A RETURN OF VESSELS Registered at, and employed in Foreign Trade from, the Port of SAINT JOHN, NEW-BRUNSWICK, with their Tonnage, the Year when built, in what trade employed, and by whom owned;—also, of the Steam Boats owned at, and plying from Saint John.

Rig.	Vessels' Names.	Tonnage.	Year built.	How employed.	Present Owners.
Ship	Margaret,	394	1824	Great-Britain.	Crookshank & Walker.
Barque	Woodman,	321	,,	do.	E. Barlow & Sons.
Brig	Thomas Hanford,	229	,,	do.	William Thomas Wynne.
,,	Gambia,	199	1825	Africa.	William & Thomas Leavitt.
Steamer	Saint George,	204	,,	River Saint John.	J. Ward & Sons, and others.
Barque	Branches,	452	1826	Great-Britain.	Scovil & Summers.
,,	Kent,	355	,,	do.	S. Wiggins.
,,	Margaret,	261	,,	Whale Fishery.	Charles Coles Stewart.
Brig	Charles,	257	,,	Great-Britain.	John Ward & Sons.
,,	La Plata,	184	,,	West Indies.	Crookshank & Walker.
,,	General Coffin,	190	,,	do.	E. Barlow & Sons.
Schooner	Lavinia,	87	,,	United States, &c.	William Vaughan.
Brig	Tantivy,	313	1827	West-Indies.	Thomas Raymond.
Ship	Ann,	275	,,	Great-Britain.	John Wishart.
Barque	Augusta,	417	1828	do.	John M. Wilmot.
Brig	Pacific,	349	,,	do.	E. Barlow & Sons.
Brigantine	Emerald,	314	,,	do.	John Ward & Sons.
,,	Union V.	134	,,	West-Indies.	D. Vaughan & Sons.
Schooner	Superior,	98	,,	Africa.	Daniel & Francis Leavitt.
Brig	Sophia,	63	,,	United States.	William Walker.
,,	Mary-Ann,	242	1829	Great-Britain.	D. Hatfield & Son.
,,	Isabella,	214	,,	do.	Hugh Mackay.
,,	Timandra,	202	,,	do.	William Jarvis.
Barque	Sea-Horse,	173	,,	do.	Simon W. Cock.
,,	John Bentley,	484	1830	do.	N. S. Demill.
Brig	Frederick,	468	,,	do.	Stephen Wiggins.
,,	Fenwick Keating,	354	,,	do.	James Whitney.
,,	Allegro,	218	,,	West-Indies.	Crookshank & Walker.
Brigantine	Ambassador,	196	,,	Great-Britain.	D. Vaughan & Sons.
Schooner	Eliza,	107	,,	do.	Isaac Ketchum.
,,	Elephant,	155	,,	United States, &c.	J. Robertson.
Barque	Mary-Ann,	88	,,	do.	James Key M'Kee.
,,	Eleanor,	517	1831	Great-Britain.	Charles W. Tisdale.
,,	Sarah,	496	,,	do.	James Whitney.
,,	William Ewing,	482	,,	do.	John Wishart.
,,	Adelaide,	452	,,	do.	Stephen Smith.
Brig	Margaret Rait,	208	,,	Whale Fishery.	Charles Coles Stewart.
,,	Charity,	209	,,	Great-Britain.	James Kirk.
,,	Niger,	209	,,	West-Indies.	William & Thomas Leavitt.
,,	William & Robert,	180	,,	Great-Britain.	D. & P. Hatfield.
,,	Sultan,	155	,,	West-Indies.	E. DeW. Ratchford.
,,	Emperor,	146	,,	do.	Peter Hatfield.
Schooner	William,	139	,,	Great-Britain.	Peter Robertson.
,,	William the Fourth,	121	,,	United States, &c.	Scovil & Summers.
,,	Henry Robert,	99	,,	do.	Daniel J. M'Laughlie.
,,	Congress,	81	,,	West-Indies.	J. T. Hanford and S. Robbins.
,,	Elizabeth,	81	,,	United States, &c.	William Vaughan.
,,	Tripoli,	63	,,	do.	H. P. Whitney. [lin, & others.
Steamer	Caroline.	61	,,	West-Indies.	J. W. M. Irish, D. J. M'Laugh-
,,	John Ward,	144	,,	River Saint John.	John Ward & Sons, and others.
Ship	Henrietta,	99	,,	Bay of Fundy.	James Whitney.
Barque	Wakefield,	608	1832	Great-Britain.	John Hammond.
,,	Beverley,	590	,,	do.	George D. Robinson.
,,	John,	535	,,	do.	John M. Wilmot.
,,	Tay,	512	,,	do.	John Robertson.
Brig	New-Brunswick,	414	,,	do.	John M. Wilmot.
,,	Comet,	223	,,	do.	James Kirk.
,,	Edwin,	206	,,	do.	E. Barlow & Sons.
,,	James Hay,	153	,,	Africa.	Daniel & Francis Leavitt.
,,	Clorinda,	135	,,	West-Indies.	B. Tilton.
,,	P. I. Nevius,	134	,,	United States, &c.	D. & P. Hatfield.
Brigantine	Rob Roy,	125	,,	Great Britain.	John Robertson.
,,	Lerwick,	157	,,	West Indies.	James Moran, and others.
,,	Britannia,	148	,,	do.	I. & J. G. Woodward. [son.
,,	Mary-Ann,	122	,,	do.	E. Barlow & Sons & H. E. Pay-
Schooner	Eliza,	111	,,	do.	Thos. Wallace and E. Larkin.
,,	Little Mary,	127	,,	do.	Scovil & Summers. [lin.
,,	Charles King,	124	,,	United States.	W. Vaughan and D. J. M'Laugh-
Steamer	Victory,	105	,,	United States, &c.	
Ship	Woodstock,	74	,,	River Saint John.	I. Merritt and J. J. Akerley.
,,	Sir Robert H. Dick,	616	1833	Great-Britain.	John Robertson.
,,	Amy,	459	,,	do.	Scovil & Summers.
,,	Edmond,	400	,,	do.	John Wishart.
,,	Mozambique,	399	,,	Whale Fishery.	W. & T. Leavitt and Jas. Kirk.
Barque	James Stewart,	386	,,	do.	Charles Coles Stewart.
,,	Isabella,	555	,,	Great-Britain.	James Gregg and J. W. Hall.
,,	Liverpool,	514	,,	do.	E. Barlow & Sons.
,,	Granville,	353	,,	do.	William Flaherty.
Brig	Peggy,	268	,,	do.	George Ball.
,,	Hannah,	296	,,	do.	Angus M'Kenzie.
,,	Matilda,	239	,,	do.	William & Joseph Rodgers.
,,	Gulnare,	193	,,	West Indies.	Jerry Drake Hughson.
,,	Mary-Ann,	150	,,		Hulse & Coffin, (*Honduras.*)
,,	Eleanor Gordon,	149	,,	Great-Britain.	George D. Robinson & Co.
Brigantine	Nonpariel,	144	,,	do.	James Key M'Kee.
Schooner	Mansfield,	156	,,	do.	George D. Robinson & Co,
,,	Jane,	134	,,	United States, &c.	D. & P. Hatfield.
,,	Abigail,	97	,,	do.	William Hughson.
,,	Boxer,	95	,,	do.	Isaac Ketchum and R. Fields.
,,	Spray,	91	,,	do.	W. Drake.
Steamer	Mary Dickson,	86	,,	Great-Britain.	A. M'Kenzie & Co.
Ship	Maid of the Mist,	100	,,	Bay of Fundy.	James Whitney.
,,	Phebe,	813	1834	Great-Britain.	George Thomson.
,,	Albion,	687	,,	do.	John Hammond.
,,	Harriet,	618	,,	do.	J. Robertson and J. W. Smith—
,,	Samuel,	559	,,	do.	Stephen Wiggins. [(*sold.*)
,,	Anna Maria,	547	,,	do.	William Jarvis.
,,	Victoria,	546	,,	do.	James Whitney.
,,	Elizabeth Bentley,	543	,,	do.	Nathan S. Demill.
,,	Formosa,	535	,,	do.	Robert Ellis.
,,	John & Robert,	502	,,	do.	A. M'Kenzie & Jas. Robertson.
,,	Aid-de-Camp,	470	,,	do.	John Kerr. [Demill.
,,	Thomas Millidge,	414	,,	Whale Fishery.	G. D. Robinson & Co. and N. S.
,,	Ellen,	410	,,	Great-Britain.	I. & J. G. Woodward.
,,	Rival,	404	,,	do.	S. Wiggins & Son.
,,	Peruvian,	369	,,	Whale Fishery.	W. & T. Leavitt, Jas. Kirk, J
,,	Henry,	376	,,	Great-Britain.	J. M. Wilmot. [Wishart and J.
Barque	Industry,	347	,,	do.	Alexander Yeats. [Robertson.
,,	Emigrant,	603	,,	do.	James Kirk.
,,	Scotia,	595	,,	do.	John Robertson.
,,	Sherbrooke,	505	,,	do.	J. Gregg and J. W. Hall.
,,	James,	491	,,	do.	Blakslee & Estey and J. Holman.
,,	Jane,	481	,,	do.	J. & H. Kinnear. (*Sold.*)
,,	Ann,	475	,,	do.	D. & P. Hatfield.
,,	Elizabeth,	456	,,	do.	Jedediah Slason.
,,	Barlow,	437	,,	do.	E. Barlow & Sons.
,,	Athol,	367	,,	do.	John Robertson.
,,	Louisa,	324	,,	do.	George Ball.
,,	Albion,	313	,,	do.	James Kirk and James Holman.
Brig	James Lemon,	300	,,	do.	James & William Delap.
,,	Westmorland,	280	,,	do.	C. Robinson, and others.
,,	Charlotte,	214	,,	do.	John Wishart.
,,	Lancaster,	198	,,	do.	E. L. Jarvis & Co.
,,	Eliza,	191	,,	do.	William Dougan.
,,	St. Mungo,	183	,,	do.	William Mackay.
,,	Kentville,	176	,,	United States.	Daniel Mackay Moore.
,,	Georgiana,	169	,,	West-Indies.	James Whitney.
,,	Jane,	168	,,	Great-Britain.	John Wishart.
,,	George,	167	,,	do.	Blakslee & Estey and J. Holman.
,,	Brunswick,	142	,,	do.	do.
Brigantine	Clara,	126	,,	do.	John M. Wilmot.
,,	Susan Crane,	151	,,	do.	William M'Cannon.
,,	Aid,	126	,,	do.	William M'Cannon,
,,	Ann,	116	,,	do.	E. Barlow & Sons.
,,	Cherub,	109	,,	do.	John Carey.
,,	Sarah E.	103	,,	United States.	Nelson Brown, and others.
Schooner	Blanch,	114	,,	Great-Britain.	T. Martin, and others.
	137 Vessels.	38,742 Tons.			

In addition to the aforegoing list, there are several new vessels now in port, fitting out and not yet registered, which will add about 2000 to the total amount of tonnage, being an increase of upwards of *ten thousand tons* upon a similar return for last year.

THE above Return, it must be borne in mind, is for the Port of SAINT JOHN *alone*, and does not include the Vessels employed in the Coasting and interior-navigation trade of the Province. We have been promised a Return of these, and expect to publish it in a week or two.—The vessels, it will also be recollected, may not *at all times* have been employed in the particular trade above stated; but the statement will be found as nearly correct as circumstances would allow, and sufficiently so to enable mercantile men to make a calculation of the trade carried on by our own vessels, from the Port of Saint John.

☞ Will some of our contemporaries in Halifax obtain and publish similar Returns for that port? —Several of our mercantile friends have expressed a wish to see them.—*Ed. Courier.*

WINTER ARRANGEMENT OF THE

MAILS.

MONDAY.

For Fredericton, at 11, A. M.
For St. Andrews, at 3, P. M.

TUESDAY.

From St. Andrews, at 2, P. M.
From Fredericton, at 1, P. M.
From Halifax, by the Boat.

WEDNESDAY.

For Halifax, Miramichi, &c. at 1, P. M.

THURSDAY.

From Fredericton and Quebec, at 11, A. M

FRIDAY.

Foo Fredericton and Quebec, at 11, A. M.
Frr St. Andrews, at 3, P. M.

SATURDAY.

From Halifax, Miramichi, &c. at 10, A. M.
From Saint Andrews, at 2, P. M.
For Halifax, Annapolis, &c. at 8, P. M.

All Letters must be in the Office half an hour before the time of closing.

Inland Postage must be paid on all Letters for the United States, Great Britain, and Newfoundland.

C. DRURY, *Postmaster.*

Post Office, Saint John, Nov. 5, 1834.

NOTICE.

THOSE Persons, who are detaining from my service an Indented Apprentice, named JOHN MITCHELL, are hereby informed that if they persist in so doing they will be dealt with as the Law directs.

October 6th, 1834. JOHN J. HOGAN.

THE Subscriber intending to give up the Shoemaking business, requests those having accounts against him in that line, to forward them for settlement, and those indebted to him to make immediate payment.

T. HARDING, JUN.

☞A good supply of *LEATHER*, will be kept as usual, at the store in King street.

St. John, December 6.

Anchors, Cables, and Camboose.

1 WOOD-Stocked Anchor, about 17 cwt.; 1 iron ditto, 15 cwt.
1 Iron-stocked ditto, 5 cwt.;
1 Hawser, 7½ inch; 1 ditto, 6 inches;
1 ditto, 5 inches; 1 CAMBOOSE;
1 Jolly Boat; a lot of Standing Rigging

The above—saved from the Wreck of the ship *Rose*—will be sold low for Cash or Approved payment.

November 15. *GEORGE THOMSON.*

NEW GOODS.

JAMES HOWARD, MERCHANT TAILOR & DRAPER, *Prince William-street*, has just received a fresh supply of

BROAD CLOTHS & CASSIMERES,
PILOT CLOTHS and PETERSHAMS;

Also—One Piece of *Water-proof CLOTH*, for Top Coats—*a new and beautiful article.* —All of which will be sold cheap for Cash, or made up into Garments at the shortest notice.

☞ Gentlemen are politely invited to call and examine. *15th November*, 1834.

SUMMARY.

MILITARY MOVEMENTS.—It is rumoured in the military circles that Lieut.-General Sir Hussey Vyvian, whose period of service as commander-in-chief in Ireland is about to expire, will shortly succeed Lieut.-General Lord Aylmer, as governor-general of the Canadas. Lord A. has been filling this lucrative command since 1830, having received it from the then secretary for the colonies, Sir George Murray.—The successor of Sir Hussey in Ireland will be probably Sir Peregrine Maitland, who is now in Dublin.

CHURCH RATES.—The *Patriot* says, that the committee of deputies of the dissenting bodies, at their last meeting, agreed to the following resolution:—"That as to church-rates, no measure can be satisfactory which will not relieve dissenters from all compulsory contribution, direct or indirect, for the maintenance of the edifices used by, and of the worship of, the established church, and that they are not able to devise any means of effecting this, but by the total abolition of church-rates."

PARLIAMENT HOUSES.—On examining the ruins of the two Houses of Parliament, the walls now standing in front of Old Palace-yard appear to be built of Kentish rag-stone, black flint, and rock chalk, faced with small scantlings and bond stones, which mark the age of Richard the Second, in whose reign they were rebuilt.—Behind are red brick walls, which were erected by Sir Christopher Wren in 1678. The red brick pier, standing at the north-east angle of the Painted Chamber, as well as part of the north side, were built by Inigo Jones. In this Chamber Edward the Confessor died; it was rebuilt by Henry the Third, and was formerly hung with rich tapestry. Above the ancient Hall of the old Palace, which thirty years since was the court of Requests, was erected the Chamber of the House of Lords, now a perfect ruin. In 1796, Bellamy and Kew's counting-house, with their vaults and cellars, stood in front and under the House of Commons. The Ship Tavern, kept by Jacobs, stood where is the entrance to the late House of Lords.—Between these was formerly the entrance to the House of Commons. Mr. Bellamy's cellars still run under the House of Commons and Westminister Hall; these he has been able to enter, when he found no part of the stock injured. On his entrance, seventeen cats which he kept were all alive and uninjured, and came pouring about him with more than usual docility.

Government, we hear, have offered one of the houses on the south side of Pall-mall to the Right Hon. the Speaker, as a temporary residence until his official house shall be rebuilt.

THE EUPHRATES EXPEDITION.—The expedition down the Euphrates, as a new route to India, or rather the old route in the time of Solomon, is rapidly progressing. Capt. Chesney, of the Royal Artillery, many years stationed in this garrison, has the merit to originate this expedition. During a residence of three years in Turkey, he twice went down the Euphrates (nearly 2,000 miles) on an open raft, and on his return to England brought with him a chart of that interesting river.—Upon this interesting report, a committee of the House of Commons was appointed, and so satisfactory was the result, that a sum of money was voted for the purpose of the expedition, and he was elected Fellow of the Royal Society. The whole arrangement of the expedition has been placed under Captain Chesney's management, who goes out early in December. Two steam-boats are building at Liverpool for the navigation of the Euphrates; and we are informed that two lieutenants of the navy, two passed mates, beside a surgeon, engineers, a party of sappers and miners, &c., are to accompany this expedition.—As the objects of this expedition are partly to open a commercial intercourse with the Arabs, specimens of our principal manufactures are to be taken out. Besides the officers appointed, Mr. Charlewood, of the Salamander, having undergone a most satisfactory examination previous to his nomination, has been since appointed.

SAXONY.—The prime Minister of Saxony, Lindenau,—a name which one speech has stamped with celebrity,—has had the clear-sighted hardihood to avow, in a sitting of the first chamber of the states of Dresden, that in case of a general war,—that war of opinion of which we have heard so much of late years, and whose bloodless battles have in fact been fighting since 1830 from one end of Europe to another,—it was certain that all the constitutional countries of the continent must of necessity make common cause with England and France against the despotic powers. This daring avowal, in the very teeth of Prussian, Austrian, and Russian intimidation, appears to me one of the most remarkable events which has long occurred in the smallest states of Germany. That the opinion so put forth is that of the people in general throughout the piebald and patchwork confederation there is no doubt: and many of the Ministers among the small sovereignties have long entertained, though they could not act on it. But to find one of those shackled and quivering functionaries making up his courage to the sticking-place, and thus startling the millions with whom his voice would find so many echoes, is really marvellous. What the results may be it is hard to predict, but they are well worth watching for.—*Correspondence of the Times.*

THE MAHOMMEDAN DYNASTIES.—It should seem that at this moment the Mahommedan states all over the world, are in a worse condition than at any former period; and not only worse but more hopeless. They not only have no prospect of any favourable internal change, but have given up all expectation of it. They are all suffering a visible and rapid decay. They are ill governed and wretched within, and weak without. The star of Moslem is visibly on the descent. They are now arrived at a great crisis. Turkey, so long the strong-holder of the faith, and the terror of Europe, exhibits every symptom of imbecility. The states of Barbary, Egypt, Syria, Greece, the country beyond the Danube, and large provinces on the Black Sea, have been virtually or really wrested from her. The other Mahommedan States are in a similar condition. India, another bulwark of the faith, can no longer give it any support. Persia is a prey to divisions, and if it ever was as weak before, never was placed near so dangerous a foe. The progress of Europe has made it impossible for Asia and Africa to stand still and exist on their present footing. This truth, urged on them by the enterprise of European artists and adventurers, and the success of European arms, has forced its way even into the impassive minds of their rulers; and a conviction of the necessity of reform by foreigners and by foreign arts, has reached the courts of Cairo and Constantinople.—To change the laws and maxims of the government of a people, especially where they are founded on its religion, is always a difficult and dangerous task. To do so successfully in the face of an enemy, is next to impossible.—*Edinburgh Review.*

DONNA MARIA'S MARRIAGE.—M. Bayard, the Under Secretary of State for Foreign Affairs at Lisbon, came passenger in the Royal Tar. He is charged to deliver to the Duke of Leuchtenberg the sword which Pedro bequeathed to him—a favourite weapon, which the late Emperor wore from the time of taking the command of the Portuguese army; and an invitation to the Duke to repair immediately to Lisbon. M. Bayard is also the bearer of all the papers, we believe, which are necessary to complete the nuptial contract, and we may, therefore, expect to hear of the completion of the marriage of the Queen of Portugal with her chosen husband in a short time. M. Bayard has not yet left London to pursue his journey, but he will proceed forthwith. Baron Mortier, the Representative of the French Court at Lisbon, has, we understand, retired from that city, that he may not be present at the marriage or give his countenance to any of the proceedings. The union meets also with the disapprobation of the Courts of Russia, Prussia, and Austria, who are disposed to interfere, but of course unavailingly, with the Court of Munich, to prevent the marriage.—*London paper.*

COMMUNICATION.

RE-ACTION.—(TO THE PUBLIC.)

MR. EDITOR,

Casually glancing at your last week's paper, I observed an advertisement signed by Mr. J. Turner, sole inventor and patentee of *Solomon's Ointment*, which advertisement is so full of palpable falsehoods, (as I can prove them to be) that I feel myself bound to explain them, and for the purpose of doing so more explicitly, I shall notice the chief of them in order, and refer by the following brief quotations to their places in Mr. Turner's statement:—1. *Imposing on the Public, &c.* 2. *Injuring his interests.* 3. *Turner's improved re-acting wheel.* 4. *Libels on the capability of his wheels.* 5. *Defies Mr. Elliott to point out any thing new and useful, &c.* 6. *Attempted the same thing years ago.* 7. *Ignorance and incapability in demonstrating the difference, &c.* 8. *Necessary directions, &c.* 9. *His confidence has been abused.* 10. *By using the patterns left at the New Brunswick Foundry.* The above, Mr. Editor, includes no less than ten large falsehoods besides many minor ones; I shall therefore as briefly as possible state the *real truth* of the whole matter; referring by figures to the above heads, as follow:

1. The sole cause and production for this malicious falsehood is the envious jealousy Mr. Turner feels at my improvements having superseded his wheels: had my attempts been unsuccessful, he would have uttered no complaint.

2. This assertion is equal in value to a three-penny bit twenty-four hours invested in the Bank of New Brunswick.

3. Here, Mr. Editor, is the grossest contradiction and absurdity. Mr. Turner arrogates to himself the honor of being the *sole* inventor and patentee of the Re-acting wheel, the utter falsity of which may be easily proved by referring to *my* previous advertisement, in which I have mentioned only a few of the many individuals entitled to share the honor. Mr. Turner, however, in his advertisement to the public, accidentally contradicts himself and comes nearer to the truth, by advertising himself to be only the *improver:* in fact the whole of his boasted improvements is only a method of the false bottom; for a far superior method of which, a Mr. Wing holds a patent right in the United States: how comes Mr. Turner then to be the sole inventor or improver?

4. To prove the falsity of this assertion, I need only refer you to the testimony of those who have my wheels in operation.

5. This absurd statement, Mr. Editor, is like the braying of an ass at a great distance, from which little danger need be apprehended.

6. No doubt, Mr. Turner has made many such *attempts;* but his ignorance and unskilfulness in mechanics have ever prevented his hitting on the *right method* of improvement; and his wheels, therefore, are far from being as serviceable as he would fain make the public believe.

7. I should take it as a particular favour if Mr. Turner would demonstrate to me *the difference between wheels for saw mills and those for grist mills,* seeing they are both cast from the same pattern.

8. The falsity of this imprudent assertion can be proved by the testimony of Mr. Blake, of the Nashwalk Mills. The fact is *I had patterns made before I saw Mr. Turner,* and had a wheel cast from the same pattern in the New-Brunswick Foundry. Is it likely indeed that Mr. Turner would teach me how to sharpen a razor to cut his own throat?

9. As no confidence was ever reposed its abuse was utterly impossible.

10. All the workmen (about 30) in the New-Brunswick Foundry can prove the perfect falsity of this unblushing statement; in fact, there has not been a wheel cast or a pattern made since Mr. Turner left Saint John. But if I have imposed on the public with my wheels, surely Mr. Turner must be tarred with the same stick; for, if (according to his statement) my wheels are cast from the same patterns as his, they must, to all intents and purposes, be the same wheels! Here then, Mr. Editor, is a little *re action,* truly.—Does it need much argument to expose those palpable contradictions? Let me assure Mr. Turner that it requires a man of a larger head, of more sound judgment, good memory, and much greater proportion of *brain* than either Mr. Turner or his Usher can boast of, to assert falsehoods and calumnies in a public print without fear of detection.

No doubt Mr. Turner would be highly exalted, could he persuade the sensible people of New-Brunswick that he was the sole inventor of the Re-acting Wheel. This he ignorantly attempted to do in the United States, and an action at law was commenced between Mr. Wing and Mr. Turner, but the latter not having sufficient grounds to rest upon, came out at the small end of the horn. The real fact is that Mr. Turner *does not* hold a patent right for the United States; he may show some such document, but it is a void and useless one, since it was issued *before the commencement of the action at law* above mentioned, which obliged him to compromise the matter; and in truth he dares not construct or vend a wheel in any other part of the United States than the State of Maine. At the time when that action was instituted, Mr. Wing was in low circumstances, and rather than incur the expences of prosecuting by legal proceedings, he proposed to give Mr. Turner a deed assigning to him the *State of Maine only,* which offer Mr. Turner (having only a foundation of sand to rest upon,) thought proper to accept, and the matter was accordingly so effected. This fact can be proved by abundance of the inhabitants of the State of Maine, as well as by Mr. E. James, of Albany, who now holds one half of Mr. Wing's patent right in the United States, whose testimony to that effect I have now in my possession. Now, Sir, if Mr. Turner had been the *sole inventor,* &c. would he so quietly have ceded to Mr. Wing 24-25ths of his right and have contented himself with the other 1-25th?—But truly had Mr. Turner possessed the right of manufacturing and vending his wheels in the United States, he would never have come here; but when his wheels got into disrepute there, and were superseded by the superior ones of Mr. Wing, he resolved to endeavour to force them on the attention of the people of this Province. Finding, however, on his arrival, that wheels were already in operation here, and that he had therefore no alternative but to compromise with me, he endeavoured to purchase my improvements, and *even solicited the proprietors of the New Brunswick Foundry to use their influence* to induce me to accede to his proposals—which I declined.—These facts can be proved by those Gentlemen. Now does it not appear strange, Mr. Editor, that if Mr. Turner tried those same improvements years ago, and found they would not answer, he should now have been so anxious to purchase them of me, and so very splenetic and spiteful at not being able to succeed? If those improvements did not answer, why should he care about them; but if otherwise, why did he not continue to put them in practice, and not want to claim them till the labors of another had invented and proved the benefit of them? The above simple detail of *facts* will, I trust, Mr. Editor, be considered by an impartial public as a sufficient reply to Mr. Turner's farrago of complaints and abuse; and I would therefore merely remind him that for the future he must deposit his eggs in a rum puncheon, for they will not hatch in the sun.

St. John, Dec. 20. JAMES ELLIOTT.

The Courier.

SATURDAY, DECEMBER 20, 1834.

With the exception of some changes in the French Ministry, caused, it is said, by the refusal of the King to sanction an act of indemnity for the relief of persons imprisoned for political offences, there is nothing of importance from Europe since our last.—The latest dates are from London to the 10th November, and Liverpool to the 11th.

The London Morning Herald of November 4th, contains an announcement of the appointments of the Honorable Mr. Parker to the Bench, Mr. Street to the Solicitor-Generalship, and Mr. Saunders to succeed him as Advocate General.—All Gentlemen of long standing at the Bar of New-Brunswick.

COMMERCIAL BANK.—*Stock at a Premium!*—We have unquestionable authority for stating that the Stock in the *Commercial Bank of New-Brunswick*, (of which 5 per cent. was paid in on Monday last,) is now at a premium of from 1½ to 2½ per cent. on the whole amount, or *Three* to *Five* per cent. on the amount to be paid in before the Bank goes into operation.

THE ELECTIONS.

The City Poll closed yesterday, at 12 o'clock, Messrs. Ansley and Hazen having resigned, whereupon Lewis Burns, and Isaac Woodward, Esquires, were declared duly elected Members to represent the City of Saint John in the General Assembly of this Province.

On Wednesday, (9th day,) the County Poll was held at Carleton, on Thursday at Loch Lomond, and yesterday and to-day at Quaco,—where, it is expected, the contest will be decided in favour of the four candidates first named.

The following was the state of the Polls at the adjournment each day, (so far as received,) since Monday last (7th day) inclusive:—

CITY.	7th day.	8th.	9th.	10th.	11th.
Mr. Burns,	404	449	484	522	522
Mr. Woodward,	353	379	395	423	425
Mr. Ansley,	266	289	305	341	342
Mr. Humbert,	229	238	(*resigned*)		
Mr. R. L. Hazen,	60	64	76	88	88
COUNTY.					
Mr. Partelow,	221	318	384	451	502
Mr. Simonds,	233	269	339	400	444
Mr. Wilmot,	239	258	295	348	394
Mr. Robinson,	251	272	311	334	381
Mr. Jordan,	111	121	124	197	269
Mr. Payne,	150	170	207	221	244

KING'S COUNTY.—State of the Poll at its adjournment yesterday, at White's, on the Kennebeccasis:—

M'Leod, 519 Freeze, 328
Vail, 388 Earl, 268

QUEEN'S.—Hugh Johnston, Esq. of St. John, and Thomas Gilbert, Esq. one of the former members, have been returned for Queen's County by a shew of hands.—Charles Harrison, Esq. the other ex-Member, declined in favour of Mr. Johnston.

SUNBURY.—The two late Members, Messrs. George Hayward and Thomas O. Miles, have been returned without opposition.

YORK.—State of the Poll at its adjournment on Wednesday last:

Allen, 291 Pickard, 192 Fisher, 98
Wilmot, 289 Slason, 128 Smith, 40
Taylor, 248 Hartt, 125

CARLETON COUNTY.—State of the Poll on Friday, the 12th instant:

Connell, 237 Morehouse, 58
English, 137 Raymond, 57
Demill, 68

CHARLOTTE COUNTY.—State of the Poll on Thursday evening, at St. George's:—

Wyer, 827 Clinch, 747
Brown, 721 Rait, 278
Hill, 744

The Poll closes at St. Andrews on Monday next.

WESTMORLAND.—State of the Poll on Wednesday last—

Palmer, 991 Hannington, 629
Crane, 920 Chapman, 459
Chandler, 907

NORTHUMBERLAND.—The Poll opened on the 10th instant;—Candidates: Mr. Rankin, Mr. Street, and Mr. David P. Horan, of Bathurst.

GLOUCESTER.—We understand that Mr End, and Mr. Stewart, of Dalhousie, have been elceted without opposition.—*Royal Gazette.*

CARLETON FERRY.—A correspondent, on whose testimony we are disposed to place reliance, complains of the wretched state of this establishment, both as respects the means of conveyance and the attendance given. Similar complaints, we believe, were made to the City authorities some time since, and the subject was then referred to a Committee of the Common Council for investigation—*when* that Committee, which is composed of some of the most active members of the Body, makes its report, some steps will probably be taken to remedy the evils complained of; but, *until then,* the lives of those who are obliged to have recourse to this means of conveyance, must continue to be jeopardized.

THE WEATHER.—Monday was the coldest day we have known since the piercing blasts of 1831-32: the thermometer, early in the morning, ranging from 20 to 15 degrees below zero of Farenheit. So sudden a visitation of such biting cold was severely felt, and we fear divers ears and noses of the king's lieges still bear painful testimony to the fact. During Monday night the weather moderated, and early on Tuesday morning we perceived an improvement of 22 degrees in the state of the thermometer. We have abundance of snow, and sleighing is now in capital order. Let us hope that our roads, our lumbering and our agricultural interests will benefitted by this early enveloping of the earth's surface in her wintry fleece.—*Observer.*

ELECTIONS.—It is much to the credit of our City and the Province generally, that, while the Elections are going forward, notwithstanding the unnecessary length of time they are allowed to continue, and the unceasing endeavours of a few designing demagogues to inflame the worst passions of human nature,—we witness nothing which is in the most remote degree to be compared to the state of Montreal on a similar occasion lately. The *Ami du People,* a paper published in that city, says—

"Since Great Britain gave to our Province her fine Constitution, no Canadian city hath been found in a situation similar to that which Montreal has been during the last fifteen days, no one hath offered an equal spectacle of disorder and desolation. The most sacred laws contemned, properties violated and destroyed, citizens basely attacked and massacred in the middle of the streets—the city resounding night and day with cries of hatred and of fury—the fathers and mothers of families trembling for their children, and wives for their husbands—many flying from their dwelling to seek repose afar off. This is the *coup d'œil* which Montreal offers to our view."

The principle assumed by Judge Fairbanks, in a recent case before the Court of Vice Admiralty at Halifax, respecting the claim of Seamen for the amount of wages due them, when the particular stipulations of the articles of agreement may be construed to have been departed from, it is of consequence to those concerned in shipping to know, and we therefore extract a concise report of the cause alluded to, from a late number of the Halifax *Times.*

COURT OF VICE ADMIRALTY.—*The Ship Moira vs. her Seamen.*—This case excited considerable interest, as involving questions of importance to the mercantile portion of the community. It appeared that the sailors of the Ship Moira, now in in this Port, had immediately on unloading that vessel of her cargo of tea, left her, alleging that the articles by which they were bound to perform the voyage, were broken; the Captain having informed them that the Ship was to proceed to St. Andrews, in New-Brunswick, and such a voyage not having been contemplated by them, when they signed the ship's articles, or comprehended in the terms of the voyage designated therein. On complaint of the Master, a warrant was procured, and they were committed to jail, there to be kept for the space of 30 days. Subsequently, by a writ of habeas corpus, they were brought before the Supreme Court, Judges Hill and Bliss presiding, who decided that their imprisonment was illegal, on the ground that the statute did not in this case give the Magistrate the jurisdiction assumed.

The case was brought into the Vice Admiralty Court, and it appears from the evidence, that the seamen shipped on a voyage from London to Canton in China, Halifax in Nova-Scotia, and back to London, including all or any other intermediate ports previous to the ship's return to London. These articles it was contended, were broken by the ship's voyaging to Surabaya, a port in the Island of Java, and also by the Captain's intention to proceed to St. Andrews, in New-Brunswick, to take in a cargo. It was also complained that the food was not sufficient in quantity or quality; and that after a part of the voyage was performed, several necessary articles mentioned in their contract, had been withheld from the seamen, who now claimed their discharge and the wages which were due.

The Defendants admitted the proceeding to Surabaya, and the landing and lading a portion of cargo at that place, but justified the going there on the plea of necessity, and contended that the seamen had left the ship in Halifax before the tea was all out, a few broken packages being then on board; and that the voyage to St. Andrew's, although admitted, was on a fair construction of the Articles, contemplated at the time of their execution.

Judge Fairbanks decreed that the words in the Articles did not include a voyage to St. Andrews; that it was not an intermediate port between Halifax and London; that as the evidence established that the men had been informed by the officers previous to their quitting the Vessel that the cargo was out, by the word having been passed from the hold that the last chest of tea was then handed up, the sailors were justified in quitting the ship, and refusing to go the voyage to St. Andrews and were entitled to their wages and costs.

The case was argued with great ability by the Counsel on both sides, during the whole of Wednesday and Thursday—for the Plantiffs, Messrs. Smith, Grey and Hartshorne; for the defendants, Messrs. Young and Sutherland; and was determined on Saturday last, when Judge Fairbanks in an able manner gave his decision, of which the above is an abstract.

The following, on the same subject, is from another paper, the *Temperance Recorder:*

SEAMEN'S WAGES.—A case of much importance to the mercantile world, came on for trial during a recent sitting of the Admiralty's court. The men had shipped in London to perform a voyage to China, and thence to Halifax,—to call at an intermediate port to obtain a cargo. The vessel had stopped at one on her voyage out, which the Judge decided was contemplated in the shipping paper, and ultimately arrived at Halifax, were she discharged her cargo of teas. She was then about to proceed to St. Andrews, in New Brunswick, for the purpose of taking on board a cargo of timber, with which to proceed to London, where it was stated in the articles the voyage was to terminate. The Judge, however, decreed, that going to a port in the neighbouring Province was not contemplated in the agreement, although he held that she might proceed even to Pictou in this, in conformity with the articles; and therefore decided that the men were justified in quitting the vessel. The defendants have appealed against this decision.

LEGISLATURE OF NOVA-SCOTIA.—*Report of the Delegation to London.*—On the first day of the session, after a few of the preliminaries had had been gone through with—

MR. STEWART read an elaborate and interesting report of the manner in which he had executed the Commission with which he was intrusted, relative to the opening the Ports of Liverpool, Lunenburg, and Yarmouth—and the regulations of the Board of Customs generally, as they affected the trade of the Province. On his arrival in London, Mr. Stewart was introduced to R. U. Hay, Esq, the Under Secretary of State for the Colonies, and Sir Colin Campbell, by Sir James Kempt. To the active interference of Sir Colin, Mr. S. ascribes the prompt attention which the wishes of the Assembly received from the Lords Commissioners of Trade and Plantations, and at the Colonial Office. At his first interview with Lord Auckland, it was discovered that Yarmouth and Liverpool had been omitted in the 59th Wm. 4, by mistake, an order was given immediately to renew to these ports the privileges of Free Warehousing Ports.

Mr. Stewart pressed upon Lord Auckland and Mr. Stanley the wish of the Assembly to open the ports of the Province generally to British and Colonial vessels from the United States. The Ministers were anxious to extend the principle so as to allow foreign vessels also to enter—this he endeavoured to combat, by showing that it would increase smuggling, and cut up our coasting trade. Mr. Stewart met Lord Auckland, Mr. Stanley, and Mr. Poulett Thompson:

"At this third meeting, which lasted nearly two hours, I was required to state distinctly what the Assembly required. I replied, the opening of all our ports to the importation of Foreign productions, in British bottoms, without any additional charge to the Colony, but that no increased expense was required, because, at the Outports the Pro-Collectors might do the duty of Warehousemen and Landing Waiters. Mr. Thompson agreed in this latter opinion, but said as to the first, it was manifestly unjust to ask Great Britain to assist in paying the Officers appointed to collect our own Revenue, especially as she did not require us to aid her in protecting our trade in the Baltic, or the Mediterranean, or elsewhere, or to support the Customs Establishment at Home, of which our Colonial vessels had the benefit, especially as the advantages of Foreign Trade had been fully conceded to the Colonies.

I replied that it was true the Officers collected a portion of our Revenue, but their most important duty was one in which Great Britain was more concerned than the Colony, viz.—the enforcing the Navigation Law; that besides this, when the fees were abolished, Great Britain had professed her willingness to contribute as much as she had heretofore done in fees, that in point of fact, we now paid the whole; and that although the opening of our Trade was, to a certain extent, beneficial, yet it could not but be perceived that the importance of duties upon Foreign productions was intended to protect the Manufactures of Great Britain exclusively.

"And that, although the Colony did not, by any distinct Legislative Act, directly grant money towards the defence of the empire, I humbly conceived by their extensive consumption of British manufactures, under the present restricted system the Colonies did undoubtedly largely contribute thereto. From these views the Board did not appear to dissent. Mr. Stanley then asked if there was not an Address from His Majesty's Council of the Colony, adverse to the prayer of that of the House.—I answered in the negative. Mr. Thompson resumed, enquiring if the House of Assembly did not complain of the amount of Salaries, I said they did, but they did not wish to raise any question upon that subject, unless Great Britain insisted, as the condition of opening our Ports, that we should make a further grant for the support of the Customs' Officers. In that case the Assembly urged, as I thought justly, that while Great Britain thought fit to give Salaries which were in our estimation extravagant, she ought not to insist that we should pay them, since it was one of the express terms on which the Colony had granted a larger sum than was necessary in their opinion to support the Establishment,—that the sum given was to be considered an equivalent for such additional Officers as the increasing Trade of the Province may require. Mr. Thompson then turned his attention to the Schedule of the Salaries of the Customs, and mentioned that of the Collector of the Customs, at the magnitude of which all the Gentlemen expressed surprise, and Lord Auckland asked Mr. Hume how it happened that the Salary was so high as £1500 a year? to which Mr. Hume replied, that it included, he believed, a remuneration for past services. As to this I set him right, and Lord Auckland directed him to write to the Commissioner of the Customs, to revise the scale of Remuneration of the Officers of this Province, and submit it for their consideration, and asked me if I had any objections to meet the Commissioners of the Customs before their Lordships, and afford such information as might be required. To this I readily assented, but I repeated that on reference to the report of the Committee and Address of the House of Assembly of 1829, they would observe, that the House of Assembly did not desire to raise any question on this subject unless it became necessary. They promised to consider my suggestions, and desired a further interview, but, it was evident, they all seemed indisposed to depart from the principle announced by Lord Auckland, to which I have already adverted. With reference to this, I thought it prudent to submit a Memorial to Lord Auckland,—a copy of which I sent to each of them. Almost immediately afterwards Mr. Stanley resigned, but Lord Auckland subsequently met me in the street, and desired me to wait upon him at the Board of Trade, and he would show me the report which he said he had drawn up; I did so accordingly, and found that his Lordship, adhering to the general principle I have mentioned, had adopted the suggestions I had made, and that the Commissioners of the Customs, in revising the scale of Remuneration to the Officers of Nova-Scotia, had reduced the salary of the Collector to £800, and abolished the Office of Controller."

Mr. Stewart found that if funds were provided, there was no unwillingness on the part of his Majesty's Government to open all the Ports of the Province. He was also informed that there was no unwillingness to take off the Imperial Duty on Flour, if desired. He also pressed upon Sir Colin Campbell the necessity for erecting a Light House on Scatterie—the impolicy of withdrawing the allowance to Sable Island, and withholding the Marriage Licence Act from Dissenters. Through His Excellency's representations, this Law, *which had been for eighteen months unassented to,* received the Royal sanction, and was sent out,—and Mr. S. believes that the allowance to Sable Island was renewed upon his representations. He anticipates but little aid from His Majesty's Government to the Light House on Scatterie. The report was accompanied by the correspondence which passed between Mr. S. and the Government on these subjects, and in which he went into all the details. The whole is interesting, and highly creditable to the zeal and perseverance of Mr. Stewart, who seems to have executed the commission with which he was entrusted, in a manner highly honorable to himself, and with advantage to the Province.—*Novascotian.*

HALIFAX, December 13.—The House of Assembly have promptly proceeded to business.—During the early part of last week, its attention was called to the evils of intemperance, and much remark was elicited. There was no new feature introduced during the conversation, which was caused by the reading of a petition from the Halifax Temperance Society, calling the attention of the Assembly generally to the subject; but upon the motion of Mr. W. H Roach, the following Resolution was passed without much opposition:

"That the Petition be referred to a Committee, to enqnire whether any and what legislative enactments can be made, in advancement of the cause of Temperance." Ordered, that Messrs. Johnstone, Young, W. H. Roach, Doyle, Chipman, Morton, O'Brien, Freeman and Oxley, be a committee for that purpose.

Three or four days were occupied discussing a bill, introduced by Mr. Stewart, vacating the seat of C.R. Fairbanks, Esq. one of the representatives of the town of Halifax, that gentleman having been appointed Master of the Rolls and Judge of the Admiralty. After several warm debates, it was ultimately passed by a majority of 18 to 14, and sent to his Majesty's council for their concurrence.

An attempt has been made to fund a part of the Province notes: but which failed in the House; and an application from the Halifax Bank to be permitted to issue small notes, was also unsuccessful.

The state of the currency will also come under revision, and it is to be hoped that the Assembly, will substitute something practical, for the former visionary and preposterous schemes which they adopted.

There seems to be a general desire on the part of members, to reduce the salaries of public officers, as at present established. This, we believe, is in conformity with the general wish of the country. Mr. Morton, has introduced a motion which has for its object, to ascertain what amount of fees is taken by the Judges of the Supreme Court, and for which as is contended there does not exist the sanction of law. Mr. Smith stated during the debate, that the fees of court had been doubled within the last twenty years.

On Tuesday the Bill incapacitating the Master of the Rolls and the Judge of the Admiralty from holding a seat in the Assembly, was sent down from the Council disagreed to; when a motion was made to search the journals of the council, and the subject was referred to the committee of privileges, to report upon the compatibility of a member of the Assembly to fill those situations. It afterwards appeared that the Bill was lost in the Council by a majority of one.

On Thursday the House went into a committee on that part of His Excellency's speech, which refers to the commutation of Quit Rents. The general feeling of members appearing to be, that it would be wrong to vote any specific sum for the purpose, unless the Assembly were made acquainted with the manner in which it is intended to be appropriated. At the same time, they expressed a willingness to provide for the civil expences of the government, if the salaries were regulated in conformity with the limited means and resources of the Province. The Committee adjourned on Thursday evening, without coming to a decision.—*Temperance Recorder.*

GINGER CAKES FOR COLD WEATHER.—Break three eggs in a basin, beat them well; add half a pint of cream, which must also be beat with them, and put the whole into a saucepan over the fire, to be stirred till it gets warm; then add a pound of butter, half a pound of loaf sugar, two ounces and a half of ginger—the latter two powdered; carefully stirring the whole over the fire just to melt the butter. Pour this on two pounds of flour, and form it all into a good paste; roll it or break it into pieces as you think proper, and bake it.

REVENUE OF THE UNITED STATES.—The President, in his late Message, at the opening of Congress, says—

"According to the estimate of the Treasury Department, the revenue accruing, from all sources, during the present year, will amount to twenty millions six hundred and twenty-four thousand seven hundred and seventeen dollars, which with the balance remaining in the Treasury on the first of January last, of eleven millions seven hundred and two thousand nine hundred and five dollars, produces an aggregate of thirty-two millions three hundred and twenty-seven thousand six hundred and