The Courier.

SATURDAY, MARCH 24, 1849.

THE FIRST MARCH MAIL!

The Steamer *Commodore*, Capt. W. G. Brown, arrived at three o'clock yesterday afternoon, from Granville Point, bringing the news furnished by the Royal Mail Steamer *Canada*, which arrived at Halifax on Thursday night, at ten o'clock, in twelve days and ten hours from Liverpool. The Canada sailed at noon on the 10th of March, and brought ninety-nine passengers, six of whom were for Halifax, namely, Messrs. Cruikshank, Leavitt, Stevens, McKenzie, O'Duger, and Fry. Among those for New-York, were Sir Edward Poore, Captain Reeve, 79th Regt. and Messrs. B. Crowther, Geo. Beattie, and Morrison. She was detained fifteen hours off Halifax harbour by a gale of wind.

The Express for the United States Associated Press, left Halifax at eleven o'clock on Thursday night, and reached Granville Point yesterday morning, in nine hours and twenty-five minutes, —an extraordinary run considering the state of roads. The whole distance to this City was performed in fifteen hours and a half!—The news was immediately telegraphed to the United States, and soon after issued in an extra from the office of the *New-Brunswicker*, to which paper we are indebted for our extracts.

Another sanguinary battle has taken place in India, on the identical spot, it is said, which two-thousand years ago formed the battle-field of Alexander and Porus. Though the British were left masters of the field, the victory has been dearly bought, no less than ninety-three officers and 2500 men being killed and wounded. Among the former, we regret to notice the names of Lieut. Colonel Brooks, of the 24th Regiment, who formerly commanded the 69th in this Garrison, where he was much esteemed for his many estimable qualities, and Captain J. S. Shore, of the 24th, son of the Hon. Colonel Shore, of Fredericton, a highly promising and deserving young officer.

The Cholera, although it re-appears in some localities at intervals, is now decidedly on the wane. In Scotland the disease appears now to be assuming the form of simple diarrhœa, the attacks of the latter being now four times as many as those of Asiatic cholera. The malady has appeared in the South of Ireland, and several fatal cases have occurred in Cork and Limerick.

But little progress appears to have been made in the House of Commons with the bill for the repeal of the Navigation Laws, much of the time of the House being taken up with the debate on the Irish Poor-law bill. The latter subject was creating much excitement in Ireland, especially in the North.

A document has been laid before Parliament showing the disposition of the various Governments of Europe to reciprocate similar advantages to those contemplated towards foreigners by the repeal of the Navigation Laws. Austria promises to instruct Count Colleredo on the subject.—Belgium is not prepared to abolish differential duties, as no Belgian vessels could compete on equal terms with English. France adduces her well-known liberal and friendly dispositions as an earnest of her endeavour to do all in her power to reconcile the interests of French commerce and navigation with the principles of perfect reciprocity invoked by the English Government. Greece declares her commerce free, except her coasting trade, and no restrictions are contemplated. Hanover avoids an explicit answer; but Hamburg and Bremen and Holland all declare for free trade. The Portuguese evade an answer by referring the case to the fiscal authorities. Prussia promises perfect reciprocity; and Russia asks for reciprocity, when she will also concede equal advantages, reserving the coasting trade.

LIVERPOOL, MARCH 10.

Trade in all departments continues in a steady and satisfactory position. For colonial produce a good demand prevails, and most articles find ready buyers at full prices. The business doing in Cotton is not so extensive as when the last steamer sailed, and prices have receded during the fortnight. The Grain trade is in a dull and gloomy position, and prices continue to droop. The Metal market is active, and prices are still on the advance. The tone of the accounts from the manufacturing districts is satisfactory, whilst the state of the Produce markets on the continent show that a fair business is going forward, and prices on the whole steadily maintained. There is again a rather uneasy feeling on the continent, and various rumours are circulated respecting warlike operations in Italy, Austria, &c. The Funds under the influence of these reports have, therefore fluctuated, and indeed receded fully one per cent. during the fortnight.

Flour is held at 25s. 9d. to 26s. for choice Ohio and Southern; Western Canal 25s. to 25s. 6d.; Philadelphia and Baltimore, 24s. 6d. to 25s. 3d.; sour, 24s. 9d. to 25s.; Canadian sweet, 24s. 9d. to 25s. 6d. per barrel. The finest Northern yellow Indian Corn is worth 29s. 6d. and white and mixed 28s. to 28s. 6d per quarter, whilst Indian Meal is at 13s. to 14s. per barrel.

In American Cured Provisions a fair trade is going forward, but as the arrivals of Beef are very large—already about three times as great as at the same period last year—the purchases are therefore not so active as they otherwise would be. Fine qualities, however, bring full prices, but other sorts are to be had on very easy terms—say 65s. to 75s. per tierce for ordinary prime mess. Mess Pork supports late rates, although recent advices have induced holders to be less firm in their operations.

Liverpool Timber Market, March 10. —Since our printed report of the 26th January, the arrivals from British America consist of 15 vessels, 7503 tons; most of which cargoes have been sold from the quay. The demand from the country is still limited. *Pine Timber*—Of St John one cargo of 18¼ inches has been sold at 18¾d. per foot, and two other cargoes have been yarded. Of Miramichi 297 logs were sold by auction at 13½d. to 14½d. per foot. *New-Brunswick and Nova Scotia Fir Planks, &c.* —Of St. John, one cargo of good quality was sold at £7 16s. 6d., and one at £7 12s. 6d. per standard; another parcel at £7 10s.; another parcel at £6 15s.; and one, with about 60 standard Yellow Pine Boards, at £8 per standard.

GREAT BATTLE IN INDIA!

Another of those murderous conflicts which have rendered our hostilities with the Sikhs so conspicuous, has occurred on the left bank of the river Jhelum, between the army of the Punjaub, under Lord Gough, and the Sikh forces under Rajah Shere Singh; a struggle in which the British have to deplore the loss of at least 93 officers and 2500 men killed and wounded, four guns captured, and four or five regimental colors taken by the enemy—a struggle which terminated in victory, but which was disgraced by the flight of the Bengal cavalry regiment, and a retreat—as yet scarcely satisfactorily explained—of two British corps of dragoons—a struggle finally, which left both the contending hosts so weak and shattered, that it was doubtful which had sustained the greater injury from the conflict, and which yielded so few of the badges of triumph for the victors, that their opponents took up a new position, and fired a salute in honor of its termination.

On the 12th January, Lord Gough, after his long interval of inactivity, was made acquainted with the fall of Attock, and of the advance of Chuttur Singh to join Shere Singh who was in front of Lord Gough on the south bank of the Jhelum, with an army of 30,000 to 40,000 men, and 62 guns. Being urged by Major Mackeson, the political agent, to give the enemy battle, Lord Gough set his troops in motion, and advanced through the jungle on the 12th. He continued his march on the 13th till later than noon, and at two o'clock had determined to encamp his troops for the night, when some of the enemy's round shot reached within the ground marked by the English flags. Whether this irritated Lord Gough, or induced him to fear that the Sikhs would surprise his encampment and force him to battle, his lordship suddenly without any previous reconnoisance, resolved to anticipate him, and accordingly formed his troops in line, and, deaf to all remonstrance, rashly gave the word of command to advance. Accustomed as we have been, as historians, to describe the heroic exploits of our armies during the last century, we try in vain to discover any settled plan of action, such as it is the duty of a general to conceive and execute in the face of an enemy so brave and resolute as the Sikhs. The never failing pluck of the English troops seems to have been the only resource of Lord Gough, and although it prevailed as heretofore, the victory was achieved at the most disastrous sacrifice of human life. During this fearful encounter, in which the Sikhs, posted advantageously in a well-selected position, poured from their batteries on all sides, the most murderous fire, a panic seems to have seized a body of the 9th Lancers, who, instead of charging the enemy, as ordered, faced about and rushed pell mell through our own artillery, upset the waggons, and never pulled up till they reached the hospital. The enemy, seeing this disorder, followed up their advantage, got amongst our artillery, cut down 73 gunners, and carried off six of our guns. Col. Lane seems to have poured in his grape, and put a stop to the disorder. With this inexplicable exception and some defection of a regiment of Sepoys, the gallant fellows seem to have behaved most nobly. Feats of heroism and of individual bravery are described in every line of the despatches and letters. The Sikhs were beaten in on all sides, 12 of their guns were captured, and the British remaining masters of the field, night put an end to the engagement. We have to deplore the loss of no less than 93 officers and about 2500 men. Amongst the general officers who have perished in this indecisive, fruitless battle, we find the honorable names of Brig. Gen. J. Pennycuick, Lieut. Col. R. Brookes, Brev. Maj. C. Ekins, Dep. Adj. Gen.; Brig. Gens. Pope and C. Campbell were also wounded, the first severely. In the 24th foot 11 officers were killed, and one half the regiment was either killed or wounded. Whilst some of our colors have fallen into the hands of the enemy, he was active enough to retrieve during the night six of the guns we had captured, and Lord Gough says, "I did not feel justified in remaining longer out. The night was dark. I knew not how far I had advanced." The loss of the Sikhs is not known, but they must have suffered severely. Indeed we perceive some symptoms of their desiring to come to terms. If, however, Chutter Singh comes up with his army before Gen. Whish can reach the Jhelum, the Sikhs will probably hazard another conflict. Besides the fall of Moultan and this sad battle of Chillianwallah, which we have reported, an action has been fought by Wheeler's division, under the heights of Dullah, on the Ravee, in which the position of Ram Singh was attacked and carried with considerable loss. The affair was signalised by great individual bravery, but the inaccessible nature of the place seems to have enabled Ram Singh not only to make a vigorous resistance, but further, to effect his escape with all his band. Here again our officers suffered severely. These unwelcome tidings created the deepest sensation throughout England. It was felt that the suggestion we made a month ago, that Sir Charles Napier should be sent to India to assume the command of the army of the Punjaub, ought to be acted upon without an instant's delay.

The House of Commons re-echoed in a manner not to be misunderstood with the universal opinion out of doors. The Ministers of the Crown were not behind. They have superseded Lord Gough: Sir Charles Napier reached London on Monday last. On Tuesday he had an interview with Lord John Russell and the Duke of Wellington; his appointment was ratified by the Court of Directors, and he will proceed to India on the 20th instant, invested with full command, and backed by the approving voice of the whole United Kingdom.

Continental.—The current news from the various quarters of Europe is still of the highest importance. The most striking feature is the march of the Imperial Guards of Russia from St. Petersburgh. These men, numbering 52,000 strong, have not quitted the capital since 1831. They have proceeded through Wilna to the frontier, and will, no doubt, take such a position as to be able to keep in check the disaffected Poles on the Prussian frontier, support the Imperialists in the Hungarian struggle, and assume such an attitude as shall plainly indicate the intention of the Czar to controul as much as possible any disposition to revive the scenes which so unhappily occurred last year. A Russian note has appeared, in which the Czar declares his resolution of adhering firmly to the treaties of 1815, and any attempt to infringe them he shall deem a *casus belli*. The entrance of 10,000 Russian troops into Austrian Transylvania evidences the disposition of the Czar, who assuredly will not consent to any change in the territorial divisions of Italy, unless with the entire consent of Austria.

The Austrian war in Hungary has proceeded with variable success. In the south of Hungary the German population, finding the insurgents carrying destruction in every quarter, called in the Russians, who now occupy Kronstadt and Hermannstadt. Several serious battles have taken place. One in the neighbourhood of Erlau lasted two days, with considerable slaughter, and the Imperialists seems to have had the advantage. Reports have been circulated that in one engagement Bem had both his legs shot off, but the last report is, that he had left Transylvania for Hungary. As the insurgent troops amount to 140,000 men, split up into many divisions, it is difficult to ascertain the actual progress of the war, the termination of which seems still to be very remote. Whilst Austria is pushing on the war in Hungary she is not unmindful of Italian affairs. She has marched a body of troops into Ferrara, seized upon the city, and levied a fine upon the citizens of 200,000 scudi, which she handed over to the Pope. The revolution of Tuscany is complete. The Republic has been proclaimed at Leghorn and Florence, and a central Italian Republic has been formed in union with the Romans. The Grand Duke has protested against this revolution, and has entreated all the powers of Europe to refuse to recognise the new authority, which he declares to be a violation of the constitution agreed to by all parties last year, committed by a factious minority. The Prince of Canino has been elected Vice President of the Republic of Rome.

The Pope, after halting between abdication and soliciting foreign intervention, has now, it is said, made an application to Austria, and it is confidently stated that Spain is about to send a division of 10,000 men to aid in restoring His Holiness.

The armistice of Malmo will cease after the 26th of March, and the King of Prussia declares that he will no longer be bound by it. The Danes are ready to resume hostilities, and are concentrating large forces at Koldnig. It is very doubtful, however, whether the belligerents will again come to blows. We cannot doubt but that the Danish right to the Duchies will be maintained inviolate. Russia has refused to admit the Schleswig-Holstein vessels into her ports unless under the Danish flag.

The latest accounts from Paris only confirm the general tendency to assured tranquility, in spite of some isolated efforts made by the Red Republicans in Paris and in the departments to create order.

The state trials at Bourges commenced on Wednesday the 7th inst., when the court was constituted; and such was the interest excited that even reporters from the United States attended to take notes. The celebrated Vidocq is one of the witnesses, as also Lamartine, Arago, Marrast, and about 200 others. The trial will probably elicit some curious facts relating to the Provisional Government of last year.

Some incendiary fires have taken place in the department of the Loire and Cher. The Funds, however, are on the rise. The closing prices of the Three per Cents. were 54, the Five per Cents. 84 ex div. Bank Shares 2330 fr.

Confidence has greatly increased; the advance of the funds has again been very considerable. Indeed, the rise has produced extensive failures amongst the parties operating for a fall. One *agent de change*, whose transactions reached to 50 millions of francs, has involved others. The loss of one individual is alleged to amount to £12,000.

The Roman Ministry has communicated to the Assembly that a joint intervention of Austria, Spain, and Naples is announced. France had not decided what part to take. Piedmont was resolved to intervene in Tuscany, to hinder civil war, and oppose the Austrian intervention.

We have intelligence from Vienna dated the 4th inst. All in the capital agree in thinking that many such victories as the Austrian one at Erlau would, ere long, bring the Maygars to the gates of Vienna.

The late Fire.—It is gratifying to find that there is comparatively so little distress among the many poor people who were rendered houseless by the late conflagration at York Point. The number of inhabitants in the district was evidently overrated. In stating the number of families occupying some of the buildings destroyed, we last week put down those occupying Mr. John McSweeney's large house, corner of Union and Smyth-streets at twelve or fourteen, whereas there were only four families living in it. Similar mistakes may have occurred with regard to other buildings.

His Excellency the Lieutenant Governor, in Council, has been pleased to appoint L. H. De Veber, Henry Chubb, Daniel Ansley, George Carvill, W. O. Smith, and Thomas Leavitt, Esquires, to be Commissioners to expend the grant of £500 made by the Legislature for affording immediate relief to the sufferers by the late fire at York Point.

At a further Meeting of the Members of the Common Council, and Magistrates, in and for the City and County of Saint John, holden at the Court House in the said City, on the 22d day of March, 1849, relative to the distress occasioned by the late fire:

Present:—His Worship the Mayor, Aldermen Needham, Lockhart and Vanhorne, Assistant Aldermen Keans, McAvity and Hagarty, and Messieurs Justices Jacob Allan, R. Keltie, J. Gallagher and D. Ansley.

The Alderman and Assistant of Sidney Ward, appointed at the last Meeting to make collections in the said Ward, in aid of the sufferers by the late fire at York Point, submit their Report, shewing the amount collected by them to be £12 5s. 8d., and hand in the said amount.

Resolved, That Alderman Lockhart be the Treasurer to receive all collections now and hereafter to be made by the several Committees.

The Committee for Duke's Ward, by R. Keltie, Esq. report the sum collected by them to be £45 5s. and handed in the said amount.

The Alderman and Assistant of Queen's Ward, appointed for said Ward, report the sum collected by them to be - £117 8 11

	£	s.	d.
—That they had deposited in the Bank of New-Brunswick,	100	8	0
Am't on hand in Cash,	2	16	9
" remaining unpaid by subscribers,	10	10	0
" expended by Committee in relief of indigent sufferers,—per account,	3	14	2
	117	8	11

and £103 4s. 9d. is handed in, and received by Treasurer. They further report that they have also on hand to be placed at the disposal of the distributing Committee, one barrel of beef, one barrel of fish and half-barrel pigs' tongues.

Assistant Alderman Fairweather is added to the Committee for King's Ward, to make collections therein, in place of D. Ansley, Esq. who resigns.

Mr. Justice Gallagher and Assistant McAvity are appointed a Committee to distribute the collections made or to be made throughout the City, —to act in conjunction with the Commissioners appointed by the Executive Government to expend the sum of £500, granted by the Legislature for the same purpose, and that they be authorized to draw upon the Treasurer for any amount they may require.

W. H. STREET, *Chairman*.

Jas. R. Ruel, Acting Secretary.

Corporation Revenues.—The undermentioned sources of City revenue were leased on Tuesday last, at public auction, by Geo. A. Lockhart, Esq. for one year from the first of April, and notwithstanding the discouraging prospect at present with regard to business during the coming season, the aggregate gain over the amount realized from the same sources last year, as will be seen by the annexed comparative statement, is £72.

	1848.	1849.	
Wharfage and Slippage at the Market Wharves and Slips,	£410	£459	0
Slippage at Union street Slip,	8	40	0
Ditto North Slip,	12	16	0
Ditto Lower Cove Slip,	26	35	0
Ditto Carleton.	1	1	10
Weighing Machine at Union-street,	106	100	0
Ditto North Slip,	71	53	0
Ditto Sidney Ward,	1	3	10
Ditto Carleton,	--	1	0
Anchorage,	430	420	0
Wharfage and Slippage at Rodney Wharf, Carleton,	57	65	0
Total,	£1122	1194	0

The Wharfage at the Breakwater, which last year brought £265, was reserved by the Common Council—a person having been appointed by that body to collect the wharfage and see to the placing of the ballast out of reach of the tides. The practice, hitherto, of leaving the ballast exposed to the action of the tides, has been found very injurious to the harbour, as well as dangerous to shipping, in consequence of its lessening the depth of water about the Breakwater and forming banks which were dangerous for vessels to ground upon. These evils have frequently been complained of and represented by Grand Juries; and as the Corporation have not the means at present to make the necessary erections to prevent them entirely, they have determined to keep the establishment under their more immediate control this year, and to forward such improvements upon it as they may find convenient. It is not expected that the income of the City will suffer much by this arrangement, while great benefit may accrue to the harbour.

Mechanics' Institute.—On Monday evening a series of Astronomical and Dissolving Views were exhibited. To the industry and talent of Mr. Foulis, who prepared the Gas and superintended the Lanterns, the Members of the Institute were chiefly indebted for this entertainment.

Next Monday evening, Mr. Duval will deliver a lecture on *Marine Zoology*.—[Obs.

We have been favoured with the perusal of a letter from the Central Fire Insurance Office of Fredericton to the Agent in this City, Mr. Geo. Thomas, requesting him to inform those who have claims for loss by the late fires, that the same would be immediately paid without waiting the time stipulated for in the policies. We also learn that the Central Office have been most fortunate, as the only loss they have sustained in this City for nearly three years, is £500 on the premises of Thomas M. Smith, Esq., destroyed in the late York Point fire.—*Com.*

Accident.—We regret to state that Mr. D. Caldwell of this City, Mail Contractor, in carrying the Canada Mail to Halifax on Tuesday last, lost three of his best horses in the ice on the Kennebeckasis River.—*New-Bruns.*

Portland Police Office.—A young man, named Edward Collins, a baker by trade, was arrested on Portland Bridge, by one of the Portland Police, on Sunday evening last, between seven and eight o'clock, for making use of violent language, and also for an attempt to commit an assault on the said policeman. He was brought up for trial on Monday before the Stipendiary Magistrate, Jacob Allan, Esquire, and, after a lengthy investigation, he was fined £20; in default of payment of which, he was committed to the Penitentiary for ten months.—*Nbkr.*

RAIL ROAD MEETING.

A meeting was held at Mr. Burgoine Sproul's Hotel, Hampton Ferry, on Saturday, March 17th, in pursuance of notice to that effect. The meeting was organised by calling Mr. Samuel Hallett to the chair; Mr. Justus Earle was appointed Secretary. The chairman stated the object for which the meeting had been called, the very great advantages to be derived from the immediate construction of Railways throughout the Province, and the absolute necessity of adopting such measures as will lead to the immediate commencement of such works.

The following Resolutions were then moved and passed unanimously.

1st. Moved by John Barberie, Esq. seconded by Mr. James D. Perkins—

Resolved, That any thing which is beneficial to one part of the Province would also be beneficial to the whole, it is therefore the opinion of this meeting, that in the consideration of the St. John and Shediac Railway question, all feeling of a local nature should be laid aside, and that all the inhabitants of this Province should co-operate in this great undertaking with that industry necessary to carry the same into effect.

2d. Moved by Mr. Gilford Flewwelling, seconded by Mr. John Smith—

Resolved, That we consider the construction of Railways throughout this Province of the greatest importance, as materially assisting in developing its resources, also as encourageing various kinds of manufactories, making a home market for large quantities of Agricultural produce, and giving ready and profitable employment to hundreds of needy operatives; therefore, as the opinion of this meeting, that all the available resources of this Province should be pledged to carry into immediate effect so important a project.

3d. Moved by Edward Jack, Esq. seconded by Mr. George Crawford—

Resolved, In the opinion of this meeting, that as Settlers in this and the adjoining County, living at a great distance from market, are in a more flourishing condition than those near to it, therefore a line of Railway from St. John to Shediac, would, by the advantages afforded these persons and the increase of settlers, amply compensate this Province for the expense attending the same, and would also most materially add to the happiness and comfort of all the inhabitants.

4th. Moved by Mr. George Crawford, seconded by Mr. Thomas Hicks—

Resolved, That the present depressed state of trade in this Province, and the great difficulty, labour, and expense attending the transmission of Farm produce to a ready and profitable market are much to be regretted, tending, as they do, to retard settling and improving the country: therefore, the contemplated line of Rail Road from St. John, by way of Hampton Ferry and Sussex Vale, to Shediac, once in successful operation, would, in the opinion of this meeting, have a most beneficial effect in removing many of the difficulties under which we at present labour.

5th. Moved by Mr. Francis Snow, seconded by Mr. Daniel Bacon—

Resolved, That as a great part of the projected line of Railway from St. John to Shediac lies through a densely-wooded and very fertile part of this County, therefore, this Rail Road, if completed, would tend much to increase the amount of new settlers in the County, and would render the wood on the wild lands, now comparatively valueless, a most important article of traffic.

6th. Moved by Mr. Justus Earle, seconded by Mr. James D. Perkins—

Resolved, As the opinion of this meeting, that it is the duty of Representatives to consult the wishes of the majority of their constituents in all matters wherein important political changes are contemplated, or projects introduced that have a tendency to advance the general interests of this Province, previous to their offering any Legislative opposition to such measures.

On motion of Edward Jack, Esq. the chairman left the chair, and Mr. James D. Perkins was called thereto; when, after a vote of thanks to the chairman, the meeting separated.

SAMUEL HALLETT, *Chairman*.

Justus Earle, *Secretary*.

LEGISLATIVE SUMMARY.

On Friday, 16th inst., the select Committee on Railways submitted the following Report:

The Select Committee to whom were referred all matters relating to Railways in this Province, beg leave to submit the following Report:—

In the consideration which we have given to the highly important subject referred to us, we have been deeply impressed with the force of His Excellency's remarks in relation to Railways in the Speech at the opening of the present Session, that 'The elements of great future prosperity in the North American Colonies, depend for their immediate development on Public Works of this description, and that no sacrifice which tends to secure their execution, will ultimately be found too great.'

Viewing the relative position of the North American Colonies, and the great importance in a national point of view of improving the facilities for mutual intercourse, we consider it a matter of the greatest moment for the permanency of British interests on this Continent, that a Railway should be laid down to connect the Lower Provinces with the interior of Canada.

It was under the influence of this conviction, that we cheerfully united with the Legislatures of the adjoining Provinces in 1846, in making provision for a Survey between Halifax and Quebec.

That service has been ably performed, and the practicability of a great Trunk Line satisfactorily shewn by the valuable Report of Major Robinson.

This Report we have had before us, but from the estimated expense of the Line, we deem it altogether impossible for these Colonies to undertake it, unless largely aided by the Imperial Government.

The Commercial depression at present pervading these Provinces, brought about as it has been in a great degree by the recent modifications of the British Tariff, leaves us in an enfeebled condition, and wholly unable to undertake that portion of the great Trunk Line which runs through this Province.

We believe that no other measure can be devised, which will so certainly consolidate the Colonies, and perpetuate our connexion with Great Britain; while, without it, we fear that our position as Colonies will be of short duration.

Entertaining these opinions, it might be expected that we should at once suggest some means for the construction of the Trunk Line; but if we were able to execute our portion, it would be comparatively useless, without the completion of those parts running through the adjoining Provinces. Co operation therefore on this work is indispensible, and as we believe the financial condition of the Sister Colonies is no better than our own, so do we feel satisfied that they cannot undertake their portions, without imperial aid.

It appears by the observations of the Commissioners of Railways, contained in the communication from Captain Harness to H. Merivale, Esquire, that 'after giving this question the fullest consideration, so far as they possess the means to do so, the Commissioners are disposed to think, that, although in a Military and Political point of view, the completion of a Railway between Halifax and Quebec may be of great importance, yet as a Commercial undertaking, it is very doubtful whether it can, at least for a long time to come, prove profitable.'

We will not now go into the calculations which bear upon the Commercial view of the question, but admitting the correctness of the Commissioners' opinions, we shall deeply regret if the Imperial Government and the British Parliament are influenced in their deliberations on this all important question by the adjustment of Commercial profits.

How would this mode of calculation apply to the Military and Naval Forces of Great Britain? It would certainly be a difficult thing so to direct a financial investigation on this subject, as to produce a profitable result in a Commercial point of view, and yet, the maintenance of these forces is considered indispensible to the preservation of the national honor and integrity.

In this light do we humbly conceive the Great British North American Trunk Railway should be viewed, and it is therefore to be deplored, that an official paper emanating from the Office of Commissioners of Railways at Whitehall, should deal with this question as wholly Commercial, and should therefore give to the Foreign Ports of New York, Boston and Portland, a preference to the Harbour of Halifax.

We think that the plain broad question on this subject is—*Do the People of England wish to retain the North American Colonies or not?* If they do, the Trunk Railway is indispensible, and should be completed at any cost; if on the other hand there be a prevailing disposition at Home to throw us off, it will be far better to do so at once, and not leave us as at present, depending upon hopes never to be realized, and looking for aid from whence it can never be derived.

But we hope for better things; and assuming that our value and importance as British Colonies are duly appreciated at Home, and that the Government is desirous of ascertaining how far we can assist in the completion of the Trunk Line, we think there should be an expression of opinion on the part of the Legislature on this subject, and we respectfully recommend that the following offer should be made:—

To secure to the Government or to any Company that may construct the Line, the ungranted Lands to the extent of ten miles on each side: To purchase the right of way and the necessary station on improved and private property; and, if nothing less will suffice, we would respectfully recommend that the House should consent to such modification of the present protective Duty on our Pine Timber as the British Government may deem advisable, if, in consideration thereof, they will undertake to make the necessary advances to complete that portion of the Line running through this Province.

On our part we are willing to make every reasonable sacrifice for the security of British interests on this Continent, and we believe the neighbouring Colonies will join with us in the effort; if a corresponding feeling exists at Home, the work will be done, and not otherwise.

In the event of the Trunk Line from Halifax to Quebec being constructed, it is very obvious that a Branch Line will be laid down from Shediac to Saint John, in order to secure to this Province a share of the commercial advantages derivable therefrom; but even without the Trunk Line, we are of opinion that no part of the Province presents so eligible a site for a Railway, or promises so certain a return for the investment of Capital, as the Line recently surveyed by Mr. Wilkinson, from Saint John to Shediac, a distance of one hundred and eight miles.

Being unanimously of opinion that a work of this kind should be forthwith commenced within the Province, we respectfully recommend this line as preferable to any other, for the following reasons:

1st—Because it will open up a Commercial communication between St. John and the Gulf of St. Lawrence.

2d—Because of the extent of population and the fertility of the soil throughout the whole line.

3d—Because, when twenty miles at either end of the line is completed, great commercial advantages will immediately result therefrom.

4th—Because it must lead to the construction of a line from Halifax to Shediac, and from St. John to the American frontier, which would make it a part of the great highway from Europe to the remotest State of the Union.

5th—Because it will unite and idenfify the interests of the Lower Colonies.

6th—Because no line of equal extent can be found in the Province which can be so easily and cheaply constructed, or which can present such prospects of immediate advantage to every department of industry, whether connected with the Fisheries, the Agriculture, or the Commerce of the Province.

We believe that no line of equal extent has been discovered which presents less engineering difficulties.

Mr. Wilkinson, in his preliminary report, remarks, that "the ruling gradient is between level and seven feet per mile, with two maximum gradients, each of only thirty feet per mile," and he is of opinion that "by a slight variation, and some increase of expense, the rise of thirty feet may be reduced to twenty-two feet, which would be a very little more than what is termed the angle of repose."

Contrasting the gradients on this line with those on the line surveyed by Major Robinson over the Cobequid Hills, Mr. Wilkinson states that "the same tractive force, which would convey twenty-two and a half tons to Halifax, would transport forty-six tons to St. John."

As we have thus selected this line as the preferable one for immediate operations, the next question for consideration is, in what manner can the funds be raised for its construction.

It is admitted on all hands, that the capital must be obtained from abroad: if left to private enterprise we are sure the work would not be undertaken, unless a Legislative guarantee were given to secure a high rate of interest, and even then the management and control of the Railway would be principally in the hands of strangers, who being sure of the guaranteed interest, would have little inducement to economise and would have but little regard to the public accommodation by the establishment of low rates.

Some other and more effectual course must therefore be adopted. The crisis is extreme, and the remedy must be equal to the emergency. Our trade is stagnant —our people are emigrating—our real estate is rapidly depreciating; and we are called upon to take a bold and decided course, irrespective of local claims and sectional jealousies. Providence has given us a country rich in all the natural elements of wealth, and we must turn them to account; the talents have been generously bestowed, and we are now to decide whether we shall bury them in the earth or multiply them by profitable employment.

Impressed with these considerations, we have struck out a course of procedure.

The estimated cost of the Shediac Line is five hundred thousand pounds, and is high as compared with the estimate for the Saint Andrews and Quebec Line.

There are many reasons why the whole of this Line should be laid down by the Government; but we think that greater economy would be ensured if a portion of the stock were taken by private individuals, and we therefore respectfully and earnestly recommend that the Province should take one half the stock, to be raised on Provincial Scrip, redeemable in forty years, and interest payable half yearly in London, and that the Province should guarantee a rate of not exceeding five per cent. per annum, on the balance for twenty five years, to commence immediately upon the completion and opening of the whole Line, and to continue so long only as the Line is kept in efficient working order. Should this recommendation be sustained by the House, we shall submit the necessary Bills for carrying it into effect.

We are well aware of the nature of those objections with which our recommendations will be met.

It will be said that we have recommended a course which will involve the Province in debt and embarrass our finances; but in answer thereto, we would express our opinion, which has been formed after the most mature consideration, that under prudent management, the very expenditure will beget the means for its ultimate liquidation.

It will also be said, that Legislative aid should not be exclusively applied to one Line, but so distributed as to give encouragement to similar works in other parts of the Province. In answer thereto, we say, that unless we bend our energies to the completion of one Line, we shall fail altogether, and consequently be discouraged for years to come, from undertaking any similar enterprise.

If the House can select any other Line which presents greater facilities, and a better prospect of success than the one which we have recommended, we shall cheerfully adopt it; but if no better can be found, we fervently hope that we shall combine our energies in this great cause, and then there must be a railway in New-Brunswick.

We have had under our consideration the Bill now before the House 'to authorise the issue of Scrip, on the faith and credit of the Province, to be employed towards the building and completing of the Rail Road from Saint Andrews to Woodstock.'

The Legislature has already guaranteed six per centum per annum, for twenty-five years, on one half the estimated cost of this Line; and we regret that the Company have not been able, with this guarantee, to prosecute their operations with success.

If we were satisfied that the assistance now asked for would insure the completion of this Line, we would cheerfully recommend the passage of the Bill under consideration; but, under all the circumstances, we submit the matter for the consideration of the House.

L. A. WILMOT,	W. J. RITCHIE,
J. R. PARTELOW,	S. Z. EARLE,
WILLIAM END,	GEORGE HAYWARD,
D. HANINGTON,	J. MONTGOMERY.

Much of the time of the House since Tuesday last has been taken up in debate on Railways. We expected to be able to give a sketch of the speeches, with the result, to-day, but the debate had not closed when the Mail left Fredericton yesterday afternoon; the division, however, is expected to take place to-day, and, we regret to add, the question has all the appearance of being settled against us—two of our St. John Representatives, (Messrs. Woodward and Wilmot,) having declared that they will vote against the Shediac line, in which they are supported by Mr. Ansley. There is, therefore, but little hope for Railways in the Province this year.

It is galling to learn that our disappointment is to be attributed to our own members, from whom so much might be expected; for, we are informed, had they all stood together, they would have carried everything, but being divided they lost all.

The other Members who spoke against the St. John and Shediac line, were Messrs. Brown, Boyd, Thomson, Porter, Connell, Hon. Mr. Fisher, Street, Gilbert, Carman, Wilson, Miles, and Tibbitts. Hon. Mr. Fisher made some extraordinary assertions respecting the Shediac line, characterising it as a "gambling speculation," and a "gigantic humbug." He was replied to with much effect by Mr. Ritchie and Dr. Earle—both these gentlemen reminded the Hon. Councillor of the part he had taken in framing the opening speech of the session, and then traitorously coming into the House to denounce some of the very measures recommended by the Executive, of which he still remained a Member!

☞ The Letter-Mail Express had not arrived in town at two o'clock this afternoon.

The Steamer *Admiral* arrived this morning on her first trip for the season from Boston, which port she left on Thursday afternoon. We are, as usual, indebted to her attentive officers, for files of late papers.

The *Admiral* leaves again at three o'clock this afternoon, with a full complement of passengers.

The Steamship America left Boston on Wednesday last, for Halifax and Liverpool. She had 88 passengers for the latter and 14 for the former place. The wind was blowing a gale from the south at the time, but it did not prevent the steamer from starting at the appointed hour.

The rise in the Mississippi river was still further threatening the plantations in Louisiana on the 9th inst.,—to which date we have New Orleans papers.

From Washington.—It is stated that the Secretary of State will, in a day or two, reply to Mr. Webster's resolution of inquiry in the Senate, as to instructions alleged to have been given to Mr. Bancroft, U. S. Minister in London, relative to further reciprocal arrangements in the coasting trade. In the meantime, it is officially stated, that if such instructions have been given, they will be countermanded.

Canada.—The Rebellion-losses bill has passed the Upper House by a majority of four. There was great opposition to the bill. A protest was entered by the minority.—Great anxiety is felt about the probable course of the Governor General. A rumour was current in Montreal on Tuesday last that he would reserve the bill for Her Majesty's assent.

Addresses were pouring in from all parts of the Province, the tone of some of which was very violent.

New Ship.—A splendid ship was launched last week from the Ship Yard of Messrs. Stackhouse and Maclauchlan, in Carleton, which is said to be in model, materials, and workmanship, not excelled by any of the fine vessels belonging to this port.—*Chronicle.*

[FOR THE COURIER.]

The Legislature has now been in Session fifty-two days, and there is not yet any prospect of its soon bringing its labours to a close.—For some time past we have looked, with much interest, for the usual symptoms of an approaching prorogation, as we did indulge the hope that the members of the present Government would exert themselves to insure a more speedy termination than usual—as speedy as might be consistent with the public welfare—of the labours of the Assembly; but we have looked in vain. Were we to judge from the movements of the clamorous opponents of the Government, we should conclude that they feared an immediate dissolution of the present House; but the fact of a General Election being, in the ordinary course of things, not far distant, may explain the proceedings of many of them during the present Session. No one, we think, dare deny that some party or other in the Legislature have been guilty of a great waste of time since the opening of the Session. The most useless and absurd measures, which, from ignorance or temerity, any of them might introduce, or even allude to, have given rise to vexatious and protracted discussions, which have generally ended in nothing. Let me not be misunderstood. We believe that when great questions are discussed, having for their object the promotion of the vital interests of the Province, mature deliberation should be had upon them, and sufficient time should be allowed effectually to accomplish the object in view. But when questions of minor importance are under consideration, they should not be allowed to occupy such a length of time in their consideration, as they at present do occupy. The useless and meaningless harangues of some Honorable Gentlemen, made for the mere purpose of obtaining a temporary popularity and pleasing a few of the noisiest of their constituents, are calculated to excite disgust in the mind of sensible people. We trust the application of our remarks will be understood by those whom they may concern.

The first part of the present Session was wasted in attacks upon the Government,—for what purpose is generally understood. A considerable time has also been spent in talking about Railways, and yet what has been done? The discussions—which were well known to be worse than useless—upon the subjects of the reductions in the salaries of the present Judges and Clerk of the Pleas, occupied some three or four days more. The Bill relating to the present Clerk of the Pleas—as its supporters well knew would be its fate—has been rejected in the upper House. So much for yielding to cabals. The Revenue Bill, and the appropriation of Revenue in supply, have consumed, or will consume, a great deal of time. And yet in what manner is the work performed? If it be necessary that the Government, before they can bring down a Revenue Bill to the Legislature, should possess the initiation of the money grants, in order that they may know what amount of Revenue they will require—as contended by the members of the present Government—then the sooner the initiation is surrendered the better will it be for the country in general. It would be difficult for any man, or any party of men, to devise a more pernicious or more corrupt system than that which obtains at present. The discussions upon this year's Revenue Bill fully demonstrate this fact. And we almost shudder at the contemplation of what, we fear, will be the course of a majority of the present Assembly in distributing the money thereby proposed to be raised. It is a singular, though not an extraordinary, fact that the present clamorers for retrenchment, are, by their actions, falsifying their words; for the present session bids fair to live to as green an old age as that attained by any of its predecessors. And yet not the slightest compunction is felt, or even expressed, at this unnecessary waste of the public money. Nine months of the year are generally sufficient—though thought to be by far too great a waste of time—to legislate for the twenty-seven millions of inhabitants of Great Britain; and yet nearly one-third of this time is spent in legislating for two hundred thousand people in New-Brunswick!

C. O.

Giddiness and Dizziness.—Wright's Indian Vegetable Pills are one of the best medicines in the world for the cure of giddiness; 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 determination or rush of blood to the head, giddiness, headache, loss of memory, dimness of sight, drowsiness, pain of the head, and many other symptoms of a loaded and corrupt state of the blood.

Wright's Indian Vegetable Pills are also one of the very best medicines for the cure of Indigestion and therefore 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. Willer, 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.

Dr. Wistar's Balsam of Wild Cherry

Is a chemical extract of Wild Cherry and Tar. Every body knows that Wild Cherry possesses important medicinal properties; and Tar Water has always been administered in *Consumption and lung affections generally*, by our oldest and safest Physicians. Various remedies, it is true, have been offered and puffed into notice for the cure of diseases of the lungs, and some have no doubt been found very useful, but of all that have yet been discovered, it is admitted by Physicians and all who have witnessed its effects, that none have proved as successful as this. *For Asthma, shortness of breath, and similar affections*, it may be pronounced a positive cure. It HAS cured Asthma in many cases of ten and twenty years standing, after Physicians had declared the case beyond the reach of medicine.

This Balsam is made from materials which Nature has placed in all Northern latitudes, as an antidote for diseases caused by cold climates.

" Nature is but the name for an effect
Whose cause is God."

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

Dr. Halsey's Sugar-Coated Pills.

1 A few years only have elapsed since this
2 great and good medicine was first made known
3 to the public, yet, within which time, thousands
4 have experienced its good effects. Invalids,
5 who have been given over by their physicians
6 as incurable, have found relief and been restored
7 to sound and vigorous health by this wonderful
8 remedy.
9 Halsey's Pills are unlike all others. Their
10 properties act directly on those vital organs of
11 the Stomach, Liver, Kidneys, &c. which secrete
12 the fluids and separate the impurities from the
13 blood. While they purge from the stomach
14 and bowels all that is bilious and morbid, they
15 cleanse and renew the blood, thereby destroy
16 the seeds of disease.
17 Halsey's Pills do not weaken, but give
18 strength and animation to both body and mind;
19 they neither cause griping or any inconvenience
20 whatever, the patient is better able to attend to
21 business while under their influence than before
22 taking them; their action is innocent yet efficient,
23 are mild in operation yet powerful in restoring
24 health.
25 The great amount of good these Pills have
26 done for the sick and afflicted, have induced
27 thousands to commend them to their friends and
28 the public. Individuals of rank and integrity
29 have voluntarily testified to the world in favour
30 of their extraordinary virtues.
31 Price only 25 cents per box, for sale at the
32 General Depot, No. 2 Courtlandt-street, New-
33 York, and by the appointed agent in the Provin-
34 ces—Hammond's Building's, 20 Dock-street,
35 St. John, New-Brunswick.

H. G. KINNEAR,
January 1st, 1849. General Agent.

BIRTH.

At King Street, in this City, on the 21st instant, the Wife of the Rev. Charles Mackay, of a son.

MARRIED.

At Maugerville, in the County of Sunbury, on the 15th inst. by the Rev. G. F. Miles, the Rev. William D. Fitch, formerly of Wilmot, Nova Scotia, to Sarah A., eldest daughter of Enoch G. Lunt, Esq.

At Digby, N. S., on Monday morning, by the Rev. Mr. Hill, Mr. Henry B. Fowler, of Hampton, N. B., to Mary Ann, eldest daughter of Mr. William Burnham, of the former place.

At Augusta, (Maine,) on Sunday the 11th inst. by the Rev. Mr. Judd, Mr. S. C. Holman, of Boston, to Sarah Elizabeth, daughter of the late J. D. Emery, Esq. of Augusta.

DIED.

On Saturday evening, 17th inst., Mr. Alexander Waters, aged 41 years, after a long and tedious illness, which he bore with pious resignation to the Divine Will; the deceased was a native of Caithnesshire, Scotland, and was deservedly respected: he has left a widow, who, together with his many friends, now mourn their loss.

On Sunday last, after a tedious illness, Francis, youngest son of Mr. Denis Lawlor, in the 18th year of his age.

Departed this life on Monday morning, 19th inst., in the 65th year of her age, after an illness of many years, which she bore with much resignation and christian fortitude, Catherine, wife of Mr. John S. Clark, of Carleton. She was among the first who constituted the Baptist Church in this City, of which she continued an esteemed and worthy member till her death.

On Wednesday morning, after a long and tedious illness, which he bore with pious resignation to the Divine Will, Mr. James Brown, aged 44 years, leaving four children to mourn their loss.

At the Alms House, in the Parish of Simonds, on the evening of the 21st inst., after a few days' illness, Margaret Eliza, infant daughter of Mr. William Craig.

At his residence, Norton, King's County, on Wednesday, the 21st inst. Mr. Hubert Augustus Seely, aged 32 years, leaving a wife and four children, with a large circle of relatives and friends to mourn their irreparable loss.

At Maugerville, on Tuesday, the 13th instant Mr. Stephen Smith, in the 63rd year of his age.

At St. Stephen's, Charlotte County, on the 10th inst. Beverley R. Watson, aged 12 years, only son of Robert Watson, Esq., and grandson of the Rev. Dr. Thomson, Rector of that Parish.

At Fredericton, on Wednesday morning, Sarah A., wife of Mr. John Blair, in the 21st year of her age.

MARINE JOURNAL.

PORT OF SAINT JOHN—Arrived,

Sunday—Ship Jenny Lind, Card, New York, 14 days—George Thomas, ballast.

Tuesday—Barque Lady Caroline, Norton, New York, 9—John McSweeney, flour, &c.

Barque Olive, Olive, New York, 16—G. Thomas, ballast.

Wednesday—Ship Montezuma, Doane, Liverpool, 37—S. Wiggins & Son, coals and salt. Spoke, on the 10th inst. lat 43 30, lon. 47 55, barque St. Lawrence, from Cork, 40 days out, with passengers—all well.

Schr. Mary H. Case, Spates, Alexandria, 22—George Thomas, wheat and corn.

Meridian, Brannen, Boston, 4—Master, assorted cargo.

Charles, Cooper, Halifax, 3—G. & J. Salter, sugar and molasses.

This Morning—Steamer Admiral, Hutchins, Boston—W. H. Chisholm, passengers and merchandize.

COASTWISE.

Saturday—Schr. Rising Sun, Bissett, Eastport, ballast.

Monday—Commodore, (s) Brown, Annapolis, passengers and cattle.

Sarah Ann Hill, Rice, Brier Island, fish.

Linnett, Campbell, Dipper Harbour, ballast.

Saturday—Digby Packet, Tansh, Digby, fish and eggs.

Copy, Turnbull, Digby, eggs.

Sovereign, Parker, Annapolis, fish, &c.

ENTERED FOR LOADING.

March 20—Independent, Atkins, Bristol.

21—Fashion, Douglas, West Isles.

CLEARED.

March 17th.—Brig Solon, Moody, Greenock, deals, boards and laths—Joseph Fairweather.

21st—Barque Ann, Scott, Liverpool, sleepers, deal-ends and palings—G. & J. Salter.

22d—Barque Sarah, Cook, Liverpool, deals, &c.—John Mackay; Jessie, Irvine, Greenock, deals, &c.—John Wishart; Brig Cuba, Kavanagh, Boston, salt—Joseph Fairweather; Lady Maxwell, Flint, Philadelphia, lumber—C. M'Lauchlan.

24th—Schooner Olivia, Sharp, Boston, spars—Master.

Schr. Lena, of this port, Field, master, (from Saint John's, N. F.) laden with fish, bound to Barbados, put into St. Thomas for a supply of water, after being 40 days at sea, on the 22th ult. On the 31st, when beating up for Barbados, she sprung a leak, and the water increased so rapidly, that the captain was obliged to run her ashore on the S. W. part of the Island of St. John's (one of the Virgins). Crew saved—vessel and cargo a total loss.—Vessel insured in New York.

Barque Ivy Green, McCullough, of St. Andrews, arrived at St. George's, Bermuda, on the 12th inst. from Newport—spoke, Feb. 26th, lat. 44 46 N. long. 42 W., brig Eight Sons, of St. Andrews, 35 days from St. Domingo, for Liverpool.

The ship Alphonse, from Hamburgh, with a cargo of dry goods, bound to Campeachy, was lost on the Alacranes a few days before the steamer Forth, and melancholy to relate, the captain, his wife, and every soul on board perished. The wrecking vessel which was found at the Alacranes by the Forth was then in search of the Alphonse's cargo.

Arrived at New York, 15th inst. ship Cambria, Hall, of this port, from Liverpool, via Londonderry.—At Alexandria, 12th, brig Emily, Kinney, Halifax.—At Apalachicola, 5th, ship John Fielden, Strang, Bristol; 8th, British American, Powell, Mobile.—Loading, ship Commodore, Pritchard, Glasgow; barque Susan, Cronk, Antwerp.

Cleared at Mobile, March 1st, barque Ann Hall, Fearan, Liverpool; 6th, Perseverance, Robinson, Greenock. —At New Orleans, 8th, ship Themis, Leighton, Liverpool.—At Charleston, 12th, Albion, Wylie, do.—At New York, 16th, brig Pageant, Dakin, St. John; 17th, Exile, Saunders, do.; 19th, Ellis, Califf, and Wanderer, Davison, do.; 20th, ship Cambria, Hall, Baltimore.—At Boston, 19th, schr. Joseph Howe, Scott, St. John, via Philadelphia; 20th, Eliza Jane, McLean, St. John.—At Apalachicola, 7th, ship Alceste, Cann, Liverpool.

Left at Guayama, (P. R.) Feb. 10th, brig Eliza Helen, Clement, for this port, in ten days.

Spoken, March 13th, lat. 39, long. 61, by brig Benj. Carver, at Boston, schr. Clarinda, of Miramichi, N. B., 90 days from St. John's, N. F., for Philadelphia, entirely out of provisions, water, and wood: was supplied by the brig.

Spoken 26th ult off Havana, (by the Elizabeth, at Boston,) British ship Swan, from New Orleans for Liverpool.

Arrivals from St. John.—Feb. 23d—Java, at Londonderry; March 6th—Falcon, at Bristol.

Vessels sailed for St. John—Feb. 21st—Nile, from Belfast; 25th—William Carson, from Liverpool; 26th—Signet, from Alloa; 27th—Joanna, do; March 1st—Corinthian, from Hull; William Dawson, from Alloa; 2d—Victory, from Hartlepool; Exporter, from Leith; 6th—Sovereign, from Hull.

Loading at Liverpool, March 10th—Harriet, Portland, Sophia, and Infanta, for St. John; Devon, Elizabeth Bentley, and Yeoman, for Staten Island and St. John. —At London, barque Lisbon, for St. John.—In the Clyde, Peruvian, Hibernian, and Ant, for do.

Arrived in the Clyde, Feb. 24th, ship Queen Pomare, from Savannah.—At Liverpool, March 2d, Thomas, do.; 5th, Harmony, New Orleans; 6th, Pearl, Savannah; 7th, Samuel, do.; Unicorn, New Orleans.

Off Ramsgate, March 8th, Corinthian, from Hull, for St. John.—At Deal, 6th, Glasgow, from London, for do.

Sailed from Ardrossan, Feb. 24th, Palendar, for Boston.—From Deal, March 1st, Progress, New Orleans. —From Liverpool, Feb. 25th, John S. DeWolfe, New York; Belmont, Philadelphia; March 6, Great Britain, Staten Island; Maranham, Virginia; March 9th, Charles Chaloner, New Orleans.—From Cork, Feb. 28th, New Zealand, for New-York.

Steamer Niagara, 23d Feb. from Halifax, arrived at Liverpool 6th inst.

The barque Plymouth, Purdy, from Liverpool for Halifax, which was abandoned West of Tuskar, 28th Feb. after being in contact, foundered on the following day—crew saved.

The barque Floridian, from Antwerp, for New-York, with passengers, foundered off Harwich, England, on the 28th Feb., and only three individuals were saved from among her passengers and crew.

COMMISSARIAT.

THE Deputy Commissary General will receive Tenders, at noon, on Tuesday the 3rd April next, for Bills of Exchange drawn by him on the Right Honorable the Lords Commissioners of Her Majesty's Treasury, to the extent of £5850, in sums not less than £100 sterling, the proceeds to be paid to the Provincial Treasurer at St. John, New-Brunswick, and the Bills to be delivered on his receipt for the several amounts.

The Tenders to state the rate per cent. premium on the par of the Dollar at 4s. 2d. sterling.

Commissariat, Nova Scotia,
Halifax, March 17, 1849.

THE MAGNETIC TELEGRAPH!

Ordinary and Voltaic Electricity!

Terrestrial and Electro Magnetism!

MR. H. H. GRIFFEN (for ten years Principal of Seminaries in the United States) will lecture on the above subjects at the Mechanics' Institute, on TUESDAY Evening, at 8 o'clock.

His lecture will be illustrated by experiments with AN EXTENSIVE APPARATUS, and will embrace a short but clear explanation of all the important discoveries in Electricity, from 600 years before Christ to the present time.

Galvanism, Magnetism, Light and Heat will be shown to be the same as Electricity.

The different methods of Telegraphic communication in Europe since 1747, will be shown. Everything pertaining to the principles and mode of operation of this wonderful invention will be illustrated, and a complete

TELEGRAPHIC LINE,

embracing several Stations, will be made up around the Lecture Room, and operated in such a manner that even a child may understand the process.

The Telegraph Apparatus employed does not consist of mere models, but such as is generally used by the Telegraphic Companies.

The cause of the Earth's Magnetism will be shown: the dip and variations of the Needle in different parts of the earth; and the great difference between the Poles, Meridians and Equator of the Magnet and those of the Earth.

Magnets, resisting the strength of two men, will be introduced.

GUN COTTON will be burned, illustrating Colt's Sub-Marine Battery.

Shocks will be administered by an Improved Electro Magnetic Vibrating Machine.

☞ Tickets, 1s. 3d. Children under 12 years of age, half-price. Schools admitted by special contract, on reasonable terms. Mar. 24.

CARD.

MR. JOHN McSWEENY takes this opportunity, after his return from New-York, to return his most sincere thanks, to the many kind friends who rendered such efficient aid in removing his furniture and Goods from his premises, destroyed by fire on the 14th inst. March 24

Tenders for a Brick Building.

TENDERS will be received until Monday the 2d of April, for erecting a Brick Building of Three Stories high and forty feet square. Plans and Specifications may be seen on application to the subscriber. JOHN W. CUDLIP.

St. John, March 24th, 1849.

WANTED,

AS Superintendent to the Rural Cemetery, a person who understands Nursery Gardening, Transplanting of Trees, Ornamenting Grounds, &c.—Salary £60 a year, and a House to live in.

Applications will be received in writing at the Office of the Secretary, until Tuesday the 10th day of April next. EDWD. B. PETERS, Secretary.

March 24 —2+

THE REVIEWS

and Blackwood's Magazine.

MR. WARD, General Agent in these Provinces of the above Periodicals, will be prepared to deliver them in St. John and Fredericton, at the prices inserted in the publisher's notice, by whom the copyright of Blackwood's Magazine has been purchased, which enables them to republish it almost simultaneously with its appearance in England. The Reviews also are deserving of attention, not only abounding with much valuable information upon various subjects of importance; but a relation to the passing occurrences of the day; and are furnished to subscribers at about half the cost of the English edition. March 24

Carleton Royal Arch Chapter.

AN ADJOURNED MEETING of Carleton Royal Arch Chapter, will be held at the St. John Hotel, on Wednesday next, the 28th inst. at 7 o'clock P. M.

By Order of the Three Principals.

Mar. 24. JOHN MURRAY, Scribe E.

Albion Royal Arch Chapter.

A Regular Convocation of *Albion Royal Arch Chapter* on the Registry of the Supreme Grand Chapter of England, will be held at the St. John Hotel, on *8 o'clock* [illegible] day Evening, the 29th instant, at 8 o'clock.

By Order of the Principals.

March 24, 1849.

PORK, CORN MEAL, and TEA.

Per Admiral from Boston—

25 BRLS. MESS PORK, 25 do. Prime do. 10 do. do BEEF, 150 barrels CORN MEAL. In Store,—25 chests CONGO TEA.

J. G. WOODWARD, North Wharf.

Mar. 24.—(1½pd)

NOTICE.

THE subscriber has taken the Store in Ballotte street, near the Country Market, lately occupied by Mr. Troop, where with the best accommodation, he will use his best endeavours to serve the public with every article in the grocery line, until his place of business is again built on his old stand. JAMES DAVIDSON.

March 24, 1849.—N. Bkr. 2m.