The Courier.

SATURDAY, MAY 22, 1847.

THE FIRST MAY MAIL arrived in this City on Monday night by the regular Post from Halifax—the Steamer *Britannia*, the first of the line, having got into Halifax on Sunday morning last in four hours less than eleven days from Liverpool. The dates from England are to the 4th instant. We regret to find that commercial affairs wore a gloomy appearance, owing to the scarcity of money, caused by the drain of specie to pay for the importation of Foreign Bread Stuffs. At the latest dates, however, the prospect was somewhat better. The steamer had eighty-seven passengers to Halifax, where she landed twelve, and took in fifteen. She reached Boston quite unexpectedly a little after midnight on Sunday night. She brought about £750,000 in specie.

[Correspondence of the Courier.]

LETTER II.

Burlington Hotel, London, May 3, 1847.

MY DEAR CHUBB,—Since the sailing of the last packet, the money market has been in a most desperate state. Discounts were not to be had except for the very best bills, and even for those at rates varying from 9 to 13 per cent. per annum. The bill-brokers actually closed their offices to avoid importunities which they could not satisfy, and nothing but long faces were to be seen in the city. At the close of the past week, however, a change for the better took place; the drain of bullion from the Bank was only £100,000 for the week; the Chancellor of the Exchequer made a powerful speech in the Commons denouncing the panic as unnecessary and without foundation, and giving a statement of public affairs in the monetary line, which has greatly relieved the public mind. But the crowning stroke of the whole was on Friday, when it was announced on 'Change that the Emperor of Russia had determined to invest four millions and a half of pounds sterling in the English Funds, payable in silver. Consols instantly rose 1 1-8 per cent. and it is hoped that a short time will put all things right again. There are very favorable reports from the Continent as to the prospect of the next harvest, and the crops in England are looking uncommonly well: at present there is no cause of fear for them.

The Government plan of Education, which for a short time caused so much excitement, has been carried in the Commons by an overwhelming majority. The matter is now considered so fully settled, that nothing more is heard about it.

The great scheme of Emigration from Ireland, proposing to raise nine millions of pounds and to send out two millions of Irish to North America, makes no progress. In fact, it meets with but little favour in any quarter. Strange to say, it has been denounced at the Repeal Association, although the O'Connells are connected with it, while the Government will not entertain the proposition for an instant. The scheme is one of the concoctions of the well-known Gibbon Wakefield, and is considered altogether Utopian. It is asked how it would be possible to transport a million of people across the Atlantic in a single season, and where the ships are to come from, as also, how they are to be fed and housed on arrival.

At the opening of the present Session of Parliament it was announced that the Government intended to make some provision for emigrants who should have arrived in British North America, but that intention the Government have been obliged to abandon for political reasons, and at present the Ministry decline doing anything for emigrants in America, leaving them to shift for themselves there, or else suffering them to become a burthen upon the Colony. Besides the large numbers of emigrants who intended to emigrate to Quebec and St. John, it appears by information just received from the Irish Emigration Agents, that several vessels which had embarked passengers for the United States, intend changing their destination for Saint John, in consequence of the restrictions imposed by the recent Act of Congress. A very large emigration may therefore be expected at St. John during the season, and as fever prevails to a most alarming extent in Ireland, the greatest care and caution will be requisite to guard against its introduction into New-Brunswick. The buildings on Partridge Island ought to be put in an efficient state forthwith, more buildings erected, and sufficient cook and wash-houses provided, or else serious difficulties will arise. The Irish landlords in the South and West of Ireland are giving their tenantry £3 each to emigrate, and to receive ten or twenty shillings per head on landing in America. This matter is beginning to assume a very serious aspect, and the Ministry will shortly be compelled to adopt some measures for the relief of New-Brunswick. The sum of £10,000 has been put in the estimate toward the relief of emigrants in Canada, to be expended by the Emigration Agent at Quebec; but there has been the most positive refusal to give anything to New-Brunswick, on the ground that the head-money has not been applied in a satisfactory manner in that Province, and some exceedingly strong expressions have been used by the Emigration Commissioners, with reference to the non-appropriation of this tax, of late years, in New-Brunswick, for the purposes to which it ought properly to have been applied.

In consequence of the prosecutions under the Passengers' Act, which took place at Saint John last season, and the complaints made against the conduct of Custom-House Officers in Ireland, additional Emigration Agents have recently been appointed at Sligo, Waterford, Baltimore, Galway, Newry, and Tralee.

It is rumoured in well-informed circles that Parliament will rise at the end of this month, or very early in June; that a dissolution will follow, with a general election, and a short Session of Parliament will take place in Autumn. It is generally believed that the present Ministry will continue in power, the Conservatives as a party being wholly defunct, and no man well knowing to what party he does belong, the old landmarks being so completely broken down.

The numerous friends of Judge Parker in New-Brunswick will be gratified to learn that the Judge is in London, looking uncommonly well, and in very good health. His Honor and Mrs. Parker will go out by Steamer of 19th May. The Countess of Elgin and suite go out in the same Steamer, and it is said that the Countess will be accompanied by her brother, the young Earl of Durham. It is also understood that Colonel Estcourt and lady have taken passage in the same Steamer.

A patent was sealed last week for a new mode of communication by electric telegraph, by which only one wire is used, and every person transmits his own message if he pleases; the message is written, or rather printed, by the machine, at the opposite end in a close envelope, and is then to be transmitted as an ordinary letter, without the possibility of any third person knowing the contents. This information is derived from one of the patentees, who will make the whole plan public in a few days.

At the drawing of the Art Union last Tuesday evening, G. F. Campbell, Esq., the worthy Postmaster at Saint Andrews, obtained a prize of fifty pounds, and T. E. G. Tisdale, Esq. of St. John, a prize of ten pounds.

Our former Lieutenant Governor, Sir Howard Douglas is looking very well; he carries his years bravely, is quite as straight as ever, and very active. At an interview with him a few days since, he made the most minute enquiries about New-Brunswick, the condition of the roads, and the general progress of improvement. There was scarcely a family of any note in New-Brunswick that he did not enquire after, and it was quite surprising how accurately he remembered the names of individuals—his anecdotes and reminiscences of our Province were very spirited and highly amusing, and it is quite certain that he still takes the most lively interest in every matter relating to us. Sir Howard spoke very feelingly of the death of his aged and highly respected friend Major Ward, for whom he seems to have entertained especial affection.

Let me conclude by tendering to yourself and all old friends, the best wishes of one who is still, but will not long be,

A NEW-BRUNSWICKER IN LONDON.

In the Cotton market there had been a downward tendency since the sailing of the Cambria. American declined, from the 14th to the 23d, half a penny, and a quarter more the following week, and another fourth at the close of the week ending the 30th. Since then it advanced a little, and at the sailing of the Britannia, the market was in a somewhat improved state. In grain and flour, also, there had been some fluctuations, but prices had settled down at 40s. for Western canal flour; 10s. 6d. to 11s. 9d. for American red wheat; white, 12s. to 12s. 3d. per bushel.

The Sugar Market had also partaken of the general depression. The funds had had a downward tendency. The specie in the Bank was diminishing and the Directors more than ever stringent. At the last moment things had improved a little. The European Times of the 4th says:

"These evils have at length reached a height so gigantic, and are inflicting consequences so serious, that a panic is anticipated; and to provide against it deputations have gone to London from Liverpool, Manchester, and other towns, to remonstrate with the government. In the manufacturing districts the distress is awful, and the end is not yet.—Meanwhile, trade in every branch suffers; the manufacturers are stopping their mills and discharging their hands; the capacity of merchants for carrying on their affairs legitimately is paralysed; and the shopkeepers, living by the healthy condition of the operatives, are distressed. Pauperism threatens, like a pall, to cover the land with mourning and sorrow. Altogether the general feeling is gloomy and desponding. The weather, too, which is not without its effect on men's spirits as well as their purses, is cold, squally and uncomfortable, for the time of year; and the first month of summer opens on us as cheerless as misery can desire."

"The timely relief," says the Times, "which the Americans have sent to the starving Irish, has been the universal theme of eulogy in Ireland, and of warm and generous sympathy in England. In the House of Commons, on the 29th ult., Mr. William Brown, member for South Lancashire, rose and said:—

"As I see the Right Honorable the Secretary for Ireland in his place, probably he would allow me to ask him if he has any information of the American Government having taken the guns out of two of their ships of war that were preparing to go to Mexico with troops, and holding them at the disposal of a committee in the United States, who were, from voluntary contributions, raising large sums of money, and purchasing provisions, to send to Ireland to relieve our distressed fellow-countrymen? and whether the 'Jamestown,' one of those vessels, had not arrived at Cork, and the 'Macedonia' expected at Sligo? If all this be so, such noble and praiseworthy acts should be generally known to the British people."

In reply, Mr. Labouchere read an extract from a letter of Hon. E. Everett, introducing Capt. Forbes. Every sentence of his remarks upon the subject was received with loud and continued cheering.

The Government scheme of education, based upon the Minutes of Council of 1839, by which the government undertakes to assist the voluntary efforts that may be made in the cause of public education by an annual vote, in which all denominations may participate,—has received the assent of the House of Commons by a majority of 325.—The measure met with opposition from dissenters, upon the ground that it was calculated to increase the power of the Establishment, but it seems to have been partial. Due care is taken for the religious as well as secular instruction of the people, in the carrying out of the plans of the Administration.

RAILWAYS IN IRELAND.—In the House of Commons on the 26th ult., the Chancellor of the Exchequer brought in a motion to grant advances for the encouragement of Railways in Ireland, and proposed to give a sum not exceeding £620,000 which was to be lent to three Railway companies on their paying interest for it at the rate of 5 per cent. The discussion deviated into a consideration, among other topics, of the present state of credit and of the transactions and policy of the Bank of England, and the effects of Sir R. Peel's act, which was questioned by Lord George Bentick and to which he ascribed the present difficulties among commercial men. Sir G. Wood replied, that this could not be, because, while the Bank possessed so large a store of bullion, Sir R. Peel's act was inoperative.

In the House of Lords, on the 20th ult., the second reading of the Army Service Bill was moved by Earl Grey, in which he explained at great length the past and present condition of the soldier, and the various regulations that had been made for the improvement of his condition. The Duke of Wellington approved of the measure. He said that if it were calculated to deprive the army of its old soldiers, he should be the first to oppose it; but having fully considered the subject, his opinion was that it would not have that effect.—The second reading was carried by a majority of 14—the numbers being 108 to 94.

NEWFOUNDLAND.—In reply to an inquiry from Sir J. Packington, respecting the constitutional act regulating the government of Newfoundland, Mr. Hawes stated that as the law to which the hon. baronet referred, expired in the present year, it was the intention of her Majesty's Government to propose either that that bill should be renewed or that some more permanent measure of legislation should be introduced. The old constitution would probably be revived, subject to some changes with reference to the qualification of electors and the extent of electoral districts.

LIVERPOOL TIMBER MARKET, May 4.—The arrivals last month from British America consist of 3 vessels, 1871 tons; one with Timber, the others with Planks—all from Saint John.

American Pine Timber.—The stocks and forthcoming imports will suffice for the probable demand; for, through the increased value of money, we fear that undertakings contemplated for the current year will, in many cases, be delayed. Of St. John, one cargo in the yard was sold at 18½d. per foot, lately one on the quay of 19 inches calliper, at 18d. and by auction, 200 logs in the yard were sold at 18d. to 20½d. per foot. Of Quebec, one cargo was sold from the yard at 16½d. and some are said to have been sold at higher rates, but not being to parties in the trade, there is no certainty of the prices.—*Red Pine.*—There are no sales of Quebec; of St. John, a parcel was sold with cargo at 15d. and by auction at 17¾d per ft.—*Quebec Oak* being more used for railway work, may be an exception to many Woods falling off in consumption; it rules high, and second quality has been sold at 2s. 9d to 2s. 10d. per foot.—*Quebec Elm and Ash* are likewise used freely in railway undertakings, and Elm being also needed for ship building, prices are less likely to be depressed in these than in some other Hardwoods—there are no sales to report. *Birch* has not varied in value of late; but the large sized, sound, and fresh are the kinds only worth importing at the present high rates of freight. Planks, broad, thick, and free from heart and shakes, with the above kinds of logs, may answer for importation for furniture work, because of the high freights of Mahogany from abroad. A parcel of St. Andrews was sold by aution at 19d. per ft. *Masts and Spars.*—Yellow Masts are sufficient, but Red Pine from Quebec are low in stock. Spars have been in good request for [illegible] and well selected imports, early at market, will sell readily. *Quebec Deals* are very low in stock, particularly yellow, the first import of which will meet ready sale; but until the Spruce and Yellow can be supplied of similar lengths with Deals cut in New-Brunswick and Nova-Scotia—say 14 to 21 feet—Canada Deals will always sell to great disadvantage in these districts—Nothing better than second quality is needed—no sales to report. *New-Brunswick and Nova-Scotia Fir Planks and Boards.*—St. John, with cargo, have been sold at 2d.; one cargo at 2¼d. per foot, and another at £10 5s. per Standard for Deals and Boards. Several parcels in the yard have been sold by auction at from 2¼d. per foot; Boards at 1⅜d per foot of inch, and some Miramichi Yellow, in like manner, at £11 2s. 6d. per standard. Boards are always saleable, whether Yellow or Spruce; but make is even of more consequence than quality, the custom of the port requiring that each piece shall fully hold out in every part the size for which it was intended when sawn, the principle in measuring here being to charge only "what each piece will work to;" beyond this nothing whatever is yielded to the importer, who almost always pays the freight by the in-take measure. *Staves.*—There are no sales to report in Quebec Standard. Of W. O. Puncheon, both Quebec and United States, there have been considerable sales at from £12 to £14 per thousand for the former, and £11 10s. to £12 10s. for the latter, with some Wine Pipe of very good quality at £20 per thousand; a parcel of very choice United States Standard Pipe Staves, very broad, have been sold at £60 per standard M. St. John Ash hhd. have been sold at £6 per thousand. Through the intercourse with the ports supplying articles, for which Staves answer as dunnage, they are not likely to rule high, particularly as the provision trade in Ireland is just now interfered with by local causes, and by the navy contracts being partially executed in the United States. *Lathwood,* early at market, will rule much higher than at the advanced period of importation. St. John, with cargo, has been sold at 30s, Quebec, by auction, at 80s., and some parcels of inferior quality at 50s. per fathom. *Handspikes and Oars* are not abundant in stock, and early imports from Quebec, particularly of Handspikes, will remunerate. Oars should be of good substance, fresh and lengthy.

We have had cheering reports during the week of an improved state of the Money Market, which we have now the satisfaction to find verified by fact. The crisis is past; and although it may be some time before confidence and commercial activity are fully restored, we may confidently hope, before long, to see a moderate amount of business doing, and fair employment and remuneration afforded to our working population. Prudence, however, will still be required; for we have still heavy demands upon the national credit to provide for, and the issue of the next harvest to speculate upon.

Our corn market, up to Friday, was dull, and transactions quite of a retail character. On Friday, it improved slightly, an advance, in some instances, of 2lbs. per 70lbs. being obtained upon wheat; and western canal flour bring 39s. to 39s. 6d. at the close of the market. On Saturday, the favourable advices from London, as to the state of the money market, established the prices of this staple of the corn trade at 40s., and yesterday it stood at 41s., with holders very firm.—*Liverpool Standard, May* 3.

A deputation of gentlemen from Liverpool and Manchester had on Friday, an interview with Lord John Russell, on the subject of the excessive scarcity of money. It is understood as the result, that Government, through the Bank of England, undertake to do all they can for the relief of the manufacturing and trading interests generally during the prevailing pressure, and the deputation returned much more satisfied.

Lord Cowley, the late English Ambassador at the Court of the Tuilleries, died at Paris on Tuesday. He was brother to the Duke of Wellington, and four years his junior, having been born in 1773.

SIR WALTER SCOTT.—Died of dysentery, at the Cape of Good Hope, on his way home from Madras, Lieutenant-Colonel Sir Walter Scott, Bart., of Abbotsford, eldest son and last surviving child of the author of *Waverley.* Sir Walter was born in 1801, and was a lieut.-colonel in the 15th Hussars. The Baronetcy is extinct, but the Abbotsford property passes to Sir Walter Scott Lockhart, a cornet in the 16th Lancers, the only son of the editor of the Quarterly Review, and the only grandson of the author of *Waverley.* Sir Walter was maried in 1825 to a Miss Jobson, of Lochore Fife, who still survives.

BISHOP OF SODOR AND MAN.—The death of the recently appointed Bishop of Sodor and Man (Dr. W. A. Shirley,) took place on the 21st ult. His Lordship was the Bampton Lecturer of the present year, and had delivered only two of the lectures when his course was thus early terminated—at the very commencement, it was hoped, of a career of extensive usefulness.

The Duke of Argyle expired on the 26th ult. in his 70th year. He is succeeded in his estates and honours by his only son George, Marquis of Lorn, who married, in 1833, the eldest daughter of the Duke of Sutherland.

Sir David Gould, G. C. B., senior Admiral of the Red, and Vice-Admiral of the United Kingdom, died on the 23d ult., aged 89. He was the friend and messmate of Nelson, Rodney, Hood, Hotham, Hyde Parker, &c.

Mr. O'Connell's Health.—O'Connell's health is sinking daily. The accounts came to hand, through the medium of the French papers, show that his earthly career is drawing to a close. We stated some months, through an exclusive source, that the hand of death was upon O'Connell, he is now, poor fellow, in its embraces.—Devout Catholic as he is, O'Connell is anxious to reach the eternal city—to be dismissed to his great reckoning, by the head of his church. Whether his aspirations will be realised, is another matter. He has been obliged to tarry at Lyons, from sheer inability, to bear the fatigues of travelling. His sand is run out but he has seen the number of days allotted to humanity.

Ireland.—The weather has of late undergone a favourable change. Vegetation is making rapid progress. The accounts of the wheat and oat crops are highly encouraging; and even in regard to potatoes very favourable accounts are received.

The smaller class of farmers, who have suffered so terribly by the destructive failures of last year, are plucking up courage to try their favourite root once more. The early spring sowing of potatoes had been confined to large farmers and gentry, who could afford to make experiments, but within the last week the small farmers are also venturing.—The Newry Telegraph says:—"The planting of potatoes is quite general in this part of the country, several of the more extensive farmers having large breadths of land laid down for that purpose. The early planted are exhibiting the most gratifying promise of a large and abundant crop, the young plants coming up strong and vigorous, as in the most favourable seasons." The accounts from other districts are similar. Whether for good or evil, there will be an extensive potato culture this year. Probably the amount sown will be about the fourth part of the crop of ordinary years.

NEGLECT OF FLAX CULTIVATION.—Among the unfavorable features of the accounts from Ireland the prospect of a neglect of flax cultivation may be regarded as serious, inasmuch as the annual products of this branch of industry are usually estimated at £2,000,000. The price of seed has greatly fallen, although supplies are low in consequence of no shipments having been made from the United States, whence the export generally averages 8000 tierces; and dealers allege that they have never known so limited a demand.

THE DISTRESS.—The same gloomy monotony pervades all the accounts from the county of Cork. Mortality seems to be increasing rather than diminishing. It appears that, from the 27th of December, 1846, to the end of last week—a period of less than four months—2 130 persons have perished in the city union workhouse alone. The *Cork Examiner* of Friday contains the following shocking statement:—"We this day witnessed a most horrifying and appalling spectacle, at the Shannon guard-house, at the foot of Mallow-lane. Under the sheds attached to that building lay some 38 human beings—old and young men, women, children, and infants of the tenderest age—all huddled together, like so many pigs or dogs, on the ground, without any other covering but the rags on their persons, and these in the last stage of filth and hideousness. There they lay—some dying—some dead—all gaunt and yellow, and hideous with famine and disease. We have seen many sights of horror within the last month, but never anything equal to this congregated mass of human debasement. The smell that came from the unfortunates was offensive in the extreme, and was sufficient of itself to propagate disease. Two of these wretched people died this morning—a man and a child. How many will follow them before the evening to their home of eternal peace, we may not calculate. Several dead bodies—principally of children—were found this morning in various parts of the city. Hundreds of wretched objects lie about under sheds, without food or covering."

THE PESTILENCE.—All over Ireland typhus fever spreads its ravages, sparing no rank or condition of life. The *Dublin Packet,* summing up a list of returns of deaths, says:—"Here we have 1257 deaths in twelve parochial districts, within the period of six months, for the reports extend merely from October to April. This gives an average of more than a hundred for each district. Now let the calculation be applied to all Ireland, and what must be the result? We shall leave our readers to form their own estimate of the awful amount." The mortality amongst the poor is very great, but the rich do not escape, and many have fallen victims to their benevolence and zeal on behalf of their destitute neighbours. Several of the gentry have died in the county of Galway.

A fatal epidemic is at present prevalent among horses in Perthshire and the adjoining counties. It is ascribed to the bad quality of the hay of last year, and to the want of potatoes for mixing with dry food. Some idea of the mortality may be obtained from the fact that a Perth tanner purchased in one day fifteen hides from farmers in his own neighbourhood. The price of horses is of course augmented, good draught and working horses bringing from [illegible] which in that locality is reckoned [illegible]

TH[illegible] [illegible]KE OF WELLINGTON'S BIRTHDAY.—Saturday, being the 1st of May, was the anniversary of "Th[illegible] Duke's" birthday, and as he was born in 1769, he has now completed his 78th year. Napoleon was also born in 1769, the year, therefore, must be considered a memorable one in giving birth to two such great men, and more particularly so from their being both eminent in the same profession of arms.

Major General Sir Harry Smith has been appointed to one of the Colonelcies of the Rifle Brigade, vacant by the death of Sir Dugald Little Gilmour.—Major Key, Capt. Smith, and Lieut. Perrot obtained promotion in the 15th Hussars, by the demise of Lieut. Colonel Sir Walter Scott of that Regiment.

THE AMERICAN PASSENGER ACT.—A communication has been sent by W. Rushton Coulburn, Esq., to H. C. Chapman, Esq., stating the result of the deputation, consisting of the former gentleman and John Miller, and T. D. Anderson, with Lord Palmerston, on the subject of the recent act of the American Congress to regulate the conveyance of passengers. The act was fully discussed, and every suggestion of the deputation was kindly considered by his lordship, who promised to make a suitable representation to the American Government. The opinion of the Attorney-General, that any ship sailing from this country, or the continent, on or before the 31st May next, would be exempt from the operation of the new act, was mentioned; but, as the American minister may not so construe it, the deputation consider it desirable, to prevent detention to a ship, that each party should draw up a short and clear statement of his case, have it properly attested before a magistrate, certified by the American Consul, and forwarded to the agent of the ship in the United States, as Lord Palmerston expressed his conviction that, whatever the intention of the American Government might be, a liberal construction of the act would be extended to those who had entered into engagements according to the present law, in good faith, and in ignorance of the new enactments.

THAMES OFFICE.—*Sea Wages.*—Mr. Francis Leadbeater, the master of the ship Duke of Wellington, appeared before Mr. Ballantine, on Monday, to answer the demand of George Cooper, who claimed £6 for services on a voyage from St. John (New Brunswick) to London.—The complainant said he left the vessel in which he sailed from England at St. John, and joined the Duke of Wellington for the homeward voyage, as steward, at £4 10s. per month.—Mr. Ballantine: That is very large wages. What did you receive for the outward voyage?—Cooper: Only 5s. per month; it was my trial voyage.—Mr. Ballantine: Had you ever been to sea before?—Cooper: No, sir.—Mr. Ballantine: How came you to leave the ship at St. John?—the fact is, you deserted for the purpose of obtaining higher wages for the run home.—No, sir, I was obliged to go into the hospital on account of illness. I was at St. John 13 weeks.—Mr. Ballantine: what profession, or place, did you fill before you went to sea? Cooper: I was waiter at a saloon in the Borough.—Mr. Ballantine: After going out at 5s. per month, you had the conscience to ask £4 10s. for your services for the voyage home?—Mr. Leadbeater said the man was quite useless on board, and that he was not worth his salt. He had been completely deceived.—Mr. Ballantine: How much have you paid him?—Mr. Leadbeater: He has had one month's advance, £4 10s., and I think that is enough. The ship has only been 52 days coming home, and he would only be entitled to 22 days' pay, at the rate of £4 10s. per month if he was a good steward; but he has summoned me for £6. Mr. Ballantine: Pay 2s. the costs of this summons; that is all I shall order. *London Shipping Gazette, April* 23.

The Paris journals give more cheering accounts of the state subsistence, of which the prices still continue to fall. From Spain, they announce the renewed intimacy of Queen Isabella and her royal consort, from which they drew a favourable augury as to the future state of Spain.

The bill relative to the establishment of regular steam communication between Havre and New York, has received the King's assent, and is now the law of the land.

The Chamber of Deputies was occupied on Saturday and Monday with a discussion on numerous petitions for the total and immediate abolition of slavery in the colonies, which, in despite of the opposition of the Government, were ordered to be referred to the Ministers of the Colonies and Justice. This decision is tantamount to a declaration of the Chamber in favor of the object of the petitions.

Madrid letters of the 16th instant mention a report that orders had been given to the Spanish troops to enter Portugal. The intervention of Spain in the affairs of Portugal cannot possibly answer any good end. Besides that Spain appears at present to have enough to do with her own affairs.

ITALY.—A most diabolical plot to murder the Pope has been discovered. It was first found out by the French ambassador, and he revealed the names of the conspirators to the Pope. Their intention was to assassinate him whilst giving audience to one of them who was, by lot, to be appointed to kill him. A Capuchin presented himself for an audience of the Pope. His Holiness requested his name; this he gave boldly, but before being admitted the Pope looked over the list of the conspirators, and found the name of the Capuchin there. He immediately called for and concealed six carbineers, who, on the Capuchin's entrance, seized him, and on searching him found he had a brace of loaded pistols and a poisoned dagger about his person. The Capuchin was conveyed to prison. Many arrests have taken place.

From the East we have later advices from Bombay, Calcutta, Canton, Singapore, Manila, and Sydney. The accounts are not encouraging at Canton. Business had been done to a limited amount, attributable to the Chinese new year holidays, which take place in February; and to the failure of two Chinese firms to a large amount. Under these circumstances, prices of goods were with much difficulty maintained.

BANK OF ENGLAND.

An Account, pursuant to the Act 7th and 8th Victoria, cap. 32, for the week ending on Saturday, April 24, 1847:—

ISSUE DEPARTMENT.

Notes issued,		£22,549,140
Government debt,	£11,015,100	
Other securities,	2,984,900	
Gold coin and bullion,	7,120,006	
Silver bullion,	1,429,134	
		£22,549,140

BANKING DEPARTMENT.

Proprietors' capital,		£14,553,000
Rest,		3,400,789
Public deposits,		2,634,518
Other deposits,		9,125,409
Seven-day bills, &c.		866,973
		£30,580,691
Government securities (including dead weight annuity)	£11,117,319	
Other securities,	16,079,627	
Notes,	2,718,995	
Gold and silver coin,	664,750	
		£30,580,691

Dated the 29th day of April, 1847.

M. MARSHALL, Chief Cashier.

The above accounts, compared with those of last week exhibit—

A decrease of circulation of	£455,733
A decrease of public deposits of	376,514
A decrease of other deposits of	879,290
A decrease of securities of	1,591,874
A decrease of bullion of	115,951
An increase of rest of	3,712
An increase of reserve of	296,689

The preceding returns present a more favourable aspect than those of last week; for though there is a further decrease of bullion to the extent of £115,951, yet there is an increase in the reserve of notes, amounting to £296,689, arising from the return of those issued on payment of the dividends. The decrease of securities is again very large, and between public and private the amount is thus divided:—

Public securities, last week, £11,677,819; this week, £11,117,319; decrease, £550,500.

Private securities or bills of exchange, last week, £17,111,001; this week, £16,679,627; decrease, £1,031,347.

So large a decrease of securities has been attended with a considerable reduction in the private deposits—they having sunk during the week by no less a sum than £879,290. During the present week there has been a small import of gold from France, and, in the absence of any important export, we may expect, in the return of next week, to find a slight increase of bullion.

COUNTY ACCOUNTS.—The Report of the Committee of the Sessions on the St. John County Accounts will be found on our first page. The insertion of this lengthy document has prevented our attending to correspondents, &c. this week.

The Anniversary of the Landing of the Loyalists in this City was celebrated on Tuesday last, but a heavy rain continuing almost without intermission during the day, prevented much of the out-door display that would otherwise have been made. At noon, however, a salute of sixty-four guns—the number of years since the Loyalists landed on these shores—was fired upon King's Square, and the Amateur Band marched through the streets, playing several appropriate tunes. In the evening there was a grand Ball at the St. John Hotel, which is spoken of by those who were present, as having been a splendid affair, and at which a large and most respectable company enjoyed themselves. The Officers of this Garrison, as well as those stationed at Fredericton, were present by invitation as guests. An excellent Supper was provided on the occasion, at which the usual loyal and patriotic toasts were drunk, and the whole passed off in mirth and harmony.

In the evening there was a display of Fireworks from King's Square.

The Concert given by the Philharmonic Society on Monday evening, in honor of the landing of the Loyalists, was well attended, and the performances generally were good.

MILITARY CHANGES.—Capt. Molesworth, Royal Engineers, arrived last week from Halifax [illegible] Colonel Whinyates, of that corps, in this Garrison, who proceeds to England.

Captain Ormsby's Company of the Royal Artillery [illegible] sor, to relieve Captain Dick's Company at present stationed in this Province, which will proceed to Halifax by the Windsor route.—Lieut. Green will proceed with Capt. Dick's Company; but Lieut. Philips will remain in Fredericton, having exchanged into Captain Ormsby's Company.—Captain Ormsby and Lieut. Fitzhugh will be the two Artillery Officers at St. John.

We understand that the 33d Regiment will not be removed from this Province for the present.—Major Blake of this Corps, being the senior Officer at St. John, on the departure of Lieut. Colonel Whinyates, will become Commandant of the Garrison.

MORTALITY AMONG EMIGRANTS.—We regret to learn that thirty-four persons, mostly children, died on board the barque *Aldebaran,* on her passage from Sligo to this port. Two more deaths occurred after her arrival at the Quarantine Ground on Sunday evening, and upwards of one hundred were ill with fever and dysentery. She had 418 passengers on board when she cleared at Sligo, on the 22d of March.

Sickness among the Emigrants is to be expected this season, owing to the debilitated state of many of them when they embark, and the bad quality of some of the provisions. In the present case, the water is said to have been bad, and the children also suffered from a scarcity of soft food. The vessel was much crowded.—She still remains at Quarantine.

Nine deaths took place on board the Barque Marchioness of Clydesdale, which arrived at Quarantine from Londonderry on Monday last. We presume the others were all in good health, as she was allowed to come up to town on Wednesday and discharge.

"Sons of Temperance."—Societies under this title have recently been organized in different parts of the United States and in Charlotte County in this Province. On Wednesday afternoon the Steamer *Nequasset,* which runs between Eastport and St. Andrews, St. Stephen, &c., arrived in our harbour with a deputation of the "Sons" to the number of nearly one hundred, accompanied by a number of ladies, forming quite a large pleasure party. The Sons were met on the wharf by Mr. N. S. Demill, President of the Total Abstinence Society, and other of our leading Abstinence men, and by the Mechanics' Band, who headed them in their march to the Temperance Hall. In the evening, we understand, a number of the members of the St. John Young Men's Total Abstinence Society were initiated into the order of the *Sons of Temperance,* and several of them, wearing the badges of the Institution, joined in the procession from the Temperance Hall, formed by our visitors on Thursday at noon, on their return to the Nequasset, which soon after steamed off for Eastport. The Mechanics' Band was again in attendance, and played several airs in good style.

On Thursday, A. Campbell, Esq. of St. Stephen, delivered a lecture at the Mechanics' Institute, in which he detailed the origin and progress of the order of the Sons of Temperance, and went into arguments shewing its necessity, and also met the objections that had been urged against its establishment.

MELANCHOLY ACCIDENT.—Mr. Daniel Vaughan, Chief Mate of the ship *Thomas,* of this port, having occasion to go aloft in a severe gale of wind on the 17th ult., on the passage from Liverpool to this port, (the crew at the time, we learn, being in a state of insubordination,) he unfortunately fell from the maintopsail yard into the sea, and although every exertion was made to save him, he sunk in a few minutes. Mr. Vaughan was the eldest son of the late Capt. William Vaughan, of this city, and was an active and enterprising seaman, and his sudden death will be deeply regretted by his numerous friends and acquaintances. He was in the 36th year of his age, and has left a wife and two children, a mother, and other relatives to lament their sad and unexpected bereavement.—*Obs.*

ST. ANDREWS AND QUEBEC RAILROAD.—The St. Andrews Standard of Wednesday last says—We learn that our active agents in London are doing all that can possibly be done, in the present state of the money market. The Royal assent to the Facility Bill having been procured within sixteen days after its official receipt at the Colonial Office, is, we believe, unprecedented, and shows the attention and activity of our deputation. We have little doubt but the next mail will give us the final and favorable result of their mission.

NEW SHIP.—The *Alice Wilson,* a beautifully modelled and substantial built ship of 1020 tons, new measurement, was launched on the 13th inst. from the Ship Yard at Chamcook, Charlotte County. She is owned by John Wilson, Esq., and is said to be a most superior vessel.

A fine Barque of 350 tons measurement, named the *Jenny Lind,* was launched from the Building Yard of the Hon. Joseph Cunard, at Chatham, Miramichi, on Saturday last.

A new Presbyterian Church was opened for Divine Service at Nelson, (Miramichi,) on Sunday the 26th ult. by the Rev. Mr. Turnbull.

SCARCITY OF FLOUR.—The St. Andrews Standard of Wednesday last, says—"Flour has been selling here for $12 per barrel, and not one barrel in town this morning."

CAMPANOLOGIAN BAND OF BELL RINGERS.—These remarkable performers are now giving their last series of Concerts at the Apollo Saloon, prior to their departure for Europe. Their history is perhaps as curious as their performances are remarkable. We have before stated that they were not Swiss, but Englishmen; they hail from the county of Lancashire, from a town distant six miles from Manchester, called Oldham, noted for its manufactories, as is Manchester, and the whole county. They were all taught to work at the different branches of trades, such as mechanism, spinning, weaving and carding. The idea (we are informed by one of the company) was first suggested to them by an old time honored custom in many parts of England, of chiming the church bells on festival occasions. Having practised hard, and long after work was done at night, sometimes until two and three o'clock in the morning, they had attained a considerable degree of perfection. They then only used one octave; with these they continued to practise, continually increasing the number of bells used, until they acquired confidence to embolden them to give an exhibition in public. Their first attempt was made at a *fete champetre,* given to his Excellency Sir Charles Napier, in 1841, at the Royal Ampitheatre, Liverpool; there were present on the occasion about six thousand persons. Their success in some of their primary notes produced such an impression, that the audience could not be restrained from giving their most boisterous manifestations of pleasure. This so disconcerted them, that in the subsequent part of the exhibition they entirely failed. Nothing daunted, however, they continued to practise, and finally went to London, and performed in presence of select audiences of the nobility, where their success was so great as to embolden them to appear in public. The sequel of their history is already known in England and America, where their brilliant performances have alike astonished and delighted thousands and tens of thousands of all classes. They are all young men, none of them over thirty years of age. So perfect and well sustained is their harmony, that on more than one occasion, persons have been led to suspect that they were accompanied by some concealed instrument. This was recently the case at the President's house, in Washington, where the venerable Mrs. Madison was so astonished at the performance, and so convinced that such strains could not be elicited from the simple bells before her, that she requested permission to examine the table, to satisfy herself if there was not a band of musicians concealed under it, but no musicians, nor any instruments discovered, save only the Ringers and the magic bells, from which the same soft strains as before continued to flow.—*New-York Herald, May* 12.

We learn from a gentleman who was present at several of the concerts given by this extraordinary Band in New York, that they intend visiting St. John in a few weeks, when our citizens will have an opportunity of witnessing one of the most extraordinary musical performances of the age. The Music is represented as the most delicious that can be imagined, being soft and melodious—a medium between the more exquisite notes of the musical glasses, and the wild rhapsody of the Æolian harp; but, (as a Boston paper justly remarks,) the philosophic wonder is, not that bells with muffled clappers should be capable of producing such concord of sweet sounds, but that education should have trained seven men, with seventy-two bells of different sizes, so to combine their ringing as to execute the most difficult and scientific pieces of music, and that without a false note!

The Steamship Caledonia arrived at Halifax at two o'clock on Wednesday morning last, in sixty hours from Boston, having been detained nearly a day over the usual time by heavy weather. She brought eighty passengers for England, among whom were Earl Cathcart and family. Six more joined her at Halifax.

QUICK PASSAGE.—The Barque Barbara, Capt. McKay, arrived at Halifax on Wednesday last, in *twelve* days from Galway, with 296 passengers.—The Post states it to be the shortest passage ever made by a Nova Scotia built vessel.

More Steam across the Atlantic!—The four French Government Steam frigates Christopher Colomb, Darien, Canada, and Ulloa, each of 450 horse power, which are to convey the Mails and take passengers and merchandise to and from Havre to New York, twice a month, are advertised to commence between the 20th and 30th of the present month; and the United States Mail Steam Packet Washington, of 1750 tons, the first of the Ocean Steam Navigation Company of New York, to run between that port and Bremen, touching at Southampton, is to leave New Y[illegible] 1st June [illegible] Southampton on [illegible].

The Washington had upwards of forty passengers engaged for Europe, on the 15th inst.—among them the Hon. Richard Rush, U. S. Minister to France.

The United States Relief Ship Jamestown returned to Boston on Sunday last, after a passage of 22 days from Cork. She was absent exactly seven weeks.—On the passage out a man named Hughes fell from the jib-boom and was drowned.

QUEBEC, May 11.—The weather has undergone a complete revolution within the last few days—from actual winter we were in twenty-four hours transferred to summer. The steamboats are now in full activity—the first boat, this season, arrived here from Montreal on Friday last; and the same evening, the first ship arrived from sea—the Saint Andrew from London. There are yet but four arrivals from sea. On the 11th May, last year, there were thirty-seven.

We learn from the Montreal Gazette that Mr. Taschereau's resignation of the Solicitor Generalship has been accepted, and that His Excellency has been pleased to offer that gentleman a Circuit Judgeship, to which an assent has been given.—Mr. Taschereau will fill his new office well, but we deeply deplore the perseverance in the system of conferring judgeships upon retiring politicians; the effect in the end will be fatal to the proper and impartial administration of justice, which is most directly tampered with in making nominations upon the basis of political services.—*Mercury.*

It is proposed to petition the Legislature for permission to increase the capital to £1,000,000, currency.

The tolls on the several roads on the island of Montreal have been let for £6492. The roads are six in number, and the circumference of the island about fifty miles.

CAPTURE OF JALAPA AND PEROTE.—*Advance of the Army towards the City of Mexico.*—The news of the capture of the towns of Jalapa and Perote by the American Army, without firing a gun, and also of the continued advance of the Army towards the City of Mexico—is fully confirmed. The New Orleans Delta of 5th instant contains the particulars.

The dates from Vera Cruz are to the 29th ult. The capture of the town of Jalapa took place on the 19th April, when Gen. Twiggs with the division of the Army under his command entered and took possession, without any resistance. It appears that in his flight from Cerro Gordo, Santa Anna did not pass through Jalapa, but in company with Ampudia and Terrejon, turned off to the left at his hacienda, and halted for the night of 18th at the "nine mile pass," which was being fortified, but which, on second consideration, it was deemed prudent to evacuate. This evacuation took place on the 20th, and in the evening Col. Harney's dragoons took possession of the Pass—Gen. Worth followed in their footsteps.

General Worth with his division entered the town of Perote at noon on the 22d of April. He found it completely evacuated by the soldiers of the enemy, and a Col. Vasquez left behind to surrender it with decency. An immense number of small arms, the big guns of the castle and city, and ammunition were taken possession of.

Gen. Ampudia, with about 3000 cavalry, in a wretched condition, was near the town when our troops entered it, but soon retreated.

Santa Anna had not been in Perote since the fight at Cerro Gordo, and was supposed to be somewhere in the mountains.

Perote is thirty six miles beyond Jalapa, one hundred and eight from Verra Cruz, and one hundred and seventy-one from the city of Mexico.

The N. O. Picayune has received an account of the killed and wounded at Cerro Gordo. There was no officer of the Regulars killed—14 were wounded, 39 privates were killed and 196 wounded. One Volunteer officer was killed, and 48 wounded. Total, 43 killed, 265 wounded. Letters received, express confidence that Gen. Shields will recover.

NEW YORK, May 17.—There is just enough of the news by the Britannia known to stop all business. Cotton is in disorder, no sales. 2500 brls. Genesee Flour sold before the news at $7,94, and 1000 barrels at $8; since the news, 1000 brls. at $8,25. Holders ask more, but what prices will be cannot be determined. No sales of Grain.

Money is quite plenty. Sterling Bills for the steamer of the 16th fell to 6¼ a 6¾ at the close.—Freights had revived a little on Saturday—the rates to Liverpool being 2s. 9d. to 3s. for barrels, and 9½ to 10d. per bushel for grain.

MONTREAL MARKETS. May 10.—In consequence of the receipt of Express news on Saturday, of the arrival of the Steamer, our Flour market became very active on that day, and sales to the extent of about 15,000 brls Flour were made at prices varying from 32s. 6d. a 35.

1000 brls for 15th June delivery were placed at 32s. 6d. Several brls changed hands at from 33s. 6d. a 34s. 3d. and 3000 brls fancy brand, closed the operations of the day at 35s.

To day holders seemed, for some time, at a loss to fix a price; but, towards the afternoon, sales were effected at 35s. for choice brands, without any great amount of business having been done. Wheat, 5000 bush. U. C. mixed, on the spot, were placed at 6s. 9d. per bush.

250 brls new mess Pork found a purchaser at $18½.

Oats, 2000 bushels of good weight, have been sold at 2s. 8d.

☞ *There will be no Service in Saint Andrews Church, to-morrow.*

☞ The Mail for England, to meet the sailing of the Steamer *Britannia* from Halifax on the 3d of June, will be closed at the general Post Office in this City on Saturday next, the 29th May, at three o'clock in the afternoon.

COMMERCIAL EXCHANGE, May 22.

Flour.—Several lots arrived this morning, selling by retail at 55s.

Timber and Deals.—A sale of 20-inch a 30s. 6d. and Deals at £5 5s.

Freights.—Two ships for London at 43s. for Timber and £6 5s. for Deals, two for Liverpool at £6 2s. 6d.

Exchange on London, 8 per cent premium; on New York, 1½ do.

GOVERNMENT EMIGRANT AGENCY, St. John, May 18, 1847.

Lists of Passengers by the following vessels have been received at this Office by the last mail:—

Sea Bird,	346	Passengers,	Newry, April	17
Princess Royal,	129	do.	Limerick, "	15
Gov. Douglass,	261	do.	Baltimore, "	28
Ocean,	89	do.	do. "	23
Amazon,	262	do.	Liverpool, "	20
Ella,	86	do.	Cork, "	20
Inconstant,	114	do.	do. "	30
Perseverance,	123	do.	do. "	20
Eliza,	28	do.	Waterford, "	30
Hannah,	211	do.	Sligo, "	

I. WOODWARD, *A. G. E. Agent.*

CONSUMPTION CURED.

The following letter is from a highly respectable merchant, dated

Lewistown, N. Y., Sept. 10, 1844.

DR. D. JAYNE.—Dear Sir: It is said by Physicians, and is by the mass of mankind believed, that Consumption cannot be cured—that when once it becomes seated in the human system, nothing can eradicate or stay its progress, but that it will continue the work of destruction until its victim sinks into the grave.

However true this may be in theory, I am disposed to doubt it in fact; indeed, my own experience, and a desire to benefit others, compels me to pronounce the assertion untrue. You will probably recollect, sir, that in the beginning of 1840 I wrote to you, stating that I had the Consumption, and that it was fast hurrying me to the grave. I did not then, nor do I now doubt, every symptom was too painfully visible. My Physicians considered me incurable, but the advice which I asked of you was given, and I am happy to say that by using a few bottles of your incomparable medicine—the EXPECTORANT, I was restored, and never in my life have I enjoyed better or more uninterrupted health than since that time. If you should see me now, you would not imagine by my appearance that I had ever been sick, much less that I had had the Consumption, but that I am still living. I ascribe wholly and entirely to your EXPECTORANT. LEONARD SHEPPARD.

☞ Sold by T. WALKER & SON, Saint John.

ANOTHER LETTER FROM VERMONT.

Nov. 21, 1845.

Mr. Seth W. Fowle:

Sir—Having tested the value of Wistar's Balsam of Wild Cherry, I take pleasure in giving to you the facts in my own case, for your own satisfaction and the benefit of others. One year ago last April I was violently attacked with a severe cold and cough, with much pain in my side, which was considerably swollen. I applied to a number of physicians but obtained no relief, and they told me that if I did not get help immediately my case would be doubtful. It was my good fortune at that critical moment to take up a paper containing a notice of Wistar's Balsam of Wild Cherry, and thinking it to be what I needed, I sent some distance to procure a bottle, as it was not then kept in our vicinity, and to my astonishment, I received from that one bottle immediate relief.

I now keep it by me constantly, as I find nothing so good for common colds, and do cheerfully recommend it to all as being an article of great merit, hoping that others may, by the early use of this valuable remedy, be saved from an untimely grave.

JAMES KING.

Tunbridge, Orange Co., Vt.

None genuine unless signed I. BUTTS on the wrapper.

The genuine for sale by PETERS & TILLEY, St. John, N. B.

Indigestion, Costiveness, Dyspepsia, Headache, Loss of Appetite, Debility, Excess of Bile, Nausea, Acidity of the Stomach, Pallid, Yellow or Swarthy Complexion, &c.

Some of the above kindred complaints usually precede every dangerous disorder, they therefore may be considered as symptoms of Disease, rather than Disease itself, and often prove a blessing to man rather than an evil—for the warning they give of approaching danger, if timely heeded, admonishes us to seek some proper remedy to arrest their course before they assume a malignant character. These symptoms universally proceed from an obstructed and morbid condition of the *Liver* and other functions whose office it is to *secrete* the various fluids of the body, and digest the food.

Halsey's Vegetable Sugar-coated PILLS

are highly efficacious in restoring these functions to the performance of their proper office, thereby purifying the blood and *promoting the secretion of all fluids* as well as the alvine discharges. To these combined effects are ascribed the great success of Halsey's Pills in the cure of the above complaints, for which they are so highly celebrated; in addition to which, they are a most invaluable alterative medicine, and cure rapidly complaints of the skin, and other chronic affections.

HALSEY'S PILLS are also recommended as the best anti-bilious medicine in the world. They are efficient, yet perfectly mild and harmless.—Their properties being *entirely vegetable,* they never gripe, produce weakness, or prove injurious to the constitution, as do all preparations which contain that lurking poison, *calomel.*

It should be remembered that it is "Halsey's Sugar-coated Pills" (and not the base imitations) which have gained a high reputation for their excellent qualities.

☞ For sale at the Store of the Subscriber, 8, Brick Buildings, North Wharf, at 1s. 3d. per box, and liberal allowance for wholesale purchases; and at the several Sub-Agencies in the Provinces—see Phœnix Advertiser, &c.

H. G. KINNEAR,

Sept. 5. *General Agent for the Provinces.*

MARRIED.

On Wednesday evening last, by the Rev. Samuel Robinson, Mr. Francis McAuly, to Miss Harriet, second daughter of Mr. Robert Spears, all of this city.

On Thursday, by the Rev. Mr. Stewart, Mr. G. T. Ruel, of Sussex, King's County, to Martha J. second daughter of Benjamin Smith, Esq. of this City.

This morning, by the Rev. Ingham Sutcliffe, Captain Duncan Robertson, to Alice, third daughter of Mr. Ewen Cameron, of this City.

On the 12th inst. by the Rev. J. Ring, at Springfield, King's County, Mr. Andrew Gilbert Ginter, to Miss Maria Jones, eldest daughter of Mr. James Jones, all of the same place.

At Weymouth Church, N. S., on the 13th inst. by the Rev. Mr. Snider, Mr. Henry Marr, to Sarah Ann, eldest daughter of Mr. Christopher Specht.

DIED.

On Thursday morning, in the 28th year of her age, Martha, wife of William J. Ritchie, Esquire, M. P. P., and sixth daughter of the late John Strang, Esquire, of St. Andrews.

Yesterday morning, very suddenly, aged 73 years, Mr. William Crews, a native of Plymouth, Eng. Funeral from his son's residence at the corner of Duke and Charlotte streets, to-morrow afternoon, at half past four o'clock, when friends and acquaintances are requested to attend.

At St. Mary's, on the 29th of April, Mr. John Manzer, aged 99 years. Mr. Manzer came to this Province with the Loyalists in 1783, and during his long residence in New-Brunswick, lived respected and died regretted by all who knew him.

At Hopewell, Albert County, on the 28th ult., Mrs. Isabella, widow of the late Mr. James McAlmon, in the 79th year of her age. She was justly esteemed as a pious and exemplary woman.

At Shediac, on the 31st ult. Mr. John Welling, Jun. aged 28 years.

In the Parish of Hillsborough, Albert County, on Friday, the 7th inst. Sophia, wife of Mr. James Duffy, in the 27th year of her age.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Saturday—Steamer Maid of Erin, Leavitt, Portland, via Eastport—T. Parks, passengers and merchandise.

Schr. Resolution, Claridge, Eastport—Master, ballast.

Sunday—Ship Thomas, Brewer, Liverpool, 46 days—T. Vaughan, merchandise.

Barque Aldebaran, Barras, Sligo, 48—to order, passengers.

Brig Magog, Shank, Ayr, 42—James Kirk, ballast.

Monday—Barque Marchioness of Clydesdale, Ferguson, Londonderry, 38—Thos. Wallace, 309 passengers.

Tuesday—Brig Diana, Cowan, Dumfries, 46—Wm. Thomson, ballast.

Sr. Eliza Ann, Crowell, Halifax, 3—J. M. Ham[illegible] on, sugar.

Wednesday—Ship Douglas, McKinnell, London [illegible]—Jas. Kirk, ballast.

Hen, Haddon, London, 52—James Alexander, general cargo.

Industry, Piersen, Penzance, 54—S. Wiggins & Son, ballast.

Brig Justinian, Smith, Newcastle, 48—John Robertson, ballast.

Sch Victoria, Lewis, Yarmouth, (N. S.—Chas. McLauchlan, molasses.

Steamer Nequasset, Michner, Eastport—passengers.

Thursday—Steamer Herald, Brown, Eastport—J. Whitney, passengers and merchandize.

Friday—Barque Prompt, Irving, Liverpool, 49—Tomas S. Estey, merchandise.

Freetrick, Smith, Bristol, 37—S. Wiggins & Son, coals.

This Morning—Schr. Chieftain, Crosscup, Boston, 15—Master, assorted cargo.

Eleanor Jane, M'Carthy, Boston—Jas. R. Crane, assorted cargo.

COASTWISE.

Saturday—Scotia, Brown, St. Martins, ballast. Lavina, Anderson, Sackville, cattle and butter. Dove, Loomer, Cornwallis, potatoes, oats, &c. Olive Branch, Graham, Petticodiac, railroad scantling. Fly, Tipper, Cornwallis, deals. Weymouth, Mapleback, Wilmot, turnips, &c.

Sunday—James Fraser, Amberman, Annapolis, Friendship, Wiseman, Cumberland, deals. [bay.

Monday—Swan, Lamb, Parrsboro, deals. Temperance, Green, Apple River, deals. Princess, Holland, Fishing Voyage, fish. Brunswick Lyon, Craft, Pisarinco, cedar posts. Vanguard, Pitts, Apple River, cedar posts.

Tuesday—Saxe Gotha, (s.) Chisholm, Annapolis and Digby, with a new Brig in tow.

Wednesday—Williams, Rossiter, Shepody, deals. Marion, Edgett, Petticodiac, railroad scantling. Rising Sun, Bissett, Point Wolf, deals. Messenger, Battle, St. Stephen, naval stores. Laurel, Brinton, Wilmot, cordwood and eggs. Victoria, Smith, Annapolis, railroad scantling. Crown, Parker, Annapolis, cordwood and eggs.

Thursday—Copy, Turnbull, Digby, tea. Saxe Gotha, (s.) Chisholm, Annapolis and Digby, passengers, &c.

Friday—Lark, Melanson, New Edinburgh, eggs. Margaret, Hamilton, Cornwallis, staves & eggs. Lark, Cook, Wilmot, cordwood and eggs. Digby Packet, Tansh, Digby, eggs and fish. Linnet, Neville, Annapolis, cordwood & potatoes. Saxe Gotha, (s.) Chisholm, Windsor, passengers.

ENTERED FOR LOADING.

May 15—Zenobia, Baker, Liverpool.

17—Jane Hammond, Vaughan, Liverpool. Lady of the Lake, Smith, Dublin.

20—Maranham, Jamieson, Gloucester. Industry, Pearson, Penzance. Diana, Cowan, Dumfries. Magog, Shank, Ayr. Lord Elgin, Atcheson, Cork.

21—Jane, Trask, Southampton. Carleton, Meredith, Liverpool.

22—Mary Harrington, Montgomery, Chester.

CLEARED.

May 14th—Czar, Moore, Dundee, timber and deals—R. Rankin & Co.

May 15th—Brig Albion, Leslie, Aberdeen, deals, &c.—R. Rankin & Co.

17th—Ship Amazon, Pearson, Hull, timber and deals—S. Wiggins & Son.

18th—Ship Levant, Reid, Greenock, timber and deals—James Kirk; Schr. Charlotte, Henneberry, Halifax, salt, &c.—G. & J. Salter; Resolution, Claridge, Eastport, 200 barrels fresh alewives—Master.

20th—Ship Britannia, Coltbart, London, timber and deals—Lunt & Pickup; Unicorn, Muir, Liverpool, deals and boards—John Mackay; Schr. Peruvian, Flemming, Boston, chalk, &c.—Master.

21st—Ship Queen Pomare, Till, London, timber and deals—Jas. Alexander; Barque Nova Scotia, Ryerson, Cork, timber and deals—Jas. Kirk.

22d—Brig Three Sisters, Boultenhouse, Cork, deals—Eastabrooks & Ring.

The Helen, at this port, spoke, May 3d, lat. 44 50 N. long. 33¾ W. brig Emma, of and from New York, out 8 days, bound to Bordeaux—wished to be reported; May 9th, lat. 39 20 N. long. 46 10 W. brig Britanny, of and for Liverpool, 19 days from Porto Rico.

Spoken, on the 30th ult., by the brig Magog, at this port, in lat. 43 35, long. 41 30, American ship Constitution, of Nantucket, from Philadelphia bound to Falmouth, out 13 days—wished to be reported.

Barque Hindon, at Boston, spoke on the 10th inst. in lat. 43, long. 60, ship Britannia, Simpson, from St. John, for Cork.

The U. S. ship Jamestown spoke on the 15th inst. at 9½ A. M., brig Sarah, Cann, from St. John, for Greenock, under close-reefed topsails and courses, just leaving the Bay of Fundy.

Brig P. I. Nevius, Field, of this port, from Liverpool, arrived at Alexandria, 12th inst.

Arrived at Philadelphia, 9th inst. schr. Reliance, from St. John; 11th, L. O'Connor Don, [illegible] New-York, 14th, schr. Louisa Willard, Windsor.—At Boston, 12th, Hesperus, [illegible] 13th, Woodlands, do.; 14th, Harriet Eliza [illegible] [illegible] Philadelphia [illegible] [illegible] von, Bella, Liverpool.—At Boston, 15th, brig Elizabeth, Boltenhouse, Dorchester.—At New-York, 15th, brig Hiram, Crosby, St. John; [illegible] McCune, do.

The brig Jane Allison, of Windsor, in going into Eastport, on the 10th, struck on Half Tide Rock and sunk. She now lies at Bar Island, full of water.

The ship Christiana, Frink, of St. Stephen, sailed on the 2d of May, from New York for Liverpool, with 40,000 bushels of grain in bulk, and 3000 barrels of Flour. While in the Gulf on the night of the 6th, was knocked down, cabin filled with water, lost mizenmast, and cut away mainmast to right the vessel. The cargo having shifted, pumps choked, and vessel filling, was obliged to leave her. Crew were taken off, on the 9th, by the barque Almeda, bound to Cork, and transferred to a British schooner bound to Newfoundland, which vessel put in here on the 15th and landed them. The C. was a fine ship, 900 tons, on her first voyage, and with her freight is insured in New York and England. Mr. Eastman, the owner was on board, and was injured some by the falling of the mizenmast.—*Eastport Sentinel.*

The packet ship Anglo Saxon, from Boston bound to Liverpool, went ashore on Duck Island, near Shag Harbour, during a thick fog, on the night of the 8th inst., and became a total wreck. Her cargo will be saved in a damaged state.

Ship Leander, Phelan, 65 days from Liverpool, for Savannah, foundered at sea in the gale of the 17th ult. The longboat, with the captain, his lady, her daughter, and nine men, arrived at Nassau, (N. P.,) on the 24th, after seven day's exposure to cold and hunger.

On the 20th ult. the French brig Clarissa was wrecked at the entrance of the harbour of St. Peters, Miquelon, and sixty-three lives lost. The bodies were all washed on shore and buried on the island.

Arrivals from St. John.—In the Clyde, April 19th, barque Quebec, Morris.—At London, 22d, brig Crown, Pethey.—At Liverpool, 30th, ship British Merchant, Shield.

Vessels sailed for Saint John.—From Warren Point, April 19th, ship Sea Bird, Morrison, via New York.—From Deal, 19th, barque Isa, Hannah; 22d, barque Duke of Wellington, Leadbeater, and Mayflower, Cochrane.—From Loughope, 19th, ship Sir Edward Hamilton, Lundy.—From Galway, 20th, Rev. T. Matthew.—From Shields, 21st, Broderick.—From Liverpool, 22d, ship Caledonia, Wishart, and Mountaineer, Bogart; 23d, Amazon, Hayes.—From Waterford, 23d, Rose; 30th, Grace Darling, and Velocity.—From Sligo, 24th, Eolus, and Hannah.—From Limerick, 22d, Princess Royal.—From Baltimore, 23th, Governor Douglas, and Ocean.—From Cork, 20th, Ella, and Inconstant; May 1st, Perseverance.—From Lynn, 28th April, Baltic.

Arrived at Liverpool, 20th April, ship Swan, Taylor, New Orleans; 21st, Prince of Wales, Brown, Philadelphia; 22d, Sarah, Fletcher, New York; 24th, Victoria, Cornish, Savannah; 25th, Lisbon, Fisher, New York; 27th, Sophia, Collins, Philadelphia.—At Belfast, 28th, brig James Clark, Johnston, New York.

Sailed from Liverpool, 20th April, ship Oriental, Hoyt, New-York; 25th, Juno, Moran, Staten Island; May 2d, Speed, Grundell, and Ceylon, Crisp, do.; Eliza Caroline, Briggs, and Wakefield, Bronhead, Quebec.—From Dublin, 23d, barque James, Cochrane, New York.

Loading at Liverpool, 3d May, ship Perthshire, Tait, St. John; Spartan, Haws, New-York.—At London, barque Princess, Murphy, do.

Cleared at Liverpool, 3d May, barque Glasgow, Cook, St. John; Shakspeare, Henderson, do.

Greenock, 1st May.—The Lady Liford, Johnston, from Liverpool to Newfoundland, has put into one of the Highland Lochs, with loss of maintopmast, the master of which reports that he saw a vessel founder in the Channel.

Several vessels were seen in distress, and one with only the stumps of the lower masts standing, close to the rocks at Barra Lighthouse, by the St. Vincent, for Demerara, that put back to the Clyde yesterday, after being out six days.

Jura, 29th April.—The Wm. Carson, Hutchinson, of and for Belfast, was driven on shore in Lowlandman's Bay, during the gale 27th instant, and must discharge to be got off.—A brig, from Londonderry to America, with 165 passengers, was lost on the 28th instant, on the coast of Islay, and only three of the crew saved.

TEMPERANCE.

A LECTURE will be delivered on TEMPERANCE, by Mr. F. A. KELLOG, in the *New Temperance Hall,* Sidney street, on SUNDAY NEXT, (to-morrow) at 8 o'clock, P. M.—*A collection will be made at the doors,* which will be handed to Mr. Kellog.

May 22. WM. BOWEN, *Secretary.*

A CARD.

MR. A. RAINSFORD WETMORE, Attorney at Law, has removed from the Office to this City, and taken an Office in the Building in Prince William Street, occupied by Ketchum & Co.

May 22.—6w