The Courier.

SATURDAY, JUNE 6, 1840.

To-day we have the satisfaction of announcing the arrival at Halifax of the steamer *Unicorn*, the pioneer of Mr. Cunard's line, in sixteen days from Liverpool, bringing London papers of the 15th May, and Liverpool of the 16th.—Contrary to general expectation, although we are thus put in possession of intelligence a fortnight later than previous advices, there is yet nothing of great importance to communicate. We subjoin a number of extracts from the Halifax papers, and our own English files, which are to the latest dates.—From Madras, we have papers to the 16th March.

[From the Halifax Times, of June 2.]

Arrival of the Steam-Ship Unicorn, from Liverpool—Quickest Passage ever made to this Port—European News sixteen days later.—At nine o'clock, yesterday morning, the Steam-Ship *Unicorn*, from Liverpool, one of the Branch Mail Packets of Mr. Cunard's line, hove in sight from Sambro, and about one hour thereafter came sufficiently near to be distinguished from Citadel Hill. Her arrival created a great sensation in town—flags were hoisted on many of the stores and buildings—the Sir Charles Ogle, through the favour of the Steam-Boat Company, got up her steam, and proceeded down the harbour, with a number of Gentlemen on board, to welcome the eagerly expected visitant—and the people flocked to the wharves, suspending for a brief space the labour of the day. On she came, the *avant courier* of the great benefits bestowed by the British Government upon her North American Provinces,—the British ensign flying at her peak, the American at the fore, emblematic of the concord which ought always to exist between the two nations so closely allied by ties of kindred. As she passed the Lumber Yard, the first cheers from the American shore greeted her—a compliment immediately returned by the discharge of a cannon from the forecastle of the steamer. Dense crowds of people on the several wharves saluted her with loud huzzaing, as she rapidly passed along, which was returned in a similar manner by the crew and passengers of the noble vessel, and by the firing of cannon.—She is to the eye a splendid boat, and this voyage, as rough a one as ever steamboat made in a passage across the Atlantic, is a sufficient test that her sea-going and weatherly qualities, fully bear out the high character which her appearance indicates.—The passage has been accomplished in sixteen days, the *Unicorn* having sailed from Liverpool on the 16th ultimo, and considering the tremendous weather she has met with—and that not being built expressly for Atlantic voyages, she had been brought down rather too deeply for good sailing trim by the quantity of fuel taken in—it must, for a boat of her class, be deemed a very good one. Had the weather been more moderate, or fair winds prevailed more, the trip across would have been made without difficulty in eleven or twelve days, which may be taken as the average run of the larger boats between Halifax and Liverpool.—She came to at Cunard's wharf, at the north side of which she was moored fast, and then a rush was made to get on board, which was however sufficiently controlled until the passengers, twenty-four in number, were ready to leave the ship.

On descending into the cabin, we could scarcely believe it possible that we had not been transported into a chamber of the palace built for that peerless princess Badroubouldour, by the genii who were the slaves of Aladdin's wonderful lamp.—The decorations and the ornaments are really gorgeous, redolent of gold, sculpture and painting, and chaste withal. This splendid apartment is about fifty feet in length—the breadth in good proportion. The wood-work and articles of furniture are of rose wood, highly polished,—the pannelling of the state-room doors on either side are beautiful and rich Chinese paintings, enclosed by sculptured gold chasing. Two splendid stoves, one on each side, are elegantly fitted into angles of the saloon, the pipes being made to represent massive gold pillars relieved by sculpture—the ceiling is also supported by gilded scrolls richly carved, which project from the walls, and the domes which form the sky-lights are of richly painted glass, in which the figure of the unicorn is predominant. In a recess on either side at the head of the apartment are elevated couches on a level with the cabin windows, surrounded by brass railing, and corresponding in finish with the other work. The state-rooms are fitted up with less of display, but a great deal of elegance, and with the minutest attention to comfort. Much as we have heard of the floating palaces, as the steamers of the Mother Country are termed, which are built for carrying passengers, we could scarcely have conceived the reality, as witnessed on board the Unicorn, and neighbour Jonathan, despite of the high character his fresh water boats have acquired, will have something to imitate, and a good deal to learn, by an inspection of her internal arrangements.

The passengers, we may add, express in the highest terms their satisfaction at the manner in which every department in the vessel has been conducted, and of the gentlemanly and obliging deportment of her able and intelligent commander. We also owe it to him to state the marked attention paid to visitors who came on board, numerous as they were, who, out of the excellent wines of the sea stock, were furnished with an ample supply to toast the success of Atlantic Steam Navigation—the health of the Proprietors—and good fortune to the Unicorn.

The Unicorn, though having coal enough to take her to Boston, replenished her stock while lying at the wharf, and started for that port at half-past 11 o'clock last night.

The passengers, previous to leaving the vessel, presented to Capt. Douglas a piece of plate, with an Address expressive of the sense they entertain of his kindness and attention, and his zeal and ability in the performance of his duties, recording, likewise, their entire confidence in the safety and comfort, as well as the certainty and expedition, which passengers will find in the splendid ships about to commence running between Halifax and Liverpool, Boston and Quebec.

There is nothing new on the Boundary Question—we believe however, that Great Britain will never consent to pay a sum of money to ensure an acquiescence in her claims, in whole or in part, by the American Government.

Business continued to improve in the manufacturing districts.

The Irish Corporations Bill had passed a second reading in the House of Lords.

Lord William Russell was found murdered in his bed, with his throat horribly cut, at his residence in London, on the morning of the 7th May. His Lordship's Valet was strongly suspected of having committed the horrible deed, and was undergoing examination; some of the valuables were found in his possession. His lordship was in his 73d year. He was uncle to Lord John Russell.

Termination of Hostilities with Naples.—The brief and bloodless war with Naples has terminated after the capture of a number of Neapolitan vessels, in the acceptance by the King of the Two Sicilies, of the proffered mediation of France.—His Neapolitan Majesty had laid an embargo on English vessels, but it was removed in a few days. It is supposed that the captured Neapolitan vessels will be released, but this is not certain. The arbitration will be carried on at Paris.

The Judges reported their opinion on the questions submitted to them in reference to the Canada reserves bill, in the House of Lords on Monday. With the exception of Lords Denman and Abinger they unanimously agreed that the words "Protestant clergy" include the clergymen of the Church of England and Church of Scotland, and that the power given to the Legislature of both Provinces by 31st Geo. III. is entirely prospective, and limited to future allotments and appropriations. They further concurred, without exception, in declaring that the Act passed by the Legislature of the Upper Province for the sale of the clergy reserves was beyond their power, and that any sale which may have taken place under it is therefore void.—This judicial declaration corresponds entirely we believe with the wishes of our establishment, and seems in itself consistent with the common sense view of the subject.—*Glasgow Herald.*

The Irish Municipal Bill was read a second time in the House of Lords on Monday, by a majority of 131 to 32. The Duke of Wellington reserved his opposition to its details until it should be considered in committee. The complaint is that former enactments threw the power too exclusively into the hands of the Protestant party. The danger is that the same power may now be thrown as completely into the hands of the Roman Catholic party. It is almost impossible to hit the medium, if the powers of election are finally placed in the hands of the Corporations.—*Ibid.*

In the House of Commons, Mr. G. Palmer begged leave to withdraw his motion on the opium trade with China. This was the natural result of the speech of the Duke of Wellington on Tuesday, when his Grace magnanimously thought proper to throw his protecting shield over the helpless Ministers, and disinterestedly to turn his back on his own friends.—*Times, May 14.*

The *Standard* abandons its Tory friends as beyond all hope of cure. "We are tired of lecturing conservatives; but we tell them once more, that they will not gain any thing by bribery. The curse of heaven is upon it—and what is accursed of heaven never prospers, but in the hands of those whom Heaven, in its wisdom, permits for a season to work evil."

In the House of Commons, on the 14th, in answer to Sir S. Canning, Lord Palmerston stated that our relations with Persia were the same now as a twelvemonth ago. Negotiations are in progress for bringing about a settlement, but our interests in Persia are confided to a Charge d'Affaires, and to a Consul at Tabriz.

Mr. F. Kelly, at the request of Mr. Maule, postponed his motion for leave to bring in a Bill to abolish capital punishment for all offences except high treason and murder. To continue the punishment of death for what the Judges call high treason, is as revolting an absurdity as continuing it for stealing two-pence.—*Sun.*

On the motion of Mr. Thos. Duncombe' Messrs. Stockdale and Howard were ordered to be discharged. It was not resisted.

May 13.—The house sat for a short time, but did nothing except receive petitions, of which one was from Sheffield, signed by 16,000 inhabitants.

It asked the house to address the crown to dismiss the ministers—to appoint others who would make universal suffrage a cabinet question—to put an end to long speeches—to exclude lawyers from the house—to frame a new code of laws, and abolish the old laws—to exclude heirs of peers from the House of Commons, and to pass an act of amnesty for all political offences.

THE BUDGET.—The Chancellor of the Exchequer has just brought forward his Budget, and has stated the expenditure for the year, including all extras, will be £49,432,000, while the whole revenue, making certain expected abatements, on a favourable estimate would not exceed £46,700,000, shewing a deficiency of £2,700,000. To meet this the Right Honourable Gentleman repudiates all loans and temporary expedients, and all new taxes, and purposes to increase the present Customs and Excise duties five per cent. and the assessed taxes ten per cent. There is to be no increase in the Stamp duties. The duties on Spirits—in order to avoid any change in the differential protection—are to be raised uniformly 4d. in the gallon. The duties on Corn, as they are not raised for revenue, are not to be increased, and the duties on stage-coaches and licenses are not to be increased. The Chancellor proposes to reduce the taxes on four-wheel carriages to a uniform rate of £3 per carriage. All the alterations to take effect from this day, May 15th.—*Sun.*

The removal of the remains of Napoleon from St. Helena to Paris occupies the whole of the French Press of Wednesday. Marshals, Generals, Peers, Deputies, and Journalists seem half wild with enthusiastic excitement. Sobs and tears interrupted the Minister of the Interior when, on Tuesday, he moved for a grant of a million of francs to defray the expenses of the translation of the remains of the Emperor, and for the erection of a tomb to his memory. We give here the speech of the Minister, in which a generous compliment is paid to the disinterested conduct of the British Cabinet on this occasion. We are proud to add that such a compliment has been well-merited by the Melbourne Cabinet. There was something nobly chivalrous in the promptitude with which so magnanimous a response was given to the first demand of the French nation by the mouth of the Citizen King:—

"Gentlemen,—The King has ordered his Royal Highness the Prince de Joinville to proceed with his frigate to St. Helena—(great attention)—to obtain the last mortal remains of the Emperor Napoleon—(Great applause.) We now ask you to grant us the means of receiving them in a worthy manner upon the soil of France, and of erecting the last tomb of Napoleon—(Loud acclamations.) The Government, anxious to accomplish a national duty, addressed itself to England, and requested to have the precious deposit which fortune had placed in her hands. The wish had hardly been expressed when it was complied with. These are the words of our magnanimous ally—"The Government of Her Britannic Majesty hopes that the promptitude of its reply will be regarded in France as a proof of its desire to efface the national animosities, which, during the life of the Emperor, armed England and France against each other.—The Government of Her Britannic Majesty takes pleasure in believing that if such sentiments still exist in any quarter they will be buried in the tomb in which the ashes of Napoleon are about to be placed." England is right, Gentlemen: this noble restitution strengthens the bonds which unite us. She has effaced the painful recollections of the past. The time has arrived when the two nations should remember only their glory. The frigate charged with the mortal remains of Napoleon will arrive at the Seine, where they will be removed to another vessel, which will convey them to Paris. They will be deposited at the Invalides. A solemn ceremony—a grand religious and military pomp—will inaugurate the tomb which is to receive them forever. It is important, Gentlemen, to the majesty of such a *souvenir*, that this august sepulture should not be in a public place, in the midst of a noisy and inattentive crowd. It is proper that it should be in a silent and sacred spot, which can be visited with awe by those who respect glory and genius, grandeur and misfortune. He was Emperor and King. He was the legitimate Sovereign of our country. With such a title he could be interred at St. Denis; but Napoleon must not have the ordinary sepulture of Kings.—(Hear.)—He must still reign and command in the building in which the soldiers of the country repose, and to which all who may be called upon to defend it, will go to draw their inspirations. His sword will be placed upon his tomb. Under the dome in the midst of the temple consecrated by religion to the God of Armies, art will raise a tomb worthy, if possible, of the name which is to be engraved upon it. In future France, and France alone, will possess what remains of Napoleon. The grave, like the memory of Napoleon, will belong only to his country. The monarchy of 1830 is, in fact, the only and legitimate heir of all the *souvenirs* of which France is proud. It belonged, doubtlessly, to this monarchy, which was the first to rally all the strength and conciliate all the wishes of the French Revolution, to raise and fearlessly to honour the statue and the tomb of a popular hero; for there is only one thing which does not dread a comparison with glory—it is liberty."

Sighs and tears were the first audible responses given by the Deputies to this heart-stirring address Afterwards they crowded around Ministers to congratulate them upon a measure so glorious to France. We share the enthusiasm of the French nation. But surely one frigate will not be thought sufficient to convey the remains of the hero of France from the rocky island of St. Helena. Such a treasure as the ashes of Napoleon are worth the convoy of a fleet. Nor will the British Government, we trust, be content merely to give up the remains of the Emperor. The "age of chivalry" is not yet gone. Our gracious Queen, we hope, will be advised to depute some of the most distinguished in her service to accompany the ashes of the great conqueror to his resting-place in the bosom of his beloved France. Would that the health of the Duke of Wellington permitted him to undertake this great and noble task! He wants but this to load his brows with honours equal not only to the highest pitch of moral exaltation, but to the utmost extent of moral endurance. This is only wanting to his Grace's achievement of more than ever was achieved by Jewish, Gentile, or Christian warrior.—*London Sun.*

Her Majesty has given to His Royal Highness Prince Albert a regiment—the 11th light dragoons—already honoured by bearing the Prince's name.

THE LIVERPOOL AND HALIFAX STEAMERS.—Our readers are aware that for some time the Britannia, one of the new Steamers destined for the goods and passenger trade between Liverpool and Halifax, British America, has been taking in her machinery opposite the great crane at the Broomielaw. With the exception of the British Queen (which was not built in this river) she is the largest steamer which has been supplied with machinery in the Clyde. As this has now been completed, her place at the crane has been taken by the Acadia, (another of these North American Liners), and the Britannia is now undergoing the finishing touch of the painters, cabinet-makers, &c., previous to her being placed permanently on the station between Liverpool and Halifax. These packets which, in the meantime are intended to be four in number, will carry the Mail, and altogether they will form a new and most important era in the history of our connection and intercourse with our North American colonial possessions.—*Glasgow Herald, May 8.*

STEAM COMMUNICATION WITH THE WEST INDIES.—Southampton is the port which has been finally fixed upon as the West India steam-packet station. The Royal steam-packet Company, with whom Government have contracted, have declared their capital to be £1,500,000, in 15,000 shares of £100 each. The contract is to carry the mails to and from the British western colonies for ten years, at the annual cost of £240,000. The vessels to be employed are, by the directions of the Admiralty, to be of the most substantial and powerful description. The company is bound to have in readiness for next year fourteen steam-ships of the following dimensions:—Length 240 feet, burthen 1300 tons, engines 400 horse power. These vessels will be on a similar scale of splendid equipment with the *Great Western* and *British Queen*, and will be amply furnished with every means of safety combined with comfort. Fourteen steamers are contracted for; eight of them will start together from Southampton on their first voyage in the early part of next year.

We are glad to learn that the prospect of an extraordinary herring fishery in Lochfine, and all round the coast of the West Highlands, never was greater in the memory of man than that of the present season. Large whales are daily seen chasing the herrings up Lochfine and the other arms of the sea. The fishing is expected to commence immediately.—*Glasgow Courier.*

The month of April has passed at Guernsey without a single shower. Indeed rain has not fallen in any appreciable quantity for eleven weeks. On Tuesday last, the thermometer in the sun rose to 110 degrees.

It is estimated that there are now 60,000 puncheons of whisky in Dublin, chiefly the property of large distillers, one of the most wealthy of which is now taking measures to break up his very extensive establishment.

The number of grocers and spirit retailers in this city and liberties is reduced from 450 to 100.—There are but three applications for spirit licences in this city, to be made at quarter sessions, before the mayor and magistrates.—*Limerick Chronicle.*

Emigration to the United States.—There have no fewer than 4,800 persons taken their departure for America during the last six weeks, from the port of Drogheda, via Liverpool. It is supposed that each person, on an average, takes with him twenty sovereigns. In this case £100,000 in specie has disappeared.

Mr. Morrison, the *soi disant* hygeist, died at Paris on Sunday se'nnight.

Letters from Naples of the 4th say that the Ætna had brought orders to the Genereux and the Marengo to return to Toulon. The English had not yet restored the prizes, which caused some agitation at Naples. At the date of this news the Duke de Montebello had not arrived at Naples.

Constantinople letters of the 22d state that the failure of the Russian expedition, and other events, had convinced the Shah of Persia of the necessity of yielding sincerely to the remonstrances of England.

From the London New Price Current, May 15.

SUGAR.—The scanty supply of British Plantation Sugar is much felt by our Refiners as well as Grocers. They have been very desirous during the last two days to purchase all descriptions, but more particularly brown and middling yellow sorts, and have offered prices equal to those of Friday last, and in some cases even rather above, but owing to the cause above stated buying has been much restricted. New St. Vincents at 72s.; middling grey and Jamaica of strong quality, 70s. and from that downwards to 65s. for very low brown Berbice.

This afternoon the small quantity of Sugar on show prevented purchasers of moment, either for grocery or refining purposes. The sales amounted to only 100 hhds. at stiff prices, making the rise 6d. during the week, and 500 hhds. and tierces disposed of.

OILS.—For Cod Oil former rates have been fully maintained—some parties are not disposed to take £28. Seal pale of first quality, £25 10s.; for small parcels on the spot, £26 to £26 10s. per tun. In Sperm prices have still a downward tendency; fine quality is selling at £100. This afternoon at public sale, 120 tuns Southern were all disposed of at £23 10s. to £24 10s. for middling to fine quality.

TEA.—The market for Free Trade Tea has been in a dull state all the week, and the trifling business done has been exclusively for cash; the merchants generally have refused to sell excepting at former rates, but in some cases a reduction of ½d. to 1d. has been submitted to as compared with the prices of this day week; common Congou in small parcels selling at 2s. 3½d. to 2s. 4d. and Twankay at 2s. 4d. to 2s. 4½d. per lb.—but in the present inactive state of the market it is difficult to quote accurately—buyers waiting to see if the *Cordelia*, from HongKong, arrived off Liverpool, has brought any private letters from China, by which an idea may be formed as to the season's supply. In Company's Congou little business has been done, and prices have fallen to 2s. 4½ for cash, being a reduction since last Friday of 1½d. per lb. The *Alexander Baring* has arrived with 3,900 packages of Tea. Opinion seems to be much divided as to the supply from China for the season, by some it is stated that it will not exceed 12,000,000 lbs.; several parcels have been received from New-York since we last wrote.

Liverpool Corn Exchange, May 14.—Since Tuesday the 5th inst. there are considerable arrivals of foreign Wheat, Barley and Flour, but the supplies coastwise and from Ireland are very light. While the duty on foreign wheat remained at 13s. 8d. per quarter, there were entered for home consumption 82,437 quarters wheat, and 135,980 brls. flour, being about three-fourths of the stocks in bond of each article. For several days there has been nearly constant rain, with cold north-east winds. Barrel Flour has gone off freely at former rates of 36s. 6d. to 38s. as in quality.

LIVERPOOL, May 14.—*Timber Market.*—Pine, B. A. Red, 1s. 6d. to 2s.; Yellow, 1s. 4d. to 1s. 8d.; Planks, 2¼d. to 2¾d.; Quebec Staves, £55 to £75; Lathwood, £5 to £6.

COMMON COUNCIL CHAMBER,

Friday, May 29.

This was a special meeting, to receive and take into consideration the Report of the Committee appointed to examine into the affairs of the St. John Water Company; preliminary to entering into negociations for the purchase of the rights and property of the said Company, by the civic Corporation, under the late Act of Assembly, "for better supplying the City of Saint John with Water."

The joint Committee was composed, according to the directions of the Act, of Aldermen Porter, Humbert and Vanhorne, on the part of the Corporation, and Messrs. Isaac Woodward and T. L. Nicholson, on the part of the Company.

Alderman Vanhorne brought in the report, from which it appeared, that the pecuniary affairs of the Company stood as follows:—

Sums expended and paid,	-	£14,072 6 1
Due by the Company in the Province,	£1302 6 8	
Do. in Great Britain, £2561 2s. 1d. st'ng. equal to	2823 6 11	4125 13 7
Total expended and due,		£18,197 19 8
Sums due to the Company:		
Unpaid on Instalments called in,	£2610 6 11	
Due on Notes on payment of Instalments,	195 2 6	
Due for Water furnished individuals,	113 16 3	
Ditto for Pipes laid down for houses,	22 18 3	2942 3 11
Balance, including the loan of £5000 from the Province,		£15,255 15 9

The report also stated, that the cost of the Company's freehold estate, buildings, engines, and machinery, laying down pipes, &c. amounted to £18,191; all of which buildings, machinery, &c. were in good and perfect order; and that they had at present on hand, pipes and other materials, to the value of £860; that the Company had called in only £75 per cent. of their capital stock, and that therefore £25 per cent. remained to be called in; and that they had ordered from Great Britain, pipes sufficient to lay down from Anning's corner, King street, to the Barracks, part of which had arrived this Spring.

The Report was received.

Mr. Cameron asked whether these pipes, (last named,) were included in the expenditures mentioned in the Report.

Alderman Humbert replied, no—there was no invoice of them yet; they were to be imported by Mr. John Robertson, on account of his stock.

Alderman Vanhorne stated, that it was necessary to have some immediate action on this report, because the last section of the Act stated, that the Act was to be null and void unless the Corporation accepted and assented to it, by a resolution duly passed and entered on their minute book, within two months from the date of the passing of the Act; and unless the Water Company at a public meeting of their stockholders, also signified such acceptance and assent within three months from the same date; and as the two months limited to the Corporation would expire with the last day of May, this day and to-morrow (Saturday) were the only days in which the Corporation could signify such assent. He therefore read a Resolution, which he intended to move, to the effect, that the Board accepted and consented to the said Act, provided that the Water Company should pay off all their debts and liabilities, and call in their remaining stock, and agree to such proposals as should hereafter be settled by a joint committee of the Corporation and the Company.

Some little discussion then ensued, merely as to the meaning of the words of the Act; some members, imagining, that the Act required the *terms of the agreement* between the Corporation and the Company, to be definitely settled and the bargain actually concluded, within the time limited by the Act; others (the majority, apparently,) including His Worship the Mayor, (who, as a Legislative Councillor, had assisted in framing and passing the Act,) contending that the Act merely required the Corporation to *assent to its principle*, and to *record* their willingness to act under it, within the two months; and afterwards to treat with the Company accordingly. The inclination of the board, generally, appeared to be in favour of carrying on the negociation, under the Act; and to enable them to obtain correct and decisive information on the point above alluded to, the Board adjourned till 5 p.m. to-morrow, (Saturday,) then to settle the question as the Recorder may expound the meaning of the Act.

Saturday, May 30.

Present,—His Worship the Mayor; Aldermen Humbert and Harding; Assistants M'Lauchlan, Hagerty, Cameron, Coram, and Beattie.

This meeting was an adjournment from that of yesterday, to consider the subject of the arrangements to be proposed between the Corporation and the Saint John Water Company. The Resolution moved yesterday by Alderman Vanhorne, and *passed*, for the acceptance and recognition of the Act of Assembly, was merely intended to be open for discussion to-day, in case any further doubts appeared as to the meaning and intent of the Act. It appearing, however, to the general satisfaction, that the Act merely required, that the Board should record on their minutes their assent to and acceptance of its *principle*, within the two months limited, (leaving further time then open for the *negociation* between the parties,) and that having been duly done yesterday; and there not being a *quorum* at the present meeting, to transact any further business, the Board separated; and the matter will again be brought up, at the regular meeting on Thursday next.

Thursday, June 4.

FIRE DEPARTMENT.—The Board were occupied, during a great part of the morning, in completing appointments of Firemen and Engine-men, under the new law.

Mr. Hagerty urged the necessity of immediately appointing a competent and efficient chief engineer.

Mr. Cameron said that Mr. William Barlow was Chief Engineer already.

Alderman Harding thought no other was necessary at present.

Mr. Hagerty contended that it was absolutely necessary to appoint an efficient and active head to the fire department, under the new law; and asked whether imbecility, disorder and confusion had not always distinguished the proceedings of all concerned, at all the late fires.

Alderman Humbert wished the matter to stand over for further consideration; there being no specific motion before the board.

Mr. M'Lauchlan supported Mr. Hagerty's views, stating that all the newly organized fire companies called for the appointment of a chief engineer, to lead and direct them.

Alderman Porter observed, that the confusion and disorder at fires hitherto, arose from the contradictory orders and movements of so many firewards, who exercised authority under the old law; but under the new law the Corporation were bound to appoint a chief engineer, and it was absolutely necessary that it should be done.

Mr. Coram expressed similar opinions.

Mr. Cameron denied the necessity, and insisted that the fire companies could act very well by themselves.

Mr. Hagerty replied, that they wanted arrangement and regularity; he wished the Common Council to fix, at once, what salary should be given to the chief engineer, because the office required the services of an active, diligent and influential person; and if he did his duty, he must devote his whole time to it. The citizens felt the necessity of such an appointment, and would cheerfully pay for it, if properly carried into effect.

Mr. Cameron wished to have the whole thing organized properly, before making any such appointment.

Mr. Hagerty asked, what was the use of an army without a general; or of the fire companies without a head?

MARKET WAREHOUSES.—Alderman Porter presented a report from Mr. Bowyer, keeper of the Warehouse, under the New Market House, shewing the state of the affairs of the said Warehouse during the last six months.

A committee was appointed to report thereon, to examine the books of the keeper monthly, and to report what would be a proper salary for the office.

Alderman Vanhorne stated, that the Warehouse was paying at the rate of £1000 per annum.

WATER COMPANY.—Aldermen Porter, Humbert and Vanhorne were appointed a committee, to confer generally with the Water Company, relative to the treaty for the purchase of their property and interests.

CARLETON FLATS.—Mr. Coram presented a report, relative to an examination of the misplacement of Rodney Wharf; which, by a misunderstanding of the contractor, had been built 40 feet too far northward at the lower end, and 25 feet at the eastern end; and had thereby deranged the whole line of lots lying contiguous thereto; the report also detailed a plan for remedying the evil, by altering the line of the said lots; which, being considered by the Board an easy and beneficial measure, the report was received, and its recommendations ordered to be complied with.

M'CAWLEY'S BRIDGE.—The Steam-ferry committee reported, that this bridge had been carefully completed and secured, by altering the improper sills, and placing additional posts where requisite; and recommended that it be taken out of the contractor's hands, and the balance be paid to him.—Ordered.

CLEANING STREETS.—Alderman Porter reported, that he had advertised for tenders, for cleaning the streets and slips in King's Ward, for one year; and had received nine tenders for the same, the lowest being £190; and he now wished for the decision of the board, as to whether he should accept the tender or not. Alderman Porter contended, that from the peculiar situation of King's Ward, which always required vastly more cleaning than any other in the city, this would be the best and cheapest mode of getting the work done.

The proposition was opposed by Alderman Harding, Mr. Hagerty, and Mr. Coram, on the principle that the old plan was preferable; but supported by Alderman Salter and Mr. M'Lauchlan; and after a brief discussion, Alderman Porter's proposition was adopted, and authority given him to contract for one year. A resolution also passed, to authorise the Aldermen of Queen's Duke's and Sidney Wards to advertise for tenders for their respective wards.

Alderman Vanhorne (who was absent during this discussion, and came in at the close of the debate on Mr. Cameron's bill,) afterwards expressed his decided opposition to the resolution.

CARLETON LOTS.—Committee on the petitions of R. D. Wilmot, James Lockwood and others, relative to lots in Carleton, reported, recommending the same to be sold by auction.—Sale ordered for next Friday week.

Alderman Porter said, that he had a petition from upwards of seventy firemen, recommending Mr. W. Barlow as a proper chief engineer; but he was not at present prepared to say who would be the fittest person, or what would be a proper salary. The board had better give farther consideration to the matter, and come prepared to decide upon it at the next meeting. But the new law said, that in the absence of a chief engineer, the assistants should take the temporary command.

The matter was postponed.

[A report presented by Alderman Bond relative to the work done by Mr. Cameron on board the steam ferry-boat, again brought that subject before the Board; after considerable discussion, without coming to any definitive conclusion on the matter, Alderman B. was allowed to withdraw his report The debate on this subject, for which we have not room to-day, will be given in our next.—*Ed. Courier.*]

Adjourned to Monday next, at 2 P. M.

The continued dry weather, prior to last Wednesday, was attended by extensive burnings in the woods, occasioned by setting fire to brush, from which the smoke and cinders had enveloped our city for the week or ten days preceding. Rumours of the destruction of much property in timber have reached us, and several dwelling houses, &c. in the country are reported to have been consumed.—We trust the rumours are in a great measure unfounded, and that the rains which have fallen here since Wednesday have extended throughout the Province, extinguishing the fires, and allaying the alarm which naturally prevailed.

LAUNCHES.—A splendid new ship, named the *Herald*, of 911 Tons, was launched last Monday from the ship yard of Mr. John Owens, in Portland. She was built for Messrs. Owens & Duncan, and is constructed in the most substantial manner, being secured with iron knees, and copper fastened—was rigged while on the stocks, under the superintendance of her commander, Captain Joseph Stephenson, formerly of the *Glasgow*, and late of the *Eagle*.—On the same day, another fine ship of the largest class, built for James Kirk, Esq. of this City, was launched from the ship yard of Mr. James Briggs, in Portland.—And on Saturday, a first class ship of 634 tons, copper fastened, was launched from Messrs. Irvine & Brothers' yard, near the Aboideau, in rear of the City. She is owned by Messrs. James Lockwood & Co. and was named the *Hannah Kerr*.

CREWS FOR NEW VESSELS.—We believe it is not generally known that an Act was passed during the last session of the Provincial Legislature, which obliges parties interested in new vessels built or fitted out in this Province, to procure Seamen for the same, from distant ports, and not to depend, as heretofore, upon the casual supply which may be afforded by desertions, or other chance circumstances.

The Act goes into operation on the 1st of September next, and we are authorised to say, will be rigidly enforced at this port.—In order, therefore, to comply with its provisions, it is necessary that immediate arrangements be made.—Copies of the Act alluded to, as also another Act relative to Seamen, may be had at our Office.

MR. SANCTON'S "*Herald*" came out on Wednesday much enlarged and otherwise improved: it is now as large as the *Courier*.

MUSIC.—Our columns to-day, on reference, will show an advertisement of Mr. HAGARTY, a gentleman from Dublin, who purposes giving instruction in Vocal and Instrumental Music, to which we invite the attention of our readers.

THE GREAT ANACONDA.—The Exhibition of Serpents, &c. now taking place at the Friary Room, Horsfield-street, will be closed on Tuesday next.—As an opportunity of witnessing any thing of this kind may not soon present itself again, all who have any curiosity in such matters should go at once and be gratified. The price is moderate, the collection good, and the proprietors very attentive.

We regret to learn that a house owned by Messrs. John and James Colvill, on big Musquash Island, in the St. John River, was burned to the ground last Sunday, whilst the occupants were at a place of worship about two miles distant. The fire is supposed to have originated in the house, some children having been left in charge of it, who escaped. Nearly all the furniture and contents of the house were consumed.—*City Gazette.*

An Inquest was held on the 31st May, before W. Frost, Esq. Coroner of King's County, on view of the body of *Patrick Daly*, Blacksmith, employed by Mr. Elijah Perkins, of Kingston. Verdict—"Died in a fit of apoplexy." The deceased was a man of sober habits, and much respected by the community.—*Observer.*

Her Majesty's Ship Vestal, Capt. Carter, sailed from Halifax on Sunday last, for Pictou. The Vestal is to be stationed at the Gulf of St. Lawrence for the protection of the Fisheries, &c. during the summer.

HALIFAX, May 27.—We understand that the Lieutenant Governor has received a Despatch from Lord John Russell, intimating his regret that it has not been in his power to submit to Her Majesty the recent Address of the House of Assembly, forwarded for that purpose by the Speaker; the same having been transmitted without the intervention of His Excellency, and the proceeding being unusual, irregular, and inconvenient; and his Lordship considering it, therefore, his duty to assert, on behalf of Her Majesty's Representative in the Province, the strict adherence to those observances to which his station gives him an indisputable claim, and which cannot be disregarded without derogating from the respect due to his power and authority.

We are also informed that Her Majesty's Government has expressed its approval of His Excellency's determination not to assent to the Address of the House of Assembly for the change of the Members of the Executive Council collectively, without the previous sanction of Her Majesty, and has distinctly signified that his Excellency would not have acted in conformity with his Instructions, by making, on his own authority, the change demanded by the House.—*Royal Gazette.*

NEWFOUNDLAND.—We regret that another very disgraceful evidence of the bitterness of party feelings has been furnished from this Island. Mr. H. Lott, Printer, employed in the office of "The Public Ledger" Newspaper (a violent party paper), was way-laid between Carbonear and Harbour Grace by some ruffians who knocked him down, cut off part of each of his ears, and rifled his pockets of about eight dollars. Much excitement was caused by the cruel and cowardly outrage, and his Excellency the Governor issued a Proclamation, offering a reward of £300 stg. for the apprehension of the offenders. Every good man must wish that the attempt to discover and punish may be effectual. They who use personal violence, in political disputes, place themselves beyond the proper sympathy of all parties, and are the worst enemies which the party they disgrace by espousing, can have.—*Novascotian.*

FROM CHINA.—Accounts from Canton to the 2d of February, have been received by an arrival at New-York. Mr. Gribble, on whose account Canton was blockaded by the British, having been released, the blockade was immediately raised.—Mr. G. is stated to have been treated with unusual kindness by the Chinese authorities. It was expected by some that the other causes of dispute would yet be amicably arranged, although the Chinese were endeavouring to purchase vessels for the purpose of being sunk in the river to prevent the approach of the British naval force.

The Boundary Question.—The Portland Advertiser states, on authority of a private letter from Washington, that the rumor in regard to despatches having been received there by the British Queen is incorrect. There were none received.—*Boston Transcript.*

We believe no despatches were received by the American government, but we are certain that despatches were received by the British Minister, and all but certain that they related to the N. E. Boundary. The bearer of these despatches has returned to this city from Washington, and will proceed to England in the British Queen, which leaves us on Monday next.—*Journal of Commerce, May 27.*

THE BRITISH QUEEN, to sail from New-York to-day, for London, has a full complement of passengers—*one hundred and sixty-five*. Several applications for passage were made after she was full. Freight has been taken for about $100,000 in specie.—*Boston Courier, June 1.*

About twenty buildings, mostly three stories high, were destroyed by fire at Ithica, New York, on the 28th ult.—loss estimated at $60,000.

NEW YORK, May 30.—*Flour.*—The receipts have been large, and the prices have declined: common brands are quoted at $4,50 to $4,62; Georgetown, at $5; Rye Flour, $2,50 to $2,75; Corn Meal, $2,81 to $2,87.

Quebec, May 25.—The season for some time back has been remarkably dry, with a north-east wind, which, however, died away yesterday at noon, and was succeeded by westerly breezes.—Vegetation is suffering on high and light lands. The thermometer yesterday and to-day, in the afternoon, has been up to 80° in the shade, but it will probably soon be cooled by thunder showers. Altogether, the season, so far, has been favourable to the farmers in this district for getting through with their spring work, and vegetation is now rather more forward than usual.

Some damage is done by fires in the woods, but at the present season it runs only on the dry leaves and does not destroy large standing timber.

Large flocks of wild pigeons have made their appearance in the open country since yesterday.

H. M. troop-ship *Apollo*, with the 11th regiment on board, sailed yesterday afternoon at one o'clock, for Portsmouth, with a light westerly wind, which has continued since.

Government has issued a general order that libraries are to be established at the barrack stations, at home and in the Colonies, for the use of the Army.

The Stakesby, freight ship, having on board the drafts from the depot companies of the 23d, 36th, 37th and 69th Regiments, destined to join the service companies of those corps, sailed from Cork harbour on the 25th April, for Halifax, Nova Scotia. The following are the names of the officers and numbers composing those drafts, viz:—23d Ft.—First Lieut. Baker, 1 sergeant and 60 rank and file. 36th Ft.—Captain Ross, Lieut. Fleury, 1 sergeant and 69 rank and file. 37th Ft.—Captain Clay, Ensigns Lawrence and Lambert, 2 sergeants and 80 rank and file. 69th Ft.—Ensign Fenwick, 3 sergeants and 59 rank and file. Staff Assistant Surgeon Bannatine has also embarked in the above vessel.

WAR OFFICE, May 8.—69th Foot: Lieut. Henry Bridger Tudor to be Captain, without purchase, vice Garland, deceased; Lieut. Wm. Coates, from the 18th Foot, to be Lieutenant, vice Tudor; Ensign and Adjutant Thomas A Kearney to have the rank of Lieutenant.

Lieutenant Arthur Blaney Walsh, half-pay Royal West India Rangers, has been allowed to retire from the service by the sale of his Lieutenancy, he being about to become a settler in North America.

Unattached.—Lieut. R. G. A. Levinge, from the 43d Foot, to be Captain, by purchase, May 15.

IMPORTATIONS AT SAINT JOHN,

During the week, ending on Saturday.

(Furnished by GEORGE A. GARRISON, Esq. Notary Public and Custom-House Broker.)

106 casks Rum; 12 ditto Brandy; 52 hhds. and 100 cases Geneva; 19 casks, and 14 cases Wines; 150 barrels, bottled, and 40 casks Ale and Porter; 20 hhds. Sugar; 50 chests Tea; 80 bags Coffee; 390 boxes Soap; 130 do. Candles; 255 tons Salt; 41 do. Coals; 15 bags Pepper, 50 crates Earthenware; 716 barrels, and 95 bags Wheat Flour; 1391 barrels Rye Flour; 630 barrels, and 50 bags Corn Meal; 300 bags, and 559 bushels Corn; 73 bags Rye; 75 barrels Bread; 168 ditto Beef; 279 ditto Pork; 70 firkins Butter; 60 ditto Lard; 50 tierces Rice; 10 kegs Tobacco; 40 barrels Pitch; 10 ditto Vinegar; 70 boxes, and 15 casks Raisins; 2000 Salted Hides; 270 kegs Gunpowder; 200 casks Cement; 63,000 Bricks; 553 barrels Pickled Fish; 1260 bushels Potatoes; 250 do. Oats; 1440 dozen Eggs; 26 tons Hay; 4 ditto Oatmeal; 20 quintals Dry Fish, &c. &c.

DAYS OF DEPARTURE OF THE ATLANTIC STEAMERS.

	From England.	*From N. York.*
Great Western,	4th June.	1st July.
British Queen,	1st July.	1st August.
Great Western,	25th July.	18th August.
British Queen,	1st Sept.	1st October.
Great Western,	12th Sept.	10th October.
Great Western,	7th Nov.	8th Dec.

SAINT JOHN SAVINGS' BANK.

Deposited in May, - - - -	£508 12 6
Withdrawn in do.	807 2 9

Acting Trustee for June—THOS. BARLOW, Esq.

Price of Flour, &c. at the 'City Mills.'

Superfine Flour, 32s. 6d. per brl. & 16s. 3d. per hundred.
Fine do. 30s. do. & 15s. do.
Middlings do. 17s. 6d. do. & 8s. 9d. do.
Horse Feed, 2s. per bushel. Bran, 1s. 3d. do.

Passengers in the Steam-ship Unicorn, from Liverpool:—Lieut.-Col. Snodgrass, Deputy Quarter Master General of Nova Scotia, and Lady; Hon. Alexander Stewart, and Lady, of Halifax; Hon. John Robertson, John Wishart, James Alexander, and William Doherty, jun. St. John, N. B.; William Cormack, C. D. Shaw, Montreal; A. H. Scott, James Scott, Canada; C. D. Archibald, G. Ashburner, Thomas Bernie, W. Williams, London; Mather Jamieson, Mexico; Luther V. Bell, Charleston, Mass.; F. S. Lewis, Boston; Francis Andrade, Mexico; G. M. Graff, Dundee; John Houghton, Liverpool, G. B.; Robert Tamahill, Glasgow; A. W. Wm. Wynn, 23d Fusileers.

MARRIED.

On Thursday evening last, by the Rev. Samuel Robinson, Mr. Zebedee Ring, Merchant, to Mary Ann, eldest daughter of Mr. John Hartt, all of this city.

On the 26th May, by the Rev. Mr. Harrison, Mr. Joseph Busteed, to Miss Jane Saunders.—On the 28th, by the same, Mr. William Rogers, to Miss Helen Armstrong.—On Monday evening last, by the same, Mr. William Stewart, to Miss Margaret Jane Bardsley.

DIED.

On Saturday last, after a short illness, Matthew, youngest son of Mr. Matthew Thomas, aged nine years.

On Sunday last, much and justly regretted, aged 42 years, Jean, wife of Mr. George Ambrose, leaving a husband and eight children to mourn their loss.

On Thursday morning last, after a short illness, which she bore with pious resignation to the Divine will, Mrs. Elizabeth Inslee, aged 65 years, relict of the late Mr. David Inslee, of New-York, and the only remaining child of the late Capt. Thomas Penn Williams, R. N.

On Thursday last, aged 41 years, Mr. John Holmes, Rigger, a native of Belfast, Ireland. Funeral from his late residence, in King's Square, to-morrow (Sunday) afternoon, at half-past 4 o'clock.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Saturday—Schr. Pembroke, Clarke, Philadelphia, 14 days—J. & R. Reed, flour and corn.
New barque Myrtle, Price, St. Mary's Bay—S. Wiggins & Son.
New brigantine Wasp, Potter, Granville—A. B. Thorne.
Sunday—Ship Ward, Masters, Liverpool, 42—J. Ward & Sons, merchandise, and 13 passengers.
Mozambique, Stephens, Savannah, 10—J. Lockwood & Co. timber and rice.
Brig James Hay, Leavitt, New-York, 7—D. & F. Leavitt, flour, &c.
Isadore, Dunbar, Cork, 43—R. Rankin & Co. 90 passengers.
Swan, Errington, Cork, 51—John Robertson, 113 passengers.
Thomas Baker, Davis, Limerick, 29—Willard Buchanan & Co. 110 passengers.
Woodland Castle, Woodcock, Cork, 44—R. Rankin & Co. 99 passengers.
Barron, Hall, New-York, 9—J. M. Wilmot, ballast.
Carrywell, M'Cullough, Belfast, 44—J. & H. Kinnear, general cargo, and 83 passengers.
Monday—Steam ship North America, Seely, Boston, 37 hours—J. Whitney & Co. passengers, &c.
Schr. Eleanor Jane, Fields, Boston, 4 days—J. & T. Robinson, assorted cargo.
Tuesday—Schr. Vigilance, Staples, Eastport—J. Lockwood & Co. bricks.
New brig Catharine, Mills, St. Martins—William M'Cannon, ballast.
Wednesday—Brig Henrietta, Parker, New-York, —to order, flour and corn.
Thursday—Ship Branches, Gray, Liverpool, 39—P. Duff, iron, coals, &c.—85 passengers.
Prudence, Moore, Londonderry, 45—R. Rankin & Co. cordage, and 165 passengers.
Brig Kentville, Daley, St. Kitts, 16—S. Gould, rum.
Neptune, Miller, London, 46—W. P. Ranney, general cargo, and 6 passengers.
Colonist, Driscoll, Cork, 39—R. Rankin & Co. 84 passengers.
Zephyr, M'Auley, Belfast, 47—J. & H. Kinnear, 80 passengers.
Schr. Mary Weatherall, Blair, Quebec, 28—Adam & Davidson, beef and pork.
Billow, Crowell, Halifax—T. Raymond, tea, &c.
Friday—Ship Enterprise, Muir, Savannah, 17—John Hammond, pitch pine timber.

COASTWISE, &c.

Saturday—Maid of the Mist, (s.) Henneberry, St. Andrews, passengers.
Constant, Hemeon, Windsor, plaster.
Chas. Thomas, Elderkin, Apple River, freestone.
Perseverance, Appleby, Deer Island, ballast.
Juno, Messenger, Windsor, plaster.
Peterel, Laskey, St. Martins, ballast.
Dolphin, Chisholm, Parrsboro, lumber.
Hope, Spicer, Apple River, shingles and plaster.
Intrepid, Cook, Wilmot, deals.
Jas. Fraser, Peters, Annapolis, shingles & butter.
Minetty, Gilleatt, Annapolis, hay, oats, and eggs.
Dove, Steel, Cornwallis, boards.
Sunday—Barbara Ann, Perry, Digby, sand.
Jane, Best, Sackville, hay, potatoes, and hams.
Diligence, Madden, Gardner's Creek, deals.
Pearl, Easterbrooks, Westmorland, oatmeal & oats.
Napoleon, Forsyth, Salmon River, deals.
William Henry, Thomson, Grand Manan, deals.
Monday—Ploughboy, Ferris, St. Stephens, leather.
Economy, Harding, Annapolis, fire wood.
Aurora, Fitzgerald, Salmon River, deals.
William Wallace, Bisset, Musquash, deals.
Lucy, Morehouse, St. Mary's Bay, deals.
Wave, Grady, Black River, deals and shingles.
Sarah Ann, Till, St. Andrews, staves.
Lavinia, Bennett, Dorchester, deals and staves.
Pilgrim, York, Parrsboro, boards.
Margaret, York, Wilmot, staves.
Pilgrim, Lamb, Parrsboro, deals and staves.
Mary, Morgan, Wilmot, staves.
Pacific, Hinds, Windsor, plaster.
Minerva, Rankin, Truro, plaster.
Woodlands, Johnston, Windsor, plaster.
Tuesday—Maria, Wane, Salmon River, deals.
Vineyard, Wright, Salmon River, deals.
Margaret Ann, Higgins, Onslow, deals.
Lady Douglas, Bissett, Musquash, deals.
Lady Campbell, Carpenter, Musquash, deals.
Saucy Jack, Becket, Lepreaux, deals.
Nova-Scotia, (s.) Reed, St. Andrews, passengers.
Maid of the Mist, (s.) Henneberry, Digby, do.
Wednesday—Spitfire, M'Neal, Digby, fire wood.
Favourite, Helms, St. Andrews, shingles.
Caroline, Landers, Wilmot, lumber and potatoes.
Morning Star, Green, Windsor, plaster.
Harmony, Allan, Windsor, plaster.
Harp, Johnston, Windsor, plaster.
Victory, Evans, Salmon River, deals.
Three Brothers, Wheaton, Grand Manan, deals.
Paragon, Letteny, Annapolis, hay.
Mariner, Worster, Annapolis, hay.
Crown, Pitt, Wilmot, butter and eggs.
Tanner, Kyffin, Salmon River, deals.
Thursday—Trial, M'Carthy, Wilmot, plaster.
Enterprise, Edgett, Petticodiac, deals.
Diana, Garrison, Deer Island, fish.
Hare, Turnbull, Digby, hams, &c.
Barbara, Tansh, Digby, eggs, &c.
Mary, Taylor, Hillsboro, deals.
Union Jack, Douglas, Parrsboro, plaster.
Alexander, Hamilton, Parrsboro, deals.
Victory, Clark, Shepody, deals.
Prospect, M'Ginnis, from a Fishing Voyage, fish.
Nova-Scotia, (s.) Reed, Digby, passengers, &c.
Maid of the Mist, (s.) Henneberry, Windsor, do.
Friday—Mary, Tooker, Yarmouth, merchandise.
Margaret, Campbell, Grand Manan, deals.
Sarah Jane, Caleb, Cumberland, deals.
Sophia, Chute, Annapolis, deals and oats.

ENTERED FOR LOADING.

May 1—William Wright, Flagg, West Indies.
2—Maria, Jones, Cardiff.
Rebecca, Drake, London.
Chamcook, Boag, Belfast.
Cordelia, M'Mahon, Belfast.
Resolution, Davis, Penzance.
3—Swan, Errington, Cork.
Herald, Stephenson, Cork.
Woodland Castle, Woodcock, Cork.
Thomas Baker, Davies, Gloucester.
Enterprise, Boyes, Wales.
5—Isadore, Dunbar, Cork.
Aberdeen, Andrews, Cork.
Myrtle, Price, London.

CLEARED.

Ship Clarence, Brown, Hull, timber—John Robertson; Hebe, Wright, London, deals—Barlows & Ketchum.

Brig Dealy, Sterritt, Bantry, timber and deals—Lewis Burns; Rosebud, Holmes, Belfast, timber and deals—Eaton, Burnham & Co.; Derwent, Trotter, London, timber—M'Pherson & Coy; Rapid, Cook, Berbice, lumber—Ratchford & Brothers. Malta, Evans, Cork, deals—Jas. Malcolm; Henrietta, Parker, Lubec, ballast.

Schr. James Clark, Beck, Boston, salt—Master; Harp, Johnston, Philadelphia, plaster—J. & T. Robinson; Pembroke, Clarke, Eastport, earthenware—Master; Trial, M'Carthy, Boston, plaster—Master; Swan, Carty, Halifax, limestone—Master; Ion, Hammond, Halifax, salt, &c.; Billow, Crowell, Halifax, limestone.

Steamer North America, Seely, Boston, passengers, &c.—J. Whitney & Co.

Ship Java, of and from this port, on a whaling voyage, was spoken early in Feb. last—all well.

Sailed from Baltimore, May 27th, barque James Lemon, Stone, for Rotterdam.

In Hampton Roads, 26th ult., barque Lord John Russell, Hubert, of St. John, from Baltimore.

Arrived at Liverpool, 14th May, barque Clarence, Betts, Savannah; 15th, ship Alexander Edmond, Strang, do.

Dartmouth, May 12.—Off the port, the City of Glasgow, from St. John.

Sailed from Liverpool, 5th May, ship Wakefield, Young, St. John; 7th, Ben Nevis, Burns, do.; Emerald, Eills, Quebec.—Cork, 8th, George, Davies, St. John.—Dublin, 8th, A. Lake, Murdock, St. Andrews.

Entered for loading at London, 11th, Elizabeth, for St. John.

Greenock, May 3.—The Pitt, Marr, which sailed from Troon 16th ult. for Chaleur Bay, put back on the 26th, leaky, and must discharge her ballast, to be docked.

Quebec, May 23.—The following vessels are at Gross Isle, with sickness on board—Barque Independence, from Liverpool, 270 passengers—eleven deaths and 18 sick of the small-pox; barque Helen, from Belfast, 161 passengers—3 deaths and 3 sick of the small-pox; barque Nelson Village, from Belfast, 286 passengers—16 deaths and 20 sick of the small-pox; barque Champlain, from Youghal, 110 passengers—2 deaths and 8 in hospital of typhus fever.

Comparative statement of arrivals, tonnage and passengers at the port of Quebec, to the 22d May, inclusive, for the years 1839 and 1840:—

1840......250	90,686	3737
1839......131	40,135	620
More this year, 119	50,551	3117

Ship Burnt at sea!—The packet-ship Poland, from New York for Havre, with 35 passengers and 28 of a crew, and a valuable cargo of cotton, flour, potash, whalebone, bark, and $70,000 in specie, was struck by lightning on the 16th ult. in lat. 41, 35, lon. 53, 30, which ran down the foremast into the lower hold, where it is supposed to have set the cotton (which was stowed near the mast) on fire. The total loss of property, including the ship, must be something like $150,000. After an ineffectual attempt to get at the fire to extinguish it, the men being driven from their work by the smoke, the hatches were closed about 8 o'clock, and the boats were cleared and got out; about 10, p. m. the females and children, with as many men as were thought proper, were put into the long boat, and moored astern, where they remained all that night and the next day and night, until Monday morning, 18th,—the ship being hove to in order to be easy, and in hopes of being discovered by some passing vessel. On that morning, the wind having very much increased, with a rising sea, and the fire not appearing to have increased much, the boats were hoisted in again, and sail made to the north east. About 1 o'clock, p. m. a sail was discovered and the ship was put before the wind to speak her. She proved to be the Clifton, from Liverpool for New-York, by which vessel the whole of the unfortunate beings were rescued from their perilous situation. When the Poland was abandoned, the fire was very fast increasing, and the decks were growing hotter every minute. The passengers and crew saved but little except the clothes they had on, and a few light articles of small value.

Correspondence of the New-York Com. Advertiser.

KEY WEST, May 18th, 1840.—The fortune of the British brig Isabel, of Saint John, New Brunswick, has been a singular one. About two months since, on a voyage from New Orleans home, she ran on the Florida reef, was got off by the wreckers, and brought here. After paying salvage out of her cargo, the master undertook to sell the residue of it at auction; but the collector of this port informed him that by so doing he forfeited his vessel and cargo, under our revenue laws. *He could not therefore, sell his cargo here*; but he determined he would not perform his voyage, and accordingly sailed for Nassau, thence to Havanah, where he took in a cargo of sugar for Liverpool. A few days since, he appeared again on our coast, offering to sell a part of his sugars. He loitered along the reef for several days, and excited the suspicion of the revenue officers. He was boarded by one of the inspectors, while lying at anchor inside the reef among the wreckers, who remained with him day and night, until he again went to sea; and, as the inspector supposed, with bona fide intent to go on his voyage.—But, not so; for a few days after, the Isabel was found hard and fast upon the reef.

She was soon after boarded by some of the wreckers, who took cargo from her, and the news has been brought here that the brig and wreckers are to proceed together to Saint Augustine, or to Charleston, where they are to make a strong salvage case of it, and the wrecker and wreckee divide the spoils. I do not think that they will bring the cargo here. The facts are too well known; and I think, judging from opinions expressed by Judge Marvin in other cases, that if he should again get his attachments on the brig she would not be restored to her present master.

Such is the conduct of some masters of vessels, to whom large amounts of property are often committed! Our wreckers at best need watching.—But I have remarked for several years that whenever they have been guilty of bad conduct, in almost every instance the master of the wrecked vessel has been more guilty than they.

Oak Point Church.

THE Venerable Archdeacon COSTER will re-open the above Church on Sunday morning, 7th June, and the PEWS will be disposed of the following morning.
Westfield, May 7th, 1840.

Oak Point Church.

THE Steamer METEOR will leave Indian Town at 7 o'clock, next Sunday Morning, the 7th instant, for Oak Point Church, which will be re-opened on that day by the Venerable Archdeacon COSTER. She will return again to Indian Town immediately after the Service is over.
St. John, June 6, 1840.

Sheriff's Sale Postponed.

THE SALE of *Patrick Kelly's* Groceries and Household Furniture, which was advertised to take place this day, (Saturday,) is postponed until MONDAY next, at 11 o'clock.
June 6. J. WHITE, *Sheriff*.

SALE POSTPONED.

THE STOCK IN TRADE advertised for sale on TUESDAY next, is postponed till further notice—the same will be sold by private sale at reduced prices for cash or approved paper.
6th June. JOHN WALKER.

A REGULAR Monthly Meeting of the *Mechanics' Institute* of St. John, will be held at their room in Germain-street, on Monday evening, the 8th instant, at 8 o'clock.
June 6. W. JACK, *Rec. Sec'y.*

A REGULAR Monthly Meeting of HIBERNIAN LODGE, No. 301, under the Registry of the Grand Lodge of Ireland, will be held at their Lodge Room in Church-st. on Tuesday evening next, the 9th instant, at 7 o'clock. By Order of the W. M.
June 6. WM. H. HARRISON, Sec'y.

POSITIVELY

The Last Day but Two

Of the Exhibition of the great

ANACONDA,

And other SERPENTS, in the City of Saint John.

MESSRS. COPS & WILLOUGHWAY take this opportunity of returning their sincere thanks to the Ladies and Gentlemen of Saint John for the very liberal encouragement they have received, and most respectfully announce that the time is drawing to a close, of being gratified with the sight of some of the greatest living curiosities, TUESDAY next being the last they will be exhibited in this place; on which day, at half-past 3 o'clock, the Boa Constrictor will DINE upon a well-fattened RABBIT! and at the same time a large RAT will be thrown to the Rattle Snake, to test the powerful and suddenly fatal effects of its Poison.
St. John, 6th June, 1840.

MR. HAGARTY,

(LATE OF DUBLIN,)

Professor of Music, and Organist, Teacher of the Piano Forte, Violin, and Singing.

RESPECTFULLY announces to the Gentry, and Public at large of St. John and its vicinity, that he has commenced Teaching in this City. Mr. H. hopes, from his superior system, which comprises a steady hand, perfect time, with brilliant execution, together with great attention to his pupils, to merit a share of public patronage.

☞ Any commands left at Mr. Clerke's, Watchmaker, King-street, will be promptly attended to. Terms moderate.

P. S. Piano Fortes tuned and regulated on the most approved system.
June 6, 1840.

Millinery, Straw, and Palmetta

BONNET MAKING.

MISS B. MARTIN respectfully acquaints the Ladies of St. John, that she has commenced the above Business at her residence in Germain Street, in the Brick Building adjoining the Baptist Meeting House, where she will endeavour to execute all orders with which she may be favoured, according to the latest Fashions, and on moderate terms.—Bonnets made and altered.
St. John, 1st May, 1840.

SEMINARY.

MR. TAYLOR would respectfully intimate to his Friends and the Inhabitants of Saint John, that he intends to open a SEMINARY for the instruction of Youth, on Monday 8th June, in the back part of that house in King Street, formerly owned and occupied by Mr. HENRY BLAKSLEE; wherein will be taught the several branches which constitute a good English Education.
St. John, June 6.

A CARD.

THE subscriber respectfully announces to the citizens of St. John and the public generally, that he will construct and administer VEGETABLE VAPOUR BATHS;—their utility, in a variety of cases, will be found to be productive of the most beneficial results. In *Rheumatism, Gout, Scrofula*, and *Cutaneous diseases*, they are peculiarly beneficial, and unattended with risk from exposure afterwards when under proper directions.

Private Families or Gentlemen wishing to support or give encouragement to the undertaking, will be instructed how to use them, independently of the aid of a thermometer.

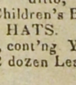
Persons desirous of obtaining one will please call or leave directions with Dr. COOK, who has very kindly given permission; and any order given will be strictly and promptly attended to and the price made as moderate as possible.
JAMES DECHMAN.
St. John, June 6, 1840.

SUPERIOR SLATES.

THE Subscribers have received from Limerick Samples of *SLATES* to which they request the attention of builders; they are of the best quality and can be furnished at short notice, upon better terms than from any other place.—The Samples can be seen and the prices known by calling at the office of
June 6. GEO. D. ROBINSON & CO.

6th JUNE, 1840.

LONDON HATS And Cloth CAPS.



THE subscriber has just received per the brig *Neptune*, from London—12 CASES OF HATS, of the following descriptions:
Gent.'s best quality Black & Drab Beaver HATS,
Ditto second quality ditto ditto,
Ditto Stout Naps ditto ditto,
Ditto best Gossamer Silk HATS,
Ditto Mertondown ditto,
Youths', Boys' and Children's Black, Brown and Drab HATS.

ALSO,—*One Case*, cont'ng Youth's and Boys' CLOTH CAPS; 12 dozen Leather PEAKS; 1 dozen COCKADES.

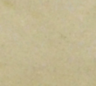
Together with his former Stock on hand, will be sold Cheap for Cash, Wholesale or Retail, at his *City Hat Store*.
C. D. EVERITT.

NOTICE.—The Twenty-first Annual Court of *the Governor and Trustees of the Madras School in New-Brunswick* will be held at the City Hall of the City of Saint John, on the first Tuesday in July next, at noon, pursuant to the directions of their Charter. J. W. BOYD,
June 5, 1840. *Clerk.*

☞ **NOTICE.**

THE Annual General Meeting of the Stockholders of the *New Brunswick Marine Assurance Company* will be held at the Office of the Company, on Monday the 13th of July next, at noon, for the purpose of having the accounts for the past year laid before them, and Electing Directors for the ensuing year.
JAMES KIRK, *President.*
St. John, 4th June, 1840.

FOR CHARTER.



THE fine new first class British built Brig NEPTUNE, stands A. 1. at Lloyd's for 10 years, will be ready in a few days to receive a Charter to London. For particulars apply to Capt. Miller, or at the counting room of
June 6. W. P. RANNEY.

ALL persons are hereby cautioned against trusting the Crew of the Brig ISABELLA as no debts of their contracting will be paid by the Master.
May 23, 1840. THOS. LOWERY.