COMMUNICATIONS.

Mr. Editor,—Many loud complaints and long and queer stories we have heard respecting the extravagant expenditure and mismanagement of our Public Revenues, during the last twenty-five years. Our Legislators have been called reckless, extravagant, and avaricious men, and the whole want of prosperity in every department throughout the Province has been attributed to bad legislation and mismanagement of the public monies. The Corporate Body of Saint John have also been accused of reckless expenditures, and gross mismanagement of the City Revenues, and the whole blame of the City debt has been, and still is attributed to their imprudencies.

The Revenues of Saint John County have likewise suffered, and are still suffering through mismanagement, and have caused lawsuits and differences that may never be satisfactorily settled.

Indeed, Mr. Editor, from all the information we have, it would appear that a great proportion of all the public monies that have been granted since the Province was first named, have been badly managed, and have produced but little good in proportion to the large amounts expended; and, if I hold a right view of these things, it is not those who have had the management of public monies that are culpable, only—but the business and influential part of the people, and the public journalists throughout the Province, are also much to blame, for sitting so long with cool indifference, and tamely submitting to such abuse, to the injury of their own individual interest and the injury of the public at large: for it is well known that it is public opinion alone, through the medium of the Press, that can correct public abuse and reform a country; and had the Press of New-Brunswick been as watchful and independent as they should have been, the Province this day would have been half a century in advance of what it really is.

But, Mr. Editor, my object in troubling you and your readers, in the present instance, is to make known a more aggravated grievance than any I have mentioned, and one that has long been practised on parties who had little or no means of redress. I mean the cruel and shameful mismanagement of the Emigrant Funds, for the last fifteen years. At a quarterly meeting of the Saint Patrick's Society of Saint John, Dec. 5th, 1831, it was unanimously agreed to petition the Legislature next session to pass a Bill which would impose a Tax of from three to ten shillings on each passenger coming into the Province, in future—which tax was intended to be used in full, for the relief of diseased and destitute passengers, the same year they landed in the Province, and likewise with the view of keeping these destitute passengers from becoming burthensome to the public. In answer to the petition mentioned, a Bill passed the Legislature in 1832, a clause of which reads as follows, viz.: "And be it further enacted, That the Treasurer of the Province and the Deputy Treasurers respectively, shall keep a separate account of all monies received under and by virtue of this Act, which sums so received shall be applied from time to time by grants of the Legislature towards relieving destitute and diseased passengers and emigrants, and in assisting them to reach their places of destination within the Province, and paid by warrant of His Excellency the Lieutenant Governor and Commander-in-Chief for the time being." Since the Emigrant Bill passed, up to the present time, about 58,000 Passengers have arrived in the Province, and have paid into the Emigrant Fund, by way of Tax, not less than £16,000. Now, with a view to ascertain how this Emigrant Fund should stand at the present time, we will take the last three years for an example or a rule to work by,—during which three years I find 7882 passengers arrived in the Province, and paid into the emigrant fund through the tax imposed on them, £2112 5s. 10d. and during the same three years the whole amount expended in the City and County of Saint John for the relief of emigrants did not fully amount to £350, and in the other parts of the Province, did not (with the same prudent management as in Saint John) exceed £250, which would make the whole expenditure for the relief of passengers throughout the Province, during the three years mentioned, not more than £600, and which, deducted from the sum paid into the fund, would leave a balance for the three years in favour of the fund, amounting to £1512 5s. 10d.—and it is acknowledged by all who are acquainted with the manner in which passengers on their arrival here have always been provided for, that at no time since the Emigrant Bill passed into a Law, were emigrants better provided and done for, than during the three years taken as an example. And counting the expenditure on passengers since the Bill first passed into a Law to have been in the same proportion as during the three years taken as an example, there should be this day a balance in favour of the emigrant fund of not less than £11,450. But, Mr. Editor, in place of a balance being in favour of the emigrant fund, (as in all honesty there should be, from the poor way emigrants have always been treated,) we are told that the emigrant fund last winter was some £2600 in debt. This is certainly a lamentable state of things—that British subjects, in the first place, should be taxed for landing or emigrating into a British Province; and that the fund originating from such taxation should not have been applied to the comfort of the Emigrants, as was intended, but should be shamefully misspent and put in debt.

Now the way this evil (or, rather, robbery of the emigrant,) originated, and must continue till the law is amended, is just because the emigrant fund cannot be applied by the Governor and Council to the comfort and relief of the passengers the year they arrive in the Province, and the year they most require assistance or help. The clause already quoted from the Emigrant Law will illustrate this, where you will observe it says, "which sums," speaking of the emigrant funds, "so received shall be applied from time to time by grants of the Legislature, towards relieving destitute and diseased passengers," &c. Now it is well known the Legislature does not sit for several months after the passengers arrive in the Province, and of course the money cannot be granted according to the present law, when the emigrants land and most require help. This is where all the evils attending the emigrant fund originated; as in the first place there were no funds on hand when the emigrants arrived, and at whatever place they became destitute, they had to be supplied from the Parish, or some one in the Parish, at outrageous charges—and this is the way the fund became in debt. By looking over some of the old emigrant accounts, you will see some of these modest charges and accounts sent into the Legislature from certain Parishes, illustrative of this truth. But, in the second place, the greatest evil of all that was occasioned from the funds not being on hand to help the emigrants the year they landed here, was, that it in fact not only allowed of impositions being practised on the emigrant fund, but caused the emigrants almost to be neglected—as it is well known few of the Parishes had funds in hand to relieve emigrants in sickness, and far less had they ready money to assist destitute passengers in getting to their several places of destination; and from want of such assistance emigrants in many cases suffered cruelly. Many females with helpless families, and many aged and helpless persons, and even many young persons, from different causes were necessitated to go to the Poor House for months, and some to beg from door to door; and through anxiety and suffering, some of those were brought to beds of sickness and to their graves, before they could get relief from their friends;—when, in all probability, had a dollar or two from the mismanaged emigrant fund been put into the hands of each of the sufferers alluded to, when they first arrived, by some kind person who would have directed them in a proper manner to their several places of destinaton, all the sufferings alluded to—even death itself—might have been averted, and the parties brought in safety to their several places of destination.

From the foregoing remarks, every honest man must see the open imposition long practised on the poor emigrant and stranger, and must feel a desire of having the evils complained of immediately redressed—for it never could have been contemplated by the Home Government, that a fund raised from a tax *imposed* on British subjects coming to New-Brunswick would have been applied in any way but for the relief of those who paid the tax. But hoping to have an opportunity soon of making some further remarks on this subject, I remain your's, respectfully,

AN EMIGRANT.

Mr Editor,—Before leaving your City, permit me through the columns of your valuable paper, to recommend to the attention of the public the Commercial Hotel.—*Wetmore* is the very prince of Hosts—gentlemanly, courteous and kind—his only anxiety seems to be to supply every want—the every wish of his patrons. His establishment is fitted up in a very superior style, and a number of new rooms have just been added to the former commodious apartments. His tables daily groan beneath the weight of the choicest viands of the season;—and I should be doing an injustice, were I not to say, that during a tour of several months, I have nowhere experienced treatment more kind—nor have I visited a like establishment, where a stranger could feel himself so perfectly comfortable, and so perfectly at home.

To those who wish a cleanly house, a good dinner, or a good bed, (which, by the bye, is a great luxury,) I most certainly would recommend them to the "Commercial Hotel." I remain, sir, your's very truly,

A TRAVELLER.

St. John, N. B., July, 1846.

We find the following paragraph in the Halifax Journal of Monday last:—

Naval.—The Albion, 90, was suddenly ordered to leave Cork with *secret* instructions, early this week; she was victualled for five months *during the night*, by the boats of the squadron, and towed to sea by the Rattler steamer, at *day light*. Report says she goes to the Gulf of Mexico, to which quarter most probably the Canopus, 84 is also gone; she sailed on Tuesday, on very short notice, with *secret orders*; other ships are fitting with all expedition for sea, probably the same destination.—*Cor. Portsmouth, June 16.*

Liverpool Markets, June 18.—Several parcels of States Flour have changed hands—NewOrleans, Virginia and Philadelphia at 21s. to 21s. 6d., and Western 23s. to 23s. 6d. per barrel. Iron remains without change during the last fortnight—common bar, £8 10s. to £8 15s.; Sheet, £11 10s. to £12; Scotch Pig, £4 to £4 2s. 6d.

The Courier.

SATURDAY, JULY 11, 1846.

His Excellency the Lieutenant Governor, Lady Colebrooke and family, and Mr. and Mrs. Alfred Reade, arrived in this City from Fredericton last evening, by the Steamer New Brunswick, and immediately embarked in H. M. Steamer Columbia, which vessel sailed for Saint Andrews about ten o'clock last night. We understand that it is His Excellency's intention to remain a short time at St. Andrews, for the benefit of Lady Colebrooke's health, which of late has been much impaired;—and that, later in the season, it is His Excellency's intention to visit the Northern coast of this Province, for which purpose the Steamer Columbia has been placed at his disposal.

Halifax and Quebec Railway.—We congratulate the people of this Province on the fact, that Her Majesty's Government have taken measures for an immediate survey of this highly important line of Railway. The first party of Surveyors, consisting of Capt. Pipon, and Lieut. Henderson of the Royal Engineers, and a detachment of Sappers and Miners, arrived in Halifax last week, by the Steamer from England, and will forthwith proceed to business, the Commissariat department having received orders to advance the necessary expenses.

In answer to an application made by a gentleman in London to the Colonial Office, respecting the Railway, Lord Lyttleton, the Under Secretary for the Colonies, replied as follows:—

"In answer to the enquiries contained in your letter, I am directed to state, that Her Majesty's Government have determined on undertaking a survey of the proposed Lines of Trunk Railway communication in British North America, with a view of ascertaining which is the best line to be adopt ed, with reference to Imperial and Military, as well as Provincial and Commercial interests, and that instructions have been framed with this object, for the guidance of the Officers, appointed to execute the duty in question."

We understand, that instructions with respect to the Survey through this Province, will probably be received by the next Mail from England.

The Fire in Newfoundland.—We are glad to find that in accordance with a circular from the Lieutenant Governor, meetings are being held in the different Counties in this Province to devise means for the relief of the sufferers by the late extensive conflagration in St. John's. We would remind our citizens that the meeting in this city is to take place on Monday next, which, we trust, will be numerously attended.

New Potatoes.—We were this morning presented by Mr. Bradley, mail-carrier, with a sample of new Potatoes, raised in the open field by Mr. Kerr, of Gary, on the Nerepis Road. They are the first we have seen this season, and are well grown.

Globe Assurance Company.—At the annual meeting of the Stockholders of this Company, on Monday last, the Hon. John Robertson, and Messrs. John Duncan, C. C. Stewart, George L. Lovett, Thomas Vaughan, Edward Hippisley, and J. H. Hartt, Esq. were chosen Directors for the ensuing year.

At a meeting of the Directors on Tuesday, John Duncan, Esq. was re-elected President of the Board.

Scotch Church.—We regret to learn that the Rev. Andrew Halket, the exemplary and talented Pastor of St. Andrew's Church in this City, has been compelled by ill heath to resign his charge, and intends returning to Scotland in the autumn.

Another Conviction under the Passengers' Act.—On Thursday last, before B. L. Peters and John Kerr, Esquires, Captain Richard Power, of the Brig "Racer," of Waterford, late from Dingle, was fined five pounds (sterling) and costs, upon the complaint of the Government Emigration Agent, for having a greater number of passengers on board than is permitted by the Act of Parliament. The fine was mitigated, in consequence of its appearing that the Officers of H. M. Customs at Tralee had cleared the vessel out with the excess of passengers, and that the Captain had done every thing in his power for the safety and comfort of the passengers, after the fever broke out among them.

Ship "Fag-an-Bealac!" (Clear-the-way!)—We are requested to state, that Captain James Broughall, of this ship, has received a letter of thanks from the Secretary's Office, by direction of His Excellency the Lieutenant Governor, for his care and extraordinary attention to his passengers, on the voyage from Dublin. It is stated, that Capt. Broughall used great exertions to enforce cleanliness among his passengers, and to ventilate the ship; and that twice in each week, the vessel was fumigated between decks, with hot vinegar and chloride of lime, alternately. The passengers by the "Fag-an-Bealac!", as might be expected, arrived in high health, and cleanly condition.

Accident.—On Monday, a horse became frightened, and, with a dray at his heels, dashed furiously through Water street, Dock street, and down towards Adams' Slip, where he drove a child over the wharf, and it was drowned; he also ran over a very pretty little girl in Dock street, and killed her, ripping open her abdomen, and mangling her frightfully.—*Herald.*

An Inquest was held on the 7th instant before Dr. W. Bayard, Coroner, on view of the body of John Looney. Verdict:—"Accidentally drowned from a boat while passing through the Falls."

Murder!—A Coroner's Inquest was held in the Parish of Greenwich, King's County, on the 7th inst. before Isaac Haviland, Esquire, Coroner, on view of the body of John McKeel. Verdict of the Jury—Wilful Murder on the part of Robert Weldon and William Weldon as aiding and assisting.

The accused have been arrested and fully committed to Kingston Gaol for trial.

Mr. McKeel was an elderly man of considerable property, and much respected by his friends. His funeral took place on Thursday last, at the Parish Church, and was very numerously attended. We understand that his untimely death is attributed to a wound inflicted a few days previously by the party accused as principal, in an affray arising out of bad feeling between the parties, who were neighbours, respecting the right of fishing—Mr. McKeel having, it is stated, given information of an infraction of the law by the Weldons. The wound was not considered dangerous at first, as Mr. McKeel visited the City after receiving it, and at times attended to his ordinary business.

☞ The President and other Officers of the Samaritan Society of Saint John beg leave to acknowledge the receipt of the very handsome sum of Ten Pounds from His Excellency the Lieutenant Governor, as a donation to the funds of the Institution. They have also the satisfaction of acknowledging the receipt of liberal donations from the Lord Bishop of the Diocese, and the Right Rev. Bishop Dollard, as well as from other charitable Gentlemen of various persuasions, which will appear in detail in their next Annual Report.

Wesleyan Centenary Chapel.—A very interesting Meeting of the Wesleyans of this City and its vicinity was held in the above place of Divine worship on Tuesday evening last, to unite in a common effort to reduce the heavy debt which has long been pending against that institution. To encourage this attempt, the Parent Society in England have generously given Five Hundred Pounds sterling; this announcement was received very thankfully, as a strong additional expression of the sympathy and interest felt by the Wesleyans "at home" for this prosperous branch of their Church. A spirit of exemplary liberality was shown by the friends assembled on this interesting occasion, amply proved by the very large sum of £1200 being subscribed at this Meeting, an amount which we understand is still being added to, through the exertions of the Ministers and lay friends who have this good work much at heart. From present appearances, in a few weeks from this time, at least two thousand pounds will be taken off the liabilities of this institution, leaving this noble and beautiful edifice in a position to be at once an ornament to the City and a valuable sanctuary to hundreds of its inhabitants, where the ordinances of religion peculiar to this class of professing Christians may be conducted free from all painful feelings, arising from financial embarrassment. We are authorised to say, that from the opening of the Chapel 400 comfortable sittings have been reserved free, and well occupied, frequently crowded to excess. Subscriptions will be received to assist in completing this movement by any of the Ministers and Trustees, and by Mr. P. Lesueur, Bank of British North America.—*New Bruns.*

Indian Bazaar.—For the last two days the Bazaar, got up for the laudable purpose of encouraging industrious habits among the scattered tribes of the ancient possessors of our soil, has been the centre of attraction. The Ladies in particular, who are ever foremost in any good or philanthropic work, gave the undertaking their warm support, and during the sale the room was graced with the beauty and fashion of our City. There were also collected together a number of the "dark-ey'd maidens" of the forest, whose looks and gestures spoke more than words the pleasure they felt in this effort for the social improvement of their race, which has almost been swept from the earth by the mighty tide of European civilization, which has been pressing upon them.

Among the articles offered for sale, were many ingenious and unique specimens of Indian workmanship, which came from different parts of the Province and even from Nova Scotia.

Yesterday afternoon, the Bazaar was closed with an auction, at which most of the remaining articles were disposed of.

The Ball on Tuesday evening, for the same object, came off with great eclat—a large number of ladies and gentlemen being present on the occasion.

The greatest credit is due to the Committee of Managers for the highly creditable manner in which the whole proceedings have been conducted.—*New Bruns. of Thursday.*

The second concert of the Philharmonic Society took place on Wednesday evening, under the direction of James W. Boyd, Esq., the President, who conducted and led. The hall was crowded to excess by an highly respectable auditory, among whom were the officers of the garrison, and a number of strangers, and the first of rank, beauty and fashion in the city. Upwards of an hundred ladies and gentlemen, too late to procure seats, were obliged to return to their homes.—The selection of music was calculated to attract every variety of taste, and the audience seemed pleased with the treat provided for them. Mr. Ricks, Band Master of H. M. 33d Regiment, who came from Head Quarters the second time, by special invitation from the Society, was hailed by the audience with unequivocal symptoms of delight. His beautiful Flute solos, from Nicholson and Druet, manifested an exquisite tone and great brilliancy and neatness of execution, with accuracy and precision of time. He is deserving the respect of every musician for his acquirements, and every gentleman for his deportment, and the Society is entitled to the thanks of every lover of good music for having introduced him.

Mrs. Underwood sang and Mr. Stevin performed his accompaniments to the Songs and Flute Solos, in their usual well known style. These charming intellectual treats are rapidly extending in popularity, and we sincerely hope that ere long the Philharmonic Society will be able to exhibit in public their full strength—only one half being present on Wednesday. Their private weekly practice, when all are together, which we have attended, and to which every member is priviliged occasionally to invite a friend, is excellent.—*Chronicle.*

Six-oared Boat Race.—The race between the Carleton Club-boat *Pert*, and the St. John Club-boat *Undaunted*, will come off in our harbour on Thursday the 23d inst. at 11 o'clock in the forenoon. The course will be from Reed's Point round Partridge Island and back to the place of starting, for £100 a-side. The money has been staked and umpires chosen. This is expected to be one of the severests contests that has ever taken place in our waters.—*New-Bruns.*

From the St. Andrews Standard, July 8.

At a regular Monthly Meeting of the St. Mark's Lodge, C. V. Forster, Esq. was presented with the following Address:—

To CHARLES V. FORSTER, Esq.

The Address of Saint Mark's Lodge, No. 759.

Brother Forster,—Your departure from Saint Andrews to Saint John, being now determined upon, we cannot suffer you to leave us, without offering that tribute of respect and fraternal affection to which you are so justly entitled, and assuring you of the real concern we feel at the loss of your residence amongst us.

Your general kindness as a member of our community, as well as in your official character, have earned you the esteem of your townsmen, and the constant attention, which as a Mason, you have paid to the duties of the office which you have held in our Lodge since its installation, as well as your readiness to contribute in every possible way to the advancement of our institution, entitle you to our most sincere affection, and call for our very cordial thanks: Pray, then, accept the same, and be assured of the regret with which we lose you as an inhabitant of Saint Andrews, and Member of Saint Mark's Lodge. We trust, however, that we shall occasionally have the pleasure of a visit from you. In conclusion, permit us to offer our very best wishes for the health and happiness of yourself, Mrs. Forster, and family.

JEROME ALLEY, *Master.*

To this Address Mr. Forster made the following Reply:—

Saint Andrews, 1st July, 1846.

Worshipful Master & Brethren,—I acknowledge with sentiments of pleasure, the high compliment paid to me in the address by my Brethren of St. Mark's Lodge on the eve of my departure from Saint Andrews.

As Senior Warden of this lately installed Lodge, I felt flattered by the respectability of the appointment, the duties of which, in your kindness, you have said, I have not neglected, however inferior may have been my ability to the discharge thereof.

I am happy to find that I have gained the esteem of my Brethren. As a Mason, no one can boast a heart more devoted to the good of the institution in general, and the reputation of St. Mark's Lodge in particular. From my initiation into the mysteries of Masonry, I have been deeply interested in the honor and prosperity of the Society, whose object is peace, order, and the welfare of mankind, and whose aim is the establishment of unity, brotherly love, and benevolence.

You have further adverted to me as a member of the community, as well as in my official capacity. In the former, I have studied to gain the good opinion of all with whom I am acquainted; whilst in the latter I had but one undeviating path to walk in; to hear that I have succeeded, more than compensates me. Whenever I may be at St. Andrews, you may rely that one of my chief considerations will be to visit Saint Mark's Lodge, which, though I shall cease to remain a member of, I shall always consider myself closely identified with. In conclusion, I beg to offer for myself, and in behalf of Mrs. Forster and my family, our sincere thanks for your kind wishes expressed towards us—and ever remain with sincerity,

Your faithful Brother,

CHARLES V. FORSTER.

After which Mr. Forster was entertained at supper by the brethren in their Lodge Room.

The Second June Mail.

The Steamer Britannia, 19th June from Liverpool, arrived at Halifax on the 2d instant, after a passage of thirteen days. The Mail for St. John arrived by express last Saturday afternoon, soon after our paper of that day had gone to press. We subjoin a synopsis of the most important items of news, collected from various sources.

It was expected that the Peel Ministry would be broken up immediately, a coalition having been formed between the Russell Party and the Protectionists, for the purpose of embarrassing the Ministry and forcing Sir Robert Peel to resign. A change of Ministers, it is said, will be brought about by the Sugar Duties Bill, Lord John Russell having determined to propose an equalization of the sugar duties, so that free labor and slave-grown sugars may be admitted on equal terms. This proposition, it was believed, would cause a change of Ministry, or a dissolution.

The Corn Bill is in effect carried. On the 15th ult., the House of Lords resolved itself into Committee upon this bill, when the Duke of Buckingham moved an amendment, which, after an animated debate, was rejected by a majority of *thirty three* votes. On the 16th, the House having gone into Committee on the Bill, the Earl of Wicklow proposed that there should be levied on foreign wheat, a fixed duty of five shillings. After another long debate, this amendment was rejected by a majority of *thirty-three*. Upon these votes the *Times* of the 17th ult. remarks, that

"In spite of Lord Wicklow's amendment last night, no less than of the Duke of Buckingham's on a previous night, the fate of the Corn Bill is now virtually sealed. All obstacles to repeal have been destroyed. All chances of mere modification have been lost. It would require the strongest hardihood, the most frontless faculty of self contradiction, or the most unexpected concurrence of circumstances, to make the House of Peers cancel the vote which they have passed, and undo the work which they have wrought. To all intents and purposes the Corn Law is gone."

In commercial affairs generally there had been but little change. The prospect of an abundant harvest, and of the melioration of the corn laws, kept down the prices of grain and flour. The latest accounts from America were not considered favorable by the holders of cotton, and some sales had been made at lower prices. The money market was not disturbed, and there had been less call for discounts. The Portuguese and Mexican stocks had suffered a decline, but were beginning to recover.

The London Times of the 13th has a long article upon American politics, in which it is stated that annexation is but a name for indefinite aggression, and that the frontier of Texas was purposely represented as imperfect, so that the principle might be carried out by engorging the largest possible amount of Mexican territory.

The Times predicts that the next demonstration will be made on California. The delicate questions between nations are referred to, and the manner in which the blockade of the Mexican ports may be carried out, as during the French blockade of Vera Cruz, the squadron was ordered not to interdict the transportation of the precious metals in British ships of war; and the Times states that it is a matter of importance to ascertain how far this limit will be observed now. Upon the Oregon question the Times says, confidence exists in the best possible quarters in England, that the propositions carried out by the Hibernia will be accepted by the American government, and if so, "the Mexican war will perhaps prove the means of averting a much greater calamity from the world.

But whatever may be our hopes on this subject, we cannot ourselves carry them to the height of implicit confidence, as it is impossible to doubt that the general tendency of the American policy is rather warlike and aggressive, than peaceful and conciliatory."

The holders of Mexican bonds, at their meeting at London, on the 4th, agreed to the proposition of that government, by which the Active bonds are reduced ten, and the Deferred bonds forty per cent. Both classes obtain from the Mexican government the additional security of the tobacco contract and the export duties on silver. One fifth of the custom dues of the country were previously assigned for the payment of the dividends. Schneider & Co., the Mexican agents, afterwards gave notice that they were ready to proceed with the conversion of the debt, and to pay a half yearly dividend on the 15th of July.

The Morning Chronicle of the 17th says, the improvement in Consols may be attributed to the triumphant majority in favor of the Corn Bill in the Committee of the House of Lords, which was considered finally decisive of the fate of the bill, besides making it certain that within a week it will have become law. A great improvement in every branch of trade is then looked for.

In commercial circles, it was believed that the war with Mexico, would soon lead to an extensive monetary derangement in the United States, and that commercial credit would receive a shock.—British exporters of goods to America were warned by journalists to be cautious in supplying large orders for the American markets. But one opinion appears to prevail respecting the injustice of the United States, in this war which is regarded as a great moral wrong.

The London Morning Chronicle states that the British Government has determined to bring the affairs of the River Plate to a settlement. Mr. Hood sailed for this purpose on the 25th of May, in the Devastation Steam-frigate, direct for Buenos Ayres.

The weather in England has continued remarkably hot, and therefore most favorable for the growing crops, which promise to be abundant. The disease in the new crop of potatoes, however, is again very general in England.

Trade in the manufacturing districts has not improved.

Three new Steamers, of two thousand tons each, are now being built at Glasgow for the Royal Mail line of Steamships to this port. These are to be placed in the line, to enable the company to fulfil their contract to carry the mails weekly between Liverpool and the United States.

A warrant has been issued by the Secretary at War, authorizing the enlistment of men for limited periods of service.

A correspondent of the *Times* states that Sir Robert Peel is not to fill up the appointment of the Lord Chamberlainship, now vacant in consequence of the resignation of the Earl Delawarr; the reason being, the uncertainty which exists as to the duration of his Government.

Churching the Queen.—On the 17th ult., the ceremony of churching the Queen was performed in the private chapel at Buckingham Palace, by his Grace the Archbishop of Canterbury. There being present only his Royal Highness Prince Albert, the Dowager Lady Lyttelton, and the Master of the Household. On the same day, and for the first time since her Majesty's *accouchement*, the Queen and Prince Albert took an airing in an open carriage and four, in the Parks.

The *Times* understands that the names of the young Princess are to be "Helena Augusta Victoria." The Dutchess of Orleans, a Protestant, and a near relative of Prince Albert, is to be one of the sponsors.

On the 9th ult., the Queen's birthday was celebrated by special appointment. Bells were rung, guns fired, and flags displayed from church steeples. In the evening there was a brilliant illumination. A countless throng of people filled the principal streets till midnight. The Queen was to leave London for Osborne House, Isle of Wight, on the 19th, there to remain about three weeks. On the 30th of July, Prince Albert intends to visit Liverpool, and great preparations are making to receive him with proper honors.

The Season and the Crops.—The present splendid weather, following the heavy rains of a very wet spring, has covered the earth with a luxuriant vegetation, and promises to give us one of the earliest and most abundant harvests ever known in this country. Large quantities of hay have been secured in this neighborhood, for ten days or a fortnight, although the hay harvest seldom begins in South Lancashire before the middle of June, and then only on the sandy and rocky soils. Should the present hot weather continue for another fortnight, the hay will be housed, even in moist meadows, by the end of June, which is earlier than it is even cut in this country, in ordinary seasons. The crops are, in general, very good.—*Liverpool Times.*

The Potato Disease.—The London Morning Chronicle of the 17th says: "We regret to say that, from a close inquiry, in different parts of the country, and an inspection of the growing crop, conducted by highly creditable parties, well known to us, the potato disease has again appeared, and at a very much earlier period than last year.

Ireland.—Harvest Prospects.—The agricultural reports from all quarters of the kingdom continue to give promise of an early and abundant harvest—the crops, especially wheat, being in a forward and flourishing condition. New potatoes, it is expected, will be plenty in the markets, and prices of all kinds of provisions are, at length, gradually giving way.

The Cork Southern Reporter says: "The weather has been highly favorable for the growing crops, and their appearance, at present, is most luxuriant. Farmers of much experience assure us that they never saw the country look better, at this season of the year. Wheat is fast coming into ear, and oats and barley are shooting up, rich and vigorous. Of the hay crop we may assert, with confidence, that there has not, these twenty years, been a heavier growth."

Respecting the new potato crop, the following statement is prominently put forward in the Cork Examiner: "We regret to have to announce very unfavorable intelligence respecting the growing crop, and regret to make known the sad truth that the disease is exhibiting itself in the potatoes of this year's growth. From many quarters we have advices which leave no doubt as to the fact that the calamity of last year has again visited us."

Repeal Association.—Dublin, June 15th.—The weekly meeting of the Association was held this day, Alderman Delahunty, in the chair. A letter was read from Mr. O'Connell, which alluded particularly to the Coercion Bill. Another letter was read from Smith O'Brien, stating that he was compelled to be absent from the meeting, to attend in the House of Commons, to oppose the second reading of the Coercion Bill. The weekly rent was £110.

The Trial and Execution of Lecomte.—The trial of Lecomte, before the Court of Peers, commenced on the 4th ult., and terminated on the following day. No new facts of importance were elicited. His motive was solely revenge for the indignity which he thought he had endured by being deprived of his pension; there was nothing of a political character in the act, nor beyond the unaccountable perversity which led him to the crime was there any taint of insanity in his conduct. The result of the trial, as every one foresaw, was the conviction and condemnation of the culprit. He was found guilty of parricide, and on Monday morning, the 8th ult., the sentence of death was carried into effect.

Death of the Pope.—Pope Gregory the Sixteenth departed this life on Monday the 1st of June, at Rome. He had long labored under a chronic affection in the legs, in consequence of his habit of remaining during the greater part of the day seated at his desk; and it is reported that the more immediate cause of death was a surgical operation performed on one of his legs, which produced violent inflammation, and terminated fatally in a few days. His family name was Mauro Capellari. He was born at Belluno, on the 18th of September, 1765.

He was elected Pope on the 2d of February; 1831, and took his seat on the pontifical chair by the name of Gregory XVI.

The member of the sacred college most likely to succeed Pope Gregory XVI is the Cardinal Franzoni, Prefect of the Congregation of the Propaganda. He was borne at Genoa, on the 10th of December, 1775, and is consequently in the 71st year of his age.

At the election of Popes, three powers—namely, Austria, France, and Spain—have each the privilege of annulling the first election, should the choice of the Sacred College be disagreeable to them.—Cardinal de la Tour d'Auvergne will exercise this power in the name of the French Government. It is understood that Spain will act in concert with France on this occasion.

From Boston.—We are again indebted to Gunnison's express for late dates from Boston—papers of Thursday last having come to hand by the Steamer North America this morning.

The new Tariff bill which has passed the House of Representatives and is now before the Senate, is creating a good deal of excitement throughout the country. We have not seen the details of the measure in full. The Boston Atlas of Thursday remarks, respecting it, that "the Locos have now voted to place a miserable twenty per cent duty on Salt, for the present not one fourth the protection it has under the tariff of 1842, and to postpone the abolition of the fishing bounties for a few weeks, only to secure more certainly the prostration of these and all other branches of industry, in the end."

Intelligence from the Army.—Galveston papers of the 24th ult. contain no interesting news from the army except that it was generally understood that the line of march would be taken up for Monterey on the 10th July.—An express is stated to have reached Gen. Taylor's camp at Matamoros, suing for peace.

British Squadron for the Gulf.—Capt. Huffington, of the barque Mopang, arrived at New Orleans on the 25th ult. from Barbadoes and St. Thomas, states that he understood the British squadron in the West Indies had been ordered to cruise in the Gulf; and when at St. Thomas on the 11th June, he understood it consisted of ten or fifteen sail of the line, and that the vessels had touched there the day previous. Capt. H. also reports having met a French 74 and two frigates, bound for the Gulf.

Vera Cruz dates are to the 11th June—at which time that port had been under blockade by U. S. vessels of war twenty-five days.

Nova Scotia.—*New Lieutenant Governor.*—It is understood that Lord Falkland's resignation of the Government of this Province, said to have been tendered by His Lordship, has been accepted, and Sir John Harvey, Lieutenant Governor of Newfoundland, appointed his successor. Sir John Harvey has had a lengthy experience of Colonial Governments. He was popular in New Brunswick, were the Legislature granted him a large sum of money for a service of plate; a proceeding however which gave rise to a good deal of comment. In that command it was generally supposed he was superseded at the instance of the Governor General of Canada, for acting contrary to the letter of his instructions. He then accepted the office of Lieutenant Governor of Newfoundland, the political affairs of which Colony, though involved in considerable difficulty, he has administered with a good deal of tact and ability. He leaves Newfoundland, we have every reason to believe, deservedly popular; and we trust that in his administration of the Government of Nova Scotia, he may so use the power entrusted to him, as to add to his claims upon the affections and gratitude of Colonists of all classes and all parties.—*Times.*

No mistake.—Pursuant to instructions brought by the Britannia, an order has been transmitted to Capt. Scott, of H. M. S. Hyacinth, by Admiral Sir F. W. Austin, directing him to proceed to St. John's, N. F., for the purpose of receiving Sir John Harvey on board the Hyacinth, and conveying his Excellency from that city to Halifax.—*Ac. Rec.*

Disease among the Indians.—The Pictou *Chronicle* notices a fatal disease of the nature of typhus fever, as prevalent among the Indians of Merigomishe, who are in a state of the most miserable destitution. The disease, it appears, is likely to spread among the settlers.

New York, July 7, (afternoon.)—Flour sells moderately at $3.94 to $4.06 for Western flat hoop. A parcel of handsome Red Wheat at $1. Corn is plenty at 42 cents per bushel.

Commercial Exchange, St. John.

SATURDAY, July 11.

Flour, &c.—City Mill Flour sales at 25s. to 26s. 3d. according to quality; Phil. Sup. 26s. 3d; Rye Flour, 17s.; Corn Meal, 17s.; Corn, 3s. 6d. to 3s. 9d.

Sugar.—Sales in Bond at 26s. 3d.; Duty paid, 35s.

Molasses.—Clayed—Sales at 1s. 4d. to 1s. 5d.; Muscovado—Sales in Bond at 1s. 1d.; Duty paid, 1s. 6½d.

Beef and Pork.—Mess Pork, duty paid, 70s.; Prime Pork in Bond, 55s.; Prime Beef in Bond, 32s. 6d.

Coal.—Newcastle, best, 27s. 6d.; Common Scotch & Liverpool, per cargo, 18s. 9d. to 19s. 6d.

Salt.—Last sales, per cargo, 9½d. per bushel.

Timber—No sales this week.

Deals.—£6 10s. to £6 12s. 6d.—in demand.

Freights—One Ship to Liverpool, 30s. per load; One vessel for an out-port, with sleepers, at 36s.

Exchange—On London, 9 per cent. premium; on New York and Boston, 1½ per cent.

Imports and Exports at the Port of St. John,

DURING THE MONTH OF JUNE, 1846,

Compiled by

GARRISON & MARSTERS, Brokers.

IMPORTS.

18,972 bushels Wheat, 5,935 brls. Wheat Flour, 1,922 brls, Rye Flour, 1,589 brls. Corn Meal, 3081 bushels Corn, 882 brls. Bread, 3148 cwt. brown Sugar, 433 cwt. loaf Sugar, 214 hhds. Molasses; 113 brls. 47 pipes and 4 hhds. Rum; 74 hhds. and 20 casks Gin; 10 hhds. 13 pipes and 4 qr. casks Brandy; 15 pipes 42 hhds. 41 qr. casks and 6 casks Wines; 476 tons Salt, 3641 tons Coal, 322 brls. Beef, 410 brls. Pork, 12 cwt. Hams, 320 brls Pitch and Tar. 13 do. Turpentine, 129 cwt. Oakum, 55 brls Apples, 258 brls Ale, 1115 cwt. Anchors and Chains, 391 tubs Butter, 53 brls. Beans and Peas, 329 doz Brooms, 6 Clocks, 779 Chairs, 100 bgs Coffee, 79 bxs Candles, 996 cwt Cordage, 83 bales Canvas, 137 cwt Copper, 598 cwt Castings, 289 brls Cider Vinegar, 14 Carriages, 12 tons Dyewoods, 681 pkgs Glass, 530 Hides, 478 tons Iron, 214 boxes Oranges and Lemons, 32 Oxen, 150 sides Sole Leather, 1106 cwt. Nails and Spikes, 52 casks Rice, 291 packages Tobacco, 16 brls. Tallow, 551 packages Tea, 617 doz. Wooden Wares, 40 cwt. Zinc, 500 bushels Barley, 8 Horses.

EXPORTS.

To Liverpool—6 Vessels—2033 tons White Pine Timber, 38 do. Birch, 1,174,500 feet Deals, 448,500 feet Scantling, 13,080 Staves, 28 cords Lathwood, 20,000 Palings.

To London—12 Vessels—1832 tons White Pine Timber, 130 do. Red Pine, 914 do. Spruce, 105 do. Birch, 2,982,750 feet Deals, 255,000 do. Scantling, 36,210 Staves, 13,000 Palings, 8000 Laths, 5 cords Lathwood.

To Bristol—4 Vessels—1063 tons White Pine, 142 do. Birch, 122 do. Spruce, 1,105,900 feet Deals, 21 cords Lathwood.

To Cork—14 Vessels—1668 tons White Pine, 276 do. Birch, 191 do. Spruce, 2,953,400 feet Deals, 142,350 feet Scantling, 20,000 Laths, 29,775 Palings, 9,280 Staves, 39 cords Lathwood.

To Dundee—1 Vessel—284 tons White Pine, 19 do. Birch, 1,250 feet deals.

To Dublin—4 Vessels—836 tons Pine, 435,500 ft. Deals, 48,300 feet Scantling, 12 cords Lathwood, 4000 Staves.

To Hull—11 Vessels—830 tons White Pine, 503 do. Birch, 684 do. Spruce, 3,441,660 feet Deals, 19,200 Laths, 2400 Staves, 14 cords Lathwood.

To Chester—1 Vessel—381 tons White Pine, 10 do. Birch, 50,000 feet Deals, 6 cords Lathwood.

To Glasgow—7 Vessels—466 tons Pine, 43 tons Birch, 839,740 feet Deals, 134,500 feet Scantling, 7120 Staves, 12,125 Palings, 5 cords Lathwood.

To Newcastle—4 Vessels—958 tons White Pine, 240 do. Red Pine, 311,000 feet Deals, 7500 Staves, 28 cords Lathwood.

To Leith—2 Vessels—1096 tons White Pine, 132 do. Birch, 136,500 feet Deals, 1680 Staves, 13 cords Lathwood.

To Plymouth—2 Vessels—519 tons White Pine, 59 do. Birch, 49 do. Spruce, 23,500 feet Deals, 6000 feet Scantling.

To Killybegs—1 Vessel—31 tons Pine, 18 tons Birch, 212,000 feet Deals, 36,000 Staves.

To Eyemouth—1 Vessel—140 tons Pine, 70 tons Birch, 100,000 feet Deals.

To Sligo—2 Vessels—44 tons Pine, 455,250 feet Deals.

To Larne—1 Vessel—19 tons Birch, 350,000 feet Deals, 6 cords Lathwood.

To Newport—1 Vessel—100 tons Pine, 87,000 feet Deals.

To Norwich—1 Vessel—27 tons Pine, 42 tons Birch, 38 do. Spruce, 205,000 feet Deals.

To Shivaree—1 Vessel—100,000 feet Deals.

To Stockton—1 Vessel—11 tons Birch, 187,200 feet Deals.

To Yarmouth—1 Vessel—507,000 feet Deals.

To Belfast—1 Vessel—60 tons Pine, 19 do. Birch, 70,000 feet Deals.

To Dingle—1 Vessel—77 tons Pine, 91,500 feet Deals, 3 cords Lathwood.

To Newry—1 Vessel—659,000 ft. Deals, 26,000 Laths.

To Killala—1 Vessel—75 tons Birch, 222,000 feet Deals, 3480 Staves.

To Wexford—2 Vessels—21 tons Pine, 240,150 feet Deals, 15,000 Laths, 2520 Staves.

To Findhorn—1 Vessel—300 tons Pine, 6000 ft. Deals.

To Preston—1 Vessel—463 tons Pine, 72 tons Birch, 23,000 feet Deals, 6 cords Lathwood.

To Llanelly—1 Vessel—383 tons Pine, 125,000 feet Deals.

To Fleetwood—1 Vessel—352 tons Pine, 39 do. Birch, 122,500 feet Deals.

To Waterford—2 Vessels—40 tons Birch, 422,000 feet Deals, 12 cords Lathwood.

To Lynn—1 Vessel—26 tons Birch, 160,000 feet Deals.

To Carlisle—2 Vessels—390 tons Pine, 26 tons Birch, 24,000 feet Deals, 11 cords Lathwood.

To New Ross—1 Vessel—172,000 feet Deals.

To Dundee—1 Vessel—328 tons Pine, 43 tons Birch, 14,000 feet Deals, 7 cords Lathwood.

To Westport—1 Vessel—232,500 feet Deals.

To Drogheda—1 Vessel—164,800 feet Deals.

To Fermoy—1 Vessel—494 tons W. Pine, 50 do. Red do., 80 do. Birch, 37,250 feet Deals, 9 cords Lathwood.

To Limerick—1 Vessel—136,800 feet Deals.

To Whitby—1 Vessel—100 tons Pine, 124,000 feet Deals.

To Londonderry—2 Vessels—102 tons Pine, 47 do. Birch, 649,650 feet Deals, 4000 Laths, 1700 Staves, 7 cords Lathwood.

To Galway—4 Vessels—18 tons Birch, 648,700 feet Deals, 3150 Staves, 12 cords Lathwood.

To Jamaica—1 Vessel—147,900 feet Boards, 14,500 Laths, 2500 Staves, 76,500 Shingles, 85 barrels Pork and Beef, 150 barrels Alewives, 69 quintals Dry Fish.

Government Emigration Office,
St. John, 8th July, 1846.

The following statements relative to Emigration, compiled from the Returns for the Quarter ending 30th June, 1846, which have been forwarded from this Office to Her Majesty's Government, are published for general information.

The whole number of emigrants, who have arrived in the Province during the Quarter, is Eight Thousand Five Hundred and Twelve, as follows—

	Male.	Female.
Adults,	3488	3345
Between 14 years and 1 year,	660	691
Under 1 year,	183	145
Total,	4331	4181

Of the numbers arrived, about one hundred were from England and Scotland; the rest from Ireland.

The deaths on the voyage were 30; on Partridge Island, 8. Births on the voyage, 15.

The number of Cabin passengers were 69 males, 86 females.

The number of Agricultural labourers landed is 2305; number of Domestic Servants—Male, 20; Female, 321.

Number of Mechanics engaged in erecting buildings, or preparing building materials, 56. Number of tradesmen preparing or selling articles of food, 15. Number of tradespeople engaged in making articles of clothing—Male, 109, Female, 12. Number of mechanics, not included in the foregoing descriptions, 79.

Number remaining on Partridge Island on 30th June—58 adults, and 15 children between the ages of 4 and 14 years.

Average length of passage of the vessels which arrived at the Port of Saint John, with passengers, during the month of May—42⅝ days; of those which arrived during the month of June—41¼ days.

Whole number of vessels with Passengers during the Quarter—72.

Number of Ship Masters convicted of violations of the Passengers' Act—6. Amount of penalties imposed—£55, Sterling. The whole of the fines have been paid to the Magistrates, and by them remitted to Her Majesty's Receiver General, to the credit of the Casual Revenue.

M. H. PERLEY,
Government Emigration Agent.

Government Emigration Office,
10th July, 1846.

Lists of passengers by the "Harry King," and "Elizabeth," from Cork, have been received, and can be seen at this Office, as also list of pasengers by the "Burman," from Sligo.

The following vessels with passengers are still due at this Port:—"Mary Campbell" and "Bristol," from Londonderry; "Blanche" and "Danube," from Donegal; "Emulous," from Newry; and "Cynthia Ann," from Drogheda.

No vessels with passengers have arrived during the past week. The sick at Partridge Island are all recovering rapidly, and many have been discharged convalescent.

An intimation has been received at this Office, that a party of German Emigrants, intending to settle in this Province, may be expected during the present season.

M. H. PERLEY, *G. E. A.*

Passengers in the Mail Steamer Caledonia, from Halifax, 3d inst., for Liverpool—Mrs. Baillie and servant, Messrs. W. H. and George Odell, Mr. John Saunders, and two Masters Medley, (sons of the Lord Bishop,) all of Fredericton; Mr. J. Fotherby, of this city; Mr. John Jardine, of Richibucto; J. B. Uniacke, Esq., Lady and four sons, of Halifax; Miss Murphy, Dr. Evans, lady and infant; T. Kenny, Reid, C. H. Uniacke, Turner and Blake,—about 80 from Boston.

☞ The Mail for England, to meet the sailing of the Steamer *Britannia* from Halifax on the 18th instant, will be closed at the General Post Office, in this City on Wednesday next, at 3 p. m.

We have seldom had an opportunity of witnessing more professional skill and determined perseverance than was exhibited by Capt. Halcrow, whose ship, the *Clyde*, from London, bound to Saint John, N. B., went on shore during the intense fog which prevailed on Monday last, about one hour before low water, upon the South West part of Brier Island. The Captain immediately got the long-boat out, carried out stream anchor, kedge, and hawser, and as the ship floated with the returning tide, succeeded in heaving her off. This is the first instance, within our recollection, of any ship getting off, having once touched our shores; and much well deserved praise is due to the indefatigable exertion and energy displayed by Captain Halcrow, whose efficiency as a commander cannot better be proved than by the good state of discipline maintained on board his ship.

EDWARD A. JONES.
JOSEPH BANCROFT.

Westport, N. S. 7th July, 1846.

MARRIED.

In this City, on Wednesday evening last, by the Rev. John Mills, Mr. William H. Parks, to Miss Mary Jane Moshier, both of the Parish of Saint Martin's.

At Kingston, King's County, on Thursday last, by the Rev. W. E. Scovil, Mr. Horatio B. Smith, of Westmorland, to Miss Anna, second daughter of Doctor Adino Paddock, of the former place.

In the Parish of Studholm, King's County, on the 24th ultimo, by the Rev. H. N. Arnold, Mr. Joseph B. Wright, to Miss Maria Ann Wright, both of that Parish.

At Campbelltown, Parish of Sussex, on the 2d inst. by the Rev. H. N. Arnold, Mr. Andrew King, of this City, to Christiana, youngest daughter of Mr. Duncan Campbell, of the former place.

DIED.

On Sunday evening, William, son of Mr. Chas. McReynolds, aged one year and eight months.

On Monday morning last, Mr. Robert Grant, colored man, aged 56 years.

On Wednesday evening, after a lingering illness, which he bore with patient resignation to the Divine Will, Mr. Samuel Ritchie, formerly of Ramellton, (Ireland,) in the 48th year of his age.

On Thursday morning, after a short illness, George, eldest son of Mr. George Flemming, in the 10th year of his age.

On Thursday morning, after a protracted illness of more than twelve months, Mr. James Bowes, Umbrella-maker, in the 27th year of his age, leaving a wife and one child to mourn their loss.—Funeral To-morrow (Sunday) afternoon, from his mother's residence, Exmouth-street, when friends and acquaintances are respectfully invited to attend.

Yesterday, at Partridge Island, after a short but severe illness, Frances Isabella, relict of the late Mr. James Reed, aged 60 years, leaving a large circle of relations and friends to mourn their loss. Mrs. R. was a native of Liverpool, England. The funeral will take place from the residence of Thomas Reed, Esquire, Reed's Point, at half-past four o'clock, To-morrow, Sunday.

In Portland, on Tuesday, Mary Jane White, in the 9th year of her age.

At Westfield, K. C., on Sunday the 5th instant after a short but severe illness, Wellington G. eldest son of Mr. George Wightman, in the 7th year of his age.

In the Parish of Sussex, on the 27th of June, in the 50th year of his age, Mr. Robert Wilkins, a native of the North of Ireland, and for many years employed as a Teacher in this Province.

At Digby, on the 26th ultimo, after a protracted illness, Mr. James Kinney Wright, in the 26th year of his age.

At Wilmot, (N. S.) on the 29th ult., the Rev. Joseph Dimock, Baptist Minister, of Chester, in the 79th year of his age. He was a venerable herald of the Cross, having been for upwards of fifty years actively engaged in the work of the Ministry, and was greatly instrumental in advancing the Baptist cause in Nova Scotia.

At Constantine, (Michigan,) on the 18th ultimo, Susan Eliza, wife of Mr. G. L. Camber, aged 25 years, formerly of St. John, N. B. in the full hope of a joyful resurrection. Mrs. Camber was the daughter of Mr. I. Fellows well known in Saint John, and sister to Mrs. Longley, of the British American Hotel, King's Square. She was known, and respected, and is now mourned, by a large circle of friends and acquaintances in this City.

MARINE JOURNAL.

PORT OF SAINT JOHN—Arrived,

Saturday—Brigantine Alexander, Barto, Hallowell, (Me.) 6 days—Master, beef, bread, &c.

Sunday—Steamer North America, Brown, Eastport—J. Whitney, passengers, &c.

Tuesday—Ship Lady Sale, Anderson, New-York, 12—John Robertson, ballast.

Barque Frederick, Gover, Bristol, 38—S. Wiggins & Son, coals.

Brigantine Selim, Parrott, Philadelphia, 12—I. D. Andrews, flour, &c.

Steamship Robert Rankin, Fields, Boston, 2—I. & J. G. Woodward, passengers and merchandise.

Wednesday—Steamer Herald, Brown, Eastport—J. Whitney, passengers and merchandise.

Barque Clyde, Halcrow, London, 43—Jas. Kirk, ballast.

Albion, Wallace, Boston, 5—to order, ballast.

Brig Ann, Graham, St. John's, (N. F.) 14—James Kirk, ballast.

Brigantine Fidelia, Small, Alexandria, 11—L. H. Waterhouse, flour and wheat.

Schooner Flora, Shaw, Boston, 4—Jas. R. Crane, assorted cargo.

Thursday—Brig Conservative, Kelly, Yarmouth, (N. S.)—Geo. Thomas, ballast.

Brigantine Ida, Smith, New-York, 7—Thos. Leavitt, assorted cargo.

Samuel Abbott, Garde, St. John's, (N. F.) 12—S. Wiggins & Son, ballast.

Schooner Dolphin, Holder, New-York, 6—A. B. Holder, assorted cargo.

Yarmouth Packet, Clements, St. Thomas, 15—C. McLauchlan, rum, coffee, and hides.

Friday—Brig Guardian, Churchill, Yarmouth, (N S.)—Master, ballast.

Schooner Eliza Ann, Crowell, Halifax, 6—J. R Crane, sugar, &c.

Niger, McLeod, Sidney, (C. B.) 10—James Kirk coal, oil and wrecked materials.

This Morning—Steamer North America, Chisholm, Eastport—James Whitney, passengers & merchandise.

Brigantine Condor, Gardner, Yarmouth, 2—Chas. McLauchlan, molasses and fish.

COASTWISE.

Saturday—Henrietta, Slocomb, Wilmot, wood. Bee, Parker, Cornwallis, potatoes, oats, and fish. Emma Johnston, Howard, Apple River, deals. Only Son, Munro, Annapolis, deals and potatoes. British Queen, Bradley, Petticodiac, rail-road scantling. Star, Como, New Edinburgh, eggs. James Fraser, Amberman, Annapolis, deals, &c. William Henry, Robinson, Cornwallis, meat, &c. Messenger, Battle, St. Andrews, ballast. Adventure, Gates, Wilmot, oars, sheep, and eggs. Lark, White, New Edinburgh, deals, eggs, & fish.

Tuesday—Saxe Gotha, (s.) Brown, Annapolis and Digby, passengers and horses. Sophia, Harris, Wilmot, cordwood and sheep. William, Clark, Wilmot, cordwood and oats.

Wednesday—Ellen, Cole, Sackville, hay. Matilda, Vantassel, Digby, bricks, oil, and fish. Deborah, Edgett, Salmon River, deals. Dorchester, Palmer, Dorchester, oatmeal & butter. Lady Clare, Anthony, Annapolis, hay and staves. Flight, Ogilvie, Cornwallis, staves and sheep. Richmond, Kyffin, Black River, flour and bran. Norman, Munro, Cornwallis, cordwood & shingles. Star, Cook, Wilmot, cattle, and hoop poles. Mary, Magee, Wilmot, cordwood and sheep. Weymouth, Baker, Wilmot, cordwood and staves. Superior, Delap, Herring Cove, cordwood. Margaret, Farish, St. Andrews, old furniture. Caledonia, Urquhart, Londonderry, deals. Enterprise, Patch, Welch Pool, fish.

Thursday—Laurel, Beeler, Digby, fish & cherries. Union, Betts, Petticodiac, railroad scantling. Digby Packet, Taush, Digby, cattle, &c. Copy, Turnbull, Annapolis, fish and eggs. Dove, Gilliatt, Annapolis, birch boards. Saxe Gotha, (s.) Brown, Sackville, passengers, &c. North America, (s.) Chisholm, Annapolis and Digby, passengers, &c.

Friday—Herald, (s.) Brown, Windsor, passengers. Douglas Clarke, Thomson, St. Stephen, leather. Farewell, Potter, Westport, fish and oil. Thomas, Smith, Quaco, ballast. Scotia, Bolyea, Salmon River, deals. Defiance, Loomer, Cornwallis, plaster. Friendship, Wiseman, Parrsboro, deals.

ENTERED FOR LOADING.

July 4—Fag-an-Bealac, Broughall, Dublin.

7—Annandale, Pengilly, Berwick. Helena, Griffin, Cork. Vine, Shield, Berwick. Æolus, Haws, Liverpool. Jane Hammond, Healy, Cork. British Queen, Abrams, Bristol. Arabian, Robertson, London. Duke of Wellington, Willard, Cork. Jewess, Pearce, Belfast. Sarah, Fletcher, Dublin.

8—Perseverance, Bennett, Dublin. Lady Sale, Anderson, Cork.

9—Clyde, Halcrow, Cork. Albion, Wallace, Galway. Ann, Blair, Cork. Samuel Abbott, Garde, Cork.

10—Swan, Taylor, Liverpool.

11—Belmont, Grant, Liverpool.

CLEARED.

July 4th—Barque Virgilia, Cormack, Londonderry, timber and deals—James Kirk; Brigantine Milton, Murphy, N. York, chalk—C. McLauchlan.

7th—Barque Hampton, Graham, Grangemouth, timber and deals—R. Rankin & Co.; Mary Jane, Mason, Kenmare, timber and deals—R. Rankin & Co.; Orynthia, Watson, London, timber and deals—Sam. Gardner; Brig Thomas Rowell, Robertson, Hull, timber and deals—John Robertson.

8th—Brig William Reid, Slater, Chester, timber and deals—R. Rankin & Co.; Brigantine Blossom, Clarke, Banff, timber and deals—John Robertson; Mary Hibbert, Michener, St. John's, (N. F.) lumber—W. O. Theall.

9th—Barque Linden, Yorke, Galway, timber and deals—James Kirk; British American, Miles, Liverpool, timber and deals—R. D. Wilmot; Brig Alexander, Weightman, Newport, timber & deals—S. Wiggins & Son; Lady Napier, Stowe, Dublin, deals—Allison & Spurr; Charlotte, Fowles, Enniskillen, timber and deals—John Robertson; Brigantine Victoria, Whelan, Youghal, deals, &c.—John Robertson; Schooner Calista, Smith, Eastport, ballast—Master.

10th—Ship Commodore, Prichard, London, timber and deals—John Hammond; Barque Agnes King, Thomas, Grimsby, timber and deals—J. L. Marsh; Vancouver, Howard, London, timber and deals—E. S. Webster and J. W. M. Irish; Brig Selim, Parrit, Eastport, treenails—Master; Schooner Mary Anna, Shanklin, Philadelphia, plaster and fish—George Thomas.

11th—Ship Samuel, Leighton, London, timber & deals—S. Wiggins & Son; St. John, Richardson, Cork, timber & deals—Owens & Duncan; Barque William Penn, Stephenson, London, timber and deals—Owens & Duncan; Brig Vine, Hunter, Berwick, timber & deals—John Robertson; Schooner Jewess, Pierce, Belfast, (Ire.) deals—Hanford & Sweet; Steamer Robert Rankin, Fields, Boston, passengers—I. & J. G. Woodward.

Ship Portland, arrived last week, spoke, 14th ult. lat. 43 4, long. 56 6, brig Dealy, from St. John, for Bantry.

Shipwreck.—The Ship "William Abrams," Captain James Hamlin, from Boston, bound to Calcutta, struck on Black Ledge, about three miles to the Westward of Seal Islands, during a dense fog, on Thursday the 2d inst. and became a total wreck. The Captain had been without any distinct observation for four days; when she struck, he judged himself about forty miles to the Southward of where he now lies, (within a few feet of the wreck of the Steamer "Columbia.")—The materials and part of the cargo will be saved; the latter consisted of 522 tons of ice, 80 bales cotton manufactures, 207 M. cedar shingles, 4 cases leather, and 100 hogsheads *Ghee*, besides stores for a three years' voyage. The crew, consisting of 15 Englishmen and 15 Lascars and Malays, were all saved. The W. A. was a Nova-Scotia-built ship, four years old, and 706 tons burthen. She had been fitted up at great expense for the voyage upon which she had entered. Her owners are Messrs. Hamlin & Co. of Greenock, the Captain being one of the firm.—*Yarmouth Courier, July* 6.

Arrivals from St. John.—At Ayr, June 4th, Minerva, Parker; at Londonderry, 5th, Pearl, Rowles; at Donegal, 5th, Britannia, Porter; at Aberdeen, 6th, Heroine, Walker; at Waterford, 8th, Harbinger, Meredith, and Amazon, Hayes.—At Belfast, 9th, Victor, Murray; 10th, Duke of Cornwall, Ronald; 11th, Helen, Clayton; 12th, Westmorland, Beyea; at Bristol, 9th, Bowyer Smith, Card.—At Liverpool, 9th, Ocean Queen, Warren; New Zealand, Frye, and Oregon, Wright; 10th, Avon, Johnston; Britannia, Coulthart, and Juno, Moran; 11th, Charles Chaloner, Valpey; Ruby, Crocker, and Looshtauk, Thain.—At Dundalk, 9th, Sarah, Shaw, and Rover, Purdy.—At Castletown, 9th, Sirion, Cann.—In the Clyde, 10th, Faside, Murdoch; 13th, Wanderer, Crosby.—At Gloucester, 10th, Independent, Atkins.—At Dublin, 10th, Allen Brown, Shaw, and Nova-Scotian, Ryerson.—At London, 12th, Ceylon, Crisp.

Vessels sailed for St. John.—From Gibraltar, 24th May, brig Ann, Downie; 26th, Liddell, Patterson.—From Drogheda, 2d June, Cynthia Ann, Bulyea.—From Leith, 3d, Douglas, McKinnell.—From Cork, 1st, Harry King; 4th, Kingston; 6th, Elizabeth.—From Liverpool, 5th, Edinburgh, Lawson; 9th, Mountaineer, Bogart.—From Londonderry, 5th, Bristol, Brinton.—From Bristol, 12th, Oromocto, Cronk.—From Galway, 13th, Chieftain.

Advertised at Liverpool, 18th June, ships Emerald, Leighton; Oregon, Wright; Britannia, Coulthart; Emigrant, Taber, and Caroline, Marsh—all for St. John.

Public Meeting.

A PUBLIC MEETING will be held at the Court House in the City of Saint John, on Monday, the 13th instant, at 12 o'clock, noon, to take into consideration the best means of affording relief to our suffering fellow-subjects in *St. John's, Newfoundland*, in consequence of the late calamitous fire at that place.

By order of His Excellency the Lieutenant Governor.

St. John, July 11. J. WHITE, Sheriff.

NEW BRUNSWICK

Marine Assurance Company.

THE Annual General Meeting of the Stockholders of the New-Brunswick Marine Assurance Company, will be holden at the Office of the Company, on Monday the 13th day of July ensuing, at noon, for the purpose of electing Directors, and transacting other important business of the Company. JAMES KIRK,

St. John, June 6, 1846. *President.*

NEW-BRUNSWICK

Marine Assurance Company,

6th July, 1846.

NOTICE.

AT a meeting of the Directors of the Company, held this day, it was

Resolved, That a semi-annual Dividend of One Hundred & Ten per Cent. (or £5 10s. per share) on the paid-up Capital, be declared payable to the Stockholders, at the Office of the Company, on and after the 5th day of August ensuing.

And further Resolved, That a call be made on the Stockholders for an Instalment of the Capital Stock, of Twenty per Cent., being £5 per Share, payable at the Office of the Company, on the aforesaid 5th day of August.

JAMES KIRK, *President.*

Corporation Creditors.

A DIVIDEND of Two-and-a-half per Centum upon the several Bond Debts of the Mayor, Aldermen, and Commonalty of the City of Saint John, for the half year ending the 1st day of June last, will be paid to the respective Creditors, at the Chamberlain's Office, on the production of the Bonds. Dated this 9th day of July, 1846.

WILLIAM WRIGHT, }
HUGH JOHNSTON, } *Trustees.*
ALFRED SMITHERS, }

Marine Assurance Stock.

45 SHARES of New-Brunswick Marine Assurance Stock, for sale. Enquire at the Company's Office. July 11.

WESLEYAN ACADEMY,

MOUNT ALLISON, SACKVILLE, N. B.

☞ The next Term of the above Institution will commence on Thursday the 6th day of August, and continue nineteen weeks.

H. PICKARD, A. M., *Principal.*

Mr. DEUCHAR

BEGS leave to inform his friends and Patrons that he has returned to the City, and is prepared to give Lessons. Those wishing to engage him will please call or leave their respective names at the Germain Street Hotel.

Mr. D. need not remind Parents and others that this is the only season for practising the Calisthenic Exercise, as the pupil is not over-dressed. Mr. D. will attend at any hour at the homes of the Parents for the purpose of teaching the above, where there are four in a class. Private Dancing Classes where there are eight, will be attended to. Public Class as before.

July 11.—2†.

MECHANICS' INSTITUTE.—The regular Monthly Meeting for July, will be held at the Hall, on Monday evening, the 13th July, at Eight o'clock.

July 4. J. W. LAWRENCE, R. Sec'y.

Amicitia, Amor et Veritas.

LOYAL AND INDEPENDENT NEW-BRUNSWICK LODGE OF ODD FELLOWS—No. 4149, Manchester Unity.—The Members of the above are requested to meet at their Lodge Room in the Mechanics' Institute, on Thursday evening next, the 16th inst. at 8 o'clock. A punctual attendance is particularly requested.

July 11. *By order of the N. G.*