The Courier.

SATURDAY, November 21, 1840.

The English Mail for November, which would leave Liverpool on the 4th instant, has been anxiously looked for in this City since Monday evening, but has not yet arrived. The land mail from Halifax, due last evening, is also behind. The delay no doubt is occasioned by the heavy snow storm of Thursday.

We have extracted a paragraph from a Boston paper of last Saturday, stating that the steamer *Unicorn*, which has been employed the past summer in carrying Mails between Pictou and Quebec, is expected at Boston, and that it is probable she will be either laid up at that port for the winter, or be put on the route between Boston, by way of New York and Charleston, and Havanna!—We have a rumour here, however, respecting the *Unicorn's* future destination, which is much more likely to be correct; namely, that she will be employed the present winter in conveying a Mail, daily, between Digby and Annapolis and Saint John.—The future route of the English Mails between Halifax and Canada being through this City, by way of the Nerepis road to Fredericton, and thence by the Temiscouata road (on which a large party have lately been at work); we think there is every probability that the rumour of the *Unicorn's* being engaged to carry the daily mail across the Bay of Fundy is correct. She left Quebec about the 10th instant, with freight, for Halifax, and may therefore be looked for here in a few days. The Mail from Canada, for England, to go by the *Britannia* from Halifax, on the 3d December, is, we perceive by the Quebec Gazette, to be despatched from Quebec, by land, *via* this City, on Monday next.

The Mechanics' Institute.—We are informed that the new building of the Institute will be opened on Monday, 7th December, and that the Directors have invited Dr. Gesner to deliver the opening Address, which we have no doubt will be well worthy of the gratifying occasion.

THE BOUNDARY.

We learn that the Boundary Commissioners have finished their labours for the present season, having completed the survey of the due North line from the River St. John to the Beaver Stream, on the Metis. From thence, the Commissioners proceeded up the St. Lawrence to River Ouelle, with the intention of proceeding up that River and examining the highlands at its sources. They started the last week in October for that purpose, but heavy and continued snow storms drove them back, and they were forced to relinquish their operations. Snow fell on the level to the depth of eight inches, but on the tops of the hills it was much deeper. From River Ouelle, the Commissioners proceeded to Quebec; from thence, Lieut. Broughton, R. E. one of the Commissioners, proceeded to New-York, on his way to England. Mr. Featherstonhaugh, the younger, remains at Quebec for the present making up the returns and completing the plans. It is said to be his intention during the winter to examine the highlands about the heads of the Chaudiere and the Connecticut, with a view to settling the best mode of commencing a survey of them next year.

HAMMOND RIVER BRIDGE.

Several gentlemen went from the City on Wednesday last, to see the Bridge recently erected over Hammond River, from whom we have collected the following particulars.

This Bridge is carried over the main channel of the River, upon a span of two hundred feet between the main abutments; the western abutment at Monger's landing is firmly built with squared pine timber upon a solid foundation of rock; the other abutment on the eastern side is built in like manner, upon a bed of hard gravel; the Bridge is thrown over this channel, and is supported by two double trusses, upon Town's principle; the stringers at the bottom are set together, and secured by large iron bolts, with screws and nuts, at proper intervals. The truss work is constructed of pieces of the best pine timber, thirty-two feet long and sixteen inches wide, by three and a half inches thick; these pieces cross each other at angles of about thirty-five degrees from a perpendicular, which reduces the height of the truss to about twenty-four feet; these are carried about fifteen feet upon each abutment, and, consequently, the whole length of the truss work is two hundred and thirty feet—the whole of which is roofed over to protect the work from the weather: this part of the Bridge is thirty feet wide, and is divided in the centre by a line of posts, which extend to, and support the roof—on either side of which carriages may pass. The eastern part of the Bridge, from the main abutment, is carried over a low gravelly bottom or intervale, which is overflowed when the freshet is high in the River, and over which the ice runs in large quantities during ice freshets, which sometimes occur at the breaking up of the River: the whole of this part of the work is upon strong framed bents, secured by upright and horizontal braces, and is upwards of four hundred feet in length; the whole length of the Bridge is, therefore, six hundred and thirty feet. From the centre main abutment, a wharf or breast-work, as high as the Bridge, is carried with a gentle curve up stream to the eastern bank of upland; this is heavily ballasted and close-planked on the outside, and is intended to answer this two-fold purpose; first, to prevent the freshets and ice from running over the low bottom, and injuring that part of the Bridge which stands upon bents; and, secondly, to direct the whole of the waters of the River into the proper channel between the two main abutments: the average height of the truss work from the bottom of the River between these, is twenty-two feet; this, with a space of two hundred feet, is supposed to be more than sufficient to pass all the ice that can possibly ever run in the River; if this should prove to be the case, there can be no doubt of the stability of the work. The whole is executed in a substantial and workmanlike manner, of the best materials; and when it is considered that the summer was far advanced when this important work was undertaken, too much praise cannot be given to the contractors, Messrs. John S. Clark & Sons, of Carleton, to whose skill and energy, under very discouraging circumstances, the public are indebted for this great accommodation: they were not, by their contract, obliged to hand the Bridge over to the Supervisor till Christmas, but their untiring perseverance has enabled them to do it at the time when the most difficult season for ferrying was just commencing. This Bridge is undoubtedly the best in the Province, and is the second which has been completed by the Messrs. Clark since the opening of the last spring: the first was the important Draw Bridge over the Oromocto, near its junction with the main River (St. John.)

The road to Hammond River was found to be much better than it has been for many years at this season of the year.

Barracks at Woodstock.—The Woodstock Times says that they hear nothing of the proposed Barracks at that place—we therefore beg to offer some information. The estimates were duly prepared last season by the Officers of Engineers, and sent to England, but unfortunately arrived too late, as the estimates for the year had been voted, and could not be altered. Lord John Russell, the Colonial Secretary, highly approved the erection of Barracks at Woodstock, and has stated his intention of adding the required sum for their completion to the estimate for next year. The vote will no doubt pass at the next session of Parliament, and in the year 1841, our friends at the flourishing village of Woodstock, may expect some very handsome public buildings to spring up among them.

Steamer New-Brunswick.—We regret to learn that this fine new steamer, owned by the *Fredericton Steamboat Company*, which was heavily laden with a valuable cargo of merchandize and supplies, for Fredericton and other places on the River St. John, sunk at three o'clock yesterday morning at a wharf at Indian Town, where she was moored. The persons who were on board narrowly escaped with their lives. A very large amount of property must be lost, or seriously injured by the disaster, and the loss will be heavy to many individuals. Some of the goods were recovered yesterday, but the steamer not having yet been raised, the immediate cause of her sinking has not been ascertained.

The Weather has suddenly become quite winter like, the ground being generally covered with snow, to the depth of an inch or two, since Thursday last, (when we were visited by the first regular North-east snow storm of the season,) and the air being a little frosty. Sleighs and sleds are in requisition, about the city, and there is now every appearance of the river navigation being soon closed by ice.

The lovers of good singing, we doubt not, will be highly gratified to learn that the celebrated English Vocalist, Mr. Russell, at present in Boston, intends visiting Saint John in a few weeks. Mr. Russell, we learn, surpasses even Braham in the execution of some of the fine old English songs, which are so generally admired by all lovers of real melody. We can therefore ensure our citizens a treat, in vocal display, to which, we believe, they have heretofore had nothing in the City that will bear comparison.

Extract of a letter received from Messrs. Davis & Co. at Pernambuco, under date of October 5th, (brought by the whale ship *Pacific*, at this port:)

"From Rio Janeiro we have dates to Sept. 21st. The news from Buenos Ayres to-day by the barque Globe, is of importance: General Lavalla had landed in the Province of Buenos Ayres with 4500 men, and all produce had in consequence fallen 50 per cent. Salt was down to 20 rs. at Montevideo."

The Corner Stone of a Chapel for the accommodation of the Wesleyan Society and Congregation at Carleton, was laid on Thursday the 12th instant, by Isaac Olive, Esq. The religious services were conducted by the Rev. E. Wood, assisted by the Rev. Messrs. Temple and Rice; and although the day was rather cold and damp, a considerable number of persons were on the spot, and who appeared deeply interested in the progress of the intended building.

Upwards of thirty years have elapsed since the first Methodist Society was formed in Carleton, which has been sustained with various success until the present time; and it is to be hoped that the completion of a place of worship suited to the wants of the congregation, will contribute largely to the furtherance of a Mission, whose great object is, " to spread Scriptural holiness throughout the land."—*Christian Reporter.*

Ship Launch.—On Wednesday the 11th inst. was launched from the Ship Yard of Messrs. William & Isaac Olive, in Carleton, the splendid new ship *Harmony*, 869 tons old measurement.—In the construction of this superior vessel, her owners and builders have availed themselves of various late improvements in naval architecture, so as to combine great strength and beauty of model. The *Harmony* is copper fastened, and it is thought will sail well; she is owned by Stephen Wiggins, Esq. and Capt. James Jameson, (her commander.)—*Ib.*

Horticulture.—Our gardens have this year been unusually productive, both with regard to quantity and quality; and we have already recorded many instances of remarkable produce, reared in the city and neighbourhood. Among other articles, the finest *stick of Celery* we have yet heard of, was dug last week from Mr. Blatch's garden.—When first taken from the ground, it was nearly 3½ feet in length; and when cleaned and trimmed for the table, the *clearly blanched and edible* part of it measured 18 inches in *length by* 10 *inches in circumference.*—[Obs.

During the violent gale on the last Monday in October, a house about two miles above Carleton, owned by a man named Daniel Luney, was, with all its contents, entirely consumed. At the time the fire occurred, Luney and his family were absent from home. We learn that the neighbours and other benevolent persons have combined their praiseworthy efforts to rebuild Luney's house, and are making a contribution for the benefit of his destitute family.—*Gazette.*

The Halifax election closed at Margaret's Bay on the 11th instant, by the resignation of Messrs. Murdoch and Keith. At the close of the poll, the votes were as follow:—County: Howe, 1035; Aunand, 923; Murdoch, 506. Town: M'Nab, 716; Forrester, 542: Keith, 355.

Windsor—Mr. Goudge has been re-elected.

Truro.—Alex. Archibald, Esq. re-elected.

It will be seen by the subjoined document, which we copy from the *Quebec Gazette* of the 9th inst. that the arbitrary proceedings adopted by some of the Commanders of Her Majesty's Ships at Quebec, the present season, in releasing from Gaol seamen who had deserted from merchant vessels, but who subsequently volunteered to go on board of men of war, are unsupported by law. The unjustifiable practice has been pursued at Quebec to the injury of several of our vessels, and has also been reported to in this port; but the publication of the document referred to, must, we think, put a stop to the custom for the future.

Government House,
Montreal, 31st October, 1840.

Sir,—I am commanded by the Governor General to inform you, that he has under his consideration your letter of the 21st September, on the subject of an application made to you by Capt. Parker, of H. M. S. Winchester, for the release of certain seamen committed to gaol for desertion, but who had volunteered into the Queen's service.

It was impossible to furnish you with instructions on this case, previous to the sailing of the Winchester; but it appeared to his Excellency of so much importance to the commercial marine, that he felt it his duty to refer to the Attorney and Solicitor General the question, whether under the existing law, a Magistrate was required, or justified in releasing seamen committed to gaol for desertion, on their volunteering into Her Majesty's service.

The Attorney and Solicitor General have now reported to His Excellency, that nothing contained in the provisions of the Imperial Statute, 5, and 6, Wm. IV. Cap. 19, or the 47, Geo. III, Cap. 9. would justify a Magistrate in liberating a seaman, volunteering into Her Majesty's service, from the imprisonment to which he may have been condemned, as a punishment, after conviction of the offence of desertion. The Provincial Act makes it the duty of the committing Magistrate, and in his absence, of any other Justice of the Peace, to deliver up seamen imprisoned for desertion to the master or commander of the ship to which they belonged, on his application at the time of sailing; but it does not authorize their liberation to any other applicant during the assigned period of imprisonment.

You will have the goodness to guide yourself by this opinion in any future cases of a similar nature which may come before you.

I have the honor to be, Sir,
Your most obedient servant,
T. W. C. Murdoch,
Chief Secretary.

T. A. Young, Esq.,
Police Magistrate, Quebec.

COMMON COUNCIL CHAMBER,

Thursday, November 19.

[REPORTED BY MR. BLATCH.]

Burnt District.—Alderman Porter presented a report from the Recorder, relative to the Burnt District; from which it appeared, that the second report of the Commissioners having been duly filed, according to law, the minor difficulties respecting it could be obviated, by agreement between the Corporation and the parties concerned.

Alderman Porter therefore moved, that the sum of £150 be paid to Mr. Stanton, for removing his buildings, for the purpose of widening Dock Street according to law; and observed, that this motion had been unanimously passed on a former occasion, and that sum had accordingly been offered to Mr. Stanton, but refused by him. Mr. Stanton was now, however, willing to take it; and therefore it would be the best method of settling that difficulty.

Alderman Humbert supposed it would hardly be worth while to raise an argument on the subject now; but he thought it a great hardship, that the funds of the Corporation should be taken for such purposes, when they ought to have been included in the assessments of the Commissioners; and he considered it was a neglect of duty in the Commissioners, that they had not included all such expenses in their assessments.

The motion being seconded, was agreed to without further remark.

Alderman Porter then moved, that an order be forthwith issued to the assessors, to make the necessary assessment.

Mr. Cameron saw no necessity for issuing the order at present. He considered that the House of Assembly ought to pay the amount intended to be assessed, and that they should be applied to for that purpose; and that there was therefore no need of any hurry about it.

Alderman Humbert said, that there was no reason whatever for delay. The money must be paid, within six months from the filing of the report, and therefore no time was to be lost. The law was peremptory, and must be complied with.

Mr. Hagerty coincided.

Alderman Porter also insisted on the same argument.

The motion was agreed to.

Some conversation then ensued, as to the amount of compensation to be allowed the Assessors and Collector.

Alderman Porter moved, that the commission allowed to the Assessors be £1 10s. *per cent.* [Resolved, without opposition.]

Mr. M'Lauchlan moved, that £4 *per cent.* be allowed the Collector. [Not seconded.]

Mr. Hagerty moved for £3 *per cent.* Seconded by Alderman Porter.

Alderman Harding moved, as an amendment, that £2 10s. *per cent.* be allowed.—Seconded by Alderman Salter, and *Resolved.*

Public Debt.—Alderman Porter observed, that this Board had been in the habit of borrowing money at a high rate of interest, and at short terms. He had lately had a conversation with the Hon. John Robertson, who was about to proceed to England, and who had said, that he had no doubt he could borrow money in England for the Corporation, at a lower interest than it could now be obtained for, and for longer periods; which would be very advantageous to the Board. He, (Ald. P.) therefore moved, that a Committee be appointed, to confer on the subject with Mr. Robertson, and to report to the Board, as to the expediency of the measure. Mr. Robertson had stated, that he thought money could be obtained for ten, fifteen, or twenty years, at a rate of interest not exceeding £5 *per cent.* currency. This would be a great advantage, especially with regard to the longer period: he (Ald. P.) trusted, that the Board would always practise economy: a loan of this kind would enable them to pay off their present short-dated debts, and would be a saving of interest; and they could always ensure a good interest for any surplus of such floating funds, as they might happen to have.

Mr. Ray seconded the motion; which was *agreed* to, without further remark; and Aldermen Porter, Humbert and Vanhorne appointed a Committee accordingly.

Next ensued a long and desultory confabulation, relative to mistakes in certain plans of lots on Carleton Flats, from which arose difficulties and confusion with regard to preparing leases of the same. The protracted disputation on the subject produced a multitude of conflicting words; but did not throw sufficient light on the matter, to enable us to arrive at any clear comprehension of it; and the " *ordo*" of the discussion being undefinable, its interpretation was not attainable. Towards its close, however, we could comprehend, that Mr. Coram became exceedingly angry; strenuously insisting on having his name withdrawn from a report, which he had previously signed, and which had been accepted by the Board. After a great deal of most confused and inexplicable disputation, Mr. Coram *moved*, that his name be erased from the Report; and Mr. Ray seconded the motion, merely to settle the question, but saying that he should vote against it; and accordingly, when the *yeas* were desired to rise, *none* rose, and so the motion was extinguished. Mr. Coram then indulged himself by telling the Board, " *that they had not treated him like gentlemen; that they were no gentlemen at all, or they would not have done so, and that there was nothing in the shape of a gentleman among them.*"

'Mr. M'Lauchlan immediately called Mr. Coram to order; and expressed his indignation and disgust at the insulting conduct of Mr. Coram. For his own part, he (Mr. M'L.) as an individual, cared nothing about any language that Mr. Coram might utter, as he knew where it came from, and valued it accordingly; but he would not sit at that Board, and hear such language addressed to the Board as a body, nor suffer the Chief Magistrate of the City, who was its head, to be insulted in such a manner.

His Worship, the Mayor, reprehended the conduct of Mr. Coram; observing that such language was highly indecorous and unjustifiable. It was derogatory to the Board, and disgraceful to the individual using it; and such as he would by no means permit, while he presided over that Board.

The Board then adjourned.

[We should imagine, that it would be the duty of His Worship, the Mayor, for the sake of the respectability of the Board, to *commit* any Member, who could so far forget himself, as to use insulting language in debate.]

[*With the above report, Mr. Blatch's engagement terminates.*]

[*From the Royal Gazette.*]

Secretary's Office,
Fredericton, 12th November, 1840.

His Excellency the Governor General having appointed Messrs. Edward Dowling, T. A. Stayner, and John Davidson, to be Commissioners to enquire into the present administration of the Post Office, within the Provinces of British North America,—His Excellency the Lieutenant Governor is pleased, with a view to facilitate the enquiries upon this important subject, to require and direct all the servants of the Crown, in the Province of New-Brunswick, to return the fullest and most explicit answers in their power, to any applications relating thereto, which they may receive from the Commissioners. *By His Excellency's command,*
WM. F. ODELL.

Secretary's Office, Nov. 17, 1840.

These are to give Public Notice, that the Mourning for Her late Royal Highness Princess Augusta Sophia, is to cease on Sunday 22d November, 1840. *By Command,* W. F. ODELL.

Provincial Appointments.—William M'Intosh and Church Meigs, Esquires, to be Justices of the Peace in the County of Charlotte.

Head Quarters, Fredericton,
16th November, 1840.

MILITIA GENERAL ORDERS.

Much difficulty and inconvenience having been experienced by the Staff Adjutant in obtaining a sufficient number of Arms for the purpose of Drill, from some of the militia battalions which were visited by him during the present year, notwithstanding they had previously been supplied with the requisite quantity for that purpose:—The Commander in Chief has been pleased to direct that Commanding Officers of every Battalion of Militia in the Province do, without delay, transmit to the Quarter Master General of the Militia Forces, correct Returns of the number, state and condition of all the Arms in possession of their respective Corps, when, and from whom received, and also report, if any, and what measures may have been adopted by them for their care and safety:

And as frequent applications are made to the Lieutenant Governor for sums of money to defray the expense of cleaning and taking charge of Arms, though it appears upon reference to the Inspection Returns that ample funds, not only for that purpose, but also for providing suitable places of deposit and security for the same, might legally be acquired in each Battalion, by collecting the fines arising from wilful absentees and Aliens;

His Excellency has therefore directed me to impress upon Commanding Officers the importance and necessity of enforcing the collections of fines from all Delinquents and Aliens, in order that they might be applied to their legitimate object; and unless it be satisfactorily shown to His Excellency that these fines have been enforced, he will not feel himself at liberty to authorize the issue of any further sum of money from the Provincial Funds for such services.

PROMOTIONS, &c.

First Battalion Westmorland Militia.

To be Captains.—Lieutenants John N. Chapman, vice James Chapman, whose resignation has been Gazetted, dated 16th November, 1840; William Milne, vice Nevers, deceased, 17th November; John Stultz, vice M. Somers, superceded for non-attendance, 18th November; John Scott, vice Robert Stiles, resigned, 19th November; Richard Bell, Gent. of a new Company, 20th November.

To be Lieutenants.—Ensigns Samuel S. Wilmot, vice Scott, promoted, 16th November, 1840; Thomas Welling, to a new Company, 17th November; R. D. Chapman, vice J. N. Chapman, promoted, 18th November; Samuel Mills, vice Stultz, promoted, 19th November; James Welling, vice Milne, promoted, 20th November; Jacob Trites, Gent. vice John Jones, superceded, 21st November; Charles Lockhart, Gent. vice John M'Cormick, retired, 22d November; Rufus Smith, Gent. vice Bateman, resigned, 23d November.

To be Ensigns.—Gay Gilbert, Gent, 16th November, 1840; Horatio Smith, Gent. 17th do. do.; John Welling, Jr. Gent. 18th do. do.; Benjamin Welling, Gent. 19th do. do.; George Harper, Gent. vice James Welling, promoted, 20th November, 1840; Charles S. Theal, to be Surgeon; Thomas C. Sharpe, Assistant Surgeon.

By Command, GEO. SHORE, A. G. M.

SUPREME COURT,

Michaelmas Term, 4th Victoria.

Francis A. H. Stratton, John Campbell Allen, and John M. Johnston, Junior, Attornies of this Court, are called to the Bar, and admitted, sworn and enrolled Barristers.

Andrew C. Black, James A. Harding, W. T. Wyer, William C. Hare, Allan A. Davidson, and James P. Wetmore, Gentlemen, having produced the requisite Certificates of study and of moral character, and having been examined as to their fitness and capacity, are admitted, sworn and enrolled Attornies of this Court.

Quebec, Nov. 9.—*The Season,* at Quebec has continued mild for the last ten days, without frost of any consequence, and without rain, with an easterly wind. Ploughing has not yet been interrupted, and the dust is flying in the roads.

Nov. 11.—There was some snow last night and rain this morning; the weather is still mild and the wind easterly. Thermometer 45 °.

The number of vessels remaining to clear at the Custom House, is 45, including those now in the port of Montreal.

Religious Statistics.—The following information, collected with much trouble by the Committee of the Society for the Propagation of the Gospel in Foreign Parts, is extremely important:

Christians - - - - - -	260,000,000
Jews - - - - - - - -	4,000,000
Mahomedans - - - - -	96,000,000
Idolators of all sorts - - -	500,000,000
Total Population of the World	860,000,000

BRITISH DOMINIONS, 1840.

Country.	Area in Sq. Miles.	Population.	Clergy C'h of Eng'd.
England and Wales	58,000	15,000,000	15,000
Low'rCanada	200,000	650,000	54
Upper ditto..	100,000	450,000	85
N.Brunswick	27,000	160,000	30
Nova-Scotia.	15,000	170,000	37
Newfoundl'd.	36,000	74,000	13
W. I. Islands	15,000	800,000	165
Brt'shGuiana	100,000	90,000	19
Cape of Good Hope	100,000	150,000	10
British India.	1,100,000	100,000,000	136
Australia	3,000,000	100,000	14
VanDieman's Land	24,000	50,000	16

Western Harbours.—The Buffalo Commercial Advertiser says that the British Government has directed a survey and a report of the condition of all the harbours on Lake Erie in the Province and the roads leading to them, with a view to their improvement. The construction of a McAdam road from Hamilton westward through Brantford, and the survey of other routes for Railroads, indicate the fact that the Monarchical government of Great Britain is not unmindful of the agricultural and commercial interests of its people.—*Boston Mercantile Journal.*

The British are building a war steamer at Chippewa, Upper Canada, to be called the Minos.—She is built in every respect as a man of war, 148 feet on deck, and 400 tons, with two 45 horse power low pressure engines, and is to be commanded by Captain Duffill, R. N.

H. B. M. Consul for the State of Massachusetts, T. C. Grattan, Esq. has renewed the appointment of Charles Grinnell, Esq. British Consular agent in New Bedford and in the other ports in Bristol and Dukes Counties.

Return of the President.—The Steamer President, which left New York on the 2d instant for Liverpool, returned on the 9th, having encountered violent north-east gales, which so retarded her progress, and reduced her fuel, that on the engineer reporting to the captain, on the fifth day, that they had then only a supply of coal for fourteen days, Captain Keane consulted with his passengers, who, with two exceptions, were unanimous for returning to obtain a fresh supply, as no *depot* had been established at an intermediate port, and the steamer in five days had not made much over 300 miles of the passage, and even should the wind change and continue all the time favourable, they could not reach Liverpool in less than a fortnight. A card was published by the passengers, in the New York papers, embracing the particulars, and complimenting Captain Keane and his officers, for their indefatigable attention to their duty, and stating their entire confidence in the good qualities of the President as a sea boat. The card concludes with the following paragraph:—" At the same time, we feel it due to the public and ourselves, to express our unqualified disapprobation of the conduct of those, with whom the responsibility lies, who cause the ship to be sent to sea for a winter passage, with an inadequate supply of fuel, and an equally manifest deficiency of hands in the crew; the more especially as no intermediate depot of coal has been formed at any place to which the ship could repair in case of need." The New York *Herald* remarks—" Mr Jaudon, Mr. Brown, and Mr. Alsop, all of the United States Bank, were going out to London, to make the final arrangements for the redemption of specie payments by that Bank; and had made all their calculations relative to money matters, based on the belief that the President would arrive out on or about the 16th of the month. This delay will be productive of sad inconvenience in this respect alone, and overthrow all the arrangements made in England. Bills will become due, and be protested, and quite a small explosion will succeed. Many of our most eminent merchants have also made similar calculations in regard to money matters, all of which will be overthrown, to the surprise and derangement of the mercantile world in England. Added to all this, will be the intense and agonizing excitement produced in other quarters in England by her non-arrival!"

LOG OF THE PRESIDENT.

Monday, Nov. 2.—Wind N. E. at half-past 2, p. m. set on; at 5, p. m. abreast the hook; at half-past 5, pilot left the ship.

Tuesday, 3.—Wind N. E. distance, 130 miles, lat. 40 14, N. long. 71 23, W. First part, fine clear weather and smooth water. Towards noon, freshening up into a strong breeze; much sea on; ship pitching deep; her way much impeded; engines making nine revolutions.

Wednesday, 4.—Wind N. E. distance 106 miles, lat. 40 4, long. 69 11. First part, blowing fresh, increasing to a brisk gale at midnight—latter part still increasing to a hard gale, with a heavy head sea, ship pitching deep; hands constantly at the relieving tackles; five hands sick and one lame.

Thursday, 5.—Wind N. E. distant 166 miles, lat. 39 41, long. 67 59 dr. Increasing gale, with hard squalls and rain; ship pitching and lurching heavily; sea at times, making a clean breach over her. Got tarpaulin on weather mizen rigging, which much eased the helm. At 2, p. m. in attempting to set the main topsail, Stephen M'Avoy, seaman, in casting the sail adrift, fell from the mast to the lower deck, and was unfortunately killed. At 11, p. m. struck by a heavy sea, which washed away lower steps of paddle box, and swinging boom on starboard side—five hands sick and two lame.

Friday, 6.—Wind N. E. distance 55 miles, lat. 39 31, long. 66 35. First part, gale gradually abating, with passing hard squalls; ship much easier. At 4, p. m. again freshening up into a gale, with heavy squalls and rain. At midnight, blowing a severe gale with very strong gusts. Watch constantly at the relieving tackles—five hands sick, two lame and one dead. Committed the body of the deceased to the deep with the usual ceremonies.

Saturday, 7.—Wind N. E. distance 40 miles, lat. 39 34 dr. long. 65 41. Still blowing a strong gale, with squalls and rain; ship pitching and lurching heavily; no symptoms of any change; watch constantly employed attending the relieving tackles. At 2, p. m. Capt. Keane, having received a communication from Mr. Griffiths, Chief Engineer, relative to our getting short of fuel, bore up for New-York at midnight, gale moderating—five hands sick and two lame.

Sunday 8.—Wind N. E. distance 199 miles, lat. 39 43, long. 70 45. First part, fresh gale, squally and rain. At midnight, gale moderating, sea much gone down; latter strong north easterly breezes and fine weather.—four hands sick and two lame. Sandy Hook Light, N. 74, W. 160.

Monday, 9.—Wind N. E. to N. W. First part, fresh breeze, N. E.—latter, N. W. with fine weather. At 7, a. m. made the land, and at 9, a. m. took on board a New-York pilot.

☞ The President sailed again on the 11th, with an increased number of passengers.

From the Boston Evening Gazette, Nov. 14.

The steamship Unicorn, Capt. Douglass, is soon expected to arrive here from Halifax,—so that we shall shortly have three steam ships in port next week or the week after. The Unicorn will be laid up here for the winter, unless it shall be determined, as has been suggested, to put her on the route from Boston, by the way of New-York and Charleston, to Havanna.

The friends of Capt. Douglass, of the Unicorn, will be gratified to learn that he is to be placed in command of one of the Atlantic steamships, probably the Columbia. He is an excellent officer and a gentleman of polite and courteous manners, and has given great satisfaction in the command he now holds. His promotion is well deserved, and will prove a highly popular appointment.

Boston.—*Effects of the late Storm.*—The late rains and storm of the past week, produced an unusually high course of tides. The Islands in the harbor have experienced considerable damage by the sea breaking against them.—In the city, in the lower streets, many cellars, have been filled with water, wharves completely flooded, and considerable damage has been sustained by property in and about them.

The Barnstable Patriot remarks that the wharves of that place were all swept, and that the tide was said to be a foot higher than was ever before known there. This is occasioned by the concurrence of a long north-easterly storm, with a high course of spring tides.

In Portland, according to the Eastern Argus, the tide rose three feet above the ordinary high water mark.

The Newburyport Herald says:—" Mr. George, the Keeper of the Lights on Plum Island, writes us that one hundred feet of the Island, upon an average, has washed away since the commencement of the late storm.

The N. Y. Commercial Advertiser, of Wednesday says:—" Nearly all the wharves on the East and North Rivers have been under water this morning, and in consequence nearly all the Cellars in South and West streets are filled with water."

From the National Intelligencer.

The North-Eastern Boundary.—The survey taken by our Government on the territory in dispute between this country and Great Britain, has been brought to a close for the present season, the early approach of winter having put an end to the field operations. This survey, as our readers may remember, is under the charge of Captain Talcott, late of U. S. Engineer corps, and Professor Renwick, of New-York, gentlemen well qualified for the important trust, and in whose report the country will put implicit confidence. We hear indirectly, that the explorations, thus far, have gone to establish the justice of the claim preferred by the United States.

The Election has been decided in the following States, and with the following result:—

	1840. Harrison.	1840. V. B.	1836. Whig.	1836. V. B.
Maine,	10	0	0	10
New Hampshire,	0	7	0	7
Rhode Island,	4	0	0	4
Connecticut,	8	0	0	8
New York,	42	0	0	42
New Jersey,	8	0	8	0
Pennsylvania,	30	0	0	30
Delaware,	3	0	–	–
Maryland,	10	0	10	0
Virginia,	0	23	–	–
Ohio,	21	0	21	0
Georgia,	11	0	11	0
Michigan,	3	0	0	3
Massachusetts,	14	0	14	0
Indiana,	9	0	9	0
Kentucky,	15	0	–	–
Vermont,	7	0	–	–
	195	30		

Necessary to a choice, 148; which number Harrison has already obtained, and 47 more.

Nine States to be heard from.

In Davidson, Gen. Jackson's own county, Harrison's majority was 683, and at the Hermitage precinct the vote stood, Harrison 104, VanBuren 29.

Candidates for the Presidency.—The 'Spirit of Democracy,' a VanBuren paper, published at Leesburg, Virginia, has put Thomas Hart Benton's name at the head of its leading column, and supports him for the Presidency in 1844.

At the close of the poll in the town of Greece, Monroe County, New York, on the 4th inst. a public meeting was held for the purpose of nominating a candidate for the Presidency in 1844. In the address offered to the meeting, the ground was taken of the very strong probability of the breaking up of the present party lines, if the presidential term be hereafter limited to four years; that there could not ever again be the same organization of parties under party names, as heretofore, and that the people are therefore absolved from the leading strings of party, as at present constituted, and at liberty to act independently in their primitive assemblies.—This meeting offered the name of Gen. Lewis Cass, as a candidate for the Presidency to succeed Gen. Harrison. It was generally composed of Van Buren men.

From the National Intelligencer, Nov. 9.

The Presidential Question Settled.—It has pleased the Almighty to give to the oppressed people of this misgoverned and suffering country a victory over their weak and wicked rulers. The news of yesterday, by announcing the glorious triumph in New-York, and that Pennsylvania, too, has finally thrown her weight into the whig scale, has decided the contest, and sealed the fate of the Administration. The reign of incompetency, imposture and corruption, is at length arrested and the country redeemed. An Administration which one might almost suppose had said to itself, " Evil be thou my good," has fallen before the power of an abused and indignant people. Most heartily do we congratulate every long-struggling patriot throughout the land on this great and happy event; and when we cast a glance at what would have been the awful condition of the country had the power of the government been continued and confirmed in the present weak and wicked hands, we shudder at the view, and fervently unite with every patriotic heart in praise and gratitude to the Almighty Disposer of events for vouchsafing to exempt our beloved country from a calamity and from consequences so dreadful, and for giving to us, in the auspicious change he has granted, a confident hope of renovated prosperity and happiness for the country, and of restored respectability, purity and dignity to its government.

The new steam-frigate, on the stocks at Philadelphia, is 1700 tons. Her length from the counter to the night-heads is 228 feet, 8 inches; extreme breadth 40 feet, and depth in hold 23 feet 6 inches. She is to be constructed of live oak from the southern ports of Georgia, weighing 80 pounds to the square foot. She is to be rigged in the same manner as a ship, and will carry 42 pounders and 2 bombs to throw ten-inch shells. Stowage is provided for 800 tons anthracite coal, by which the engines are to be worked.

Population and Property.—The books of the several marshals employed to take the late census in New-York, present an aggregate of 313,629, of whom 144,324 are white males, and 153,630 are white females. The colored population amounts to 15,675. of whom 6637 are males, and 9038 females. The increase since 1835 has been about 43,000. The value of real and personal property in the city assessed this year, is $187,121,464 real, and $65,721,699 personal;—total $252,843,163; being a decrease of $14,028,267 from last year's valuation.

The number of the inhabitants of the city of Washington, as ascertained by the late census, is 22,777.

The population of Baltimore, according to the late census, is 101,480; being an increase of 20,865 since 1830.

New Orleans, October 30.—We learn from the Opelousas Gazette, that a plot has been discovered among the slaves of the Parish of St. Mary, for an insurrection. Ten have been arrested on the information of a negro woman, wife of one of the leaders. The chief one, being apprehended, hung himself with a handkerchief. Two white men are said to be concerned in the affair. The trial of the suspected parties comes on in a few days.

Steamboat Explosion.—The Apalachicola Advertiser of the 28th ult. gives information of the destruction of the steamboat LeRoy, by the explosion of her boilers while in the river, opposite Blounts town. By this event 6 persons were killed, including 1 passenger named Daniel Rowlett, and the captain, Washington Smith, and the engineer, John Ashton. Four persons were wounded, and three escaped unhurt. Nothing was saved but the mail, which was blown into the forecastle.

Destruction of Two Steamboats.—New-Orleans, Oct. 31.—Yesterday morning, about 4 o'clock, the steamboat Empress was discovered to be on fire, while lying at her moorings, alongside the Levee. She was cut loose soon after the fire commenced, and drifted into the stream, taking the direction of Algiers. The Empress had on board a full freight, which, with the boat, was nearly a total loss. The fire is said to have originated in the ladies' cabin, from what cause we have not been able to ascertain. The current carried the burning boat to the opposite side of the river, where it came in contact with the steamer Monarch, recently on the stocks, after expensive repairs; this boat instantly took fire, and was likewise destroyed. The Monarch was mostly owned by Messrs. Layot & Emelung, and was insured in this city for $25,000. It is understood that the Empress was partially insured at St. Louis. The amount of property thus destroyed is as follows:

Steamboat Monarch, about - - - -	$40,000
Insured for - - - - - -	25,000
Steamer Empress, about - - - - -	20,000
Cargo, principally salt - - - -	10,000

Correspondence of the Journal of Commerce.

Rotterdam, (Holland,) Sept. 25, 1840.

It certainly strikes an American as very singular that a country—a whole kingdom,—should actually be lower than the sea; yet such is the case with Holland. Nothing but the dykes, and sand hills on the coast (called Dunes,) keep it from being submerged. Thus every river and creek is followed up in all its wanderings and ramifications, each side carefully dyked up—canals, outlets, sluices, dams and docks placed wherever required, and thus, the whole kingdom is garrisoned as it were, requiring constantly a large body of Engineers at every part to watch and guard against the invasion of their subtle enemy (the water) which is unceasingly wearing and washing away the embankments, requiring instant and energetic measures for repairing what injury may be sustained, and preventing their foe from overspreading the country. Much of the land has been reclaimed from the water. The lake of Haarlem, 28 miles in circumference, averaging 6 feet water and 8 feet mud, the washings of the Rhine, was once land, and they have now commenced draining it, to make it land again, which will take about 6 years. Part of the immense number of windmills seen here are used for the purpose of drawing off water from the land and pumping it into canals, that lead finally into the sea. You can stand on a dyke, and see four or more levels of water, all within a few feet of each other. They have few fences, the houses in the country being surrounded by little canals with bridges, over which are gates, which are of course a protection against intruders. Many have small turning bridges, turning on a pivot placed on the house side, so that when you pass over, a small jerk with the foot, places the bridge your side of the canal, and prevents ingress from the opposite bank. In Amsterdam there are from 280 to 300 bridges through the city. It is surrounded by a fosse 80 feet wide, its walls are demolished, but it has 26 bastions, converted into corn mills, and is entered by 8 gates, (poortes.) It is built in the form of a half circle on the Y. The Amstel River enters the city, S. E. side, and its waters are then conducted round and through the city, communicating with the Y, which flows into the Zuider Zee. There is a ship canal through to the sea. The city is about nine miles in circumference. It stands entirely on piles, driven in the mud—has about 27,000 houses, over 200,000 inhabitants, 22,000 of whom are Jews. The Royal Palace is a grand building, 282 feet long, 222 feet deep, 116 feet high, without the tower, which is 67 feet high. The building stands on 13,695 piles. The view from the tower is grand beyond description. The city at your feet, the Zuider Zee, Lake of Haarlem, shipping, windmills, canals, bridges, trees, houses, towns and villages in the distance, presenting at one view, in a few words, a little of every thing. Parts of Amsterdam and Rotterdam are lighted with gas. The Coal comes from Belgium, as well as England. The Dutch are certainly a peculiar people; they have a way of their own for every thing, and if this way is not the very best in the world, they have at least the plea that it was the way their grandfathers walked in; and in many cases in other parts of the world it might be well to do as they do. In one of my guide books, they are called uncivil. This, I beg leave to say, as far as my experience goes, is just the reverse of the truth, and I have had occasion to go nearly the whole length of the Kingdom, by night and by day, by chaise, diligence, and steamers; among the high and the low, the rich and poor, in city, town and country; mingling with soldiers, lawyers, divines, policemen, merchants, seamen and labourers, and have found universally nothing but civility and kindness. I cannot put my finger on an instance to the contrary. And in all these circumstances I have never felt more secure in person or property; no, not as much so, in my own great city of New-York; for here I have no fear of being attacked by wandering drunkards. True, there are bad men here as every where, but for five weeks I cannot say that I have seen twenty drunken people; and I have seen many thousands, having been present at three great Fairs or Fetes, continuing for many days together, when the entire population of town and country seemed to be emptied in the street. I dare say there is much intemperance, but it must be kept more within doors, among the numerous grog shops which disgrace all the cities I ever saw, where I often hear the song of revelry, and can see the forms of human beings through the tobacco smoke, as I pass the door. The Dutch are mainly indebted to their E. India possessions for their wealth and commerce. They have 120 fine ships, *next to our New-York Liners*, engaged in the trade. One, just launched, hauled out from the Key yesterday, of 1100 tons, mounting 12 guns, built by a Mr. *Hoboken*, (we can now tell where our queer named towns and villages in New-York and New-Jersey got their names from) being his twenty-second ship. They carry out gin, but mostly go in ballast, and return with full cargoes of Sugar, Coffee, &c. and twice a year, both here and in Amsterdam, they have sales. One took place a few nights since—merchants from all parts of the country attending; 235,000 *bags of Coffee were sold in* 90 *minutes, in lots of* 100. This puts auctioneers in some parts of the world, in the shade completely, and if imitated would save a vast amount of time, labor and *breath*. They seem to bid within a fraction of what they intended to give, and there is no humbugging or shuffling, but unless a higher bid is given, *at the instant*, it is knocked down, not with a hammer, breaking the boards in pieces, but with something like a lead pencil or piece of hard substance, which the auctioneer holds between two fingers in his left hand and when the bid is made, and to be closed, he gives *one tap only* on a piece of tin or tin box, that it might be distinctly heard; and from the quantity sold in the time, you can form some idea of the rapidity of the operation. The sale was conducted at night in a room capable of holding 1000 persons—I suppose about 600 or 800 being present. On one side was a gallery similar to those erected for musicians in ball rooms; in these sat the auctioneer and nine others, all busy with their pens. In front of this, a series of seats from the floor, something like an amphitheatre, rose up to the wall; the seats had desks before them every man his book, pencils, and almost, segars; a gallery also at the end of the building, and some open space left besides. In one corner is a table with coffee, and *snaps*, of gin, &c. Not the least singular sight here was the clouds of smoke arising in the room from the segars;—but they can live without smoking for a little while. On 'Change the other day, I was surprised to see one after the other, as they approached the gate, throw away his segar, and many standing at the door taking the last draw before entering, and then throwing it away; but I found they did not allow themselves to smoke on 'Change during the regular hour, which is from 3 to 4. At 3, the gate is shut, and if you enter after that, you must pay five stivers, (10d.) This was done to keep out the low and idle who come to sell nicnacs and interfere with the merchants. The business is certainly conducted with great regularity and order. There is a certain *place and time* for each article, of course you know at once when and where to get it. Their ingenuity and perseverance are beyond all praise. Rotterdam is traced back as far as the year 900, and Amsterdam to the year 1272, at which period only a few fishermen's huts occupied the ground upon which these cities now stand. A dyke or dam was first raised to prevent the River Maas from overflowing the banks of the small stream, Rotte, that flows into the town from the north,—hence the name Rotterdam. So, I presume, with the Amstel—hence the name Amsterdam. They all accent the last syllable, and pronounce all the others in full. In the United States we generally accent the first. The Gertrude, the fine ship I alluded to before, of 1100 tons, is now firing her salute preparatory to her first departure for the Indies, and the crows and wild pigeons, who live in the trees before my window, are flying about in great agitation.

They have not much confidence here, as far as I can learn, in the prospect of a war. French news reaches us via London, three times a week, and at times some wild reports of battles. The King here, and the people generally, no doubt feel the importance of being ready. A servant told me at the Hague, the King had received a letter to get his army and navy ready. This is the talk of a servant; but there may be something in it. I have seen camp waggons, boat loads of shot, swords, &c. going about, and no doubt, there is a quiet, but careful preparation going on. But what will become of this little Kingdom, if the great Powers of England, France and Russia get at loggerheads, around about her ears--she would be but a mouthful for some one of them. But heaven avert such an awful evil as a war. The prevailing sentiment as far as I know, is, that a war *ought* not to be, at this age of the world. A British Major the other day, when speaking on the fortification of Paris, looked very quizzical; why should they do it, said he, if they did not apprehend a repetition of certain former scenes, when troops of various nations encamped within and around the city. He himself expressed the most decided disapprobation of war, however.

Montreal Markets, Nov. 7.—*Flour*—The accounts from England, received during the week, of a decline in bread stuffs, had some effect upon the markets here; and Upper Canada Fine has been sold as low as 28s. 6d.—though, from the light receipts, 28s. 9d. *a* 29s. could be had for small quantities to supply orders from Quebec and the Lower Ports. United States' Fine has been sold in considerable quantities at 26s. *a* 26s. 3d.—we have also heard of a sale of some 200 or 300 barrels, at a trifle under 26s. cash.—Receipts 2600 barrels.

Provisions—The demand for Pork is very limited, Mess in small quantities has been disposed of at $18; and Prime at $13½ *a* $13¾. For beef there is a better demand, and sales have been effected at $8 for Prime, and $9½ *a* $10 for Prime Mess.

New-York, Nov. 14.—Flour stands as it has for some days, $4, 94 to $5 for all descriptions of common Western; Ohio, $5 to $5, 12; Southern Rye Flour, $3, 25 to $3, 37; Corn Meal, $3.—Wheat, $1 to $1, 02 per bushel.

MR. CHUBB,

Sir,—I beg to correct an error or two which appeared in the last week's *Courier*, in relation to the new Baptist Chapel in this place, which was set apart for the celebration of Divine worship, on the 8th instant. The Chapel, fitting up, &c., has cost about £2,000 instead of £3,400; and will comfortably seat at least *eight hundred* persons, instead of but *six hundred*. The pews in the Chapel were offered for sale on Monday, the 9th instant, when about three-fourths of the number, on the first flat of the building, sold for upwards of £700. The erection of this Chapel has indeed required a large amount of zeal and liberality on the part of the Baptist Church in Fredericton; and the liberality of other denominations, in erecting, enlarging, and fitting up their chapels, has not been at all exaggerated by your correspondent of last week; but that Episcopalians in Fredericton are so destitute of liberality as to fail to support a Curate, I can scarcely believe to be correct.

Yours, &c. &c.
A BAPTIST.

Fredericton, 14th Nov., 1840.

Went passenger in the barque Holywood, for Monte Video, Mr. John Mackay, of this City.

☞ NOTICE.—The Presbytery of Saint John have appointed the Rev. John G. Macgregor to Preach in Saint Stephen's Church, during its present vacancy. St. John, Nov. 21.

☞ A Subscription List for " *The New Era, or Canadian Chronicle*," to be published at Brockville, Upper Canada, by Major Richardson, is open for signatures at the News Room in this City.

CALENDAR FOR 1841.

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Jan'y.					1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	31
Feb'y.	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31				
March.				1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	26
	26	27	28	29	30		
April.						1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
	31						
May.		1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30				
June.				1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
July.						1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
	31						
August.		1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28						
Sept.		1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31			
Oct.					1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	
Nov.							1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	31					
Dec.			1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	29	30			

IMPORTATIONS AT SAINT JOHN,

During the week, ending on Saturday.

(Furnished by George A. Garrison, Esq. Notary Public and Custom-House Broker.)

13,535 bushels Wheat, 2136 brls. Wheat Flour, 270 do. Corn Meal, 600 do. Bread, 100 bags Corn, 12 puns. Whisky, 38 casks Wine, 8 do. Geneva, 20 do. Rum, 1213 tons Coal, 262 do. Salt, 50 hhds. Sugar, 70 bags Coffee, 165 barrels Pork, 46 bags and 33 brls. Peas, 439 bags and 24 brls. Barley, 20 barrels Beans, 50 do. Oatmeal, 2200 brls. Sperm Oil, 170 brls. Nuts, 67 boxes Soap, 856 sides Sole Leather, 24 cases Boots and Shoes, 40 Stoves and Franklins, 202 crates Earthenware, 20 brls. Varnish, 10 do. Vinegar, 61 bales Cotton Batting, &c. 1500 brls. Apples and Onions, 100 brls. Cider, 1400 bushels Oats, 4000 bushels Potatoes, &c. &c.

PRICE OF BREAD.

Two Pound Wheat Loaf,	. . . . .	4½d.
Two Pound mixed	,, ...	4d.
Four Pound Rye	,, ...	5½d.
Two Pound do.	,, ...	3d.

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

Superfine Flour, 32s. 6d. per brl. & 16s. 3d. per hun-[dred.
Fine do. 30s. 0d. do. & 15s. 0d. do.
Middlings do. 15s. 0d. do. & 7s. 6d. do.
Horse Feed, 2s. per bushel. Bran, 1s. 3d. do.

MARRIED.

On the 12th instant, by the Rev. Enoch Wood, Mr. Thomas M'Kee, to Miss Margaret Johnston, both of this City.

On Sunday last, by the Rev. J. Dunphy, Mr. John Desmond, mariner, to Mrs. Joanna Donovan, of this city.—On Thursday last, by the same, Mr. John McCart, of Gagetown, to Miss Jane Brown, of this city; Mr. Patrick White to Miss Mary Ward; Mr. Cornelius Rierdon to Miss Ellen Sullivan, all of this city.

At Oak Bay, on the 29th instant, by the Rev. Sedgefield Thompson, James Gillis, Esq. of Saint Stephen, to Isabella, second daughter of Dr. Wm. Coulter, of St. David.

At Fredericton, on Saturday evening last, by the Venerable Archdeacon Coster, Mr. W. Davidson, Merchant, of this city, to Mary Anne, daughter of the late Mr. James Cook, of Saint John.

At New-York, on Saturday the 7th instant, at Saint Clement's Church, by the Rev. E. N. Mead, Mr. William H. Mott, of New-York, to Mary R. second daughter of the late Captain Charles Thomas, of Saint John, N. B.

In New York, on the 11th instant, Mr. Daniel E. Smith, of Saint John, N. B. to Miss Julia Ann, eldest daughter of Captain J. B. Greenlaw, of Eastport, Maine.

At Monticello, (New York,) on the 5th instant, by the Rev. Mr. Adams, Mr. Isaac H. DeVeber, of Gagetown, New-Brunswick, to Miss Mary Elizabeth, second daughter of John T. Halsted, Esq. of the former place.

DIED.

On Wednesday afternoon, after a short and very painful illness, in the ninth year of her age, Jane Sophia Caroline, youngest daughter of the late George K. Lugrin, Esq.

Yesterday, at five o'clock, P. M., after a lingering illness, Mr. William Ewing, in the 45th year of his age, leaving a wife and child, with other near relations, to mourn their loss. He was for many years the English Teacher, of the Grammar School, in this City; and for twenty-six years, a consistent and useful member of the Reformed Presbyterian Church. Towards his latter end, especially, he was able, in the full assurance of faith, to say, that he was chosen in Christ, washed from his sins in His blood, and clothed with his righteousness, and that for him to die is his eternal gain.—Funeral from his late residence, in Germain-street, on Tuesday next, at one o'clock.

Yesterday, Joseph, aged three years, son of Mr. James Russel, Brussels-street.—Funeral on Sunday, at half past one o'clock, P. M., when friends and acquaintances are respectfully invited to attend.

On Saturday morning, at Gagetown, Edward, infant son of Robert P. Smith, Esquire, Surgeon, aged one year.

At Upham, King's County, on the 9th instant, Mr. Humphrey Hughes, a native of Walsal, Staffordshire, England, in the 53d year of his age.

At Woodstock, on the 11th inst. Catherine, wife of Mr. William Tegart, in the 49th year of her age, leaving a disconsolate husband and a large family to mourn their loss.

At Jacksontown, on the 29th ult. aged 21 years, Mary Abigail Cory; on the 6th inst. Mr. Stephen Cory, in the 43d year of age; and on the 8th inst. Lucy Emeline Cory, aged 2 years and 6 months—being the father and his oldest and youngest daughters—all of the typhus fever.

At Yarmouth, Nova-Scotia, on the 12th instant, Mrs. Nancy Richan, wife of Mr. William Richan, in the 34th year of her age.—At Barrington, on the 15th ult. Mr. Enos Knowles, aged 76 years.

At his residence, in Graves Street, Toronto, on Sunday, the 25th ultimo, in the 28th year of his age, Captain Frederick Halkett, of the Coldstream Guards, Assistant Military Secretary, and Colonel of the Militia of Upper Canada.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Sunday—Steamer North America, Brown, Boston, 2 days—Jas. Whitney & Co. merchandise, &c.

Ship Leander, Phelan, Liverpool, 42—Ratchford & Brothers, general cargo.

Clyde, Reid, Liverpool, 35—James Kirk, general cargo.

Brig Germ, Lincoln, New-York, 20—Thomas & Sandall, flour and bread.

Arethusa, Card, Baltimore, 24—Jas. Lockwood & Co. flour, bread, and wheat.

Schr. Only Son, Muirhead, Halifax, 21—Ratchford & Brothers, sugar, &c.

Monday—Brig William Boothby, Cochran, Baltimore, 23—J. E. Chipman, flour, wheat, &c.

Schr. John Thomas, Beckwith, Sydney, 21—Master, coals.

Ann, Rice, Halifax—merchandize.

Tuesday—Whale ship Pacific, Carr, from Callao, July 24th, with 2200 barrels sperm oil, to the St. John Mechanics' Whale Fishing Company.—Charles R. White, of New-York, died on board, from a hurt, on the 30th July, 1839.—Her Majesty's ship Orestes, Capt. Hamblin, sailed from Callao on the 22d July for Africa, with Mr. Wilson, the British Consul General for Peru; in port, the U. S. frigate Constitution, Commodore Claxton, and schr. Shark, both with the small pox on board; the British barque Matilda, Capt. Scott, was to sail on the 25th July for Liverpool. Touched at Callao, and sailed on a cruize, July 9th, whale ship Swift, Tobey, of New Bedford, 41 months out, with 1200 brls. sperm and 600 of black oil; ship Henry Artace, Pinkham, of Nantucket, 6 mos. 40 brls. sperm oil; July 12th, ship Planter, Hinckley, of Nantucket, 31 mos. 1200 brls. sperm; ship Timoleon, of New Bedford, 7 mos. with 420 brls. sperm, was in port, to sail in two or three days. Heard from, April 27th, ship Benjamin Rush, Coffin, of Warren, 31 mos. out, with 1400 brls. sperm, and 400 black oil; May 25th, Baltic, Gardner of Nantucket, 9 mos. 460 brls. sperm; June 20th, Catawba, Pease, of Nantucket, 4½ mos. clean. At Pernambuco, 5th Oct. barque Golden Fleece, and brigs Balfour, and Mary Queen of Scots, loading for Liverpool; brig Colombian, from London for the Cape of Good Hope, put in leaky. No American vessels at P.: barque Globe, 21 days from Rio, bound to Philadelphia, was lying outside.—The Pacific has been absent 39 months—has been on the coast since the 1st inst. and experienced a succession of North-easterly gales—lost boats, and had bulwarks stove in.

Ship Ann Rankin, M'Arthur, Port Glasgow, 40—R. Rankin & Co. cordage, &c.

Margaret Pollok, Pye, Port Glasgow, 36—R. Rankin & Co. ballast.

Marchioness of Abercorn, Hegarty, Londonderry, 35—R. Rankin & Co. ballast.

Branches, Petrie, Liverpool, 40—Munro, Wallace & Co. salt.

Frederick, Leighton, London, 41—S. Wiggins & Son, ballast.

Jane, Slater, Hull, 39—Crookshank & Walker, coals.

Sovereign, Rogers, Yarmouth, (N. S.)—Charles M'Laughlan, ballast.

Schr. Acadian, Vaughan, Boston, 3—Master, assorted cargo.

Cumberland, Williams, Boston, 3—Master, assorted cargo.

Gentleman, Babin, Quebec, 30—Ratchford & Brothers, flour, &c.

Lark, Card, Boston, 5—Master, assorted cargo.

Collector, Anderson, Prince Edward Island—potatoes, oats, &c.

Wednesday—Brig John, Power, New Ross, (Ire.) 47—G. D. Robinson & Co. ballast.

Olive, Small, New-York—Eaton, Eurnham & Co. flour, fruit, &c.

Schr. Union, Rider, Alexandria, 24—H. Gilbert, wheat.

Martha Grace, Cole, New York—Estabrooks & Ring, assorted cargo.

Victoria, Quick, Eastport—returned cargo.

Thursday—Ship William Hanington, Bell, London, 75—J. M. Wilmot, ballast.

This morning—Schr. Teazer, Greenlaw, New-York, 5—Thomas & Sandall, assorted cargo.

COASTWISE, &c.

Saturday—Victoria, Carvill, Musquash, deals.

Sunday—Temperance, Smith, Barrington, fish.

Forest, Smith, Annapolis, sheep, potatoes & apples.

Sarah, Bolkin, Annapolis, firewood.

Sophia, Clawson, Truro, boards.

Loon, Price, Annapolis, sheep, apples & potatoes.

Adventure, Minette, Annapolis, cider and potatoes.

Sarah Ann, M'Farlan, Grand Manan, fish.

Monday—Herald, Ring, Shepody, oats and fish.

Linnet, Clark, Cumberland, staves.

Catherine, Sulis, Digby, potatoes and fish.

Dolphin, Chisholm, Onslow, deals, oats, &c.

Tuesday—Enterprise, Hatch, Campo Bello, fish.

Boyne, Battle, Saint Stephens, laths and fish.

Forest, Kenedy, St. Andrews, ballast.

William IV., Walker, Musquash, deals.

Maria, Fitzgerald, Magaguadavic, deals.

Matilda, Flagg, Grand Manan, fish.

Margaret, Good, Campo Bello, fish.

Little Pilgrim, Guptail, Grand Manan, fish.

Adventure, Merritt, Annapolis, turnips & cordwood.

Leader, Blackburn, New Edinburgh, potatoes, &c.

Mary, Cotaroo, Yarmouth, fish.

Sisters, Peters, Westport, fish and oil.

Barbara, Tanch, Digby, turnips and potatoes.

Dove, Steel, Cornwallis, potatoes, oats and butter.

Jane Esther, Richards, Liverpool, staves and fish.

Maid of the Mist, (s.) Henneberry, Digby, passengers, sheep, &c.

Wednesday—Argyle, Matthew, Argyle, fish.

Spray, Bancroft, Grand Manan, fish.

Howard, Chute, Annapolis, fish.

Wave, Terfrey, Grand Manan, fish.

Lively, Ingals, Grand Manan, fish.

Mary, Cuthrio, Yarmouth, fish.

Scotia, Crosby, St. Andrews, timber.

North America, Eldridge, New Edinburgh, sheep, potatoes, &c.

Nova-Scotia, (s.) Reed, Digby—a Ship in tow.

Equity, M'Gee, a Fishing Voyage, fish.

Thursday—Barbara Ann, Barry, Digby, lard.

Lucy, Morehouse, St. Mary's Bay, potatoes, &c.

Perseverance, Murray, Londonderry, pork, butter,

Good Intent, Cunningham, Labrador, fish. [&c.

Friday—Eleanor Jane, Evans, Black River, flour.

Ann, Mariam, Wilmot, deals.

Mary Jane, Richardson, Grand Manan, fish.

Saturday—Margaret, Kinney, fishing voyage, fish.

John & Mary, Kay, Grand Manan, fish.

Lady Douglas, Bisset, Musquash, fish.

ENTERED FOR LOADING.

Nov. 14—Wallace, Toohig, Liverpool.

Shelmelere, Morris, Limerick.

17—Jane Augusta, Bogart, Liverpool.

Erin, Moore, Dumbarton. [donderry.

Marchioness of Abercorn, Hegarty, Lon-

Margaret Pollok, Pye, Port Glasgow.

CLEARED.

Ship Emerald, Eills, Liverpool, timber, &c.—S. Wiggins & Son; Annandale, Burgess, Jamaica, lumber, fish, &c.—Crookshank & Walker;

Brig Germ, Lincoln, Eastport, grindstones, &c.—Thomas & Sandall;

Schr. Margaret Traynor, Martin, Halifax, assorted cargo—Chas. M'Lauchlan.

Brig Sarah, Capt. Halcrow, of and for this port, from Sydney, (Cape Breton,) with a cargo of coals, was totally wrecked at Quoddy Head on the 13th instant—crew saved.

Brig Wellington, Larkin, hence, at Philadelphia, 9th inst.; P. I. Nevius, Williams, at Baltimore, 9th; schr. Harp, M'Mann, at New York, 11th, and Hesperus, Melick, at Boston on the 13th.

Schr. Splendid, Capt. Shackford, arrived on Saturday, at Boston from Eastport, in twenty-five hours from wharf to wharf. This is the quickest passage on record.

Cleared at Quebec, 7th inst. barque Beverley, Brewer, Liverpool; 9th, Wakefield, Young, do.; 10th, Albion, Valpey, London.

NOTICE.

ANY relations of Charles R. White, belonging to Long Island, New York, (who died on board the whale-ship, Pacific, of St. John, N. B. on the 13th July, 1839,) will, on application at the Office of the Saint John Mechanics' Whale Fishing Company, receive any amount that may be due to him for his share while on board.

St. John, Nov. 21, 1840.