COMMUNICATIONS.

THE ELECTRIC TELEGRAPH.

The Directors of the New-Brunswick Electric Telegraph Company, beg to submit the following information to the Public, as to the course they have thought it their duty to adopt relative to the transmission of the British Steamers' news along the line.

It may be premised that for some years past, probably since the commencement of the Atlantic Steam voyages, it has been the practice of Speculators in the Atlantic Cities to endeavour by means of pigeon expresses, fast sailing boats, and otherwise, to obtain the news in advance of the public. Those conversant with the vast business transactions in Boston, New-York, &c., can understand to what an extent this advantage might be used.

The Proprietors of the principal Newspapers in those Cities, thinking that as they were indebted to the Public generally for support, they were bound in return to prevent them from being preyed upon by speculators, and, as the Agents and Guardians of the Public, to furnish the earliest news that by any means and at any cost could be obtained.

It will be recollected that to carry out this object, the Associated Press, amongst other means for sometime run an express from Halifax to Digby, and from thence by a fast Steamer to Boston, and more recently run a Steamer from Halifax on the arrival of each boat.

On the extension of the Line of Telegraph to St. John, the Associated Press run an express from Halifax with the news, and did so also after the Line was extended to Sackville.

It is one of the Bye-Laws of this Company, and indeed of all Telegraph Companies, that "first come, first served," shall be the rule, unless otherwise provided for by special Contract, of which public notice shall be given.

Early last spring the Associated Press made a special Contract with all the Companies between New-York and St. John for the exclusive use of the wires on the arrival of each English Mail, until 3,000 words should be sent through, they paying full rates for the same, and binding themselves not to allow the news to be used for speculative purposes, also allowing each News-paper, News-Room, or Club, a copy at any station on the line, on their paying their proportion of the cost.

It may be imagined that the speculators, who had established quite a trade in operation upon the markets by means of early intelligence, viewed this arrangement with no favourable eye. So long however as an expensive system of expressing the news to St. John and Sackville had to be kept up, they had no power to interfere—although it has been ascertained that by bribery, or sending agents with the boats, they have once or twice succeeded in getting their news in advance. But now that the line is extended to Halifax, they are making a last grand effort to accomplish their object. It may be well to explain in what manner their plans would work. Suppose that on the arrival of the steamer at Halifax, the speculator's agent got first to the office with the news, this news would be received and made use of through all the Cities of the Union at least six hours before the public could have theirs. It takes four hours to send through 3,000 words, and two hours more before they can be published, and twelve hours more might easily be gained by having the wires cut.

Or again, if the Public Press were restricted to one hour, or to the rule of fifteen minutes, their news could not be got through in season, and would therefore be valueless to them. The speculators and their agents have been leaving no means unemployed to gain their ends. In this Province and Nova-Scotia a continuous round of newspaper paragraphs calculated by misrepresentations to poison the public mind, has been directed against the *odious monopoly*, as they are pleased to call it. In Halifax the Government has been almost coerced into yielding to their nefarious schemes. For the purpose of forcing the Telegraph Companies to give in, they have by breaking the wire along the whole line, prevented the news from being sent for the last three weeks—resolved that if their news are not taken, no other shall be sent.

It is chiefly for the purpose of informing these gentlemen that their plans are known, and that the Directors of this Company are resolved, lose or win, not to yield to their scheme, that this is now written.

And it so happens, that in this their interest and duty coincide; for while the Telegraph Companies would earn a dollar or two by transmitting the speculator's news, the Press, or rather the Public, pay over five hundred for theirs, and the Telegraph Companies cannot have both, for unless the Press can get the news first, they will not have [illegible] all.

[illegible] the information of the Public, it may be [illegible] that these lines would not have been con[illegible] and could not now be maintained, but for [illegible] anticipated, and now derived from the [illegible] Press.

[illegible]ercantile community have therefore no just [illegible] complain that their usual facilities are [illegible] for a few hours a week, seeing that but [illegible], the Telegraph Lines could not [illegible]

[illegible] trust that after this explanation [illegible] disposed to support them in do[illegible] to be their duty to themselves [illegible] the community.

[illegible] ed in bringing to punish[illegible] been guilty of cutting the [illegible]

JARDINE, [illegible]CAN, [illegible]LLISON, } *Directors.*

[illegible]ELEGRAPH.

[illegible] *Recorder:*

[illegible] that in your re[illegible] letter of the 8th [illegible] is the policy of [illegible] in relation to the [illegible] Associated Press, which [illegible] you approve of the [illegible] harmless attack upon [illegible] than otherwise, and [illegible] that, not being able [illegible] Telegraph, you have [illegible] Before answering [illegible] to the profit, I propose to [illegible] a little, and see how [illegible] You say: "*We* had [illegible] quarrel with Mr. Darrow." Then, [illegible] we continue *our* attempts to injure [illegible] and why do *we* insinuate a false[illegible] every next clause of *our* remarks? [illegible] was written wholly in defence of the [illegible] ents which had been at[illegible] others, without knowledge of [illegible] the Telegraph was placed, [illegible] made to justify the Associ[illegible] an agent to prove to the [illegible] was correct; and yet, [illegible] "that we much [illegible] paper [illegible] much flat[illegible] of this redoubtable volun[illegible]

"He seeks to cast a doubt [illegible] assertion that the Commissioners in [illegible] Scotia were surprised at the extravagant [illegible] of the Associated Press." No, sir; *I [illegible] seek to cast any doubt*—I simply assert facts, and, for your benefit, I will again say that three of the Commissioners in Nova Scotia had been fully informed of the whole matter relating to the foreign despatch for the public.

And now, sir, for your questions. Although they are impertinent, and neither yourself nor the public have anything to do with my private business or contracts, still, I will consider you this time as the mouth-piece of certain stockholders in Halifax. First: it is well known, and has been known from the first, that the price to be paid to me for the erection of the line, was £37 10s. per mile, and this price was printed and distributed in Halifax, in the prospectus, so that every man knew what the cost would be before signing for stock. Second: the cost per mile to erect the Nova Scotia line is beyond my knowledge, but I understand from general report that the contractor for the erection of posts, wires, &c. has lost about £5 per mile, which would make £32 10s. for the actual cost of the Nova Scotia line, and this, too, with the money in the public chest counted at its nett value, without deducting the expences of collection, or the services and expences of a gentleman to travel from New York to Halifax and return, at least three times, and then merely getting the paltry subscription from each party of from £10 to £200, and then for the collection of this money by instalments. Now, sir, I can tell you what the New-Brunswick line cost, and how much profit I have made in the matter. The portion of the line from Calais to St. John being almost wholly over solid rock, cost the sum of £36 4s. 7d. per mile, on the average, without taking into consideration my own services, or the expences of procuring a charter, and defeating Mr. Gisborne in his attempt to monopolize the Province, so as to prevent any line passing to the United States, except by way of Quebec and Montreal, and the portion of the line between St. John and the Nova Scotia boundary, *which is said to be so much less substantial than the Nova Scotia line*, has cost, as it now stands, £33 5s. 6d. per mile, which leaves a profit on this end of the line of £587 5s. 6d., and on the Calais end, a profit of £102,—making a total profit of £689 5s. 6d. And for this sum I have laboured nearly two years indefatigably. Fully one-half of the time has been spent on the road in the procuring of subscriptions, the collection of instalments, the surveying and examining the line as it progressed. And for this, too, I have run all the risk of the line being finally completed, all risk in the payment of instalments, and all expences attendant thereon.

I am happy to say that the New-Brunswick line is improving a little in public estimation, since one of the great defects of the line (a two-legged animal by the name of Anderson, an employee, by the way, at times, of the *New-Brunswicker*) has been caught in the act of *repairing a defect* which had made the line ungovernable for two days last week, and three days the week previous, by his own confession, and how many more times it would be hard to enumerate. There are some other *defects* which we hope to *discover* before long.

And now, sir, as to what has become of my clear profit. Why, sir, the poor little thing has been completely swallowed up in the taking of about one-half of the stock, which could not, by any possibility be disposed of, and which half I was bound to supply, or to lose everything which had been done,—my own expences and time included.

This, I believe, is as far as you desire to pry into my private affairs; and should it be considered necessary to ask any more questions, I trust they will be on matters with which the public have something to do; which questions, I assure you, I shall answer very cheerfully.

L. R. DARROW.

St. John, Dec. 20th, 1849.

☞ The Nova-Scotian will please copy the above.

The Courier.

SATURDAY, DECEMBER 22, 1849.

The Steamer *Hibernia*, with the Mail of the 1st of December, had a tedious passage of fourteen days to Halifax, where she arrived on Saturday evening last. The Mail was received here by Post Office express between seven and eight o'clock on Monday morning. The intelligence is again of but little moment.

COMMERCIAL.—*Willmer & Smith's European Times* of the 1st Dec. says:—"There is not any new feature to notice in mercantile affairs this week. The produce markets have been steady, but there was an absence of activity at the several public sales held during the week. The Cotton market has been dull, and holders, in the absence of a demand, were obliged to reduce their prices fully *one-eighth* of a penny per lb.—The sales of the week ending yesterday were 19,000 bales, of which speculators took 4540. The grain trade is very tame, and holders would willingly accept reduced prices for most of the leading articles. At present American Flour sells in Liverpool at 23s. to 24s. per barrel for the best Western Canal. Indian Corn is in fair request at 29s. to 29s. 6d. for white, and 26s. 9d. to 27s. for yellow. During the last few days the Iron market has been very active, and heavy sales of both pig and bar have been effected—the purchases being made for stock and investment. The present rates in Liverpool are—Merchant bar, £5 12s. 6d.; best rolled £7; hoop, £7 10s.; sheet, £8; Scotch pig, £2 14s.—The Wool trade appears to be gradually improving: at the public sales now going forward in London, prices are decidedly higher."

The Timber Trade.—Messrs. A. F. & D. Mackay's circular, dated Liverpool 30th November, states that the aggregate import of Wood goods from British North America, since the 26th January last, comprised 355 cargoes, exceeding, by sixty-six cargoes, the quantity imported during the same period last year. Owing to the excessive import latterly, as compared with former years, the quotations are 1d. to 1½d. per foot lower on Quebec and St. John Pine, and the greater portion has been yarded by importers for higher rates. Sales are reported of a cargo of St. John of 18¼ inch average at 17¼d.; a parcel of 19¼ inch at 18¼d.; and a large cargo of 20-inch at 18¾d. per foot.—The large arrivals of Hardwood have also caused prices to recede. As the import of New-Brunswick and Nova-Scotia Spruce Deals does not exceed the usual supply at this season, prices are much better sustained. Good St. John have sold at £7 10s., £7 15s. and £7 17s. 6d. per standard; St. Andrews, at £7 15s. to £7 17s. 6d.; Dorchester, £7 2s. 6d.; and Nova-Scotia at £7.—Spruce Deals of quality and length will be wanted, but the market is overstocked with Yellow Pine.—Lathwood is in good demand, and separate from cargo will bring £5 to £5 7s. 6d. per fathom; with cargo 20s to 40s. per fathom. There is no improvement either in price or demand for Railway Sleepers—the market being heavily stocked, and the consumption limited. The imports, with scarcely an exception, have to be stored on importers' account. Ash Hhd. Staves are quoted at from £4 to £6 per M.—The market is overstocked with Spruce Spars: the last sales from the quay, of good black Spruce, were made at 9d. per foot.

Private letters report the sale of several St. John Ships—the *Iowa*, at £5 12s. 6d.; the *Julie*, at £5 16s, and the *Candace*,—a Hackmatack vessel—at £7 3s. 6d.

During the week ending the 24th Nov. upwards of 42,000 quarters of Oats arrived in the port of London from abroad, and during the five following days 44,810 quarters were received. Prices of good Corn had notwithstanding these enormous arrivals from abroad, been tolerably well supported.

It appears that the country is now suffering under a plethora of gold. In the coffers of the Bank of England there are nearly sixty millions lying idle—there is no employing it. It is pouring in from Russia and California, but still the price must be £3 17s. 10½d. per ounce, according to Sir Robert Peel's bill; and, more than this, the Directors of the Bank of England are obliged to buy it at this price, whether they want it or not. It would be just as reasonable to put a fixed price, by Act of Parliament, upon wheat, or cotton, or indigo, as upon gold in the uncoined state.

The latest bulletin of the Queen Dowager's health, states that Her Majesty remains without any improvement.

The London *Times* and other leading organs of public opinion continue to discuss the present position of many of the British Colonies. The *Times*, indeed, seems to be disposed to make short work with them—in fact, to turn them adrift, and let them shift for themselves. Whether this is put forward with a view of eliciting a general expression of public opinion, or as the settled opinion of the "leading journal," is uncertain. The course pursued will doubtless have the effect of directing the attention of public men to the Colonies, and may lead to changes of a practical and improving kind. Although the *Times* has now become the advocate of responsible government in the Colonies, its recent articles have been disclaimed by the Ministerial organs.

Orders have been sent out to Vice Admiral Parker to retire from the Dardenelles with the fleet under his command, and proceed to Malta.

The Enterprise, Capt. Sir James Clarke Ross, and Investigator, Capt. J. Boyd, were paid off at Woolwich on the 26th Nov. and put out of commission. Both vessels are to be towed to Chatham, where they will remain until some further information is received with respect to the fate of Sir John Franklin.

THE NAVIGATION LAWS.—It appears from a correspondence which has passed between the Chairman of the Shipowners' Association of Liverpool and the Board of Trade, that in the important maratime countries of Germany, Prussia, Hanover, the Hanse Towns, and other Northern Powers, also Denmark, Russia, Austria, the Italian States, Greece, and the Ottoman Empire, as well as the States of Central and South America, the treatment of British vessels would be nearly the same as that of their own national vessels. With regard to France, Spain, Portugal, Holland, Belgium, Sweden, and the United States of America, it had been determined to take such steps as appeared best calculated to obtain from the Governments of those countries a freer admission of British shipping into their ports. The Secretary of the Board of Trade further remarks that Sweden and the United States had reciprocated maratime freedom with Britain, and that any new arrangements before the 1st of January, when the act repealing the old British Navigation Laws takes effect, would be published for the information of the country.

This is very gratifying announcement remarks a Liverpool Journal,—for it will be seen that the principal maratime powers in the world have already abandoned their restrictive policy, and agreed to follow in our wake. Belgium and Holland cannot, on the score of self-interest, afford to remain long behind; while with respect to France, Spain and Portugal, their shipping transactions with England are too minute to affect the working of a principle which will do more to promote the extension of commerce than any scheme that has yet been devised.

NICARAGUAN AFFAIRS.—We have heard from good authority, that Lord Palmerston is determined to allow of no American interference in Nicaragua affairs, and that, at all events, British interests shall not be menaced either on the West Indias' side or the Pacific side of Nicaragua. His lordship, we are informed, has acted most promptly in the mattee, and that, in order to forward despatches to the Commander-in-Chief in the Pacific on the subject, the West India packet was detained for some hours at Southampton on Saturday last. Rear-Admiral Hornby, it is said, is ordered up with his squadron to cruise in the neighbourhood of Panama, and to be within call of the British Charge d'Affairs at Nicaragua.—*United Service Gazette.*

Considerable alarm has prevailed during the week in consequence of the increasing unsatisfactory state of the relations between Austria and Prussia. The resolution displayed by Prussia in the following up the long talked of assembling of a German Parliament, which is fixed for the 31st of January next, at Erfurt, has called forth very serious reclamatory notes from Austria. Not only is the place of meeting objected to, as being too near to Austria, and in the centre of the lesser States of Germany which are all subject to Prussian influence, but Austria objects to the meeting, fearing that Prussia only seeks her own aggrandisement, even through the intrigues of democracy. So strongly is the feeling of Austria pronounced, that she is said to have threatened even an armed intervention if Prussia perseveres in her policy. Certain it is that two cabinet councils have been held in London to take the subject into consideration; and, unless Austria lowers her tone, the danger of a rupture would be imminent. Whilst France would never permit Prussia to possess herself of Feden, Russia, on the other hand, would be equally opposed to any accession of power on the part of Prussia, which she seems, nevertheless, to be steadily keeping in view. At present the exact truth of the position has not yet transpired; but, mixed up as it will be with the grand question of German unity, it is replete with danger. Whilst this is going on in the heart of Germany, Austria is threatened by the Piedmontese with a fresh outbreak, the Parliament at Turin showing the most hostile feelings against their late conquerors, and being but too well disposed again to try their fortunes by an appeal to arms. The Piedmontese Chamber has been dissolved, and everything betokens intestine commotions, if not a foreign war with Austria.

The Pope, finding that his friends in Paris are no longer in the ascendant, has become alarmed, and refuses to return to Rome. General Baraguay d'Hilliers has assumed his functions in lieu of General Rostolan, but the policy of the French has not advanced one step towards the solution of this Roman difficulty.

From Constantinople the news only confirms the previous pacific course of events. It is confidently stated that the British fleet has orders to withdraw from the Dardanelles, and that it is, indeed, by this time at Malta. Nothing further has transpired respecting the whereabouts of the Polish and Hungarian fugitives. The Russian ambassador, M. Titoff, has once more been admitted to an interview with the Grand Vizier, and diplomatic relations may thus be presumed to be renewed between Russia and the Porte.

The Ionian Islands are restored to complete tranquillity. Sir H. Ward, in his speech to the Chambers, vindicates the policy he has pursued; and holds out the hope that more liberal organic laws will now be passed.

THE PROVINCIAL LEGISLATURE, has been prorogued by Proclamation in the Royal Gazette of Wednesday last, to Thursday the 7th day of February next, *then to meet for the despatch of business.*

CHANGE OF MAIL DAYS.—We understand that the Mail which was despatched from this City last week for England, did not reach Halifax in time to be forwarded—the Steamer *Europa* having arrived early on Friday, after a run of only sixty-four hours from New York, and proceeded soon after on the voyage to Liverpool. To prevent such serious disappointments in future, the Mails for England will hereafter be closed some twelve hours earlier than formerly. An official notice to that effect will be found in our advertising columns.

MECHANICS' INSTITUTE.—On Monday evening last, Dr. Dow gave the first of a series of lectures on the human system, in which he confined his remarks more particularly to the bones of the human frame. The lecture, although on a dry subject, was amusing and instructive. He will deliver the second lecture of the course on Monday evening next; and will close the course on the Wednesday following.

Last evening, Professor Johnston entertained a large and highly respectable audience with a brief outline of his report on the Agricultural capabilities of New-Brunswick. The Professor was nearly two hours engaged in going over his important and interesting details, which in several points were explained by maps; and we are happy to add, the results of the present investigations and inquiries of this truly scientific lecturer, with regard to the agricultural capabilities of the Province, were of a highly flattering character—proving, as they did, that the average production per acre, of Wheat, Oats, Barley, Potatoes, and Turnips, was greater in this Province than in Upper Canada, or the celebrated agricultural States of Ohio and New-York.

We observed that George Blatch, Esq. was employed in taking short-hand notes, and a full and correct report of the lecture, from this able stenographer, may therefore be expected.

THE TELEGRAPH AFFAIR.—"*Nabbed at last!*"—The repeated interruptions in the Telegraph wires of late, and the subsequent mysterious connection, effected without the aid of any person in the employ of the Company, led the operator at this station to believe that a scheme, which has been adopted by knowing ones in other places, had been resorted to here—namely, separating the wire, and tying a piece of cord to the two ends to prevent their falling, when the connection was to be broken, and subsequently inserting a piece of wire fitted for the purpose, when the connection was to be renewed; and a survey was accordingly undertaken by Mr. Mount, on Sunday morning, when on going through the grounds of the Hon. R. L. Hazen, corner of Union and George's-streets, where the wire is supported by a tree, he had his expectations fully realized, by discovering the cord, &c. The Directors, on being made aware of what had been done, employed High Constable Stockford to watch during the night, and arrest whoever might come to interfere with the wires. About twelve o'clock, Mr. Stockford, who had lain alongside the fence for six hours, espied a person in the tree, with his hands at work, evidently about the wires, and desired him to come down; after a little delay, and whistling once or twice, as if to apprize confederates of his discovery, he complied with the officer's order, and was made prisoner. He proved to be James Anderson, of this City, who was employed last summer by Craig, the Agent of the United States Associated Press, in delivering the Telegraph despatches, published at the *New-Brunswicker* Office, and has since been employed occasionally in and about that establishment.

On his way to, and while in the Watch House, Anderson confessed to having been at the same work the week before as he had now been detected at, and stated that he was well paid for it, as there were parties who did not mind four or five hundred or even a thousand pounds, to have their ends accomplished, and that if he was sent to the Penitentiary, he would go there at the rate of *three or four hundred pounds a year.*

He underwent an examination at the Police Office on Monday, before the Stipendiary Magistrate, B. L. Peters, Esquire, and, after a lengthy investigation, was committed to jail, to take his trial for felony at the Court of Oyer and Terminer, to be held in this City next month.

On examining his person, a letter was found in his pocket, which he had written in the watch house, apprizing Mr. Till of his having been "*nabbed at last*," and requesting him to come and see him.

From this letter, and other evidence, and from facts and documents which have since been discovered, there is no doubt of the identity of some of the parties in this City who have been aiding and abetting in this nefarious business, and it is believed that some clue has also been discovered, to a party at a distance, who is equally guilty in the affair.

There being a question whether, under the Law incorporating the Company, the crime is punishable as a felony, it not being embodied as such in the Criminal Law passed at the last Session of the Legislature, His Honor the Chief Justice has ordered that the prisoner may be liberated upon giving bail in the sum of £1000—himself in £500, and two sureties in £250 each—for his appearance at the January Court; but as yet, we believe, the required securities have not been produced.

MORE SEIZURES!—Eleven barrels of contraband American Spirits were seized by the Officers of the Provincial Revenue on Saturday night last, at Sand Cove and on the flats near this City.

Frederick A. Wiggins, Esq. of this City, who came passenger in the Steamer *Hibernia* from Liverpool to Halifax, arrived in town on Monday morning last, by the Express Stage.

QUARTER SESSIONS.

The following Presentment was made to the Court, by the Grand Jury, on Saturday the 15th instant:—

The Grand Jury for the City and County of Saint John, at the Court of Quarter Sessions for December, 1849, respectfully make the following General Presentment to the Court.

The Grand Jury have inspected the different Wards of the City: They find in King's Ward there are incumbrances of Timber, Carts, &c. in Nelson, Pond, and North Streets, which ought to be removed immediately.

In Queen's Ward, there are several holes in Peters' Wharf. A great improvement might be made in Water Street if the railing and planking at the head of Lovett's Slip were added to its width.—The Fish Market, instead of being kept clean, and in a fit condition for the purpose for which it was erected, appears to be used as a place of deposit for Nets, Barrels, &c. &c.—The Grand Jury recommend that Stalls be apportioned off, and rented to different Freemen, and that all the fish be removed every day at three o'clock, and the place washed out.—The communication between Merritt's and Disbrow's Wharf, at the West end of Merritt's Store, is in a dangerous state.

In Duke's Ward a fence is required in Morris-street, opposite Sancton & Brown's.

In Sidney Ward the three Public Slips remain encumbered with Schooners, Boats, &c. &c.; notwithstanding the fact having been repeatedly presented, the Grand Jury are not aware that any remedy has been provided.

The Ballast Wharf should be extended in a Southwardly direction, to prevent the Harbour from being injured by the earth which is now being washed into it.

In Carleton—the Ferry Landing at Sand Point could be much improved. The second float of the Ferry Landing at Rodney Wharf is in a decayed state and unsafe. The Bridge crossing Guildford-street is dangerous from large holes and openings, and should be re-covered.

The Steam Ferry Boats are not kept in that state of cleanliness and repair which the income arising from them would warrant. The Cabins, so called, are especially discreditable, and are quite unfit for the accommodation of any decent person.

In Portland there are large piles of slabs on the road near Petrie's mills. A fence or railing is required on the lowerside of the road near Mr. Jordan's. Two chimnies near John Haws' are in a dangerous state. Thomson's slip is encumbered with timber, logs and blocks.

The Grand Jury would recommend that the names of the Streets be painted on the corners and lamp-posts, and that the houses in the principal streets be numbered.

The Grand Jury are sorry to observe that the Old Grave Yard yet remains lying waste; they would recommend a little more energy and action to the Committee in charge.

The Grand Jury have much pleasure in being able to congratulate their fellow-citizens on the happy change that has been effected in the Police Establishment: order, efficiency, and independence now characterize that department in all its branches.

The Grand Jury present the Watch House as a nuisance. Its cells are quite unfit for the occupation of any breathing animal.

The Grand Jury have repeatedly called the attention of the Court to the necessity that exists for a more suitable building for a Registry Office. Nothing can be of more importance to a community than that the Title Deeds of Property should be kept securely. The Grand Jury understand that a suitable site in a proper locality can now be obtained at a moderate price, and would request the Sessions to give the matter their early attention.

The Grand Jury have, in the execution of their duty, visited the different Public Institutions.

The Lunatic Asylum, being now completed, is, from its situation and admirable arrangements, well adapted for the comfortable accommodation of all classes of lunatics. The number of inmates at present are forty-eight males and fifty-one females.

The Marine Hospital is in its usual well-ordered state.

The Jail is generally in good condition. The Grand Jury find that a heating apparatus, water closets, &c. have been put up by Messrs. Harris & Allan at a cost of £437 13s. 7d. The Committee of Sessions appointed to oversee the work, were Justices Gallagher, Vernon, Ansley, and Thomas Allan. The work was received as finished, and the balance paid on the 12th December, 1848, although the December Grand Jury of that year presented the work as not completed. The Grand Jury now present the heating apparatus as inadequate, the rooms near the boiler being too warm, while those at a distance are cold. The pipes also have not been properly secured. The steam is escaping at almost every joint, and in many of the rooms the prisoners look as if parboiled. The building also is suffering injury from the leakage of the pipes. The Grand Jury recommend that the Contractors be required to fulfil their contract, as agreed upon, in a workmanlike manner; and that in future, Members of the Sessions taking contracts should not be allowed to sit in committee on their own work, or in judgment on their own accounts.—The Grand Jury learn that the Debtors are confined to their cells on account of the railing and locks at the end of the lobby being insecure. As this is a great hardship, the Jury request the Sessions to have the railing made sufficient immediately.

The Penitentiary appears to be under good management. The Alms House is also in good order.

The Grand Jury have observed that, with the exception of Beef, there is not an article of food of the produce of the Country made use of in the Alms House or Penitentiary. The very porridge for the children is made of Indian Meal, and the soup of Rice, while the Oatmeal and Barley of the Country can scarcely find a market. The quantity of provisions required for these institutions, and now imported at a probable cost of £1500 per annum, would absorb the surplus of probably fifty farms. The Meal of Oats, Buckwheat, Barley, or Pease, costs less than that of Wheat—is as nutritious and wholesome, and was the usual food of most of the inmates of those establishments in their native country. The Grand Jury trust that the Commissioners will see the propriety of ordering that Grain and Vegetables, the produce of the Province, be hereafter used exclusively; and that as a better article of Shoes, for less money, of home manufacture, can be had, that no more American Shoes or Boots be bought for the use of those establishments.

The attention of the Grand Jury having been directed to the Licence Law, about to expire, they have anxiously investigated the subject. They consider, that while, as a general rule, it may be proper to leave the eradication of many bad habits to moral suasion, yet, when the Judges of the land, the Ministers of Religion, and our own daily observation concur in shewing that to the use of strong drink may be attributed three-fourths of the crime, pauperism and misery which exist, reason and common prudence would suggest that the enemy which does all this should be excluded by force of arms. Against the argument that one portion of the community have no right to interfere with the other in that which may be esteemed a matter of opinion and is not evil in itself, it is sufficient to urge, that those who do not use strong drink have to bear their share of the cost entailed upon the community by the crime and poverty produced by its use. The Grand Jury therefore present, as their opinion, that the importation of distilled and fermented Liquors be prohibited, and that none be allowed to be manufactured in the Province—that the Licence Law be abolished, and that Smuggling be made Felony.

The Grand Jury present that the following Buildings have been erected in contravention of Building Act 3 Vic. c. 1:—

(*Witness*—R. C. Minnette, City Surveyor.)

Seven Buildings on the South Market Wharf, Westward of Ward-street, viz.

J. Noyes, } a brick party wall between, but not extended above the roof.
Wm. Hughson,
S. Wiggins, } do. do.
W. H. Scovil, } a poor brick party wall, do.
N. Merritt,
R. D. Wilmot, } no party wall of brick. [roof.

Sol. Hersey's—brick party wall not extended above

None of these walls are eight inches in thickness.

Four Buildings on Smith's Wharf, belonging to Benjamin Smith, one of them used as a Tavern, the others as Workshops and Stores, adjoining the Stores on the South Market Wharf, and adjoining together without any party wall of brick on either side.

Mrs. C. J. Peters—two Stores on South side of Peters' Wharf, a brick wall between, not continued above the roof—the Eastern one is covered on the roof with shingles.

James Smith's Store on West side of St. John-street, height seventeen and a half feet.

Do. Store in rear, 25 feet in height, partly within the district.

P. Comerford's House on East side Prince William-street, height sixteen and a half feet.

Matthew Thompson's House South side Church-street, height twenty feet.

John Haws' Stores in rear of Calvert's Brick House, Dock-street, height from twenty-three to twenty-seven feet from ground at site—above street in front 36 feet.

John Arnsbury's House on South side Union-street, height twenty-five feet.

Lawton's Boat Shop, do. (roof iron covered,) height twenty-five feet.

House do. (opposite L. Collins') height seventeen feet.

Benjamin Smith's House, corner of Union and Mill-streets, height seventeen and a half feet.

Lackey Collins' do. corner of Union-street and Drury Lane, height twenty-one feet.

Richard Lawrence's Cottage on high bank East of Mill-street, above street, twenty-five feet.

Widow McAvity's House on West side Mill-street, height sixteen and a half feet.

James McArthur's do. do. sixteen and a half feet.

John Arnsbury's do. on East side Drury Lane, seventeen and a half feet.

Edward Mullin's do. on West side do. seventeen feet.

John McCurron's do. do. nineteen feet.

Edward Mullin's do. do. seventeen and a half feet.

John Grady's do. do. seventeen and a half feet.

Dennis Leary's do. do. eighteen feet.

James Ballentine's do. East side Smyth-street, height eighteen feet.

Andrew Moore's do. do. eighteen feet.

Daniel Holland's do. do. seventeen feet.

Jeremiah Collins' do. do. seventeen feet.

John Donahue's do. West side George's-street, height twenty-three feet.

Dennis Coll's do. South side Pond-street, height twenty-eight feet.

Do. House in rear, used as a Soap and Candle Factory, height thirty-five feet.

Hugh Crothers' House on Britain-street, which is an encroachment of four feet on the street.

The Grand Jury present that there ought to be Jurors from Carleton and the several Parishes in the County.

Respectfully submitted.

R. JARDINE, *Foreman.*

Grand Jury Room, Dec. 15, 1849.

PROCEEDINGS OF THE COMMON COUNCIL.

19th December, 1849.

Present—The Mayor, Aldermen Needham, Wetmore, Vanhorne, Smith and Bond, Councillors Hagerty, Littlehale, Beatteay, McAvity and Keans.

The following persons are sworn as freemen, viz. Charles Miller Hunt, Edward Currey, John Robson, Dennis Lawler, John Bowman, Patrick Brennan, James Clarke, Sarjent Smith Littlehale, Samuel Theal Mosher, James Laidley Holman, George Edwin Snyder, Thomas Coram, Junior, Robert William Crookshank, Junior.

George Fleming, Foundryman, appointed to Engine Company No. 4, in place of Hezekiah Scribner, removed.

A Petition of Thomas Lockey, praying permission to retire from his Fire Company, with the usual privileges, was referred to the Fire Department Committee.

The Board went into consideration of a Law to regulate the Pilots of the Port of St. John.—After much discussion on several of the Sections the Law was finally enacted, and ordered to be transmitted for the approval of His Excellency the Lieutenant Governor in Council.

Alderman Needham asked leave to enter upon the minutes a protest against the passing of the Law—refused. His objections were chiefly to a clause which provides that a Pilot shall be suspended from office, on being *at any time* found intoxicated; the Alderman contending that the punishment should not be inflicted unless the Pilot were found intoxicated *at a time when required for duty.*

The Board adjourned till to-morrow.

20th December.

A resolution was passed, reducing the charge now made for the freedom of the City, to persons who had served their apprenticeship, under certain circumstances.

It was represented that the wages of the men of the Police Force would fall due before the next meeting of the Council, and that it would be a convenience to them to be paid before Christmas; an order was passed accordingly, authorizing the Watch Committee to draw on the Chamberlain for the necessary amount.

A Petition of Catherine Flaherty, widow of Hugh Flaherty, praying for leave to enter her name in the Fishery Draft, was referred to Messrs. Needham, Smith and Hagerty.

A Petition of F. Coster, Junior, praying a return of a portion of the money paid by him for his freedom, was referred to Messrs. Needham, Littlehale and Hagerty.

A Petition of William Leavitt, praying to be appointed a Branch Pilot, was ordered to stand for future consideration.

James Orr's account, for lighting the oil lamps for one month, £3, was passed.

The Board went into consideration of the Law to regulate the Ferries, and after making some progress in it, adjourned at 5 P. M.

PUBLIC GRAMMAR SCHOOL.—The semi-annual Examination of this Seminary took place, pursuant to public notice, on Wednesday the 19th instant. There were present—the Rev. Dr. Wm. Gray, the President of the Board of Directors; His Honor the Chief Justice, an old and faithful friend of the Institution; William Wright, Esq. the Advocate General; Robert F. Hazen, Esq. and John H. Gray, Esq. Members of the Board; the Rev. Mr. Stewart, of the Episcopal Church; the Rev. Mr. Donald, of the Presbyterian Church; Dr. Paddock, Gustavus R. Jarvis, Esq.; several of the Parents, and other visitors. His Honor Judge Parker, who always attends when at home, had gone to Westmorland, on official duty.

A printed *programme* of subjects for Examination was laid before the Examiners, which shewed that there were under the special tuition of the Principal, three classes in Greek, eight in Latin, two in French and one in German, one class in Roman History and one in English Chronology, several classes in Euclid and one in Recitation, and that to the Assistant was allotted the charge of Geography, Arithmetic, Writing and Reading, in which the whole school engaged, as well as classes in English Grammar, Algebra and Mensuration.

The Examination, which occupied five hours, commenced with the lowest of the eight Latin Classes, and ascended in regular order to the highest—next came the three Greek Classes in the same regular order—and then the higher of the two French Classes. The Books in which the examination took place, were the Eton Latin Grammar, Stoddart's New Latin Delectus, Cornelius Nepos, Cæsar, Ovid, Virgil, Horace, Cicero de Amicitia, Valpy's Greek Delectus, the Greek Testament, Xenophon's Anabasis, and Porquet's First French Reading Book. The Greek Classes did remarkably well, as also did the great majority of the pupils in the Latin Classes. The highest class ought to be particularly mentioned, as consisting of young men of high promise and very studious habits. The Mathematical Examination embraced questions in Algebraic Simple Equations and Demonstrations of Propositions from the 4th, 3d, 2d and 1st Books of Euclid. In this department, too, the pupils acquitted themselves in a manner worthy of students. The Penmanship was examined and pronounced excellent.

In his closing address, the President of the Board, after expressing general satisfaction with the whole Examination, earnestly and properly endeavoured to impress upon the Pupils the necessity of paying particular attention to the instructions they receive in Grammar, as the Grammar is the foundation of every solid literary superstructure, and cautioned them against a very specious fallacy, which prevailed in his own school-boy days, as well as at the present time—that the study of Latin and Greek is useless, except to Professional men—assuring them that no one, whatever his profession in life may afterwards be, can go through a course of Greek and Latin study, without deriving from the mental discipline connected with it, great, solid, and permanent benefit to the powers of his own mind.

In comparing the present Programme with the Programme of the preceding Examination, which is the proper way of judging of the progress of the Pupils, it is pleasing to observe the advancement which the whole School has made in the right direction, and highly gratifying to find here and there among the Classes, a youth, by means of more unremitting application and ardent study, shooting by his compeers, and taking his position among those who were lately much his superiors. Examples of this kind (and they are not few in this School,) have a very salutary effect upon others who may be less ardent in their pursuit of learning.

The Principal, we understand, has engaged the services of a talented gentleman, of excellent Classical attainments, to assist him in the Classical Department for a limited period; and if the measure, which will unquestionably redound to the benefit of the Pupils generally, from allowing the Principal to devote the most of his attention to the higher Classes, receive the approbation and support of the public, the engagement, with the approbation of the Board, will be rendered permanent.

The Christmas Holidays will continue till Monday the 7th of January.

We are requested to state that the Rev. Mr. Thomson has received from a friend to the cause of Christ, in New-York, the magnificent donation of $500 in aid of the building fund of the Free Church in this City.—*News.*

SIGHT SINGING.—We had the pleasure of attending Mr. Bennison's Juvenile Exhibition on Friday evening, and must acknowledge that we were very agreeably disappointed in the exercises of the pupils under the instruction of Mr. B. It is certainly surprising how a number of children could be instructed in so short a time in what has been hitherto considered the difficult science of Vocal Music, so as to be competent to sing a number of tunes by note, and in such correct time. Several of the pieces were performed for the first time, and the ready and correct execution of the pupils showed plainly that their knowledge was not merely superficial. Indeed, the performances generally established the conviction in our mind that a given number of the *old singers* promiscuously assembled, would not have acquitted themselves half so well, as did the pupils of Mr. Bennison on last Friday evening.—Mr. B. has given notice that he can raise a choir in twelve evenings, capable of performing plain church music, and we hesitate not now to assert that he is fully competent to do so, whatever may be said to the contrary. The doctrine has become general that plain church music cannot be taught in a few lessons; this we believed once, but now we subscribe to it no longer. It was considered impossible, at one time, to travel to Boston from Saint John short of a week, now, by the aid of steam (which, by the way, persons were as sceptical in believing as they are the Sight Singing Method) we can arrive in a day or two, and at a given hour. We would advise all who may be desirous of learning to sing, to give Mr. B. a trial, and not to listen for one moment to what any one may say, as all that is or can be said against the plan, is through ignorance of its details, or from wilful misrepresentation.—We understand that Mr. Bennison will again open Classes after the holidays.—*Com.*

FIRE AT SUSSEX VALE.—The House at Sussex Vale known as the College Building, from its having been, many years since, used as a Seminary for the instruction of the Indians, was destroyed by fire on Sunday last. The building, we are informed, was occupied latterly by a Mr. Stewart, and belonged to the estate of the late Mr. Henry Longmaid. We have not learnt how the fire originated.

We understand that the Wood-boat *Wanderer*, owned by Messrs. Poor & Hawks, which was lately blown off Black River, has been brought back to that place, after an absence of twelve days, with loss of small boat and main gaff.

CANADA.—The Mails, this week, bring dates from Canada to Monday last.

A circular was issued from the Secretary's Office on the 5th inst. addressed to some twenty gentlemen in Montreal, holding Commissions of the Peace, &c., who having been previously called upon, acknowledged that they had signed the address to the people of Canada, generally termed the annexation manifesto. The circular closes by informing them that Her Majesty has no further occasion for their services.

The Canada official Gazette announces that His Excellency the Governor General has been pleased to revoke the Commissions appointing John Rose and Francis G. Johnson, Esquires, Her Majesty's Counsel learned in the Law.

The Montreal *Gazette* of the 14th, states that the Hon. Mr. Caron has resigned his seat as an Executive Councillor, but retains, for the present, the Speakership of the Legislative Council,—that Mr. J. S. M'Donald has been appointed Solicitor General,—but that Mr. H. S. Boulton is not to be appointed a Judge.

The Toronto *Globe* understands that the Chief Justiceship of the Common Pleas has been offered to Mr. Justice Macaulay. Mr. A. N. Buell to be Clerk of the Court. Mr. John Shuter Smith is spoken of as Mr. Buell's successor, as Registrar of the Court of Chancery.

The Montreal *Herald* of the 15th publishes a report of the Montreal Board of Trade on the new Navigation Act. It recommends that a memorial to His Excellency the Governor General be presented forthwith, praying him to convene the Legislature at the earliest convenient day, in order that no time may be lost in taking such steps as are required to place our coasting trade on a proper footing.

The *Quebec Chronicle*, in noticing a letter written by Mr. Holmes, one of the dismissed Magistrates, whose name was appended to the annexation manifesto, remarks—"Greater, if not better men, have been punished by Great Britain for less heinous misdemeanors than that of which Mr. Holmes is guilty—some Chartists, some Repealers were punished much more severely than the Member for Montreal. The United States Government punished a Governor Dorr, it will be recollected, for desiring the peaceable independence of Rhode Island; and a Colonel Burr, Vice President of the United States, even met with worse treatment for supposed disloyalty to the Republic of which he was a magistrate, than Mr. Holmes has met with."

The *Montreal Courier*, in an article, commenting upon the dismissal of the Magistrates who signed the Manifesto, says, "whether such an unjustifiable and irritating interference with political opinions be dictated by the policy of Downing Street, or be the result of Lord Elgin's own peculiar and bungling statesmanship, it will be equally and as firmly resisted, and that by *means more violent, and probably more formidable, than those invoked to carry out annexation.*"

And who (asks the *Montreal Gazette*,) are the men that now attempt to put down the discussion? The very men who, twelve years ago, instead of discussion, resorted to arms, to effect by violence that which it is now sought to do in peace! Out upon such hypocrisy! To men who never were rebels, and who are not now annexationists, but who are honest enough to judge between the one and the other this act of a Ministry on whose heads a price was set on account of their treasons, is most thoroughly contemptible and disgusting.

The steamer *Gore*, Captain Fraser, with the troops on board, arrived at Sault Ste. Marie in safety on the 2d inst. There was no accident during the trip from Penetanguishene, the men were all in good spirits, notwithstanding the bad weather which prevailed a great part of the time. The report of a few of the men having perished from cold is without foundation. The *Gore* left the Sault on Tuesday last for Penetanguishene, where she arrived in safety on Friday, having had to cut her way through three or four miles of ice, some of it about five inches thick, between Sturgeon Bay and Penetanguishene. She is laid up for the winter at the latter place.

Captain Fraser, of the *Gore*, arrived in town yesterday, having in charge Mr. Allan Macdonell, two Indian chiefs, and two half breeds, who had been apprehended at the Sault on a Magistrate's warrant, on a charge of being concerned in taking possession of the Quebec Mining Company's location at Mica Bay. The chiefs are Chinguakouse, or Little Pine, and Nebenagoshin, or Jos. Sayers.—*Toronto Colonist.*

H. M. Steamer *Hecate*, with Sir E. L. Bulwer, British Minister to the United States, arrived at Bermuda on the 11th instant, and would proceed about the 15th or 16th for the Potomac.

FROM WASHINGTON.—By telegraphic advices from Washington of yesterday we learn that no Speaker had been chosen in the House of Representatives up to that time, consequently the President's Message had not been delivered, although seventeen days had elapsed since Congress assembled. Mr. Winthrop, the Whig candidate for the Chair, was again in nomination, with the prospect of being elected. Mr. Brown, a democrat, came within two votes of succeeding, but having given some pledges to the free-soilers, he was dropped by his own party. Several warm debates had taken place among the members—the Southerners declaring that they were ready for separation, and would have it, if the Wilmot proviso were persisted in.

The wires to the Westward being out of order this morning, we are without any later intelligence than the above. The interruption is supposed to have been caused by design.

The Coroner's Inquest on the remains of Dr. Parkman has resulted in a verdict against Dr. Webster. The Inquest avers that the deceased was killed in the Medical College, Grove-street, Boston, "by a blow or blows, wound or wounds, inflicted upon him with some instrument or weapon to the jurors unknown, and by means not yet known to said jurors, and that the said blow or blows, wound or wounds, were inflicted upon him, and said means were used by the hands of the said Dr. John W. Webster, by whom he was killed."

GOVERNMENT NOTICES.

Certificates under the Act 11 Victoria, chapter 62, that the Reverend William Thomas Canning is an ordained Minister of the Presbyterian Church in Ireland, and has associated himself with the Ministers of the Presbyterian Church of New-Brunswick, adhering to the Westminister Standard; and that Elias Keirsted, of Studholm, King's County, is a regularly ordained Minister in connexion with the Baptist Denomination of New-Brunswick, have been transmitted to the Office of the Provincial Secretary, and filed therein.

The undermentioned Subordinate Division of the Order of the Sons of Temperance has filed the Certificate required by the Act of Assembly 12 Victoria, chapter 61, as the foundation of its incorporation:—

Caledonia Division, No. 41, located at Douglastown, Miramichi. J. R. PARTELOW.

Secretary's Office, 19th Dec. 1849.

NOTICE.—A Sermon will be preached, by the Rev. J. D. CASEWELL, on Tuesday Evening next, (Christmas night), in the Baptist Chapel, Brussell's Street. Services to commence at 6 o'clock. At the close a Collection will be taken up for the benefit of the Poor.—Sittings free on that occasion. (*Morning News please copy.*)

☞ *The Vacation at Mrs. MILLIGAN'S Seminary will terminate on Monday, January 7th, 1850.* *Dec. 22.*

☞ *Just finished This Day*—60 Boys' Brown Beaver dark and light Grey Canada *Top Coats*, cut and trimmed in our usual neat style, from 15s. PANTECHNETHECA, corner of King and Cross Streets. *Cash without discount.*

Dec. 22. GARRETT & SKILLEN.

PULMONARY CONSUMPTION.

From its having almost always baffled the most skilful medical treatment, has very justly been termed the "*Opprobium of Physicians*;" and, until within a few years, been generally considered incurable, although many medical men of the highest standing, among whom we may mention *Laenec* and his friend *Bayle*—both distinguished authors, admit that this much dreaded disease *may be cured, even in its advanced stages, when the lungs are not completely disorganized.* The remedy which we now offer, WISTAR'S BALSAM OF WILD CHERRY for the cure of this disease, not only emanates from a regular Physician, but has also been well tested in all the complaints for which it is recommended. A Physician in Maine says:

I have recommended the use of Dr. Wistar's Balsam of Wild Cherry for diseases of the lungs, for two years past, and many bottles to my knowledge have been used by my patients, all with beneficial results. In two cases where it was thought CONFIRMED CONSUMPTION had taken place, the Wild Cherry effected a cure.

E. BOYDEN, Physician at Exeter corner.

☞ None genuine unless signed *I. BUTTS* on the wrapper.—For sale by S. L. TILLEY, King-street, St. John.

DROWSINESS, Swimming of the Head, a roaring noise in the ears, headach, palpitation of the heart, &c.—Wright's Indian Vegetable Pills are a certain cure for the above unpleasant complaints, because they purge from the body those stagnant and corrupt humors which, when floating in the general mass of the circulation, are the cause of a rush of blood to the head, giddiness, dimness of sight, drowsiness, pain of the head, and other symptoms of a corrupt state of the blood.

Wright's Indian Vegetable Pills are also one of the very best medicines in the world for the cure of indigestion, and therefore will not only remove all the above unpleasant symptoms, but will most assuredly restore the body to a sound state of health.

☞ *Beware of Counterfeits and Imitations.* The safest course is to purchase from the authorized agents only.

The genuine for sale by H. G. KINNEAR, Agent for the Provinces; W. T. Baird, Woodstock; Jas. Drake, Fredericton; R. J. McDonald, Grand Lake; Upham & Hallett, Hopewell; R. Wilson, Sackville; E. J. Smith, Shediac; J. Cutler, Cocaigne; A. Lockhart, Quaco; Thomas Barry, Magaguadavic; A. H. Thomson, Saint Stephen; T. Wilder, Milltown. In Nova-Scotia, by J. Crowley, Digby; D. Moore, Kentville; Parker & Fisher, Cornwallis; W. Hoyt, Bridgetown; F. S. Harding, Windsor.

Office and General Depot—169, Race-street, Philadelphia, Pa.

MARRIED.

On the 20th instant, by the Rev. Wm. Donald, A.M., Julius L. Inches, Esq. to Frances Jane, second daughter of T. C. Everitt, Esq.

On Monday evening, by the Rev. Samuel Robinson, Mr. George King, to Miss Charlotte Spencer, both of this City.

On Tuesday, the 18th instant, by the Rev. John Thomson, A. M., Mr. William Cameron to Miss Mary Smith, both of the Parish of Simonds.

On the 13th inst. at Pennfield, by the Rev. William Millen, Mr. John McDowell, to Miss Mary Ann Dunbar, both of that place.

DIED.

On Monday morning, after a short illness, of Measles, Emma Augusta, aged two years, only daughter of Mr. C. D. Everett.

On Tuesday evening last, after a short illness, Mrs. Mary Blackburn, aged 63 years, widow of the late Mr. John Blackburn, of Kent, England.

On Thursday morning, after a short illness, [illegible] O'Toole, aged 52 years, leaving a wife and [illegible] to mourn the loss of a kind husband and [illegible] parent.—Funeral to-morrow, (Sunday,) at [illegible] *precisely*, from his late residence, Prince[illegible] friends and acquaintances are respectfully [illegible] attend.

This morning, after a short illness, [illegible] George, youngest son of Mr. John [illegible] years.

At Indian Town, on Monday morning, [illegible] ness, Mr. William Bryden, aged 34 years, [illegible] gow, (Scotland,) leaving a wife and two [illegible] a large circle of relatives and friends, to [illegible]

At Norton, King's County, on the [illegible] Mary Spence, widow of the late Mr. [illegible] a native of Fort William, Invernessshire, [illegible]

At Glasgow, on the 29th Nov., Agnes, [illegible] wife of Allan Gilmour, Esquire, and [illegible] the deceased John Strang, Esquire, [illegible] Andrews, in this Province.

At Montreal, of cholera, on the 25th [illegible] William C. Bryson, engineer, son of the [illegible] Bryson, of this City.

At Jamaica, on the 20th Oct. of [illegible] Thomas Gault, of the Brig *Elizabeth* [illegible] port, universally respected by all who [illegible] ing a wife and a large circle of relatives [illegible] mourn their irreparable loss.

At sea, on the 21st Nov. of dropsy, [illegible] *Digby*, from Callao, for England, Capt. [illegible] ber, leaving a wife and one child to mourn [illegible] ment. Capt. T. was much respected by [illegible] ances.

Drowned, on the 12th July last, from [illegible] Brig *Brothers*, bound for San Francisco, [illegible] she sailed from New-York on the 23d [illegible] John Stewart, second son of Mr. John [illegible] John, N. B., by which afflictive providence [illegible] has for the first time been called to mourn [illegible] one of their beloved circle.

MARINE JOURNAL.

PORT OF SAINT JOHN.

Saturday—Schr. Lexington, Look, [illegible] Eaton, ballast.

Sunday—Brigt. Juverna, Reid, [illegible] thy, sugar, &c.

Matilda, Anthony, Digby—E. Ketchum, [illegible]

Monday—Brigt. Francis, Stanwood, [illegible] Hanford, coal.

Schr. Relief, Johnston, Halifax, [illegible] chors and chains.

Echo, Holder, New-York, [illegible]

Tuesday—Schr. Olive Branch, [illegible] S. K. Fought, assorted cargo.

Wednesday—Brigt. Victoria, [illegible] —G. Bent, flour, wheat, &c.

Thursday—New Brig Palermo, [illegible] John McGrath, timber and deals.

Brigt. Gipsy, Purdy, Cork, (via [illegible]) Chas. McLauchlan, ballast.

Friday—Barque Pearl, Morris, [illegible] gins & Son, coals.

This Morning—Ship Catherine, [illegible] John Wishart, merchandize.

Java, Duffy, New Haven, 6—James [illegible]

Brigt. Gem, McCready, Alexandria, [illegible] Ring, wheat.

COASTWISE.

Sunday—Schr. Weymouth, Cook, [illegible] Union, Kendrick, Cornwallis, potatoes [illegible] Robert, Ellis, Siddell, Cumberland, [illegible] Active, Higgins, Truro, deals and [illegible] Weymouth, Cook, Wilmot, staves, &c. Victoria, Sulis, Digby, apples and [illegible] Spitfire, Harris, Wilmot, butter, [illegible] Caroline, Hurst, Wilmot, cattle and [illegible]

Wednesday—Steamer Commodore, [illegible] and Digby, passengers, and cattle, [illegible] Schr. Dorchester, King, Dorchester, [illegible]

Thursday—Steamer Maid of Erin, [illegible] passengers, cattle and sheep.

Schr. Maryann, Winchester, [illegible] Emma Johnston, Howard, Apple River, [illegible]

ENTERED FOR LOADING.

Dec. 15—Moro Castle, Mosher, Cork. 17—Matilda, Anthony, [illegible] 18—Charlotte, McMann, [illegible] James, Beattie, Cork.

CLEARED.

Dec. 15th—Schr. Three Sisters, [illegible] and lumber—Allison & Spurr and [illegible]

18th—Brig Daring, Douglas, [illegible] gles, &c.—R. Rankin & Co.; [illegible] deals, &c.—Allison & Spurr; [illegible] tevideo, boards, shingles, tallow, [illegible] Allison & Spurr.

19th—Brigt. Emily, Covell, [illegible] box shooks and shingles—J. V. Troop; [illegible] Haines, Freeport, ships' knees, &c.

The new barque Emerald, Capt. [illegible] ed hence on Saturday last for Bristol, [illegible] by on Monday, leaky, has been [illegible] tained for want of men, her crew having [illegible]

Arrived at Mobile, Dec. 9th, ship [illegible] Hull.—At New Orleans, 7th, [illegible] —At Savannah, 11th, Pilgrim, [illegible] At Alexandria, 11th, brigt. P. I. [illegible] John.—At Fredericksburgh, [illegible] Belle, Michener, do.—At New-York, [illegible] Elder, do.—At Boston, 13th, schr. [illegible] 14th, E. D. Peters, Doyle, do.—At [illegible] Somerville, Dodge, do.—At Portland, [illegible] Brannen, from St. John, for Boston.

Cleared at New-York, Dec. 15th, [illegible] son, St. John.

Arrived at Antigua, Nov. 23, ship [illegible] ney, from Patagonia, for Philadelphia.

Arrivals from St. John.—Nov. 26 [illegible] Outerbridge, at Bristol; 28th—brig [illegible] at Deal; Elizabeth, Hunter, at Kingstown.

Arrived at Deal, Nov. 28th, ship [illegible] Quebec.—At Cork, Nov. 26th, ship [illegible] Callao.—At St. Helena, Oct. 10th, ship [illegible] from Bombay, and sailed for Liverpool.

Off Brighton, Nov. 29th, brig [illegible] Grimsby, for St. John.—At Deal, [illegible] Purdy, from London, for Mobile.

Sailed from Deal, Nov. 27th, ship [illegible] John; barque Palendar, Lovett, [illegible] verpool, 26th, ship Cambria, McCulloch, [illegible] Juno, Moran, Charleston; 27th, [illegible] severance, Garrison, Apalachicola; [illegible] ston, Savannah; Gambia, [illegible] Fleetwood, 25th, barque *Belledone*, [illegible] leans.—From Belfast, 25th, ship [illegible]

Loading at London, Nov. 30th, brig [illegible] ran, St. John.

The Edinburgh, Taylor, for Mobile, [illegible] verpool Nov. 24th, leaky.

Newport, Nov. 26.—The Caroline, [illegible] mouth, (N. S.) hence to Bermuda, [illegible] midnight, 21st inst., Lundy Island [illegible] eight miles, with the Commerce, [illegible] for Alexandria, (U. S.) arrived here, [illegible] by the crew, who supposed her to [illegible] on board the Commerce.

Tenby, Nov. 24.—The Caroline, [illegible] doned, drove on shore near the [illegible] ing, and went to pieces.

Jamaica, Nov. 1.—The Elizabeth [illegible] hence, for Liverpool, put into [illegible] 16th ult. with the master and crew [illegible] died, and the mate has taken the vessel [illegible]