

Intelligence of the 11th states that the king had induced Lola Montez to leave Munich by a 'golden bridge'.

Letters of the 12th supply a truly theatrical sequel—Lola Montez reappeared to-day in our city, dressed in male attire.

In the height of the riot, the King was accidentally struck by stones three; but was not much hurt.

RUSSIA.

Scarcely less important in its consequences upon the peace of Europe with the Revolution in France, is the decision of the Emperor of Russia.

Provincial Legislature OF NEW BRUNSWICK.

HOUSE OF ASSEMBLY.

March 10.

£50 in aid of the Grammar School presently taught by John Sivewright.

To the Trustees of the Wesleyan Academy, Sackville, the sum of £300 for the support of that Institution.

March 11.

To Peter Taylor, Surgeon, Restigouche, the sum of £20 for his services in Vaccinating a number of the poor inhabitants of that County in the year 1846

£200 for the purpose of improving the Bar at the Harbour of Richibucto.

March 14.

Read a third time as engrossed, a Bill to continue an Act to prevent the spread of a Disorder now existing in certain parts of the Counties of Gloucester and Northumberland.

March 15.

The Committee on Schools, recommend the following Grants—£5 to Wm Watt; £10 Richard Ahern; £10 Charles Gosselin; £5 James Roe; £5 to Jas. Muir; £10 F. LaFrance; £10 Caroline Dumaresq; £5 John Maitland; £20 Louis Allen; £20 Patrick Walsh; £5 Thomas Fowler; £6 13s. 4d. John Henderson; £5 Kenneth McKeever.

They recommend the following to the consideration of the House.

John Johnston, Dundas, County of Kent; Elizabeth Spratt, of Chatham, County of Northumberland, and the Rev. Michael Power, of Bathurst, County of Gloucester.

On motion of L. A. Wilmot, Resolved, that the subject matter of the first Resolution, now reported from the Committee of the whole House, and which relates to the expenditures by the County of Northumberland for sick and destitute Emigrants at the Lazaretto on Mid-

dle Island, be referred to the Committee on claims for the support of Emigrant Poor, to report thereon.

Resolved, that the Claim by Commissioners for building Bridge over Bathurst Basin, in Gloucester;—Accounts for Exploration services on Roads and Bridges; and expenses of the Exploration Survey for a Trunk Line of Railway from Halifax to Quebec—be severally referred to the Committee of Supply.

THE FISHERIES.

The Committee of the House of Assembly, to whom was referred all matters connected with the Fisheries of this Province, have submitted the following Report:—

"They have had before them the Petitions of John Wollner and eight hundred and six others, inhabitants of the County of Gloucester, and Wm. Olive and one hundred and fifty six others, inhabitants of the County of Carleton, in the City and County of St John, praying that Legislative Bounty may be granted for the encouragement of the Fisheries of the Province.

"When the Committee take into consideration the valuable Fisheries of the Bay of Fundy and the River Saint Lawrence, now principally occupied by American citizens, encouraged by the Liberal Bounty granted by the Government, which at the same time imposes high Duties upon the importation of all Fish caught and cured by British subjects; and when, moreover, it is apparent that the Provincial Fisheries, instead of exhibiting signs of improvement, are gradually falling off—the Exports at present being only about one-fifth of what they were thirty years ago—they cannot avoid the conclusion, that the encouragement held out by the Americans has rendered our competition so hopeless, that many of our Fishermen have been compelled to leave the Province, and fit out under the American flag.

"The Committee are therefore of opinion, that it is incumbent upon the Legislatures to give due encouragement to the prosecution of the Fisheries, not by permitting the use of Foreign articles free of Duty, as this opens a door for fraud upon the Revenue, and injures other branches of domestic industry; but by granting a liberal Bounty, thus holding out a direct and positive inducement to fit out Vessels for the Fisheries: and in accordance with this opinion, the Committee submit a Bill, granting a Bounty on the tonnage of such craft as may be employed.

"At the present time, when the general business of the Province is greatly depressed, encouragement to the Fisheries will give employment to Shipwrights and other Tradesmen, in building and fitting out small Vessels: and will create a demand for Salt and other articles, thereby furnishing freights to Vessels in the British and West India Trade; affording an article of Export to the West Indies, South America, and other countries, in exchange for their productions, and fostering a nursery for Seamen to man our Ships.

"One of the Petitions, before referred to has also brought under the notice of your Committee, certain disturbances which have occurred among parties engaged in the Herring Fishery in the neighbourhood of Grand Manan, and has suggested the necessity of appointing a Superintendent to take cognizance of all matters connected with breaches of the Peace in that vicinity; the Committee are of opinion, that an occasional use of a Revenue Vessel during the season would have a tendency to prevent those renewed outrages.

- James Boyd, Chairman. R. D. Wilmot, Joseph Read, J. Montgomery, I. Woodward, M. Cranney.

Committee Room, 10th March, 1843.

Ordered, That the Report be accepted.

The Bill, as reported by the Committee under the Title of—

A Bill for the encouragement of the Fisheries of this Province, was then handed in and read a first time.

Colonial News.

Novascotia.

Halifax Nova Scotian, March 22.

THE CUSTOMS' ESTABLISHMENT.—The act of last session abolished the Imperial Duties, and transferring the collection of all duties on Imports, hitherto paid at the Custom House, to the Excise Department, has at length received the assent of Her Majesty.

1st. To enforce the provisions of the Navigation Law, which restrict the carrying of Goods, from one British possession to another to British vessels—and limit the carrying of the products of any Foreign country to a British possession, to British vessels, or the vessels of the country in which the produce was grown.

2nd. To issue Certificates of Registry to all British-built vessels.

3rd. To furnish the Registrar-General of the Shipping, with the names, country, and tonnage, of all vessels entering inwards and outwards.

4th. To maintain the regulations hitherto in force, which restrict the importation of goods from Foreign countries to Free Ports, and to grant Certificates of Clearance to all vessels departing from the Port.

It will be perceived from the above that the changes in the management of the establishment involve the abolition of the ware-housing system, and the payment of duties at the Excise, previously paid at the Custom-house. We are glad, however, to find that although the Trade of the country will not be relieved to the extent we could desire, that the number of officers and expense of the Customs Establishment will be considerably reduced when the new Act comes into operation: £7144, currency, now paid by the Province for the support of the Customs Establishment—under the new arrangement, but 4330 sterling, equal to about £5400, currency, will be required, and the funds of the Province relieved about £1700.

The principal reduction in the number of officers will be held at Halifax, where the Establishment will be reduced to

Table with 2 columns: Position and Salary. A Comptroller of Customs and Navigation Laws £500; 1 Clerk £200, 1 ditto £150 350; 1 Superintending Officer of Imports 300; 1 do. to act as Clerk 150; Total £1300.

At the Ports of Pictou and Sydney, C. B. there will be two officers—a Comptroller of Customs and Searcher and Clerk in each, with salaries of £250 and £150 sterling. Liverpool and Yarmouth will have the same officers at salaries of £200 and £100.

At all the other Ports, where there are now Customs Establishments, the number of Officers and amount of salaries will remain unchanged.

The above is an abstract of the views of her Majesty's Government—how far these may be modified by the action of the local Government and the Legislature, we have yet to learn—but that several of the Out-port Establishments might be abolished or consolidated, with advantage to the public service, few, we believe, will doubt.

POSTAGE.—Electric Telegraph.—Yesterday, Tuesday, the House of Assembly passed a resolution authorising the Hon. Attorney General to introduce a Bill for enacting a uniform rate of inter-colonial postage.

A very spirited debate upon a Bill relating to the Electric Telegraph, introduced by the Hon. Atty. General, took place. That Hon. gentleman, the Speaker and Mr. G. E. Young, argued strenuously against acceding to the request of the Quebec Company, as proposed by Mr. Gisborne. They contended that it would be far more to our advantage to meet the views of a party of New Brunswick by adopting the route around the Bend of the Peticodiac, and connecting the line from thence with United States

Telegraphs. Mr. Johnson contended direct to Quebec.

A NEW FEATURE IN THE SLAVE TRADE.—Three large steamers, says the Ecologist, with engines of from 200 to horse power, have been fitted up at his, S. A., for the slave trade. One of them has already arrived on the coast of Africa, where she embarked slaves, and escaped from the brig of Sea Lark, by steaming away from during a calm.

Canada.

Quebec Gazette, March 11.

Our Montreal correspondent's has failed us to-day, but we have proceedings of the Assembly up to adjournment on Tuesday night, by which it will be seen that Mr. Drummond, conducts the government business in House, moved for a supply. It is stated in the Morning Chronicle's report, the supply was voted in committee Wednesday evening, and that the proposition was expected to take place Tuesday next. A committee was pointed last evening to try the O. election. Mr. Dumoulin's petition against the return for Three-Rivers has been withdrawn.

The Montreal Gazette believes there is no doubt of the fact that the last brought the Royal Assent to the Customs Duties Act of last session, thus abolishing every differential duty in favor of the trade of the St. Lawrence, over that of Boston and New-York.

SHIP NEWS.

MELANCHOLY SHIPWRECK!

The following account of a most disastrous shipwreck, of a brig belonging to this port given in one of our exchange papers:

The ship Omega, of the burthen of 100 tons, Capt D. Garrick, of and from Liverpool bound to New York; sailed on the 16th inst., with a general cargo and 315 passengers. From the time she left Liverpool had fine weather for the first fortnight, and began to encounter a succession of gales; and upon her reaching the southern end of the banks, she lost her foreyard, topmast, cross-jack-yard, rudder, and sails, and the vessel was beginning to drift and to start her paddings forward. She had then been left at the mercy of the waves for the space of a week, when the barque Angelsea, bound for St. John, N. B., with her, and took off about half the passengers, and would have taken the whole, of course a sufficient quantity of provisions, and humanely offered and promised to do—had not a violent gale sprung up and separated the two vessels. In returning from the transfer of these passengers, the Omega's her pinnace containing the second mate and hands.

Afterwards (on the 11th February) the brig Barbara, of Halifax, from New York bound to Cork, fell in with the Omega, had taken off all but thirty of the crew passengers (which thirty included the captain and first mate) when, as in the former instance a heavy gale coming on, the Barbara was compelled to part company with the Omega, and from her disabled state, it is conjectured, down that night) and she bore away for port; but in the act of wearing ship, lost of her boats. She subsequently made news, which the Capt. took to be Cape Breton, having been misled by the Omega's chronometer which she had received on board, which was out of order. The boatswain, cond mate, and one of the hands of the Omega then went on shore at Renew's for the purpose of getting a pilot to take the Barbara, and to take off some water, but the pilot refused to go further than half way between shore and the brig, observing that she was far off, and that he would wait until she came in, the other boat pulling after the vessel, the meantime the Barbara attempted a course for St. John's; and in doing so mistook Head Point for Cape Spear, weathered the point, got into a cove close to the "Spout," where she was becalmed and was drifted inward the lolly, when about a dozen of the crew passengers of the Omega, succeeded in getting on shore upon the rocks from the jib-end, and one of the seamen of the Omega, took the mate of the Barbara for a hawk, and made fast on shore so as to land the passengers. This, however, was not done. The wind shortly afterwards veered more to eastward, and the brig again got round point, when she surged against the cliff, stove her bow.—Immediately about thirty of the crew and passengers managed to get ashore by the help of a small line.—In the meantime the master of the Barbara, a woman and a child, took a small boat and drifted off. In about four minutes after the boat had left, the vessel rolled over on her side and went down, and many souls to relate, carried with her about 100 souls.

It is due to the people of Petty Harbour to state that their conduct in this melancholy fair is regarded by the sufferers as being