

of a large size. About nine miles above the city the river widens into a bay six miles across, below this a chain of highlands crosses the country from East to West, through which the St. John debouches into the Bay of Fundy in a narrow and crooked passage, called the narrows. These highlands are composed principally of lime-stone, and there are quite a number of limekilns on the banks of the river at the base of the hills. The steamboats usually stop at Indian Town, about one mile from the city, as they cannot pass the falls at the narrows except at half tides. These falls are a great curiosity. The river flows through a very narrow passage at the entrance to the harbour with a high rocky precipice on each side. Through this channel, at certain periods of the tide, the water rushes with great force, and its roaring can be heard at a considerable distance, and no craft can then pass through with safety. When the tide has flowed about ten feet, the falls are smooth and navigable. At high water, the tide being from six to ten feet higher than the river, there is of course a fall up river, and at low water the river being higher than the water in the harbour, there is a similar fall down river. These falls are level three and a half hours on the flood and two and a half hours on the ebb, and are passable four times in twenty four hours.

The city of St John, the commercial emporium of New Brunswick, and next to Boston, the largest place east of New York on the Atlantic, is situated at the estuary of the river St. John, principally on a rocky peninsula on the east side of the river. The city includes the parish of Carleton on the West side of the river, which is something like East Boston to Boston, and has at present a small population, but is destined as the city increases in wealth and business soon to rival the East side in importance. The harbour is large and commodious, and capable of containing a great number of ships of the largest size. Partridge Island, upon which there is a light house, lies at the entrance of the harbour, and protects it from the southerly winds. The harbour is free from ice, and like Boston, ships arrive and depart at all times of the year. The highest tides are about twenty eight feet, but at the head of the bay they rise to the astonishing height of seventy eight.

The first settlement of the St. John may be dated back no further than 1783, when the loyalists came from the States, as there were then only a few French huts on the site of the present city.

From that time the growth of the city has been rapid, and it now numbers, including suburbs, about thirty thousand inhabitants. It carries on a large trade with Europe, the United States, West Indies, Africa, South America, and other parts of the world. The business and importance of the place may be seen from the following statement, which I copy from the Custom House records for the year 1836, since which however it has probably increased very considerably.—Amount of tonnage of vessels built at the city of St. John for the year 1836, 24,679 tons. Tonnage owned at St John as follows, 41 ships, 38 barques, 39 brigs, 11 brigantines, 190 schooners, 3 steamboats, 83 river vessels, in all 410 vessels measuring 69,766 tons, and navigated by 2,879 men. The total number of vessels entering St John for the year 1836 was 2,549, measuring 289,127 tons, and navigated by 13,685 men.—There is a whale company here formed jointly of American and British capital, they have six ships, and are doing, as I was informed, a successful business.

A canal has been cut across a point of land on the west side of the Narrows, and 10 or 12 saw mills for manufacturing deals have been put in operation. Lower down on the same side a dam has been erected across the mouth of the creek and a block of saw mills erected. There are also several saw mills in the city on the east side, that go by steam. There are at present about thirty saws in operation from the water power at the falls, from the tide and steam power, and they can all be increased to any desirable extent, and ships can be loaded directly from the mills. There are several coves and bays about the mouth of the St. John where timber and logs can be boomed and lay the whole season. With these facilities for securing the logs, and manufacturing and shipping the lumber, and considering the great extent of timber lands on the river, and the ease with which logs can be driven from its source to its mouth, compared with the Penobscot and the Kennebec, the city of St. John bids fair to become the greatest lumbering place on the continent, particularly when sawed lumber of all kinds can be freely shipped from her port.

There are three important roads leading from the city—one running to the head of the Bay of Fundy through the valley of the Kennebecasis, one running to St. Andrews along by the sea board, and one to Fredericton on the west side of the river up the valley of the Nepereis. The trade however between the country and the city is mostly carried on by water. Every morning the market slip is filled with vessels, boats, and all kinds of water craft loaded with the produce of the country, which come down the river and the various bays and creeks that run into it, and also from the line of sea coast east and west of the city, from up the bay, and also from the north side of Nova Scotia. The great tide in the bay facilitates this mode of transportation and I know of no place where such an extent of fertile country is so well accommodated as

it is here, with such cheap transportation of its products to market.

In 1837 St John was visited by a most disastrous fire, which consumed one hundred and fifteen houses and stores, mostly of the latter description and the best in the place, and the loss was estimated at \$1,000,000. The burnt district was scarcely rebuilt when in 1840 a most destructive fire again broke out, consuming most of the new buildings, together with many others, and including a new market house, built at a great expense. These fires have materially checked the prosperity of the city, and have given it a shock which it will take many years to recover from.

The burnt district has however been mostly rebuilt with large and elegant brick buildings, under the superintendance of Otis Small, Esq., formerly of this city. The lumber trade is at present very dull as the demand is small at home. The value of navigation has fallen nearly one half, owing it is said mostly to an over production of vessels. From these causes St. John is suffering exceedingly; but a good fall business is confidently anticipated, as under the operation of the new tariff it is supposed the lumber trade will revive. Under the new Tariff inch stuff can be exported to Great Britain and although the duty has been reduced on foreign timber, it has also been reduced on colonial timber, and this it is supposed would increase the consumption of colonial timber, from the reduction of the price.

A great number of emigrants, principally Irish, have arrived at St John the present season, the most of whom have immediately found their way to the States, leaving the infirm and poorest emigrants a charge upon the city, which I was told was very onerous.

The salmon fishery at the mouth of the river is very productive. The shore is divided into lots, and these are drawn for every spring, by freemen of the city, the most valuable being worth about \$200 per annum. During the month of June from 500 to 1000 salmon are taken daily, and the price varies from fifty to sixty cents apiece. There is an excellent fish market at Saint John, being supplied at all seasons of the year with the different kinds of fish taken in the bay.

Several acres of land at the southern extremity of the city are reserved for the barracks and parade grounds of the soldiers, a regiment being usually stationed here. There are many handsome public buildings in the city, and among them I noticed one elegant edifice recently erected by the Mechanics, having a large hall for a lecture room, and also other rooms for the reception of models, pictures and specimens of natural history. The Mechanics Society I was told was in a flourishing condition.

EUROPEAN NEWS.

From British Papers to the 4th August, obtained by the Britannia.

European, August 4.

The predictions of a speedy revival of trade on the new tariff coming into operation have been realized. The accounts from most of our great seats of manufacture and commerce speak of improvement. This is particularly the case in London, Leeds, Bristol, and Manchester. In Scotland, too, there are marks of revival; while the harvest, everywhere, will be early and abundant. In the money market, such is the overflow of money that lenders discount good paper with avidity at 2 1-2 per cent. A cessation of agitation would soon restore all the depressed interests to their former prosperity.

The accounts from the Potteries and the iron districts speak of a return to order. The outbreak there had its origin in a desire to obtain an advance of wages ill suited to the circumstances of the times. It happens in this case, as in most others of the sort, that the most turbulent are the least sufferers.

The session of parliament is visibly drawing to a close, and measures, affecting particularly the social interests, are daily brought into consideration. The poor law has been abridged and modified, and will be re-considered on the re-assembling of parliament. Some measures will also then be taken to prevent bribery at elections, now proved to be too prevalent. The bill by which foreign wheat may be taken out of bond, on condition of an estimated equivalent being returned in fine flour fit for exportation, or in one or more of the three classes of biscuit used on board merchant ships, has passed into law. The House of

Commons was last night engaged in renewed discussion on the Newfoundland Bill. The prorogation is expected to take place on the 17th.

The commercial treaty between Great Britain and Portugal has been finally arranged, and upon terms highly advantageous to each.

Belgium has entered into a commercial treaty with France to prohibit our linen, thread and yarns. This, it is thought, will only throw an immense contraband trade into the hands of the Dutch.

It was stated in the House of Commons on Monday, that 307,120 new sovereigns, 419,000 half-sovereigns, 86,403 half crowns, and 334,000 shillings, had been lately issued.

The cotton spinners of Germany are exerting themselves to procure additional heavy duties on cotton yarn and cloth imported.

The death of Admiral Taylor, one of the oldest flag officers in the service took place at his residence at Greenwich, on Tuesday week, in his 82d year.

The last Russian papers announce officially the recognition of the present government of Portugal by the Emperor of Russia and the appointment of Count Stroganoff as Russian ambassador to Lisbon.

The coal districts remain in a disturbed state, although no serious violences have occurred. While the men resume work, in some quarters, under military protection—as at Hanley, on Monday—in other quarters the turn out spreads.

The Queen and the Prince of Wales have been launched from Greenwich for the East India service. Both vessels have three decks, are pierced for 52 guns, 210 feet long, and 40 feet across the beam.

A letter from Dresden, of the 18th ultimo, represents the Elbe to have become so shallow that the water in general is not more than four feet ten inches in depth, and in many parts is fordable, so that for the time the river is unnavigable—a state without example in the memory of man.

A loan for the city of Hamburg has, it is said, been contracted between the house of Rothschild and Co., of Frankfurt, the Seehandlung Company, and Heine, of Hamburg, the amount of which is stated to be twenty millions of marks banco. The stock is a 3 per cent. one, the contract price 94, with a deduction of 1 per cent for commission.

A letter from Berlin, 21st ult, in the *German Journal of Frankfurt*, says.—The city of Hamburg has just contracted, through the House of Rothschild and other bankers, a loan of 32 millions of crowns, at 93 six dollars, with interest at 3 1-2 per cent. This sum has been placed at the disposal of the Senate, and is destined to the rebuilding of the houses which were destroyed.

The United Service Gazette announces that the West India Mail Steam Packet Company, finding it impossible to perform their agreement of furnishing two packets a month, excepting at an enormous loss, have proposed to the government to be permitted to retain the contract at the present rate of 240,000*l.* per annum; for one packet a month, or to furnish two, as heretofore, for an additional sum of 160,000*l.* a year—making in all 400,000*l.* per annum.

The Fire at Hamburg.—The attention of the well-ordered and careful citizens of Hamburg is now principally directed to the rebuilding of the destroyed portion of their city on an improved plan, so as to convert the recent destructive fire into a more

healthy, convenient, and tasteful restoration of the heart of their town; to the humble consideration of the Zollverein, or union of the customs' duties, a unity of the currency throughout Germany, and an amelioration of the State duties levied by the King of Hanover, in the Elbe, and an investigation into the best means of availing themselves of the new British tariff. On these and other important objects connected with the Hanseatic republic in general, and their own good town in particular, the Senate have met nearly every day for some time past.

The West India Mail Steamers.—A memorial to the Admiralty is, we hear, now in course of signature, in London, praying that her Majesty's government will vary the contract for the West India Mails, so as to reduce the number of voyages to one a month, continuing, however, to pay the stipulated amount of the contract to the company—viz: £240,000 a year. This memorial has received the signatures of many leading mercantile establishments. Rumour ascribes to government a desire to make use, on the expiration, or earlier termination of their present contract, of Cunard's line of steamships from Liverpool to Halifax, in the conveyance of the West Indian mails and their transmission from the latter place to the West Indies and Mexico by a new line of steam ships.

The Great Northern.—This vessel was launched at Londonderry last week. She is well adapted for warlike operations, as she is to be fully rigged as a fifty gun frigate. The following, we understand, are her dimensions:—220 feet in length, between perpendiculars, 37 feet beam, and 26 feet deep in the hold; burthen 1750 tons, B.M.; the length of the main mast to be 90 feet, and 33 inches in diameter; main yard 79 feet, and 22 1-2 inches diameter in the slings; foremast 83 feet, and mizen mast 76 feet; she will be able to spread 6,400 yards of canvass. There are three decks, the upper one to be left entirely clear for action, and to be pierced for 44 guns; the windlass and capstan gear will be placed between decks. She is to be propelled by Smith's Archimedean Screw; which will be twelve feet in diameter, and fourteen feet pitch, but the length will be only seven feet; it is to make eighty-eight revolutions per minute; the gearing consists of a cog wheel, twenty feet diameter, working into a smaller wheel, of five feet diameter, upon whose axis is the shaft of the screw. The engine power consists of two cylinders, sixty eight inches in diameter, four feet six inches stroke, and cylindrical boilers. The engines are to be placed close abaft the vessel, leaving the midships clear for passengers.

A dreadful fire broke out on the night of Monday week at Crediton, whereby from 30 to 40 houses were entirely destroyed.

The Wesleyan conference have elected Dr Hannah president for the year, and Robert Newton secretary.

The Goliath, 80 guns, just launched at Chatham, measures 2,590 tons.

The Globe confirms the announcement that the Royal Mail India Steam Company is about to be taken under the superintendance of government.

The Queen has been pleased to appoint Rawson William Rawson, Esq., to be civil Secretary to the Captain General, and Governor-in-Chief of the province of Canada, and W. F. Coffin, Esq. to be one of the sheriffs for the district of Montreal.

On Wednesday one of the most extensive and calamitous fires which