of that noble band of Loyalists who came to this Province in 1783,—was a Magistrate for over half a century; thirty years Sub-Collector for the Port of Dorchester; for many years High Sheriff of the County of Westmorland; and has now gone to the grave full of years, trusting alone on the merits of his Redeemer. He was respected and beloved in life, and sincerely regretted in death by all who had the pleasure of his acquaintance.

In Salisbury, Westmorland County, on the 12th inst. Mr. Thomas C. Colpitts, in the 76th year of his age. He was a native of England, but was among the earliest settlers of Salisbury.

At Chatham, of Small Pox, on the 16th inst., Mr. John Joseph Samuel, one of the firm of Michael Samuel & Sons, merchants, in the 31st year of his age, much regretted.

At Shediac, on the 2nd ult. Ann, second wife of Mr. Wm. Atkinson, and daughter of the late John Weldon, Esq. of Dorchester, aged 75 years.

At the Clifton Hotwells, Bristol, (Eng.) on the evening of the 5th of March, Mr. George Blood, aged 26 years, of this City. The deceased was a young man of very promising talents, destined to render him eminent in literary pursuits, to which, from his youth, he had devoted the greater portion of his time and attention. For some months past his health had been gradually declining, and he left St. John last January, for England, with the intention of proceeding from thence to Madeira: but on reaching England, his health grew so much worse, that he was unable to proceed further, and he sought for relief at the celebrated Hotwells of Bristol; where he died. His relatives and personal friends in this Province, and in the United States, will deeply lament the early death of one, whose amiable manners and disposition rendered him beloved and respected by them. His remains were interred at the Brislington Cemetery, on the 8th instant.

At Hazeldean, on the 4th inst. Allan Gilmour, Esq., formerly of the firm of Messrs. Pollok, Gilmour & Co. of Glasgow.

On the 20th January last, of Ship Fever, on board the ship *Thames*, on the passage from Liverpool to New-York, Mr. Robert Lewis, Steward, (colored,) a native of this City.

At St. Mary's Bay, N. S., on the 8th inst., Emeline, second daughter of Mr. Edward Everitt, in the thirteenth year of her age.

"She could not bloom in Nature's ground
Where thorns and briers rise,
But ere the rose of life had blown,
She blossom'd in the skies."

MARINE JOURNAL.

PORT OF SAINT JOHN—Arrived,

Sunday—Brigt. Pageant, Durkie, New York, 4 days—Master, flour, &c.
Exile, Saunders, New York, 7—H. Gilbert, wheat, &c.
Monday—Brigt. Bream, Joslin, Cienfuegos, 31—J. & T. Robinson, molasses.

COASTWISE.

Sunday—Schr. John Wilson, Shields, Salmon River, deals.
Richmond, Kyffin, Black River, flour and bran.
Lavinia Clark, Stiles, Shepody, hay, deals & cordwood.
Tuesday—Helen, Mitchell, Salmon River, deals.
Friday—Digby Packet, Watt, Digby, eggs.
Wm. Henry, Edgett, Quaco, ballast.
Weymouth, Dodge, Aylesford, cordwood & potatoes.

ENTERED FOR LOADING.

March 31—Lady Caroline, ——, London.

CLEARED.

March 24th—Schr. Mary H. Case, Spates, Eastport, ballast.
27th—Barque Independent, Atkins, Bristol, timber and deals—S. Wiggins & Son; Schr. Brothers, Fitzgerald, Boston, salt—J. Fairweather.
29th—Barque Duke of Wellington, Duff, Kingstown, (Ire.) deals, railway sleepers, &c.—Allison & Spurr; Schr. Charles, Cooper, Halifax, assorted cargo—G. & J. Salter.
31st—Brigantine Victoria, Hunter, New York, deals and palings—John Robertson.

Arrived at Philadelphia, March 20th, schr. Clarinda, 90 days from St. John's, N. F.—At Boston, 23d, barque Mary, Moses, Liverpool; Allan Brown, Shaw, Newcastle; brigt. Portland, Scott, Halifax; Mountaineer, Hall, Annapolis.

Cleared at New Orleans, March 9th, ship Favorite, Pickance, Liverpool; 12th, Pertshire, Taitt, do.; 14th, Charlotte, Vesey, Glasgow.—At Philadelphia, 24th, schr. Relief, Johnston, St. John.

Spoken, 1st March, lat. 48, lon. 11, barque Snowdon, Peock, 7 days out from Greenock for New Orleans, 7th March, lat. 24, ship Lord Wellington, from Mobile for Liverpool.

The barque Lord Sandon, an Emigrant Vessel well known at this Port, was burned in the Harbour of Kinsale, during the last week in February.—No insurance.

KING'S COLLEGE, Fredericton.

THE Terminal Examination takes place on Tuesday, April 3d, at 11 o'clock in the forenoon.

An Examination for the Degree of Bachelor of Arts is appointed for Wednesday, April 4th, at 11 o'clock.

The Statute limiting the age for Matriculation having been repealed, all Candidates desirous of entering the College during Lent Term are requested to present themselves for Examination in the College Library at 10 o'clock on Wednesday morning, April 4th.

Easter Term begins on Wednesday, April 11th; when Students intending to keep the Term will attend Divine Service in the College Chapel at 11 o'clock. E. JACOB,
Fredericton, March 30, 1849. Principal.

NOTICE to the PUBLIC.

THE Lords Commissioners of Her Majesty's Treasury having been pleased to issue a Warrant, dated the 8th March, authorizing a reduction in the rates of Postage on Letters transmitted direct by *British Packets* between the United Kingdom and any part of British North America, under which Warrant, on and after the 15th April next, Letters forwarded from the United Kingdom to New-Brunswick, and *vice versa*, will be chargeable with an uniform rate of 1s½d. sterling, when not exceeding half an ounce in weight; a Letter weighing above half an ounce, and not exceeding one ounce, will be liable to 1s. 11d., or two rates, and so on according to the scale at present in operation. The payment of this Postage will remain optional with the sender.

By command of His Lordship the Post Master General. J. HOWE,
Deputy Post Master General.
General Post Office, }
St. John, 27th March, 1849. } 4i.

LECTURES on JERUSALEM,
at St. Stephen's Hall.

MR. WARDEN respectfully gives notice that he will repeat his Lectures on Ancient and Modern Jerusalem, at St. Stephen's Hall on Monday and Tuesday Evening, the 2d and 3d prox. illustrated with *splendid transparent Paintings*, by the Magic Lantern. Lecture to commence at 8 o'clock.

☞ To bring this useful entertainment within the reach of all, tickets for the two Lectures will be placed at the low rate of *Two Shillings*.—For one evening, 1s. 3d.—Two ladies or two children admitted on one ticket.

Tickets for sale at the Bookstore of Chubb & Co. and at the Morning News Bookstore.
March 31, 1848.

Cabin Passage for Liverpool.

THE First Class Ship "OLIVE," John Olive, Master, will sail about 9th April. Good accommodation for Cabin Passengers. Apply to
GEORGE THOMAS,
March 31. South Market Wharf.

Cabin Passage for Greenock.

THE First Class Ship "JENNY LIND," R. Card, Master, will sail about 6th April. Good accommodation for Cabin Passengers. Apply to
GEORGE THOMAS,
March 31. South Market Wharf.

Tenders for a Brick Building.

TENDERS will be received until Monday the 2d of April, for erecting a Brick Building of Three Stories high and forty feet square. Plans and Specifications may be seen on application to the subscriber. JOHN W. CUDLIP.
St. John, March 24th, 1849.

MECHANICS' INSTITUTE.

THE Regular Monthly Meeting for *April*, will take place on Monday evening, April 9th, immediately after the Lecture.
March 31. WM. HUTCHINSON, Jr. Sec.

To the Electors of Sidney Ward.

GENTLEMEN,—I beg leave to tender my services to you as a Candidate for the office of Assistant Alderman for Sidney Ward for the ensuing year.

If you should think proper to re-elect me another year, I shall endeavour to pursue the same straightforward course which I have hitherto done.
I am, Gentlemen, your most ob't serv't,
THOS. McAVITY.
March 31.—MNws&NBkr

To the Electors of Duke's Ward.

GENTLEMEN,—

HAVING been solicited by a large portion of the Freemen and Freeholders of Duke's Ward to offer myself as a Candidate for the office of Assistant Alderman, at the approaching Election, I shall, in compliance with their wishes, appear at the Hustings at the appointed time; at the same time I beg to return those Gentlemen who have solicited me, my sincere thanks for the honor intended. I am, Gentlemen,
Your's, &c.
March 31. JOHN THOMAS.

To the Electors of King's Ward.

GENTLEMEN,—

HAVING again been solicited by a number of Freeholders and Freemen of the Ward, I offer myself as a Candidate for the office of Assistant Alderman, in compliance I shall appear before you, at the Hustings, on TUESDAY next. Should I receive a majority of votes, my best exertions shall be for the benefit of the Ward and the City generally. I remain, Your's,
JOHN MURPHY.
St. John, March 31, 1849.

To the Freemen and Freeholders of Queen's Ward.

GENTLEMEN,—

AT the solicitous invitation of a large number of Voters of my resident Ward, I have consented to be put in nomination, at the Court House, on TUESDAY next, for ASSISTANT ALDERMAN for Queen's Ward. My reasons for which will then and there be known.
March 31, 1849. GEORGE WOODS.

Saint George's Society.

THE Annual Meeting of Saint George's Society, will be held at the Saint John Hotel, on Monday evening next, the 2d April, at 8 o'clock, when the Election of Office Bearers for the ensuing year will take place. By order of the President. T. E. G. TISDALE,
March 31, 1849. Secretary.

Commercial Bank of New-Brunswick.

31st March, 1849.

NOTICE is hereby given, that the Annual General Meeting of the Stockholders of this Bank will take place on Tuesday, 1st May [illegible] at 12 o'clock, noon, for the purpose of choosing Directors for the ensuing year.
CHARLES WARD, President.

GOVERNMENT EMIGRATION OFFICE,
St. John, 31st March, 1849.

NOTICE is hereby given, that all Sales of Crown Land in the County of Saint John, will hereafter take place at this Office, on the first Tuesday in every month, commencing precisely at twelve o'clock.

Persons desirous of applying for vacant Crown Lands can inspect Plans, and receive information at this Office. M. H. PERLEY.

Fresh Garden and Flower Seeds!

JUST Received per late Arrivals—A select assortment of the above, and for sale by
FELLOWS & CO.
Next door below Foster's Corner,
March 31.—2m. King-street.

PURE SODA WATER.

THE subscribers beg leave to state that having gone to considerable expense and some trouble in repairing and enlarging their Apparatus, they are enabled to supply the whole country with the same Pure Soda Water as usual.
FELLOWS & CO.
next below Foster's Corner, King-street.
St. John, March 31, 1849.

Fresh Garden and Flower Seeds

THE Subscribers have received a Supply of GARDEN and FLOWER SEEDS, warranted Fresh and Genuine.
March 31. 4w. THOMAS WALKER & SON.

RUM, SUGARS, &c.

JUST RECEIVED BY THE SUBSCRIBER—

10 PUNS. high proof and superior flavored RUM,
10 hhds. BRIGHT SUGARS,
200 boxes and 100 half-boxes Fresh Bunch MUSCATELS,
20 chests Fine CONGOU TEA—For Sale by
JOHN V. THURGAR,
March 31. North M. Wharf.

Corn Meal, Pork, and Tea.

Just received per 'Pageant,' and expected per 'Ellis,' from New York—

100 BRLS. CORN MEAL;
20 barrels MESS PORK;
15 barrels Prime PORK;
80 chests Fine CONGOU TEA.
IN STORE—
200 Bolts CANVAS assorted Numbers,
50 dozen Seaming TWINE,
30 Coils CORDAGE,
50 Barrels extra Gennesee FLOUR,
25 Boxes TOBACCO,
150 Packages assorted CRACKERS.
IN BOND—
Beef, Pork and Bread, for Ship's Stores.
For sale by WM. THOMSON,
March 31. 8, North Market Wharf.

On Hand and for Sale.

31st March 1849.

30 BARRELS Warren's BLACKING INK,
7 do. do. INK,
15 Bales Cotton BATTING;
5 Cases India Rubber Shoes;
1 Case Tuscany BONNETS;
400 lbs. London PINS; 700 lbs. Loaf Sugar;
10 Barrels LAMPBLACK; 200 Gross Corks;
1 Case Umbrellas; 15 Boxes Narrow Axes;
1 Cask POT ASH;
200 Yards Hare's Patent FLOOR CLOTH;
10 Cases assorted LOOKING GLASSES;
30 Dozen Castor Oil. JOHN KINNEAR.

Declining Business!

The subscriber, wishing to decline his present Business, will dispose of the whole of his extensive STOCK of HARDWARE, at first Cost. The Stock comprises a good assortment of

SPRING and Table CUTLERY; Britannia Metal, Silver Plated and Tin Ware; TEA TRAYS, URNS, Candle LAMPS, Snuffers and Trays, and other fancy Goods; a large variety of first-rate TOOLS, FILES, Mill and HAND-SAWS, &c., and a general assortment of BUILDING MATERIALS.

Buyers have now an opportunity of purchasing at prices rarely offered in this City.

Terms to the Trade—A Credit ranging from three to nine months, according to the amount purchased.—Parties already indebted, will please make an early settlement of their respective accounts MARSH LATE DRURY,
March 31. Prince Wm. Street.

Winter Pressed Sea Elephant Oil.

15 BARRELS just received by the schooner Admiral from Boston, for sale. The above is free from a disagreeable smell, and is generally used at Steam Mills and Boats, and for Wood purposes. JOHN KINNEAR,
March 31. Prince Wm. Street.

PEW for sale.

ON the Ground Floor of TRINITY CHURCH, near the Pulpit.—Enquire of
March 31. W. D. W. HUBBARD.

ST. JOHN'S LODGE, No. 632 on the Registry of the Grand Lodge of England, meets on Tuesday evening next at 7 o'clock, at their Masonic Lodge Room, St. John Hotel.—*Regular Night.*

ALBION LODGE, No. 570 on the Registry of England, will meet at the St. John Hotel on Friday evening next, at 7 o'clock By Order of the W. M.
March 21, 1849.

UNION LODGE of Portland, 780, on the Registry of the Grand Lodge of England, will meet on Thursday next, the 5th April, at their Lodge Room, Mr. John McCready's, Portland, at 7, p. m. R. N.

MIDIAN LODGE, No. 770, Registry of the Grand Lodge of England, meets every second Tuesday evening in the month, at Perkins' Long Room, Kingston, King's County.