The Courier.

SATURDAY, OCTOBER 19, 1850.

The Steamer *America*, with the Mail of the 5th instant, arrived at Halifax on Tuesday last, in ten days from Liverpool. She had upwards of a hundred passengers; among them were Mr. George Carvill, and Capt. J. Brewer, of this City, who arrived last evening in the Steamer *Gipsey* from Windsor.

We select the principal items of news from Liverpool papers of the latest date.

LIVERPOOL, OCT. 5.—A steady but not extensive business has been transacted this week; most articles of produce are firm as to price, and a fair consumption is going forward. Money is abundant, but the rate of discount remains unaltered. The demand for commercial purposes is good.

Cotton has met with less inquiry during the week. Speculators have curtailed their purchases, the sales, although to a moderate extent, are not large, whilst prices remain pretty much the same as last quoted.

There has been much inactivity in the grain trade during the week; Wheat has declined 3d. per 70lbs., and in Flour prices have been rather in favour of the buyer, but as the demand for Indian Corn keeps pretty good, former prices are maintained. The leading markets in the midland districts of England report a languid trade, with a declining tendency in prices. The quotations here are 20s. to 23s. 6d. for sweet American Flour, and 18s. to 19s. for sour; 26s. to 28s. 6d. per qr. for Indian Corn, and 14s. to 14s. 6d. per 196lbs. for Indian Corn Meal.

Messrs. McIver & Co. purpose running two of their screw steamers, when built, from Glasgow to New-York, and a Glasgow Company is about to build two new screw steamers to run between the same ports: by-and-bye screw-steamers will supersede sailing vessels, except for very long voyages, if the short cut across Central America does not annihilate long voyages altogether.

The North Star, Master-Commander James Saunders, which sailed on the 26th of May last year, with stores and provisions for the relief of Sir John Franklin's expedition, arrived at Spithead on Saturday. She brings no tidings whatever of Sir John Franklin.—The Prince Albert a small vessel fitted out by Lady Franklin and friends, has since returned, but with no news as to Sir John. Traces of encampments were, however, found at Cape Riley and Cape York.

WRECK OF A STEAMER.—The Superb, steamer, last week, struck upon a rock between St. Malo and Jersey; and, owing to the capsizing of a boat, eleven passengers were drowned. A cutter hove up, and the rest on board were rescued. The captain appears to have acted in a disgraceful manner. He was one of the first to desert the ship, and exhibited none of the qualities so requisite in a naval commander. He had lost another steamer, the Polka, near to the same place, only the week before.

THE CATHOLICS AND THE QUEEN'S COLLEGES.—An important correspondence has taken place between Mr. J. R. Corballis, of Rosemount, and Archbishop Murray. Mr. Corballis's letter to the Archbishop is as follows:—

May I respectfully ask your grace, as well for my own information as for that of some other Roman Catholics of your diocese, who have sons either in Trinity College, or in course of preparation for it, or for the newly established Queen's Colleges, how are we to understand the late Synodical Address on the subject of these Colleges? Are we thereby actually prohibited from sending our children to these colleges? and if so, how far is such prohibition actually binding on us, *in foro conscientiæ?* To many of us it appears altogether inexplicable, that after petitioning, in the days of persecution, for admission into Trinity College—after being permitted, with the tacit sanction of your grace, and your eminent predecessors and colleagues in the Church of Ireland for upwards of half a century, to receive our education there; and seeing that one of the members of that very Synod, most distinguished for rank, is actually a graduate of the University, it does appear strange that in the year 1850, education in Trinity College, or even in any of the colleges recently established on such a liberal footing as regards us, should be unequivocably condemned; and that, without one reason being assigned for this sudden change, or any provisions in the meantime being made for affording a suitable education to our children. I need not say that this subject is one of intense interest to the Roman Catholic gentry of your grace's diocese, as well as to the Roman Catholic middle classes generally; and I therefore, my dear lord, take the liberty of entreating such an answer from your grace as I ... known to the ... persons ... upon it ... which, if ... may ... this all ...

arms, and that he has offered an English fleet for the blockade of Kiel.

ITALY.—The High Court of Appeal at Turin has condemned, by a majority of 13 to 1, the Archbishop, for abuses of his high powers as a functionary.—The See is declared to be vacant, all his spiritual domains are seized, and the Archbishop himself is condemned to banishment. The Archbishop of Cagliari, in Sardinia, has been treated like his colleague at Turin, and both have been shipped off to Civita Vecchia. The power of the Pope will not, it seems, shield these obnoxious personages, the precise nature of whose crime is not stated. All parties concur in stating that they have rendered themselves exceedingly obnoxious.

OVERLAND MAIL.—The India Mail was received in London, on Friday, by extraordinary express. The dates are—Bombay, August, 31. Madras, August 20; and Calcutta, August 21. There is not any political news of importance. British India is profoundly tranquil; and even Peshawur has become as quiet and safe as the average of Indian stations. Lord Dalhousie is still enjoying himself at Chenee, a mountain village situated amongst the Himalayas. Civil war still rages in the Nizam's territories with varying fortune.

PARIS, OCT. 3.—*Galignani*, in a second edition, says, that despatches have been sent to Turin to the French Ambassador, expressing disapprobation at the treatment of the Archbishop. This will please the clergy and Austria. Much jealousy is said to exist in consequence of the evident inclination of the President to pet the army. It is reported that Gen Changarnier left the Plain of Satory, after the review on Wednesday, rather abruptly, at the moment when the treat given to the troops commenced, at which Louis Napoleon presided. This, by some, is supposed to account for the depressed state of the funds, whilst others attribute the fall to the dread of a misunderstanding among the Friends of Order.

DENMARK AND THE DUCHIES.—German papers of the 2d confirm the news already received, except the reports of the Danes having taken Tonningen.

HESSE CASSEL.—Intelligence to the 1st inst. announce that, in consequence of the late resolutions of Frankfort and Wilhelmsbad, the troops are marching from Hesse to occupy Cassel, to strengthen the authority of the Elector.

The Vienna correspondent of the *Daily News* says: —"Another matter of importance I have to inform you of is the military revolt of several Hungarian battalions in the Austrian army, in Lombardy; and also a conspiracy at Milan—both, of course, suppressed by force, but the former attended with bloodshed.

The Grand Duke of Tuscany has promulgated, in the official Gazette, a decree dated September 21, abolishing the Representative Assembly, and establishing absolute power.

By a decree of the tribunal of Cagliari, Sardinia, the Archbishop of Cagliari, having refused to retract his excommunication, was put on board a steamer on the night of the 23d ult. and sailed next day for Civita Vecchia. The property of his diocese is forfeited to the state.

CUSTOM HOUSE DEPARTMENT.—We learn that a despatch was received by the Controller of Customs and Navigation Laws at this port, by the last English Mail, furnishing him with the reduced establishment, consequent on the repeal of the Navigation Laws, to be retained at this Port and its Out bays. There are only three officers retained at St. John, viz., Mr. Grant, the present Controller, and Messrs. William Ellman and William Smith. Mr. Forster and Mr Deblois have, consequently, become redundant. At Miramichi, Mr. Swayne, the present Controller at that Port, is the only officer retained, and Mr. Henry Wright has, therefore, become redundant. Mr. Douglas Stewart, the Deputy-Treasurer at Dalhousie, has been appointed Controller there, and Mr. John Miller, the Deputy Treasurer at Bathurst, has been appointed Controller there, in room of Mr. Napier, who has been acting in that office for the last two years. Mr. Weldon, the Deputy Treasurer at Richibucto, has been appointed Controller there, in the room of Mr. Hocken, who becomes redundant. Mr. Carter, the Deputy Treasurer at Dorchester, has been appointed Controller there, in the room of Mr. McKeddie, who becomes redundant.

Mr. Forster, who leaves the establishment at St. John, where he has been stationed for the last few years, will carry with him the good wishes of the trading community, as, owing to his amenity of manners and obliging disposition, he has been very much liked in his office, and has shewn, that even a Custom-House officer may perform his duty strictly, without causing annoyance to those with whom he comes officially in contact.

THE EUROPEAN AND NORTH AMERICAN RAILWAY.—We have been presented by the Executive Committee of this undertaking with a pamphlet containing the proceedings of the Portland Convention, as also a large amount of statistical information on the subject. We notice by this book that an act of incorporation has been obtained from the Legislature of the State of Maine, on very liberal terms, for the Company, by which they are not subject to any taxation, and the Stockholders not liable for the debts of the Company beyond the assessment on their stock. The sum of $5000 has been appropriated by their Legislature for a preliminary survey of the line to the boundary of Maine, which has been entrusted to A. C. Morton, Esq., Civil Engineer, who has been connected with the New York State Railway, and who has been chiefly instrumental in getting some of them built. ... man has visited New-Brunswick during ... with the view of proceeding on to ... having been sent for from the ... not be able to look at the country ... yet. As far as he has seen, ... himself highly pleased ... ings, and thinks that ... ring difficulties to ... doubt but ... ing line. ... Portland, ... kely to ... will be ... cash and ... at long ... at present, ... Legislature, ... red, and parties ... ade aware on what ... n take stock. From ... t Britain and elsewhere ... of opinion that its pros... ... look highly encourag... ... e proper time arrives, the ... pointed out by some persons ... t, or even lukewarm, will ... ar, and that our fair city will ... topping place in the great high-

WEALTH OF NEW-BRUNSWICK.—... we alluded to the agricultu... ... lth of the County of Albert ... which reaches us from that ... estimate of its resources and ... hat an immense deposit of ... gypsum, which exists in the ... rough, is about to be exten... ... specimen of this gypsum ... to us, which is as pure, and ... Italian alabaster. The quarry ... property of Mr. Fowler, of the ... ills, who has, within a few ... the construction of a rail... ... iles in length, to Gray's ... iac (near the residence of ...), where there is a safe and ... shipping. ... informed, no gypsum in ... the Hillsborough gypsum ... in North America, except ... lands. From the great su... ... ticle, we have no doubt it ... thers for stucco, and other ... with the arts; and as it can ... ited quantity, its working ... ore to the wealth of the ... of the Province gene... ...

—The operations ... are proceeding ... re erecting at ... ted. A pipe- ... ich the water ... he dam, and ... bstantial ap... ... s have been ... id down be... ... nce of near- ... n of which, ... s fall. The ... er, in order ... ineering ope- ... r the direction ... Water Works, ... tent, and it is ... s in successful ... the business of

the Company being conducted with much vigour under the present management.

NEW MANUFACTORIES.—We learn that in addition to the Paper Mill now about being constructed by the Messrs. Philps, at the Water Works, an American is now looking for a site for a Powder Mill. He is about to erect this in anticipation of the demand for Powder which will be occasioned by the Railway and the mining operations now about being commenced.

A new Pail factory has also been got up by Mr. Thomas Miller, above the Falls.

Is there not enterprise or energy enough among our young Bluenoses to induce some of them to help towards getting their country ahead in the way of manufactures.

NEW HOTEL.—A new Hotel will be opened about the first of next month, in the Brick Building near the head of King-street, owned by Stephen Wiggins, Esq., which has been taken by Mr. James Williams, of this City. It is a magnificent building, containing about fifty spacious apartments, which are exceedingly well laid out; and as we have no doubt that travelling will very soon increase to a great extent, especially when we get the Railway a-going, we are of opinion that the House will be well supported, if it be properly managed, as nothing appears to be wanting in the interior arrangements to secure the comfort of its residents. On Thursday evening the worthy proprietor of the building performed the ceremony of christening it in the presence of a numerous and fashionable company of ladies and gentlemen, who had been invited for the occasion, and for whom an elegant entertainment was prepared. He was assisted by one of our leading public gentlemen, who announced, in a very neat speech, that it was to be named the *Waverley House*, which appeared to give general satisfaction. We wish the House every success, as we learn that neither trouble nor expence will be spared to render it comfortable to those who may patronize it.

THE ST. JOHN SUBSCRIPTION RACES came off on the Flats on Tuesday and Wednesday last, on which occasion there was a large concourse of people collected together. A number of tents were pitched at highwater mark for the purpose of disposing of refreshments and liquor, at which there was the usual amount of betting and demoralising language prevailing on similar occasions. A great many vehicles of all sorts were also on the ground. The first race for the city plate was the one which excited the most interest—six horse being entered for it. In consequence of some misunderstanding as to the starting, four heats had to be run for it, three of which were easily taken by Mr. Hugh McMonagle's imported English Blood-horse *Lutestring*, which appeared to be the favourite horse throughout. Many were confidently of opinion that he took the whole four heats. The second race—£25 sweepstakes—also excited much interest, although it was only a one-mile heat. It was easily taken by Captain Hoyt's imported Irish Blood-horse *Sheriff*, which could scarcely have been expected, as he was but a few days off the grass. He was trained by Mr. R. Mills, who also rode him in good style. Both these winning horses appear to be fine specimens, and well calculated to improve the breed in the country. The other races were not of much importance, and generally speaking, we think the effect of such amusements, especially on the lower orders of society, is very demoralizing, in consequence of the drinking and gambling brought about by them.

It is stated in a paragraph in *Willmer and Smith's European Times* of the 5th inst., that the Board of Ordnance have issued orders to their officers serving in the Colonies, not to draw on the Commissariat Department for the amount that may be incurred in the repair or alterations of military buildings, but that the expense in future is to be defrayed out of the funds of the Colonial Treasury."

The fact that a portion of the Barracks in Fredericton has been rebuilt the present season, and that another part is under contract to be completed next year, does not look as if this statement is based upon very good authority.

On looking into "Appleton's Travellers' Guide," published by Appleton & Co., of New-York, in this present year, we find St. John noticed in the following terms:—

"St. John is in New-Brunswick, 60 miles from Eastport: it is built upon an immense rocky bluff, and from the water presents a fine appearance. The population is about 14,000. At the mouth of the St. John River are very curious falls. A reef of rocks, extending across the river, is covered at high water deep enough to admit vessels to pass over, and penetrate 30 miles in the interior."

The following, evidently from the same hand, is a description of St. Andrews:—

"St. Andrews, in the British Province of New-Brunswick, is situated on a Peninsula, formed by the St. Croix River, and an arm of Passamaquoddy Bay. Its local advantages for Commerce are very great, possessing a harbour, which, for safety and extent, is equal to any on the coast.

"This is the starting point of "The St. Andrew's, Woodstock and Quebec Railway," a route which is to unite the Bay of Fundy with the St. Lawrence. This line has been mostly surveyed, and that portion of it extending from St. Andrews to Woodstock, a distance of 80 miles, is under contract, and will probably be completed during the year 1849. A capital of $800,000 has been subscribed, and a portion of it paid in, &c."

The population of St. Andrews is not mentioned, probably because there was not room in the Book to hold them. Seriously, such attempts to depreciate one place for the purpose of unduly raising another, are to be denounced by every one who wishes the truth to prevail.

The Publishers are requested to mention in their second edition, that the population of St. John was 34,000 in 1833, and is now, probably, 40,000—that the harbour, the tonnage, the wealth and the commerce of St. John, are not equalled, nor even approached, by any City in the Province. There is no barrier of rocks at the mouth of the harbour, as the above would seem to imply, and steamers and vessels of different sizes run to Fredericton, ninety miles up the River.

Before expatiating much on the great City of St. Andrews and its Railway, Messrs. Appleton had better procure *reliable* information.

The Rev. Mr. Dunphy, V.G., who has presided over the Catholic Church in this City for the last fifteen years, took his departure from St. John on Thursday evening for Halifax, via Windsor. We believe it is the Rev. gentleman's intention to proceed in the next steamer to England. It is not Mr. D.'s intention to return.—*Morning News.*

INCENDIARISM.—On Wednesday evening some malicious scoundrel made an attempt to set fire to a wood shed in rear of a dwelling house, in King St. owned by Mr. J. Fisher. He was fortunately frustrated in his design, for before the fire made much progress it was discovered by the servant girl of one of the families living in the building. There can be no doubt that the villain who made this attempt, was the same who set fire to Mr. Fisher's new ship, in Lower Cove, a few weeks since. If the fire had got under way, it would have caused great destruction of Property in spite of the efficiency of our Fire Department. The authorities should take immediate steps to discover and punish the perpetrator of the diabolical deed.—*Temperance Tel.*

SUPREME COURT.—*Michaelmas Term, 14th Victoria*, 1850.—B. Lester Peters, Esquire, one of the Attorneys of this Court, is called to the Bar, and admitted, sworn and enrolled a Barrister.

Robert Hutchinson, Joseph C. Wheten, John James Fraser, Edward B. Fisher, A. B., Robert Bruce Street, A. B., Benjamin G. Gray, A. B., and Lewis J. Almon, Students at Law, having produced the requisite Certificates, and having been examined as to their fitness and capacity, are admitted, sworn and enrolled Attorneys of this Court.—*Royal Gazette.*

DIOCESAN CHURCH SOCIETY.

The Sub-Committee of the Church Society in the City of Saint John in again bringing its claims under the notice of the members of the Church, would respectfully urge its great and noble objects, and in especial the success which has so far, under God's blessing, attended its efforts to spread abroad the light of the Gospel, as additional motives for increased exertion and support.—When we look around the Province and see the essential benefits which have resulted from the operations of the Society—the hands which were ready to hang down strengthened and upheld by the kindly sympathies and the liberal contributions of its members, and when we reflect that it has now become almost the only means of extending our Church and its truly scriptural principles—and that if we relax in our exertions in this holy cause, the walls of our Spiritual Zion must fall down—we feel that there *is* necessity for redoubled effort. The Committee therefore make their earnest, their unhesitating appeal for fresh support and the display of renewed zeal, that the Society may not only be enabled to fulfil its present engagements and to keep up their operations in active efficiency, but, that acquiring fresh vigour may go forth in the greatness of its strength to accomplish its great work, for there is yet "much land to be possessed." They would only add that when God commanded his people, the Jews, to bring offerings to the Lord, they brought them so freely that there needed a proclamation to restrain their bounty—and shall christians now be exceeded; rather let us all, rich and poor, in following their example remember the words of our Lord—"Freely ye have received, freely give," and "it is more blessed to give than to receive," and the words of the Apostle—"If there be first a willing mind it is accepted according to that a man hath," however small the offering, and further, that there can be no greater or more estimable method of showing our gratitude to Him from whom all our blessings proceed.

The Society embraces the following objects, and none other, viz.:

1. Missionary Visits to places where there is no settled Clergyman, and aid to new and poor Missions.
2. The establishment of Divinity Scholarships at King's College, Fredericton; and assistance, where necessary, to those who may be under preparation for the Ministry, especially Sons of Clergymen.
3. Aid to Sunday and other Schools, in which Church principles are taught, and the training and encouraging of Schoolmasters and Catechists.
4. The supply of Books and Tracts, in strict conformity with the principles of the Established Church.
5. Aid to the building and enlarging of Churches and Chapels.
6. Aid to the building of Parsonage Houses.
7. The creation of a fund towards the augmentation of the stipends of poor Clergymen - towards making a provision for those who may be incapacitated by age or infirmity—and for the widows and orphans of the Clergy—and towards the education of the children of poor Clergymen.

The following Gentlemen have been appointed the Collecting Committee, for the present year, throughout the City:—

KING'S WARD.—1st District—comprising all West of Germain and Wellington Streets—Joseph Fairweather and Dr. Botsford.

2d District—comprising all East of Wellington and North of Union Streets—H. Bowyer Smith and W. H. Scovil.

3d District—comprising all South of Union and East of Germain Streets—E. B. Peters and J. R. Ruel.

QUEEN'S WARD.—4th District—comprising all North of Princess Street—R. F. Hazen and S. J. Scovil.

5th District—comprising all South of Princess Street—E. Sears, W. H. Hatheway, and H. Perkins.

DUKE'S WARD.—6th District—W. Wright and R. Parker, Junior.

SIDNEY WARD.—7th District—J. M. Robinson T. McAvity and E. Fairweather.

☞ Want of room prevents our inserting the King's County Grand Jury Presentments to-day.

We learn by Prince Edward Island papers that Sir Donald Campbell, the Lieutenant Governor of that Colony, died at Charlottetown on the 10th inst., having been confined to his house for some months back. We cannot say that the deceased gentleman was anything like a popular Governor, it being generally alleged there that he knew little or nothing of Colonial affairs, and that it was entirely owing to him that responsible government has been so long withheld from them. As this is such a troublesome and difficult Colony to manage, we trust the Colonial Secretary of State will make a judicious selection of a successor to Sir Donald, who will transact his business with the people in a conciliatory spirit, and grant them such reasonable concessions in their constitution as they are evidently entitled to, instead of administering the Government in the arbitrary manner in which it has been done there lately, thereby causing great inconvenience to the public service. The Hon. Ambrose Lane, Senior Councillor, has been sworn in as Administrator of the Government.

The Mail Steamer Cambria arrived at Halifax from Boston on Thursday night, with fifty-one passengers—only twenty-nine of whom proceeded in her to Liverpool. She sailed at 1 A. M. yesterday.

By the *Maid of Erin*, last night, we received Boston papers of Thursday and New-York of Wednesday.

On Tuesday there was a good demand for Flour in New-York, at better prices—sales at $4,62 to $4,68 for common to strait State. Wheat lower—sales fair Genesee at $1,12½ per bushel. On Wednesday there was less doing in Flour, and the market was scarcely as firm as on the preceding day.

The Washington National Intelligencer, of Saturday, says that the British Government has withdrawn all its demands for port and other duties from the harbor of San Juan de Nicaragua, and the navigation of that noble river and the lakes connected with it are fully open to American enterprise.

The America's news was received at New-Orleans on the 15th inst. (the day of her arrival at Halifax,) and caused firmness in the cotton market.

STEAMSHIPS SAILED.—The Atlantic left New-York for Liverpool on Saturday, with 95 passengers.

The Georgia sailed for Chagres on Friday, with a large mail, and 150 passengers. The Pacific also left for New Orleans, via Havana, the same day; she took about 100 passengers. The Cherokee with 120 passengers, and the Empire City, with 80, sailed for Chagres on Saturday afternoon. Col. Fremont and lady went in the Cherokee.

FALL OF A PIER IN NEW-YORK.—On Saturday afternoon, pier No 8, North River, fell under the weight of a large quantity of pig iron landed from ship Western World, and several cartmen were plunged into the river.

Two laboring men were drowned; also an apple-woman, who had a stand beside the ship that was unloading. Two colored men were seriously injured. One horse and cart were lost. About 70 or 80 feet of the wharf is wrecked, and the rest is very dangerous.

The choice ticket for the first Jenny Lind concert at Philadelphia brought $625, the price paid at Boston. It was purchased by an eminent daguerreotypist, Mr. Root. The aggregate receipts for the first night is between $10,000 and $11,000. At Providence the first seat brought $650.

G. P. R. James, the celebrated English novelist, has made the necessary declarations for becoming a citizen of the United States.

The fruit crop at Malaga has been injured to some extent by rain, particularly that portion intended for casking.

GREAT WESTERN RAILROAD.—The town of Hamilton, (C. W.) has subscribed £100,000 to the Hamilton and Sandwich Railroad.

The Episcopal Convention and Bishop Onderdonk.—The House of Bishops, assembled at Cincinnati, has refused to restore Bishop Onderdonk of New-York to the clerical function, and has rejected the petition from the diocese of New-York in his behalf. The vote was nearly two to one against the offending Bishop.

☞ On Lord's Day, Oct. 20th, the Rev. J. D. CASEWELL will deliver a discourse on the Millenium, or the Spirituality of the Kingdom of Christ, in the Baptist Meeting-House, Germain-street.—Service at 6 in the evening.

TO THE LADIES.

We respectfully dedicate the following to the ladies:—

The Freckle Wash removes all tan, freckles, morphew, sores, burns, roughness and redness from the face, neck and arms, and makes the skin delightfully soft and white, and gives the complexion a beautiful hue. Try it, once, ladies, and you will never make your toilet without it again. Gentlemen should always use it after shaving. Sold by C. V. POOR, 19, Tremont Row, Boston, and by FELLOWS & CO., corner of King and Germain-streets, St. John, N. B. 4¶s1

MARRIED.

On the 8th inst., by the Rev. Richard Wiggins, Mr. Thomas Woods, to Miss Jane Martin, both of St. John.

On the 9th inst., by the Rev. Wm. Donald, A.M., Mr. Thomas Sime, jun., to Miss Eunice Craft, both of this City.

On the 10th inst., by the same, Mr. Robert Gunn, to Miss Louisa Murray, both of this City.

On Thursday, 10th instant, by Rev. I. W. D. Gray, D. D., Mr. John Henderson, of the Parish of Simonds, to Miss Margaret Gordon, of the Parish of St. John.

On Friday evening, 11th instant, by the Rev. Richard Knight, Mr. David Currier, of the City of Fredericton, to Miss Mary Ann Jerrett, of this City.

On Saturday, 12th inst., by the Rev. B. G. Gray, D. D., Mr. Wm. H. Seamen, of Amherst, N. S., to Miss Patience Dunstin, of the Parish of St. John, N. B.

On Thursday last, by the Rev. J. D. Casewell, Mr. George Akins, to Miss Maria Smith, both of this City.

On Thursday evening, by the Rev. Samuel Robinson, Mr. William Guy Anderson, to Miss Mary Ann Boggs, both of this City.

On the 16th instant, by the Rev. John Thomson, Mr. James Johnston, to Miss Esther Jane Taylor, both of Portland.

On the 17th instant, by the same, Mr. Thomas Gamble, to Miss Elizabeth Crothers, both of Saint John.

On Monday morning last, by the Rev. J. Trimble, Mr. Daniel Cathcart, of St. John, to Miss Robie Skinner, of the Parish of Wickham, Queen's County.

At Charlottetown, Prince Edward Island, on the 28th ult. by the Rev. Mr. Phelim, Mr. Gabriel Macdonald, of East Point, to Mary, third daughter of the late Mr. William Dalton, of St. John.

DIED.

On Sunday, 29th Sept., of Jaundice, in the 43d year of his age, Mr. Wm. Armstrong, a native of Quivey, Belturbet, County Cavan, Ireland.

On Monday morning, after a short illness, Agnes, youngest daughter of Mr. John Leitch, aged two years.

On Friday morning after a short illness, James, only son of Mr. James Kein, aged two years, eight months and twenty-three days.

At Norton, King's County, on the 9th instant, after a lingering illness, which he bore with great resignation, Mr. John Brown, aged 28 years,—much regretted by all who knew him.

In New Jerusalem, on the 6th inst., Samuel, son of Rev. Ebenezer Webb, aged 4 years and 5 month, after an illness of three weeks.

At Moncton, Sept. 10th, Deacon John Horsman, aged 58.—He died in the prospect of the glorious inheritance.

In Dorchester, 3d inst. Mary Elizabeth, only daughter of Mr. Harrison Lewis, aged two years and seven months.

At Prince William, York County, on the 14th inst. Mr. Samuel Ball, in the 45th year of his age.

In the Parish of Blackville, Northumberland County, on the 9th ult. Mr. British Nathaniel Underhill, aged 79 years. He came to St. John with his father, one of the Loyalists, in 1783, and removed to Miramichi in 1806.

At Halifax, on the 10th instant, the Rev. Robert Davis, Baptist Minister, in the 68th year of his age.

At Charlottetown, Prince Edward Island, on the 28th ult. aged 26 years, Frances Stewart, wife of Henry Jarvis, Esq., M. D.

On the passage from St. John to Bristol, Capt. Parsons, of the American Ship *Robert Parker*.

DROWNED, on the 13th May last, from the Ship *Kitty Cordes*, at Mobile, Albert Desbrisay Monro, aged 18 years, son of the late Mr. James Monro, of the Parish of Portland.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Sunday—Schr. Ann Eliza, Bowden, Boston, 4—William Thomson, flour, pork, &c.

Albert, Elder, New-York, 6—G. Bent, flour, &c.

Monday—Ship Glenlyon, Muirhead, London, 36—S. Wiggins & Son, ballast.

Barque Olive, Olive, Liverpool, 36—George Thomas general cargo.

Brig Richard Cobden, Elder, Philadelphia, 9—J. Fairweather, flour, coals, &c.

Alexander, Jack, Boston, 4—S. Wiggins & Son, ballast.

Brigt. Margaret, Holder, Halifax, 12—Master, sugar, molasses, &c.

Schr. Lord Fitzgerald & Vesci, King, Boston, 3—R. Rankin & Co., ballast.

Richmond, Pangburn, Boston, 3—Master, ass'd. cargo.

Chance, Dorman, Eastport—Master, flour.

N. Noyes, Holmes, Eastport—Master, assorted cargo for the fisheries.

Rising Sun, Brannen, Bath, 1—Master, ballast.

Tuesday—Schr. Friendship, Hardy, Salem, 2—Master, onions and apples.

Steamer Maid of Erin, Belyea, Eastport—Thos. Parks, passengers and merchandise.

Wednesday—Barque Peruvian, Robinson, New-York, 3—John Sweeney, flour, pork, &c.

Nova Scotian, Corning, New-York, 3—C. McLauchlan, do.

Odessa, Selly, New-York, 4—S. Wiggins & Son, ballast.

(At Musquash)—Nordjsolen, (Nor.) Anderson, New-York, 8—H. Garbutt, ballast.

Brig Emma, Graham, Ferguson, New-York, 3—order, ditto.

Brigt. Virginie, Blair, Quebec, 15—J. M. Hamilton, flour.

Schr. Providence, Mahon, New-York, 4—Master, flour, wheat and corn.

Thursday—Barque Douglas, Smith, Liverpool, 35—John Robertson, coals.

Brigt. Rebecca, Merriam, New-York, 5—H. Gilbert, wheat.

Steamer Commodore, Browne, Portland—Jas. Whitney, passengers, &c.

Friday—Barque Egerton, Moore, Dundee, 47—John Robertson, ballast.

Brigt. Juverna, Heneberry, Boston, 3—J. McCarthy, assorted cargo.

Steamer Maid of Erin, Belyea, Eastport—Thos. Parks, passengers and merchandise.

This Morning—Brig Aurora, Cary, Glasgow, 47—George Thomas, general cargo.—On the 4th inst. lat. 46 55 N, long. 47 10 W. spoke barque Persian, of Newcastle, 33 days from Liverpool, for Montreal, with a general cargo—had experienced bad weather, sprung aleak, and was obliged to throw part of the cargo overboard.

Schr. Francis, Logan, Boston, 3—Allison & Spurr, assorted cargo.

COASTWISE.

Saturday—Schr. Jim, Minness, Aylesford, cattle, &c.
Pandora, McDonald, Joggins, coals.
Sarah, Vantassel, Digby, cattle, potatoes, &c.
Economy, Robinson, Cornwallis, potatoes, butter, &c.
Black Hawk, Bogart, Digby, sand, apples, &c.
Sunday—Schr. Emeline, Good, Black Rock, potatoes.
Monday—Schr Spray, Balsam, St. Andrews, furniture.
Sisters, Parker, Cornwallis, oats and potatoes.
Wilmot Packet, Harris, Wilmot, cheese, butter, &c.
Leader, Gilliatt, Cornwallis, fruit, cheese, &c.
Spy, Haycock, Westport, ballast.
Steamer Gipsey, Leavitt, Annapolis and Digby, passen[gers, &c.]
Tuesday—Schr. Nelson, Young, Welchpool, fish.
Elizabeth Caroline, Lindsay, Grand Manan, fish and oil.
Sarah Ann, Hoyt, St. George, fish and oil.
Linnet, Cline, Welchpool, fish.
Wednesday—Schr. Isabella, Compton, Fishing Voyage, Hebe, Guptail, Grand Manan, fish. [fish.]
Temperance, Dickson, Fishing Voyage, fish.
Calder, Calder, Fishing Voyage, fish.
Ringdove, Holmes, Fishing Voyage, fish.
Only Son, McLellan, Welchpool, fish.
Steamer Gipsey, Leavitt, Windsor, passengers.
Thursday—Schr. Lark, Lord, Fishing Voyage, fish.
Union, Ludlow, Welchpool, fish and oil.
Richael, Parker, Cornwallis, potatoes, cloth, &c.
Steamer Maid of Erin, Belyea, Annapolis and Digby, passengers, &c.
Friday—Schr. Impel, Cheney, Grand Manan, fish.
Peeler, Lary, Weymouth, turnips, codfish, &c.
Gipsy, Slocomb, Wilmot, barley, cheese, and apples.
Olive, Kinney, Barrington, fish and oil.
Digby Packet, Turnbull, Digby, cattle and eggs.
Patriarch, Salis, Digby, apples, bark, &c.
Laurel, Brinton, Wilmot, butter, cheese and fish.
Steamer Gipsy, Leavitt, Windsor, passengers.

ENTERED FOR LOADING.

Oct. 12—Faside, Walker, London.
Albion, Leslie, Aberdeen.
Helen Thomson, Gray, Ayr.
Janet, McIntosh, Cork.
Boadicea, Leavitt, Liverpool.
14—Sorrederen, Hendrickson, Hull.
Lord Fitzgerald & Vesci, King, Galway.
17—Odessa, Selly, Dublin.
Glenlyon, Muirhead, London.
18—Lisbon, Brinton, London.
Amelia, Holder, Matanzas.

CLEARED.

Oct. 14th—Ship Kossuth, O'Harn, Liverpool, timber and deals—N. S. Demill; Barque Endymeon, Cordingley, Hull, deals—John Robertson; Greenville Bay, Atkins, Dundee, timber and deals—R. Rankin & Co.; Schr. Mariner, Hoyt, New-Bedford, lumber—A. C. O. Trentowsky.

14th—Ship Admiral, Crisp, Cork, timber and deals—John Robertson; Wanderer, Kerr, Leith, do—R. Rankin & Co.

15th—Brig Thomas Hanford, Driscoll, Bridgewater, timber and deals—S. Wiggins & Son; Wasdale, Taitt, Limerick, timber and deals—John Robertson; Brigt. Sophia, Bellord, Newport, deals—John Robertson; Schr. Cuba, Kavanagh, Boston, plank, potatoes, &c.—Geo. Eaton; Kosciusko, Hierup, Portsmouth, (N. H.) scantling—Geo. Eaton.

16th—Brig Ellen Forrestal, Bunbury, Limerick, timber and deals—S. Wiggins & Son; Rio Grande, Wilson, Barbados, boards, shingles, butter, &c.—Crane & Co.; Brigt. Bream, Harvey, Boston, fish and scantling—J. & T. Robinson; Schr. N. Noyes, Holmes, Newfoundland, flour, bread, salt, &c.—Master.

18th—Barque Frederick, Smith, Cork, timber and deals—S. Wiggins & Son; Brig Cluny, Taylor, Liverpool, timber and deals—George Thomas; Schr. Rising Sun, Brannen, Bath, (Me.) juniper timber—T. McHenry; John Snow, Gordon, Boston, boards—E. D. Jewett.

19th—Barque Celeste, Mulcahy, Galway, deals, &c.—S. Wiggins & Son; Helene, Volkmann, London, deals, &c.—Charles Brown.

H. M. Steamer, Plumper, Com. Nolloth, arrived at Halifax, on Monday last, from the Bay of Fundy.

Spoken—Aug. 27th, lat. 12 N., long. 23 30 W., ship Dundonald, Gillies, from Liverpool, for Bombay; Sept. 5th, lat. 41 34, long. 59 33 W., barque Candace, 9 days from St. John, for Port Adelaide; in lat. 16 8 N., long. 26 26 W., ship Osceola, from Callao for Cork, 65 days out—(date not given.)

Wrecks.—The Brigt. Gem, Capt. McCready, of and for this port, from Alexandria, with a cargo of 7050 bushels of wheat, in coming up the Bay on Saturday night last, run upon Dry Ledge, near Chance Harbour, and became a wreck:—crew saved. The brigt. and cargo were owned by Messrs. Eastabrooks & Ring, and were insured—the former for £750. The hull and cargo were sold, by auction on Wednesday for £44. The rigging, &c. have been brought to the City, and will be sold on Monday.

The Schr. Vixen, Gosbie, master, five days from Bathurst, for St. John's, (N. F.) with a cargo of lumber, struck in a thick fog, near Mistaken Point, Cape Race, and became a total loss—crew saved, but lost their all. The vessel was owned by Messrs. Gilmour, Rankin & Co. of Miramichi, and was insured for £750.

Brig Ann, Boyle, from Donegal, for this port, put into Westport, (Ireland,) 2d Oct. with sails split, rigging damaged, and ballast shifted, in a gale on 30th Sept.

SHEDIAC, Sept. 19.—*Arrived*, brig Carl Richard, Kraift, Boston—to Crane & Co.; Oct. 11th, ship Commodore, Kidd, Boston, 2 days—to W. H. & R. C. Scovil. —*Sailed*, Sept. 27th, barque Charles Walton, Baker, London; 30th, ship Margaret, Webster, Liverpool.

ARRIVED—At Alexandria, Oct. 8th, schr. Relief, Johnston, St. John.—At Philadelphia, 8th, schr. Edward, Hardy, do.; 9th, brig George, Atchison, do.—At New-York, 10th, brigt. Jane Allison, Wood, do.; 13th, Victor, Kinney, Exuma; 11th, British Queen, Brown, Sydney.—At Boston, 13th, brig Lydia, Trask, Glasgow; schr Mercator, Leland, St. John.—At Bristol, 10th, brig Factor, Handy, St. John.—At Quebec, 9th, ship Essex, Norton, Liverpool.

CLEARED—At Philadelphia, Oct. 12th, ship Satellite, Markham, and brig Albert, Fitzgerald, St. John.—At New-York, 14th, ship Wm. Wirt, Sampson, do.—At Boston, 15th, brigt. Portland, Scott, do.

Arrivals from St. John.—Sept. 19th, Reward, at Longhope; 20th, Ocean, at Queenstown; Midas, at Liverpool; 21st, Charles, off Youghall; Onward, at Liverpool; Hornet, at Limerick; Hedwig, at Falmouth; 22d, Themis, Speed, Fairy, Empress, and Lady Blaney, at Liverpool; 23d, Ashley, at London; Robert Parker, at Bristol; Nancy, at Queenstown; Lorena, at Dublin; Speculator, off Deal; 24th, Amanda, do.; 25th, Flora, at Grimsby; Nimrod, at Beaumaris; Mary, at Queenstown; Caroline, at Liverpool; 26th, Lively, at Bowmore; Catherine, at Liverpool; 27th, Delta, at do.; Ajax, at Hull; Margaret Dewer, at Yarmouth; Anna Maria, at Sunderland; 28th, Clio, at Sunderland; Sea Nymph, off Beachy Head; Speculation, at Lynn; 29th, Argyle and Eliza, in the Clyde; 30th, Washburn and Winetta, at Gravesend; Florence, at Liverpool; Creole, at Londonderry; Oct. 1st, Blanche, at Liverpool; 2d, Brierly Hill and Reward, at Hull; Millman, off Queenstown; 3d, Baron Vay, at Deal; 4th, Thomas Thompson, Victoria, Olive Branch, and Britannia, at Liverpool.

Sailed for St. John.—Sept. 20th, Ann, from Donegal; 23d, Thomas, the Clyde; Oct. 1st, Clito, Queenstown; 2d, Hercules, the Clyde.

Sailed from Liverpool, Oct. 3d, William Carson, for Savannah.

Cleared at Gibraltar, Sept. 10th, Ship Anthracite, St. John.

Loading at Liverpool, October 5th, Sarah Millidge, Elizabeth Bentley, and Blanch, for St. John; David Cannon, for New Orleans.

Arrived at Liverpool, Sept. 21st, Ship Elizabeth Bentley, from Quebec; Oct. 1st, Belle Kate, from Magaguadavic, and Jessie Byrne, from Dorchester.—At Greenock, Sept. 22d, Sir Harry Smith, Quebec.—In the Clyde, 23d, ship Lesmahagow, Quebec.—At Gloucester, 27th, Messenger, St Andrews.—Off Falmouth, Oct. 3d, ship Great Britain, Hume, Bombay.

Londonderry, Oct. 2.—The Creole, Watt, which arrived here from St. John, on the 30th Sept., encountered a gale on the 9th, on the Banks of Newfoundland, and carried away part of deck load, lost bulwarks and split sails.

Portsmouth, Sept. 30th.—The Ernst and Gustave, from St. John for Hull, put in here to-day leaky, with loss of deck-load, sails and quarter boat, having been thrown on her beam ends in a gale on the 9th Sept.

Lynn, Sept. 29th.—The Speculation, Seafard, which arrived here yesterday, from St. John, had been in contact on the 14th Aug., with the Wye, of Chepstow, when both received some slight damage.



NEW TENDERS FOR
ST. JOHN and FREDERICTON
MAIL CONTRACT.

PERSONS desirous of entering into a Contract for the conveyance of Her Majesty's MAILS between *Saint John* and *Fredericton*, during the ensuing Winter, nightly each way, (Sunday nights excepted) are requested to send in Sealed Tenders, addressed to the Deputy Post Master General, stating the sum for which they would agree to perform the service.

The Mails must be conveyed at such hours as may from time to time be pointed out by the Deputy Post Master General, and at a rate of speed not less than seven miles per hour, including stoppages.

The Tenders will be received until SATURDAY, the 26th October instant, at noon—each Tender to be accompanied by the names of two responsible persons willing to become bound, with the party tendering, for the faithful performance of the service, otherwise no notice will be taken of it.

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

Any further information which may be desired, can be obtained on application, either personally or by letter, to the Deputy Post Master General.

J. HOWE, *D. P. M. G.*
GENERAL POST OFFICE, St. John, Oct. 14, 1850.

Saint John Society Library.

THE Annual Meeting of the Proprietors of the Saint John Society Library, will be held at the Library Room on the first Monday in November next, at 1 o'clock, p. m.

A motion will be made by Mr. RUEL at the Meeting, to increase the Annual Subscription of Proprietors from Fifteen Shillings to Twenty.
Oct. 19. JAMES W. PETERS, *Sec'y.*

MECHANICS' INSTITUTE.

THE LECTURE SEASON of the above Institution will commence early in November next, and His Honor Mr Justice CARTER has kindly consented to deliver the Introductory Address.

The Directors have much pleasure in intimating that the following talented and well-known gentlemen have consented to Lecture during the Season, viz.:

His Honor Mr. Justice Carter; the Rev. Dr. I. W. D. Gray; Rev. Messrs. Cooney, Thomson, Wishart, Stewart, and Casewell; Drs Robert Bayard, Waddell, and James Paterson, L. L. D.; Messrs. George Blatch, Charles Duff, W. Watts, R. Parker, jun., M. H. Perley, C. R. Thomson, C. A. Hartt, G. N. Smith, John McLardy, E. H. Duval, Robert Foulis, and James R. Ruel.

The Directors have again been enabled, from the ordinary revenue of the Institute to procure another assortment of Standard Works, which will increase the Library, and render this Branch of the Institution well worthy the attention of its Members.

The Gesner Museum, which has now, for the most part, become the property of the Institute, will be opened for Exhibition to Members and their families, from 7 till 8 o'clock on each Lecture Evening.

The Reading Room, which is now furnished with a number of Popular Newspapers and Periodicals, published in England and the United States, the City Papers and other Publications from different parts of the Province, is open from 7 till ½ past 9 every Evening—Saturdays and Sundays excepted.

The Directors feel assured that the coming Season will be as instructive and attractive as any previous Lecture Season; and as the Institute has now been increased in every department, and every pains taken by the Board of Directors to meet the wishes of its Members, they trust that the Institute will continue to receive the cordial support of its Members, and the patronage of the Public.

Members' Tickets, 15s: to admit to the Lectures and Museum the Member and two Ladies, with the privilege of the Reading Room and Library.

Non-Members' Tickets, to admit to the Lectures for the Season, 15s; Ladies', Youth's and Apprentices' Tickets, 5s. each. Admission to one Lecture, 1s. 3d.

No Tickets transferable. It having come to the knowledge of the Board that Lecturers have heretofore felt great inconvenience and annoyance from the numerous applications made for free Tickets: To relieve them from such importunities, and to compel all persons desirous of attending the Lectures to pay their fair scot and lot, only a limited number of Tickets will be placed at the disposal of the Lecturers for distribution among their immediate friends.

Members and others may obtain Tickets by application at the Institute any evening during next week.
W. HUTCHINSON, JR. *Secretary.*
St. John, 19th Oct. 1850.

European and North American RAILWAY.

THE Subscribers to the European and North American RAILWAY, are requested to pay in to the Commercial Bank, to the credit of the Executive Committee for the Province of New-Brunswick, on or before the 1st November next, the sum of one per cent. upon the amount of their respective subscriptions, pursuant to the terms of the Stock Book, in order to meet certain preliminary expenses, and to take the necessary steps to secure the advancement of the undertaking.
G. BOTSFORD, R. JARDINE, } Executive Committee
St. John, Oct. 19, 1850.

COMMISSARIAT; St. John, N. B. 17th October, 1850.

SEALED TENDERS will be received at this Office until 12 o'clock on Monday, 28th inst. from such persons as may be willing to perform such TRUCKAGE as may be required during the year 1851.—The prices to be stated in STERLING, viz:—

For each load of Baggage, Stores, or Provisions, conveyed between the following places, viz.—

Between the Queen's Wharf or any part of the Barrack enclosure and Indian Town.

Between the same places and either of the landing Wharves in the several Wards in the City.

Between the same places and the Magazine or Guard House at Fort Howe.

Between the Long Wharf or Rankin's Wharf in Portland and the Magazine at Fort Howe.

Between the Magazine at Fort Howe, and King's, Queen's, or Duke's Ward.

Between the Magazine at Fort Howe and Indian Town.

Between either of the landing Wharves in the City and Indian Town.

Between the Queen's Wharf and any part of the Barrack enclosure.

Between the Queen's Wharf or any part of the Barrack enclosure and Fort Carleton.

Between the Queen's Wharf or Barrack enclosure and Straight Shore, Portland.

Between the Queen's Wharf or Barrack enclosure, and the Brick Yards, Penitentiary.

Carting Coals to the different Guards, per day.

The Contractor to furnish Sleds, Drays or Carts, at the option of the Commissariat, and payment will be made quarterly in Money at the Army rate. Sufficient security will be required.

Blank forms of Tender (Manuscript will not be accepted,) and any further information will be given on application at the Commissariat in Saint John.
W. H. DRAKE, *A. C. G.*

CARD.

THE FOREMAN and COMPANY attached to "*WELLINGTON*," No. 1, *Fire Engine*, beg leave thus publicly to make their acknowledgments to the Mayor and other Members of the Corporate Body—especially to the Gentlemen composing the Fire Committee—for the presentation and gift of the FIRE ENGINE lately in charge of Fire Company No. 5.

That they were unreasonably prevented from duly tendering their thanks for this honor on Friday last, at the Meeting of the Fire Companies on Queen's Square, is a matter of sincere regret to them; and they now wish to assure their Civic Rulers, and their fellow citizens, that in the hour of peril and danger, they will endeavour to do their duty; and, to the utmost of their ability, exert themselves to rescue property from dilapidation and destruction.

They would also express their acknowledgments to the Officers and Men of No. 5 Company, for their gentlemanly conduct toward Wellington No. 1. JAMES PORTMORE, *Foreman*, For Self and Fellows.
St. John, 15th October, 1850.

NEW FALL GOODS.
LIVERPOOL HOUSE,
PRINCE WILLIAM STREET.

The Subscriber has received per 'Ed... 'Lisbon' and 'Oriental,' part of his
Fall Supply of Dry Goods,
—CONSISTING OF—

SUPERFINE Broad Cloths and Cassimeres; Beaver and Pilot CLOTHS and Trimmings; White and Red FLANNELS; Grey and White COTTONS; Shirting Stripes and BED TICKS; Printed COTTONS; fine and stout Ginghams; Osnaburghs, Hollands; Fine LINENS, LAWNS and MUSLINS; Plaid CLOAKINGS and SHAWLS; Rich Dress SILKS and SATINS; Bonnett SATINS and PERSIANS; Rich Bonnet and Cap RIBBONS; LACES and EDGINGS, in great variety; Black CRAPE, Black Silk NETTS; Black and Coloured demi Veils, White and Coloured Illusion Net; Tarlatan Muslin; sewed Muslin COLLARS; Chemizetts, Habit Shirts and Sleeves; Infant's CAPS, and Frock Bodies; Sewed Muslin Edgings and Insertions; Berlin-wool Hoods, Victorines and MUFFS; Ladies' NECK TIES; Gents' Black and Coloured Silk HDKFS; Opera Ties, Rug Canvass, and Berlin Wool; Brown and White Damask TABLE CLOTHS; Coloured Table Covers; White and Coloured STAYS; Orleans, Coburgs, Alpaccas; Rich Printed DELAINES; Gimps, Fringes and Braids; GLOVES and HOSIERY in great variety; Gents' Lamb's Wool and Merino Shirts and Pants; black, drab and W. B Linen Thread; Drab Fishing Thread, &c. &c. &c.—which will be sold Wholesale and Retail, at very low *prices.*—A further supply received per Olive.
Oct. 19. N S. WETMORE.

Irish Tabinetts, Poplins, &c.

MORRISON & CO. have still on hand a few pieces of Irish TABINETT, and Poplin, in the most beautiful and fashionable shades.
October 19.

FALL IMPORTATIONS!
CHARLES PATTON

Has received per Ships 'Lisbon,' from London, 'Cluny,' 'Thetis' and 'Olive,' from Liverpool:

A LARGE and well assorted Stock of Goods, suitable for the present and coming Seasons, which will be sold, Wholesale and Retail, at the lowest possible price for satisfactory payments.
St. John, Oct. 19th, 1850.

Molasses, Sugar, &c.
Received by late Arrivals:—

30 HHDS. bright Porto Rico SUGAR; 20 hhds. very superior MOLASSES, and 20 Bags COFFEE; for sale low.
Oct. 19.—2i. ROBERT RANKIN & CO.

FLOUR! FLOUR!
Landing ex Brig *Virginie*, from Montreal:
1472 BRLS. Superfine FLOUR, (from new Wheat); for sale by
Oct. 19. J. M. HAMILTON.

Cheshire and Dunlop CHEESE,
Made in New-Brunswick!!
The subscribers are receiving from 'Up the River,'
3 TONS CHEESE—quite equal to the best English—For Sale by
Oct. 19. JARDINE & CO.

Turkish TOBACCO.
JUST received, a small lot, via Boston; for sale by
Oct. 19. R. THOMSON, Prince William street.

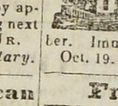
BLACKING.—400 Dozens Mason's superior Blacking,—received ex brig "Richard Cobden," from Philadelphia, and for sale by
Oct. 19.—2i. J. H. KINNEAR, *Water-street.*

NEW BUCKWHEAT.
Received from Woodstock—
ONE Ton of superior New BUCKWHEAT FLOUR, in 50 and 100 lb. bags—for Sale by
Oct. 19. JARDINE & CO.

VARIETY STORE, King-st.
Just received per Maid of Erin, via New York,
4 CASES best French PERFUMERY—containing Extracts for Ladies' Handkerchiefs, HAIR OILS, Bears' Grease, Toilet SOAPS, Shaving and Tooth Paste, TOILET POWDERS, &c. &c.
Oct. 19. J. LORDLY, King street.

Heavy Navy Canvas.
Just received and for sale at a low figure by the Subscriber:
A FEW Bales of HEAVY NAVY CANVAS, of very excellent quality.
Oct. 19. JOHN V. THURGAR.

COTTAGE TO LET.

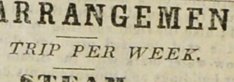


A VERY COMMODIOUS and pleasantly situated COTTAGE and PREMISES, with good Yard room, fronting on Garden-street, near the residence of the subscriber. Immediate possession given. Apply to
Oct. 19. JOHN V. THURGAR.

Freight for London.
FREIGHTAGE is required for 75 Tons Oil in a Vessel for London. Apply to
Oct. 19. JOHN W. CUDLIP.

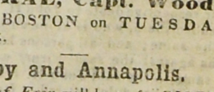
£250.
WANTED TO BORROW—£250, for two or three years, on Freehold Property in a Central part of the City.—Apply to
Oct. 19. C. W. STOCKTON, *Barrister at Law.*

For Eastport, Portland & Boston,



THE Steamer COMMODORE will leave every TUESDAY morning at 8 o'clock, for the remainder of the Season, for Eastport, Portland, Lowell, Bangor and Boston; and leave Portland every Thursday Evening on her return.
Oct. 19. JAMES WHITNEY.

FALL ARRANGEMENT.
ONE TRIP PER WEEK.
STEAM
To Eastport, Bangor, Portland, and BOSTON.



THE sea going Steamer MAID OF ERIN Captain WM. BELYEA, will leave the North Market Wharf, on WEDNESDAY next, at SEVEN o'clock, for EASTPORT, to meet the splendid Steamer
ADMIRAL, Capt. Wood,
which leaves BOSTON on TUESDAY at Eleven o'clock.

Digby and Annapolis.
The *Maid of Erin* will leave for DIGBY and ANNAPOLIS on THURSDAY, returning on *Friday.*
For Freight or Passage, apply to
THOMAS PARKS, *Dock-street.*
St. John, N. B., 19th Oct., 1850.

PEW for Sale.
A PEW in the Baptist Chapel, Germain street, St. John, at the entrance of the East aisle.—Apply to H. W. FRITH, Esq. for particulars.
W. B KINNEAR.
Fredericton, October 9, 1850.—2i

WINDOW AND FLINT GLASS,
By the "Empress," from London—
625 BOXES best stout WINDOW GLASS, all sizes required, from 7x9 to 14x20,
150 boxes superior CROWN GLASS, from 9x12 to 14x26,
14 cases containing large sizes, from 22x26 to 34x46,
18 cases of Ground and Cut TUMBLERS,
3 cases Ground and Cut WINE GLASSES,
—ALSO—
5 cases LOOKING-GLASS PLATES, all sizes, from 8x10 to 16x26,—For Sale by
August 3. JOHN KINNEAR, Prince Wm.-street.