The Courier.

SATURDAY, MARCH 21, 1846.

THE ENGLISH MAIL for MARCH!

By the arrival, on Wednesday night, of the steamer *Saxe Gotha*, from Annapolis and Digby, we learn that the steamer *Kennebec*, which was lying on the Granville side of Annapolis River, waiting the arrival of an Express Messenger from Halifax with the news by the Royal Mail Steamer from England, started at four o'clock on Wednesday morning last, for Portland, the *Hibernia* having arrived at Halifax on Tuesday last, in thirteen days from Liverpool, and the Messenger having reached the Steamer in thirteen hours afterwards. The *Saxe Gotha* had left Annapolis and Digby an hour before the American Express Messenger arrived there, and the intelligence respecting his movements, was subsequently obtained from the pilot who took the Steamer out of Digby Gut.—We have been anxiously expecting the arrival of some of our citizens, who were expected out in the *Hibernia*, but up to the hour of our going to press, none of them had reached the City—the travelling by the land route round the head of the Bay of Fundy being very heavy, and the wind, prevailing from the Northward for some days, having retarded vessels in crossing from Digby. The regular Mail, which arrived on Thursday, left Halifax on Tuesday morning, some hours before the arrival of the *Hibernia*. So that, on all hands, we have been disappointed in obtaining the news by the English Steamer for publication in our present number, although it is seventeen days since she left England, and the intelligence by her is, doubtless, at this time being circulated far and wide in Canada, and the Southern and Western States.

By the return, in the course of to-night, of the steamer Saxe Gotha from Eastport, whither she proceeded this morning to meet the steamer Portland, from Boston, we will receive, through United States papers, the news by the March Mail Steamer!

Public Meeting.—The frequent disappointments that have been experienced in the receipt of the English Mails in New-Brunswick having been long and loudly complained of in various ways, and without redress, it will be seen by a notice in another column, that a Public Meeting is to be held in this City on Monday next, to devise some means to remedy the grievance which has been so justly condemned, and we trust that the step now taken will result in some measure that will not only abate the evil at once, but be the means of adopting such a course as will lead permanently to a more speedy and frequent transmission of the Mails between Halifax and Saint John, by proving to the Post Office authorities that the whole distance can be easily accomplished in from sixteen to eighteen hours. The recent Expresses through Nova-Scotia to the United States must have left no doubt upon this subject, and we trust there will be found sufficient public spirit among us to carry practically and beneficially into operation the fact which has thus been forced upon us by the enterprise of our Western neighbours.

Mechanics' Institute.—On Monday evening last, M. H. Perley, Esq. delivered his first lecture (extempore) on the "Forest Trees of New Brunswick," to a large and attentive audience. In introducing the subject the lecturer said, that in order to elucidate it clearly, it would be necessary to take a brief glance at the geographical position of New Brunswick, and notice some of its principal features. A large map of the Province was exhibited, and the lecturer said, that the area of the Province, in round numbers, was seventeen millions of acres; that of these seventeen millions, five millions were granted, and two millions were deducted for water and waste, leaving ten millions ungranted and all fit for settlement at the disposal of the Crown. Of the five millions granted, only 500,000 acres were officially reported as being cleared and cultivated; and that deducting this quantity, with a liberal allowance for water and waste, it would be seen, that New Brunswick contained no less than fourteen millions of acres, covered with a dense forest.

The southern part of the Province (St. Andrews) was stated as being in lat. 45°, north, and Dalhousie, the northern extreme, in lat. 48°. The trees which covered the country were described as those which flourish, in greatest perfection, between the parallels of 43° and 46° north, and might be divided into two great classes. The first class comprised the resinous trees, such as the pines and spruces, which covered the low grounds and bottoms of the vallies; these were called "Soft wood lands." The second class consisted of the deciduous or leafy trees, such as the Maple, Birch, and Beech; these grew on level ground, or gentle declivities, and formed what were called "Hard wood land."

Between the 43d and 46th parallels, these two great classes were found in nearly equal proportions; but proceeding from the 46th degree northward, the leafy trees became more rare, and the resinous trees more abundant. Below the 43d degree, on the other hand, proceeding to the south, the resinous trees were found less common, and the others soon lost their predominance in the forest, by becoming mingled with the numerous species of oaks and walnuts.

The lecturer stated, that in North America, beyond the parallel of 48°, all trees became dwarfish and but few varieties are found; that beyond 49°, only dwarfish shrubs existed up to 50°, north, beyond which, there are only mosses and barrens, across that extensive tract of country, stretching from Canada to the Arctic Ocean.

It was clear from the Lecturer's statements, that this Province, situated between the parallels of 45° and 48°, occupied a favourable position on the Continent of North America for furnishing a variety of large and valuable forest trees. Of these, the lecturer said he had prepared a list, which he now for the first time submitted to the public—he was not aware that any similar list had been heretofore prepared, and he offered this as the result of the information he had derived from the works of the best naturalists, and of his own observations during some years among the forests, in different parts of the Province. It was not offered as a perfect and complete list; but he trusted, that so far as it went, it would be found correct; and the only favor he asked, from those who might hereafter use this list, would be, to state from whose authority it was derived.

The lecturer then entered into a detailed description of several species mentioned in the list, and exhibited some very fine specimens of native wood, particularly butternut, of good size and excellent quality from the valley of the Saint John, and larch and poplar of fine quality, and large size from Miramichi.

Our space will not permit us to follow the Lecturer through these details, although we have no doubt they would be found to possess much interest, but we publish below, a correct copy of the list of forest Trees exhibited at the lecture.

CLASSIFICATION OF THE FOREST TREES OF NEW BRUNSWICK,

BY M. H. PERLEY, ESQ.

OAK—Two species.
1. Grey Oak, ... *Quercus Borealis.*
2. Red Oak, ... *Quercus Rubra.*

WALNUT—One species.
1. Butternut, ... *Juglans Cathartica.*

MAPLE—Five species.
1. White Maple, ... *Acer Eriocarpum.*
2. Red-flowering Maple, . . *Acer Rubrum.*
3. Sugar (Rock) Maple, . . *Acer Saccharinum.*
4. Moose Wood, ... *Acer Striatum.*
5. Mountain (Low) Maple, . *Acer Montanum.*

CORNUS—One species.
1. Dog Wood, ... *Cornus Florida.*

BIRCH—Four species.
1. Canoe Birch, ... *Betula Papyracea.*
2. White Birch, ... *Betula Populifolia.*
3. Yellow Birch, ... *Betula lutea.*
4. Black Birch, ... *Betula lenta.*

ALDER—One species.
1. Common Alder, . . . *Alnus Serrulata.*

CHERRY—Two species.
1. Wild Cherry Tree, . . *Cerasus Virginiana.*
2. Red Cherry Tree, . . . *Cerasus Borealis.*

POPLAR—Two species.
1. Balsam Poplar (Balm of Gilead), *Populus Balsamifera.*
2. American Aspen, . . *Populus Tremuloides.*

BEECH—Two species.
1. White Beech, ... *Fagus Sylvestris.*
2. Red Beech, ... *Fagus Ferruginea.*

CARPINUS—Two species.
1. American Hornbeam, . *Carpinus Americana.*
2. Iron Wood, ... *Carpinus Ostrya.*

ASH—Two species.
1. White Ash, . . . *Fraxinus Americana.*
2. Black Ash, . . . *Fraxinus Sambucifolia.*

WILLOW—Three species.
1. Black Willow, ... *Salix nigra.*
2. Champlain Willow, . . . *Salix lagustrina.*
3. Shining Willow, ... *Salix lucida.*

ELM—Two species.
1. White Elm, ... *Ulmus Americana.*
2. Red Elm, ... *Ulmus Rubra.*

AMERICAN LIME—One species.
1. Bass Wood, ... *Tilia Americana.*

PINE—Three species.
1. Red (Norway) Pine, . . . *Pinus Rubra.*
2. Grey Pine, ... *Pinus Rupestris.*
3. White Pine, ... *Pinus Strobus.*

SPRUCE—Four species.
1. Black, or Double Spruce, . . *Abies Nigra.*
2. White, or Single Spruce, . . *Abies Alba.*
3. Hemlock Spruce, . . . *Abies Canadensis.*
4. American Silver Fir, . . *Abies Balsamifera.*

CYPRESS—One species.
1. White Cedar, ... *Cupressis Thyoides.*

LARCH—One species.
1. American Larch (Hackmatack) *Larix Americana.*

JUNIPER—One species.
1. Arbor Vitæ (Red Cedar) *Thuya Occidentalis.*

Last evening, Gustavus R. Jarvis, Esq., made his first appearance on the platform of the Institute, and gained golden opinions, by delivering an excellent Lecture to a large and respectable audience, on the *Falls of Niagara*. The Lecture was illustrated by four beautiful views and two maps.

As there will be no lecture on Monday evening, Dr. Paterson will *then* resume the *Experiments on Air*, with explanations, for the instruction and amusement of the young.

On Friday evening next there will be a Concert. For particulars we refer our readers to the advertisement in another column.

On Monday, the 30th inst. the Rev. Mr. Lawson will deliver the concluding Lecture of the season.

Festival of St. Patrick.—On Tuesday last the St. Patrick's Society of this City, with their guests, in all about sixty, celebrated the anniversary of their Patron Saint, by Dining together at the Saint John Hotel. Owing to the absence, in Britain, of the President of the Society, (William Parks, Esq.) the Chair was taken by the Vice President, Henry Porter, Esq., who was ably supported on the occasion by M. H Perley, Esq. as *Croupier*. The usual loyal and patriotic toasts were given, prefaced with appropriate remarks by the Chairman, and responded to with much enthusiasm by all present. A number of volunteer toasts were also given, several excellent speeches made, and many songs sung, and the evening was spent in the utmost harmony and conviviality. The dinner and wines were excellent, and served up in the Messrs. Scammell's best style.

From Fredericton.—The Mail from Head Quarters, due this morning, had not arrived at 1 P. M., and we are consequently without the official paper of Wednesday last, or any late Reports from the Legislature. The *Loyalist* of Thursday, which came to hand yesterday morning, furnishes the subjoined items.

New-Brunswick Railway.—The Bill to Incorporate the New-Brunswick Railway Company was committed on Tuesday last, and agreed to with some slight amendments.

Seed Potatoes.—The Agricultural Committee reported on Tuesday, recommending a sum of money to be granted to the different Counties for the purpose of purchasing Seed Potatoes for the poorer classes of the inhabitants.

Common Schools.—The debate on the Education Bill was resumed on Monday last, and its principle sustained on a motion for postponing its further consideration until the next meeting of the Legislature, the Committee dividing equally and the Chairman deciding in the negative. The Bill was again taken up on Wednesday, and after considerable debate was thrown out, the Committee dividing, on a motion to postpone—yeas, 16—nays, 14.

Monday, March 2.

The House went into supply this morning, and Grants were passed as placed upon the Supply-Book. Among others Mr. J. Earle brought up a motion founded on a petition from certain Ferrymen at the Washademoak Lake, which prayed for remuneration for conveying Her Majesty's Mails across that Lake (we think in the year '43.)

His honor the Speaker referred to some printed documents to prove that either the Petitioners or the Post Master General must have been mistaken in point of time, for the latter states pointedly that the service for which this claim was brought, had not been performed during that year, as the line had been withdrawn.

Mr. J. Earle explained.—The demand made was for the previous year; as they were not paid in advance and they only wanted to get remuneration for services performed before the line was removed.

Mr. J. A. Street said the House had long since concluded that it was the Post Office and not the Province which ought to pay the present claim, and the House in conceding the demand now would only be reading its own recantation. He (Mr. S.) had fully ascertained when at Halifax, that the Post Office had a Surplus Fund which they might apply to such services as the present; and under such circumstances it would be unreasonable that they could suppose the House would pay for this or any similar service. He thought the Post Office had used the Province shamefully; nor could he conceive a better manner for them to expend their surplus funds than in the payment of their debts. The whole management of all the British Colonies was bad; nor could he consider it would be otherwise while the General Post Office in Great Britain conducted the affairs of the Provinces through the information and suggestions received from the Colonial Post Offices. This in fact was the cause of the Courier being removed at the time alluded to; but he (Mr. S.) hoped the House would maintain its position; and show the Post Office department that a proper knowledge of the subject had been arrived at. He would be willing to allow the Ferrymen a gratuity, but nothing as a reward for services.

Mr. Payne thought that as the work had been performed the men should be paid for their labour. The work was arduous and imperative; and it would be remembered that a Ferryman had been fined by the Post Office for refusing to perform it. It should also be remembered that the circumstances of stopping that same Mail, had proved extremely injurious to that extensive and important section of the Province.

Mr. Simonds said he thought New Brunswick had much cause to complain; for while a Government Steamer was hired to carry the Mails between Halifax and Newfoundland, and while an immense sum was expended in conveying the English Mails through the United States to Canada, the interests of New Brunswick appear to have been overlooked altogether.

Mr. Boyd said he had been informed that the reason of the Mail being discontinued on the Road between Fredericton and St. Andrews, was, that a statement had been made that there were no more than an average of 4 letters each Mail between the two places!—the fact was that the postages amounted to about £4 in the week.

The motion for a grant was negatived.

Monday, March 9.

This morning the House went into Committee on a Bill sent down from the Council to regulate the punishment for the crime of Manslaughter.

His Honor the Speaker informed the House of the object contemplated in the Bill; which was to invest a greater degree of discretionary power in the Supreme Courts in passing sentence in cases of Manslaughter. By the law formerly in operation, persons convicted of an extreme case of Manslaughter might be sentenced to 14 years' imprisonment; but in later times, and in imitation of the Criminal code at home, the term of imprisonment was reduced to three years, that it was now found necessary on account of the leaning of Jurors to the side of mercy, as well as the prevalence of crime, to raise the scale again to its former standard.

Hon. Mr. Hazen corroborated the statement made by his honor the Speaker. Experience proved every year, that Juries with whom rested the conviction of criminals, were becoming exceedingly averse to the verdict of murder in any case whatever. (This Bill passed without opposition.)

Tuesday, March 10.

Mr. Simonds submitted the following Report:—

"The Committee to whom was referred the petition of Mrs. Eliza Hanford, complaining of injury sustained to the property of her son Thos. T. Hanford, a Minor, by the erection of a Fish Market at the foot of Duke Street, on one of the Public Slips of the City of St. John under the authority of an Act made and passed in the 4th Vic. cap. 14, permitting the Mayor, Aldermen and Commonalty of the said City to erect such Market House, and to regulate, support, repair, alter and enlarge from time to time as may be by them deemed necessary or expedient.

"Your Committee on reference to the Act aforesaid, find that the Corporation of the said City of Saint John have no authority under the same to erect the building particularly complained of by the Petitioner, and they cannot doubt that the same is a serious injury to the private property of the said Thomas T. Hanford;—and your Committee cannot altogether escape from the impression, that the said Corporation in erecting a building about eighty feet long, fourteen feet high, and only two and a half feet in breadth, which could not therefore be of any public use or benefit, were not entirely influenced by a proper regard for the public accommodation and the protection of private rights.

"There cannot be a doubt in the opinion of your Committee, that by passing the Act above referred to, a most serious injury was done to the owners of the property, on either side of the Slip at the foot of Duke Street, and it is much to be regretted that provision had not been made therein to indemnify the owners of the property thereon for the injury thus sustained by them.

"There seems to be no remedy but an expensive lawsuit for the Petitioner, as the Act now stands, but such as may be afforded by explaining, amending or repealing the aforesaid Act;—Your Committee therefore beg leave to recommend the same may be so amended as to prevent the said Mayor, Aldermen and Commonalty of the City of Saint John from erecting any building on the Slip aforesaid, other than the building which was erected just after the passing of the Act referred to in the former part of this report, and to compel the said Mayor, Aldermen and Commonalty, to remove the long, and in the opinion of your Committee, useless building, particularly complained of.

"Your Committee therefore beg leave to report a Bill, under the Title of—"A Bill to amend and explain 'An Act to permit the establishment of a Fish Market in one of the Public Slips in the City of Saint John,'" in such a way as to relieve in part the Petitioner from the serious injury complained of.

"Respectfully submitted.

"CHARLES SIMONDS.
A. BARBERIE.
W. H. BOTSFORD."

"*Committee Room, 10th March*, 1846."

Ordered, That the Report be accepted.

The Bill, as reported by the Committee, being then handed in, was read a first time.

Nova Scotia Legislature.—The most important Report of the week, has been that relative to the Rail Road, brought in by the Hon. Attorney General on Friday. The Resolutions were reported as the foundation of an address to Her Majesty, and are as follow:—

Whereas, The project of a Railroad, to be laid from some port on the southern shore of Nova Scotia, to Quebec, has been the subject of earnest consideration during the past year, and as no doubt can be entertained that the successful accomplishment of such an enterprise would prove highly beneficial to the inhabitants of her Majesty's North American Colonies, and be attended with important advantages of a National as well as Provincial nature, it becomes proper to ascertain whether so great an enterprise can be achieved at a reasonable expense, and with a just prospect of a commensurate return:—

And Whereas, In order that the Legislature of this Province may be enabled to reach a sound conclusion on the subject, it is necessary that an examination of the Country to the East and West of Halifax, with a view to determine the most appropriate location, and that surveys of such lines as it may be found proper to define and describe, with full estimates both of expense and probable income, should be made by competent persons:

Therefore Resolved, That his Excellency the Lieutenant Governor be respectfully requested to cause such examination, surveys and estimates to be made during the ensuing Season, and that this House will provide for the expense thereof within the limits of this Province, and that His Excellency be also requested to correspond with His Excellency, the Administrator of the Government in Canada, and His Excellency the Lieutenant Governor of New Brunswick, with a view to procure, if possible, the concurrent action of these Provinces, directed to a similar examination, surveys and estimates within their respective limits, and to use his best endeavours to obtain the aid of her Majesty's Government towards carrying out the intentions of this House, by furnishing qualified Engineers, and in such a way as practicable and proper.

Be it further Resolved, That this House so soon as it shall be assured that the said undertaking can, with prudence and propriety be entered upon, will pass and concur in such acts of regulation for the incorporation of a Company as may be necessary and proper—and will then further consider in what other modes, and on what conditions—and to what extent—it will be proper, and within the means of the Legislature of Nova Scotia, to grant Provincial assistance towards a scheme, the successful accomplishment of which promises results of no ordinary magnitude to this Province, and Her Majesty's Dominions in North America.

The subject on the suggestion of Mr. G. R. Young, was postponed until Saturday, when it was taken up and the Resolutions passed without alteration.

It is supposed the House will rise on or about Monday next.—*Halifax Times, March* 17*th*.

A Noble and Praiseworthy Effort.—Instead of having a Bazaar as was first intended, the Wesleyans of Halifax have pledged the noble sum of £1200, to be paid in three years, for the entire liquidation of the debt on the Brunswick Street Chapel and premises!—*Halifax Herald.*

Departure of the 43d Regiment.—The Right Wing of H. M. 43d Regiment embarked at Halifax for Portsmouth, on board the Troop-ship Blenheim, on Wednesday, and sailed on Thursday, 12th March. The Regiment has passed eleven years service in America. During this period it has been stationed two years in New Brunswick, eight in Canada, and since July last in Nova Scotia.—About 50 men of the 43d, who volunteer to serve permanently in America have been transferred to the 77th. The Left Wing of the 43d awaits the arrival of the Left Wing of the 77th from Jamaica.—*Halifax Recorder.*

Fresh Beef from Boston.—The Acadian, among other "Yankee Notions" brought *Sixty Quarters Fresh Beef*, to the order of the contractor for the army. This is a new item of importation into Nova Scotia,—but the recent scarcity and high prices have compelled the contractor to seek for supplies elsewhere. There is a duty of 5s. per cwt. on Fresh Beef imported from the United States, and we believe it is the *only article* which, when imported for the especial use of the forces in this Garrison, is chargeable with duty.—*Hal. Rec. March* 14.

Fire at Halifax.—Between one and two o'clock on Monday morning last, the House in Barrington street, owned by Mr. James Donaldson, and occupied by the Misses McCurdy, was discovered to be on fire. The inmates had to make their escape through the windows, without saving any of their effects, and before the flames were got under the building in which they originated was almost destroyed, and a new building adjoining, occupied as a store by Mr. Donaldson, was seriously injured. The Misses McCurdy are singularly unfortunate. It will be remembered that their father was burned out at the head of the Market Wharf a few years since, soon after which calamity he died. Two brothers were afterwards lost at sea. They then moved to Charlotte Town, P. E. I., where they opened a Millinery shop, but were unfortunately burnt out, losing everything, we believe, and now again they are routed by the destroying element, barely escaping with their lives.—*Sun.*

Deplorable Accident.—Five children were burned to death a few days ago, at Fredericksburg, near Kingston, Canada. The family went to a wedding party, leaving the children at home, the oldest being about thirteen years of age. On the return of the parents, at a late hour, they found their home a heap of burning ruins, and all their children burned to death.

From the Boston Atlas, March 13.

LATER FROM ENGLAND!

The packet ship "Sunbeam," Captain Winsor, connected with Col. Train's line of Boston and Liverpool packets, arrived at this port yesterday morning, from Liverpool, with dates from that port, to the 10th, and London to the evening of the 9th ult., both inclusive. These are four days later from Liverpool, and three from London, than those by the "Toronto."

The "Sunbeam" has made the passage in twenty-nine days from Liverpool. She has sixty-four steerage passengers.

Capt. Winsor informs us that on the 5th instant, he saw the steamer Cambria, north of Isle Sable in the ice—and that she would be obliged, in order to clear herself, to run to the south of the island. On the 6th, at 5, p. m., Isle of Sable N. by W., distance 60 miles, saw large quantities of ice, stood into it until it became unsafe to proceed further, tacked ship and stood south. The water was covered with ice as far as they could see from the topmast head.

The great debate in the House of Commons, on Sir Robert Peel's project of commercial reform, was going on, having been commenced on the evening of the 29th ult. It was thought the debate would be continued for a week, and that the talent was chiefly in favor of Sir Robert Peel's scheme.

Several amendments have already been proposed in Parliament to Sir Robert Peel's Tariff Bill, the most important of which is, to extend the period of protection on Corn till Feb. 1851. Another proposes the reduction on foreign hewn timber of 10s. a load, on the 5th April, 1846, and on other kinds of wood in proportion.

In reply to a question put the other evening, by Mr. Labouchere, Sir R. Peel said that the Brazilian Government had not acted upon the power it possessed of imposing discriminating duties unfavourable to England, nor had intimation been given of any intention to do so.

According to the "talk on 'change" of the Liverpool papers, Sir Robert Peel's chance of carrying his commercial measure, is increasing. The peers, however, it is still feared, will stand by their order.

Another rumour was that many of the *proxies* withdrawn from the Duke of Wellington on the first blush of the new ministerial arrangement, had been returned to him.

A large business had been done in cotton during the week previous to the 10th, at very steady prices.

Liberal quantities of flour were arriving at Liverpool from the United States. A few hundred barrels of New Orleans flour, partly sour, had been sold for 25s. a barrel; but quantities were held at 28s. to 28s. 6d.

The Corn Market is still dull and prices nominal. Bonded flour could be had at 27s. for Philadelphia and 28s. for Western Canal.

The accounts of the state of the potato crop were becoming every day more and more alarming.

Preparations had commenced at Windsor Castle for the anticipated accouchement of Her Majesty the Queen.

Louis Philippe's Present to the Princess Royal.—Some days since a chest was despatched to London, bearing the royal arms of France. This chest contained a complete *trousseau* of toilettes—morning toilette, evening toilette, and two ball toilettes. This present was addressed to the *doll* of the Princess Royal. Each gown is a perfect *chef d'œuvre*, especially the ball dresses. One is of *gro de Naples*, the second of pink gauze with velvet flowers, exquisitely made. The small embroidered and trimmed pocket-handkerchiefs, the small silk stockings, shoes, slippers, Indian cashmere shawl, bonnets, muffs, a black lace scarf, &c. have all been made purposely, and with incredible care. There is also a jewel-case, with diamonds of the purest water, bracelets, ear-rings, and fillet for the forehead; and all these minute curiosities are carefully arranged in the drawers and cases of a beautifully-constructed little wardrobe.

Sir Robert Peel's health has not of late been so good as usual. Lady Peel is very desirous he should retire from the fatigues of office. A rumor prevails that he will resign as soon as he has passed his new commercial measure.

Lord Lincoln had accepted the Chief Secretaryship of Ireland, and by that his seat in the House of Commons became vacant. He is among those who have changed their opinions on the subject of the Corn Laws, and is now among the most strenuous supporters of Sir Robert Peel's new policy. His constituents will now have an opportunity to show whether their opinions have met with a similar change.

On Monday, the 9th instant, Lord Morpeth took his seat for the West Riding of Yorkshire. He was introduced by Mr. Byng, the father of the House, and Lord John Russell, and took his seat amidst great cheering.

Mr. Alex. McCarthy, the nominee of the Repeal director, has been returned to Parliament for the seat from Cork, vacated by Sergeant Murphy. Alderman O'Brien, late Mayor of Dublin, was returned for "Cashel of the Kings."

The rumour still prevails that Mr. Gladstone is to be brought into Parliament for Cardiff, in the place of Dr. Nicholl.

A meeting of "Tory agriculturists" was held near Plymouth to denounce Sir Robert Peel and his new measure. A long discussion ensued, which ended in the adoption, by a vast majority, of a resolution approving of the immediate abolition of the Corn-laws.

No doubt is entertained that four free-traders would, in the event of a dissolution of Parliament, be returned from London. Of these, it is thought Mr. Cobden would be one.

Representation of Windsor.—It is rumored that Mr. Neville will shortly vacate his seat for Windsor, and that the Right Hon. W. Gladstone will offer himself for the borough. Under present circumstances no opposition, in the event of Mr. Neville's retirement, is contemplated to the return of the government candidate.

Cambridge Protection Society.—The Agricultural Society of Cambridge assembled on Saturday. A dinner afterwards took place, at which the Earl of Hardwicke declared himself thoroughly opposed to Sir Robert Peel's corn law propositions. Mr. Yorke and Mr. Alex, the members for the County, expressed similar opinions.

Mr. J. W. Patten has written an address to the electors of North Lancashire, intimating his conviction that the time is now come for the settlement of the corn law question, and if his constituents differ from him, he is ready to resign his seat. Lord Courtenay being required of the Exeter Agricultural Protection Society to state whether he intends to support the measure of Sir Robert Peel, not only refuses to answer the question, but denies the right of the Society to put it.

Lord Jocelyn, M. P. for Lynn, and Mr. Mainwaring, M. P. for Denbighshire, having become converts to Free Trade, resign their seats; Mr. Charteris, M. P. for East Gloucestershire, says he is also converted, but being elected to promote protection, he shall vote against the government. Mr. Cartwright retires from South Northamptonshire, by reason of his old age. Mr. Phillips retires from Manchester at the next election.

Lord Talbot has addressed a letter to the Stafford Agricultural Society avowing his intention to support Sir Robert Peel's measure for the Repeal of the Corn Laws, and resigning the Presidency of the Society.

The Scarcity in Ireland.—*Precautionary Measures.*—The Cork Southern Reporter says:—We are informed that the extensive mills, known as the Lee Mills, and store, in this city, have been taken by the firm of Baring Brothers, of London, from Messrs. Beamish & Crawford, at a rent of £600 per annum. It is generally understood that this is part of the precautionary measures referred to in the Queen's Speech for the prevention of any scarcity of food that may arise in the ensuing season in this country. By the shipping intelligence, under the head of Cove, 3d February, it will be seen that the Adirondack, from New-York has been ordered to discharge her Indian Corn into the Government Stores at Haulbowline.

The Atlas is unloading a similar cargo at the same place. A large supply of flour sacks, and a first rate miller have been advertised for by the consignees of the above named vessels. A subsequent reporter says—"Commissary General Hewetson, and others connected with the Commissariat Department have been for some weeks in this city, making all the due preparations for the reception and proper storage of a variety of corn and meal, chiefly maize, an article particularly adapted to meet the distress likely to arise from the potatoe disease, and a large quantity of which is daily expected here.

At a late meeting of the Repeal Association, Mr. Steele took occasion to express great indignation at the introduction, into the American Congress, of resolutions for the annexation of Ireland.

On Thursday week, a farmer, who was digging near Blackwatertown, Armagh, found a bar of pure gold, weighing thirty ounces, avoirdupois, and worth about £115. It was carefully deposited beneath some stones, about eight feet from the surface.

A Dublin correspondent of one of the London journals states, that bacon has fallen 4s. and hams 2s. since Sir Robt. Peel's new tariff arrangements, in anticipation of the reduction of duty on those articles.

In consequence of the great scarcity of good potatoes, the high price of 20s. per bag has been paid in the market within the last fortnight for seed.

It is said that the associated mill-owners of Manchester propose, on Sir Robert Peel's measure becoming a law, to reduce the hours of factory labor from 12 to 11 hours per day.

Thursday last was the anniversary of the natal day of Sir Robert Peel, who has now completed the 58th year of his age.

The trial of Capt. Johnstone, of the ship Tory, of whom we have repeatedly spoken, had ended in his acquittal. The jury found that he was actually guilty of the murder of three of his men, under circumstances of the most revolting cruelty, but acquitted him on the ground of insanity; all his acts being those of a raving mad man. The Times, however, questions the correctness of this verdict.

The weather in England was unusually cold for the season. Severe frosts were experienced on the night of the 8th February.

Some terrible shipwrecks have been experienced on the English coast. Among the vessels lost were the American ship Susannah Cumming, on Mad Wharf; the barque Mary, from Demerara, on West Hoyle; and the barque John Horrocks, from the same place, near Leasowe. The crews of the above-named vessels were saved by the manly exertions of the men in the life-boats. The Susannah Cumming and the Mary were total wrecks, but the John Horrocks still lay aground where she struck, with portions of her cargo floating out, and it was doubtful whether she could be got off.

The bark Bencoolen, Capt. Claributt, of Liverpool, on Saturday night, 7th Feb. during a heavy gale of wind, unfortunately struck on Taylor's bank, near the Formby light-ship. Only eight, out of a crew of twenty-one, were saved by taking to the boat. The remaining thirteen, including the captain, mates, and pilot, were drowned when the vessel went to pieces, which occurred very shortly after she struck. The Bencoolen sailed from Callao on the 13th October last, with a full cargo of cotton, hides, and guano.

The total loss of the ship City of Shiras, in the Mindora Sea, with forty persons drowned, is reported; and also the wreck of the Gustave Edouard, a French Indiaman, 650 tons burthen; and another vessel, name not known, both attended with melancholy results.

The Iron Trade.—The Iron trade of South Staffordshire continues in the same prosperous state which we noticed the week before last, and we understand that efforts are being made in various parts of the district, and more particularly in that section of the coal-field lying near Oldbury, to obtain further supplies of coal and ironstone. For this purpose, several pits, which had long since been considered as worked out, have been re-opened; and with the aid of increased skill and improved machinery, the abandoned mines will, it is expected, yield a fresh supply of their mineral treasures. From the uncertainty which exists as to the measures of Government, with respect to the numerous projected lines of railway, the ironmasters evince great unwillingness to enter into large contracts; otherwise, from the abundance of orders, we should have to quote prices considerably above the rates fixed on at the recent quarterly meetings of the trade. As it is, the existing prices can scarcely be adhered to, and we are enabled to state, on the best authority, that there are parties now in South Staffordshire endeavouring to effect purchases for the continent—Germany in particular—for several lines of railway, amounting in some cases to 30,000, and in others to 40,000 tons. It is, we believe, satisfactorily ascertained by the largest manufacturing firms in the kingdom, that the modifications and changes in the tariff with regard to the importation of produce from America, will cause such a demand for the consumption of Iron in the United States, as to warrant the assumption that double and treble the quantities hitherto exported from this country will take place immediately on the new measure coming into operation. The effect of the increased and increasing demand for Iron is not confined to our own district, for our Liverpool letters inform us that Scotch pigs fetched 80s. per ton, and that other descriptions of manufactured Iron rate proportionately high.—*Birmingham Journal.*

The "Observer" of the 8th, says that the Court of Directors of the East India Company were in possession of accounts from Sir Henry Hardinge, of twelve hours later date than those published in the papers, and that these accounts are favourable.

The Liverpool *Albion* of the 9th, speaks of the "brighter and better hope" which has sprung up of peace being preserved between England and the United States, as the "grand feature of the past week." The Albion repudiates the idea thrown out by some of the London papers, that fear on the part of the Senate caused the rejection of Allen's resolutions, and the following speculations are given as the probable issue—"All the proceedings of the British Parliament are messengers of peace.—The announcement of the Ministerial intentions in the matter of commercial policy from corn to timber; the determination of the English people to have this policy, at least, and, perhaps, something more, carried into effect, as shown in all their movements, and more particularly as demonstrated in the great and glorious triumph of the West Riding,—these things cannot fail to make their due impression upon the shrewd, and clever, and calculating people of the United States, and to bring down war and its advocates to a becoming discount."

The same article speaks as follows of the action already published, of the French Chambers—

"But another voice has been raised beyond the shores of England, which will have a mighty influence in calming the wild spirits of the West. The war party in America clearly hoped to have with them, first the sympathy and then the assistance of France, should they plunge into hostilities with this country. The intelligence of the disappointment of that hope is now bounding across the Atlantic. France responds not to the call. An effort has been made by the leader of the old Bourbonites, M. Berryer, to raise a cry in the Chambers against England, but it failed. The latest treason of the mischief-monger was seen through at once. He had no fellow-feeling with America; he had no particular hatred against England; but he wanted to throw France herself into a state of disturbance and confusion, that the old despots of Europe might once more come down upon Paris, with the Bourbons among their baggage. But M. Berryer was altogether out of his reckoning.—Never, indeed, was such a false move made by a mortal man."

The Albion makes the following comments on the speech of M. Guizot, declaring that as between England and the United States, France would remain neutral—

"We have given this declaration of M. Guizot in full, because it is too important for a single word of it to be lost; and the Minister who made it, deserves the gratitude of the whole civilized world. It must, it cannot fail to, exert a most powerful influence with the war party in the United States. There is no other quarter of the world to which they can look for a chance of help, or a spark of sympathy in their unnatural longings to draw the sword for a senseless object. We trust, then, that their mania will subside, when they hear that France remains cold towards them, while their trade with England is likely soon to be free. Earnest is our desire to see such a result produced, and to have peace rather cemented than disturbed, rather perpetuated than broken, between the mother and daughter countries; and we are anxiously wishful that a corresponding desire will influence the majority of the people of the United States, when they hear of what is passing in the Legislatures of France and England."

France.—The Chamber of Deputies brought the discussion on the Address to the King, to a close on the 7th, by adopting the form proposed by the Ministers, by a majority of 89. An amendment proposed by M. D'Augeville, relative to Madagascar, had been previously agreed to by the Government and adopted by the Chamber. That portion of the address relating to the operations of Algeria, was rather stormily debated, but the Ministry triumphed.

The Moniteur Algereen, of the 30th January, states that Marshall Bugeaud arrived at Air Tukerja on the 24th of that month, after having secured the submission of nearly the whole of the tribes between the Upper Mina and Fenlet el Haad.

In France, the large majority (91) for Ministers, on the adoption of the address to the King had given a heavy blow and great discouragement to the opposition, and the funds, in consequence, closed on the 7th at a considerable advance.

A letter from Algiers states that the experiments made by the Trappists of Staouelie to cultivate the tea plant in Algeria have been fully successful.

Italy continues agitated. Several arrests for a conspiracy against government had been made at Leghorn, and at Ancona a Police Agent had been assassinated. In Florence, also, great dissatisfaction had been manifested against the government.

Letters from Berne, in Switzerland, state that great excitement existed in that canton. Trees of Liberty had been planted in various places, with other manifestations of popular commotion, causing much anxiety to the officers.

A letter from Tahiti, of Sept. 10, in the Paris *National*, states that Admiral Hamelin and Admiral Seymour, having appointed Commissioners to regulate the indemnity due to Mr. Pritchard, it has been decided that the English Minister was entitled to a thousand and odd piastres. Admiral Seymour refused to abide by this decision, and the negotiations were broken off. The question is to be submitted to the Governments of England and France. Admiral Seymour, adds the letter, consented to salute the flag of the Protectorate, but refused to salute that of France.

UNITED STATES CONGRESS.

In the Senate on Tuesday, a communication was received from the Postmaster General concerning the contracts for the transportation of the United States mail between ports of the United States and those of foreign powers, in pursuance of the act of March 3d, 1845. The Postmaster General gives his reasons, at length, for making a contract with Mr. Edward Mills of New York, instead of taking the bids of Mr. Sloo, or Mr. A. D. Mann, or Mr. Junius Smith. He considered Mr. Mills' bid the lowest, and was made perfectly satisfied as to his means and responsibility. He gives his reasons for varying the original proposals.

"I became satisfied," he says, "that by touching at Cowes, on the Isle of Wight, and making Bremen the terminus of the line on the continent, the public interest, as well as the mail service, would be best promoted, and proposed to give Mr. Mills $400,000 for the service for five years."

Mr. Mills accepted this, but reserved the right to go to Havre from Cowes alternately, which will make the line cost $350,000 annually. The contractors have already commenced to build the ships. They will cost $400,000 each. At least one vessel will be ready for service by the first of January next. The Postmaster General asks for an appropriation for the first quarter's service, "that no doubt may remain on the minds of the contractors of the confirmation of the contract."

The line is to consist of four steamers, to run semi-monthly, from New York to Cowes and Bremen.

Another proposition, for the performance of mail service by ocean steamers between Liverpool and New York, was made by E. K. Collins of New York—a gentleman of the highest reputation for judgment and skill, as well as ability to perform the service he proposes. This was submitted after the acceptance of Mr. Mills' offer, but it is submitted to Congress for their acceptance, should it be their pleasure to extend the service farther.

In farther execution of the law the Postmaster General has made a contract with Charles Morgan for the transportation of the mails from New Orleans to Galveston, in steamships, once in every five days, and agreed to give him 75 per cent. of the nett proceeds of the office at Galveston, and of the Galveston distribution to Texas, for four years.

It is submitted to Congress whether a line of steamers shall be contracted for to run to Chagres. And one from Panama, by the Sandwich Islands to the mouth of the Columbia River. Contracts have been offered for this and other service, by Mr. Vandewater.

The speech of Mr. Evans, senator from Maine, on the Oregon question, is looked upon as highly important. He went into an argument to shew that our title to Oregon is not clear; and on the contrary, that Great Britain had always claimed and exercised rights in the country in common with other nations. Her claim was to hunt, trade and fish in the country, and to make settlements in it, for these purposes, in all places where settlements were not made by other nations. This was the claim of Great Britain, and it had never been fairly met, on our side. The treaty of Nootka Sound conferred upon Great Britain no rights or privileges. She claimed none from it. Her rights existed before, and the treaty was only an acknowledgement of them.

Mr. E. did not intimate how he should vote on the questions before the House, but remarked that he should vote for no proposition that declared our title to the whole of Oregon clear and unquestionable, or which refused to compromise on the line of 49. The Oregon country he intimated, should be an independent nation, and the people be protected by an independent government.

In the Senate, March 12th, a resolution was introduced to appoint a committee to investigate the charges of the Washington Times, (the Cass and Allen paper) that Senators had been corrupted by, and were in collision with, Mr. Pakenham, the British Minister, for the surrender of a part of Oregon. An animated debate sprang up, and pungent remarks were made. The resolution passed without dissent.

The Senate and the British Minister.—Our Congress Report gives the proceedings in the Senate and the appointment of a committee to investigate the charges made by an obscure newspaper at Washington against a portion of that body. Most of the Senators were probably averse to taking any action upon the subject, stupidly and glaringly false as the charges were esteemed to be by every person who possessed a grain of intelligence, but the resolution having been offered, it was assented to. Washington letters of Friday state that the Committee had been organised, that several citations had been issued, and one of them had been served upon one of the proprietors of the Washington Times.—*Boston Courier, March* 16.

Dreadful Effects of the Storm.—The Norfolk Courier says:—We learn that a very respectable resident of the vicinity of Nott's Island, (Carrituck country,) N C., arrived in our city this morning, who states that the effects of the late storm were most awfully experienced on that part of the coast. He says that 50 families were drowned on Nott's Island, and 1 000 head of cattle destroyed. The wild fowl suffered most severely—wild geese might be taken in almost any quantity—some killed, others so much crippled as to be easily seized, being unable to escape.

Boot-making—quick work.—The Dover (N. H.) Gazette says:—"Mr. Charles Mulloy, a journeyman boot and shoemaker, in the employ of Mr. D. M. Clark, South Berwick, made throughout (after they were cut) twenty-four pairs of thick boots in one week; the work being done in a substantial manner, and to the entire satisfaction of his employer. This is considered to be the work of four ordinary journeymen."

A correspondent at Clintonville, calls our attention to the above, and says:—"Mr. Martin Clark, a journeyman boot and shoemaker, in the employ of L. W. Paige, of this place, made throughout, (after they were cut) *twenty-five* pairs of thick boots in one week, in a good and workmanlike manner, to the entire satisfaction of his employer, and he calls upon his friend, the "down Easter," to go it again, while he pledges himself to do the work of five men in one week, if making twenty-four pairs is the work of four men.

Arrival of three Slavers.—The ship Panther, of Providence, passed Midshipman H. S. Newcomb commanding, prize to the United States ship Yorktown, Captain Bell, seventy-seven days from Kabenda, Africa, bound to Providence, R. I., put into Charleston on the 10th inst. on account of stress of weather, want of provisions, and sickness on board. The Panther is suspected of being concerned in the slave trade, and has been sent to the United States for trial. She was first seized by Her Britannic Majesty's brig Cygnet, but released in a few days. Capt. J. M. Clapp, former master of the Panther, and Midshipman H. G. D. Brown, came home in her.

The schooner Robert Wilson, of Baltimore, Lieutenant Chipman commanding as prize master, also arrived at Charleston the 11th, in 38 days from Praya, prize to the U. S. ship Jamestown. She was supposed to be engaged in the slave trade, and has been sent to the United States for trial. The Robert Wilson was formerly under the command of Capt. Plister, who came home in her with the following persons sent home as prisoners—J. M. Rush, J. Hamilton, J. P. Morris, and A. J. Shute—these last were taken by Her Britannic Majesty's frigate Penelope, from steamer Cacique, engaged in slaving.

The bark Pons, formerly of Philadelphia, but sold some time since at Rio Janeiro, arrived at Philadelphia navy yard on Friday, under charge of Lieut. Richard C. Cogdell, and a crew of ten men, a prize to the United States sloop of war Yorktown. Lieut. Cogdell has four of the Portuguese crew on board as witnesses.

Thomas L. Shaw, mate of schooner Patuxent, captured on the Coast of Africa, by the Yorktown, in September, was arrested at New-York on Thursday, and committed on a charge of being concerned in the slave trade. Capt. Davis, commander of the schooner, is now held to bail in the sum of $5000, upon the same charge.

When the Pons was first seen, she raised American colours, supposing the Yorktown was a British cruiser; but discovering her mistake, immediately hoisted the Portuguese flag. On boarding her, and demanding her papers of the Portuguese captain, he replied, "I have thrown them overboard." On being asked what was his cargo, he said, "about nine hundred slaves." On further examination it was found that she had shipped nine hundred and thirteen, between the ages of eight and thirty, only forty-seven of them females, and left at the factory four or five hundred more, which they had intended to have taken in the same vessel, but were prevented by the proximity of a British cruiser, from which they narrowly escaped. The Pons was put under the charge of Lieut. Cogdell, and was 14 days in getting up to Monrovia, during which time about one hundred and fifty of the poor wretches died,—some of them jumped overboard in a fit of desperation,—and on her arrival at Monrovia, several of the slaves were in a dying state, and many were so emaciated, that their skin literally cleaved to their bones, and the stench of the crowded hold was almost suffocating.

The re-captured slaves were landed at Monrovia, and measures were adopted for taking care of them, by the United States Agent for liberated Africans—three hundred of them by the Methodist Mission establishment there, who have issued a Circular, appealing to the Christian public for aid.

A letter from one of the Methodist Missionaries gives a horrid account of the sufferings of the slaves, and says it is utterly impossible for language to convey an appropriate idea of the horrors of their situation—the living and the dying were huddled together with less care than is bestowed upon the brute creation—the thermometer at 100 to 120 in the hold. Most of the slaves were in a state of nudity, and many had worn their skin through, producing putrid ulcers, which fed swarms of flies.

Later from Mexico.—We have been permitted to make the following extract from a letter lately received from Vera Cruz, under date of February 28th:

"Although the recent revolution has given much dissatisfaction to a majority of the Departmental Governments, the country remains quiet. It does not appear that General Arista has as yet declared against the authority of Paredes, though it is highly probable he will do so."

A rumor has reached here, which appears to have some foundation, that Sonora, Sinaloa and California have pronounced against the government.

Mr. Slidell is still at Xalapa. Our citizens and commerce remain unmolested.

There are at present before this place, French, English and Spanish vessels of war.—*Union.*

A New Messenger to Mexico.—Lieut. David Porter was despatched to Mexico by our government, on Wednesday, and is to proceed to Mazatlan, where he will communicate with our squadron, for which it is said he takes out a quantity of percussion caps—those they took with them being useless.—*Newark Advertiser.*

The Washington Union copies an article from the London Times, proposing to place a European prince on the throne of Mexico, and comments upon it at some length. It says that if England has any such intention, "we must prepare our selves to resist England in Mexico." It closes its article thus:—

The United States have their path of duty plainly marked out. They cannot, without opposition suffer any standard designated by royalty to be reared in the city of Montezumas. As they were the first to recognize the independence of Mexico as a Republic, they could scarcely consent, while there is a shot in the locker, to the erection of a monarchy upon its ruins—even though every crowned head in Europe should marshal their forces to aid in its consummation.

If a battle has to be fought between monarchy and liberty—if Mexico is to be enslaved in order that the United States may be shorn of their influence and strength—it is well for all concerned to know, that American citizens can never shrink from the contest, or calculate the chances against themselves. They will march as resolutely to meet the enemy of free institutions, however fearful the odds, as one who feels himself "thrice armed," because his quarrel is just.

From Central America.—By way of Honduras, intelligence to the 6th of February has been received. It seems that Chilon, at the head of about 2000 men, who had risen in a Province of Nicaragua, and only twelve leagues from Leon, were marching on that city, when they were met by the force of the city, about 800 strong. A battle ensued, in which Chilon's army was entirely routed. A treaty was subsequently signed, by which each Province was to recall its own troops within its own boundaries. It was ratified and celebrated with great rejoicing.

From Yucatan.—In the New-Orleans La Patria of 5th inst. we find the latest news from Yucatan, received by that paper from sources which may be relied on. It states that propositions had been received in Yucatan from the Mexican Government to acknowledge and enforce the treaties between Yucatan and Mexico, and grant the former all their privileges in case that the Yucatecos should obey and recognise the government of Paredes. The Legislative Assembly was about to meet at Merida on the 17th, in order to consult and resolve upon what should be done in such case, and whether or not they would accept the offers from the Mexican government.

Tahita and Queen Pomare.—From the Sandwich Island Friend of Nov. 8, we take the subjoined paragraphs respecting the unfortunate Queen Pomare and her country:—

Two hundred and fifty French troops, which had arrived at the Society Islands, destined for the Marquesas, had been detained at Tahita. The natives continued quiet in their encampments, awaiting the expected arrival of Pomare among them. It is thought she will at last submit to her hard necessity, and come to terms with the French.

Carriage of Queen Pomare.—By reference to our advertising columns, it will be seen that Rhodes & Co. offer for sale the carriage of this truly unfortunate though meritorious woman. It was a present from her sister Queen, Victoria of England, and is now offered for sale, in order to supply the royal dame with the means of existence. She is said to be in very straitened circumstances, being entirely without revenues, or other means than the charity of her friends affords. It is to be hoped that some generous friend will come forward and pay a fair price for this relic of a distressed yet heroic queen, whose fame and sufferings have made her forever known to the American and European public.

Commercial.—At New Orleans on the 4th inst. Freights had advanced to a half-penny per pound for cotton to Liverpool, at which rate several British vessels (among them the *Themis*) had commenced loading, with the prospect of a further advance.

In the Flour Market, in New York, during the week ending the 14th instant, there was a fair demand for home use, and holders generally demanding an advance of 6¼ cents per barrel; some four or five thousand barrels Genesee and Michigan sold to the trade at $5,50; 1000 barrels, for Havre, at the same price; and 5000 barrels to arrive in May at $5.15¾ to $5.25. The stock is estimated at about 90 000 barrels. Wheat was in good demand for export and milling—a sale of 10,000 bushels Genesee is reported, the highest rate being $1,18.

In Philadelphia, the Flour market closed firm on the 13th inst. Wheat Flour, for export, at $4.75 to $4,87½; Rye Flour, $3.50, and Corn Meal, $3.

Commercial Exchange, St. John.

SATURDAY, March 21.

Information having been received by the way of Digby that the English Mail arrived at Halifax on Tuesday, all business has been suspended, waiting its arrival here, which, in consequence of the present mail arrangement, cannot be before Tuesday next.

If the Home Government was aware how much annoyance and positive loss the mercantile community sustained by this grievance, they surely would not allow the Post Office Department thus to trifle with the feelings of helpless Provincials.

☞ The Mail for England, to meet the sailing of the Steamer *Hibernia*, from Halifax, on the 3d of April, will be closed at the Post Office in this City on Saturday next, the 28th March, at three o'clock in the afternoon.

MARRIED.

On the 19th instant, by the Rev. Robert Irvine, Mr. Thomas Nelson, of the Parish of Portland, to Isabella, eldest daughter of Mr. John Rabb, of the Parish of Petersville, Q. C.

DIED.

On Sunday morning, Edward A. Smith, Esq., Surgeon, in the 34th year of his age.

At Indian Town, on Saturday evening last, after a short but severe illness, Mr. William Lingley, in the 29th year of his age, leaving a disconsolate wife and one child to mourn their loss.

Last evening, after a short illness, in the 32d year of his age, Mr. James M. Campbell. Funeral from his late residence in Prince William Street, to-morrow (Sunday) afternoon, at 4 o'clock, when friends and acquaintances of the family are requested to attend.

At St. Andrews, on the 11th inst., after a short illness, Mr. Richard Wilson, aged 63 years, a native of Leeds, Yorkshire, England—and for many years a resident of that town.

At Clements, (N. S.) on the 3d instant, Elizabeth, wife of Mr. D. I. Ditmars, in the 71st year of her age, much respected.

On Saturday morning, the 7th instant, at Bridgetown, Mary, wife of Richard James, Esquire, after a long period of ill health.

At Antigonish, on the 26th ult., Mr. Wm. Cash, aged 106, a native of Kilkenny, Ireland. The deceased has been a resident of Nova-Scotia for the last twenty-five years, having passed from forty to forty-five years in Newfoundland. The year of the Irish rebellion found him in vigorous manhood at the age of half a century, his mind was rife with the anecdotes of his country of a bye-gone time, until within the last few years, when the venerable centenarian, stricken with years, sunk down under a gradual disruption of nature's ties.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED.

Saturday—Brigantine Topaz, Spates, Philadelphia, 9 days—Geo. Thomas, flour, &c.

Sunday—Schooner Lavinia Clark, Nice, Boston, 2—Master, assorted cargo.

Thursday—Schr. Catherine, Hilton, Matanzas, 18—Jardine & Co. molasses.—Brig Union, Morrell, sailed for this port two days previous, to the C.; left brig Bluenose, ready to sail next day for this port.

COASTWISE.

Monday—Thomas, Smith, St. Martins, ballast.
William, Ingalls, Grand Manan, wrecked materials.
Tuesday—Scotia, Belyea, St. Martins, deals.
Wednesday—Saxe Gotha, (s) Chisholm, Annapolis and Digby, passengers, &c.
Richmond, Kyffin, Black River, deals.
Grace, Thomson, Dipper Harbour, ballast.
Thursday—Defiance, Wane, Irish Town, wood.
Favorite, Helms, St. Andrews, cordage.
Inimitable, Kay, Deer Island, fish.
Lark, Rooney, Beaver Harbour, fresh fish.
Friday—Vineyard, Martin, Salmon River, deals.

ENTERED FOR LOADING.

March 14—Orbit, Larkin, Cork.
17—James White, Kinney, London.
Enterprise, Boltenhouse, Dundalk.
18—Jane Hammond, Gillies, Liverpool.

CLEARED.

March 14th—Schooner Brothers, Fields, Boston, salt—J. & T. Robinson.
17th—Schooner Charlotte, Henneberry, Halifax, fish and laths—G. & J. Salter.
18th—Schooner Dolphin, Holder, New York, scantling—W. O. Theal; Schooner Herald, Merrill, Eastport, ballast—Master.
19th—Ship British Queen, Healy, Newry, deals, laths, &c.—Wm. Carvill; Sir Henry Pottinger, Campbell, Bristol, timber and deals—R. Rankin & Co.; Brig Lady Napier, Stowe, Westport, (Ireland,) deals—James Barber; Brigantine Topaz, Spates, Eastport, pickled herrings—Geo. Thomas.

Whalers.—Ship Peruvian, Jackson, of this port, touched at St. Jago, (Cape de Verds,) on the 24th Nov.—clean; the Java, of this port, sailed from Honolulu, Oct. 27th, on a cruise—oil not stated.

Barque Duke of Wellington, Killeway, of this port, which got got ashore in leaving Boston harbour some weeks since, having been repaired, sailed from that port on the 9th inst. for London.

Arrived at Savannah, 5th March, barque Helen, Risk, Liverpool.—At Mobile, 3d, Harmony, Jamieson, Liverpool.

Cleared at Mobile, 3d March, ship Samuel, Leighton, Liverpool.

Arrived at Port Glasgow, 4th Feb. barque Prince of Wales, Brown, St. John.—At Liverpool, 7th, Oromocto, Cronk, Savannah.

The mate and four men of the British brig Haidee arrived at Tarpaulin Cove on the 6th instant, in the schooner Three Sisters, of Ellsworth, Me., having been taken from the wreck of the brig, which was capsized in a gale. The master of the brig (Capt. Chapman), second mate, and nine men, were washed overboard and lost.

Ship Wellington, at New-York, from London, spoke, Feb. 21st, lat. 41 38, long. 49 19, brig Demerest, 58 days from Liverpool to St. John, short of bread.

Ship Zurich, at New-York, fell in with, Feb. 26th, lat. 42 5, long. 60 9, British brig Margaret, of Yarmouth, 90 days from Liverpool, and supplied her with provisions, having only two biscuits on board.

Schr. Four Brothers, Power, from Yarmouth, arrived at Antigua, 5th ult.; fell in with American barque Arab, from Boston, bound for Cork, waterlogged; took off the crew and landed them at Antigua. The Arab had a cargo of 25,000 bushels of Indian corn.

Melancholy.—The Bremen bark Heinrich, arrived at New York from Bremen, encountered a gale in latitude 35 45, longitude 72 48, during which she shipped a sea that completely swept the deck, carrying away the deck cabin, the boats and bulwarks—and, sad to relate, the captain and the whole watch on deck were washed overboard.—The mate and three of the men succeeded in regaining the vessel. The captain and two others were drowned.

Seven Men Perished at Sea!—Arrived on Tuesday last, H. M. Ship Endymion, 46, guns, Capt. Lambert, from England. The E. was struck by a sudden squall on Saturday last, by which the foretopsail yard was carried away, and melancholy to add seven men who were on it were dashed into the sea and found a watery grave. The rapid rate at which the vessel was going at the time, made it impossible to rescue the unfortunate men.—*Bermudian.*

PUBLIC MEETING.

IN consequence of the detention of the Mails from England at Halifax on their way to this City and Province, great inconvenience, annoyance and loss arise to the people of this Province, and particularly to the mercantile community of this City,—

And whereas repeated Petitions and Remonstrances have been made to Her Majesty's Government, to the Post Office Department, and to our Provincial Legislature, for a removal of this hardship, but without remedy;—

Now we, the subscribers, do request that you will call a Public Meeting of the inhabitants of this City, to take into consideration this great evil, to the end that it may be immediately removed.

To His Worship the Mayor of the City of Saint John.

Robert W. Crookshank, J. P.	
John Wishart, J. P.	F. A. Wiggins,
Benj. L. Peters, J. P.	Thomas Wallace,
John Kerr, J. P.	N. S. Demill,
J. Duncan,	J. Reed,
Robt. D. Wilmot,	A. S. Perkins,
Benj. Smith,	J. DeWolfe Spurr,
Edward L. Jarvis,	John V. Thurgar,
Chas. C. Stewart,	J. Woodward,
Thos. Vaughan,	J. R. Crane,
R. Jardine,	James Robertson,
I. L. Bedell,	A. Jack,
John Ward, Jr.	J. Boyd,
Henry Chubb,	C. McLauchlan,
W. J. Ritchie,	T. L. Nicholson.

In consequence of, and in compliance with the request contained in, the above document, I will that there be a Public Meeting of the Inhabitants of the City held in the Court House, at 12 of the clock, on Monday, the 23d March, 1846.

L. DONALDSON, Mayor.

PEW RENTS.

THOSE persons who have omitted to pay the Rent due on their Pews, in Trinity and Saint John's Churches, are requested to pay the same at the Vestry of Trinity Church, on Monday next, between 11 and 3 o'clock.

St. John, March 21, 1846.

A GRAND SECULAR CONCERT OF Vocal and Instrumental Music,

WILL be given at the HALL of the MECHANICS' INSTITUTE, on FRIDAY evening, 27th inst.

Under the direction of the Institute.

☞ TICKETS 2s. 6d. each; to admit a Gentleman and Lady,—may be had at the Book stores of Messrs. Avery and McMillan, at Peters & Tilley's and J. G. Sharp's. *March* 21.

BAZAAR!

THE public are respectfully informed that a JUVENILE BAZAAR will be held at the Madras School Room on Easter Monday, April 13th, *for the Benefit of the Ladies' Benevolent Society.* Doors open at 11 o'clock.—Admission 3½d. March 21.

(The city papers will confer a favor by copying.)

☞ NOTICE. ☜

ARCHIBALD MARSHALL, of the Parish of Burntisland in Scotland, left his home about three years ago as Carpenter in the Ship Phœnix, belonging to Scarborough, which was lost near the banks of Newfoundland, and he has not since been heard of. Any person, who is possessed of information regarding him, or the said Archibald Marshall himself, if he be now in this City, is earnestly requested to communicate with the Rev. Mr. Halket as speedily as possible.

St. John, March 21.

MESS PORK:—150 Barrels MESS PORK, N. Y. inspection, in bond, for sale by ADAMS & KETCHUM.

March 21.