The Courier.

SATURDAY, JANUARY 26, 1850.

Our Shipping.—The annual account of Shipping belonging to this port and its outbay, Miramichi, which is made up from the Home Government, has been completed for the Year ending 31st December, 1849; and we now lay before our readers some extracts from this valuable document, with a comparative statement shewing the gradual increase that has taken place in our mercantile marine during the last six years. The number of new vessels built here the past year for owners in the United Kingdom, and not registered at this port, was 12, measuring 5,495 tons; the number built and registered here in 1849 was 73, measuring 25,784 tons; making a total of new vessels built within the district of this port 85, measuring 31,279 tons; the number of vessels in existence, as far as can be ascertained, belonging to this port on the 31st Dec. 1849, was 505, measuring 93,192 tons, which from the statement below shews an increase of 9 vessels and 3,224 tons as compared with 1848. This increase would have been much larger, but a number of vessels have been struck off during the last year which have been carried forward on the list for years, and which had been either lost or broken up. The following statement shews the amount of vessels and tonnage owned at this port during the years mentioned:

In 1844,	403 vessels,	68,493 tons,
1845,	410 "	71,843 "
1846,	462 "	85,594 "
1847,	479 "	91,267 "
1848,	496 "	89,968 "
1849,	505 "	93,192 "

It will be seen from the above that there is an increase on 1849 as compared with 1844 of 105 vessels, 24,699 tons, which looks encouraging. The following statement shews the number of new vessels and amount of tonnage built at this Port, which includes all vessels built for owners in the United Kingdom, but not registered here:

In 1845,	56 vessels,	21,883 tons,
1846,	88 "	28,928 "
1847,	84 "	38,725 "
1848,	62 "	17,061 "
1849,	85 "	31,279 "

This shews a considerable increase on 1849 as compared with 1845.

We now come to Miramichi, which includes all vessels built and owned on the northern shore of this Province: Miramichi being the only registering port in that district. The number of new vessels built there for owners in the United Kingdom, in 1849, was five, measuring 2,746 tons. The number built and registered there, was sixteen, measuring 4,017 tons,—making a total of new vessels built within that district, in 1849,—twenty-one, measuring 6,763 tons. The total number of vessels owned there on the 31st Dec. 1849, was ninety, measuring 7464 tons, which gives an increase on 1849 as compared with 1848, of seven vessels and 2680 tons; so that, it would appear that the contemplated repeal of the Navigation laws had not prevented our Shipping from increasing, both at this port and Miramichi, which it has done to some extent. The following statement shews the amount of vessels and tonnage owned at Miramichi, during the years mentioned.

In 1844,	82 vessels,	10,235 tons,
1845,	70 "	6,182 "
1846,	74 "	6,233 "
1847,	69 "	3,993 "
1848,	83 "	4,784 "
1849,	90 "	7,464 "

From this it appears that Miramichi has fallen off in the amount of tonnage on 1849 as compared with 1844—2,771 tons.

The following statement shews the amount of tonnage and number of new vessels built in that district, which includes all vessels built for owners in the United Kingdom, but not registered there:

In 1845,	21 vessels,	5,563 tons,
1846,	20 "	6,989 "
1847,	15 "	8,199 "
1848,	14 "	2,655 "
1849,	21 "	6,763 "

We have also collected, from the most reliable sources, the following information relative to the number of vessels and the estimated amount of tonnage at present in progress of building, both in this district and on the North Shore, all of which will be ready for launching during the ensuing summer:

			Estimated Tons.
At St. John, which includes Indian Town, the Falls, Kennebeckasis River, &c.	14 vessels,		9,850
At Fredericton and Oromocto,	3	"	750
At Dorchester, Hopewell, and the Bend,	6	"	3,070
At Quaco, - -	29	"	12,950
Total of the St. John District,	52	"	26,620
At Dalhousie, 2 vessels, 850 tons,			
At Bathurst, 3 " 1,250 "			
At Miramichi, 6 " 3,320 "			
At Richibucto, 2 " 1,400 "			
At Cocaigne, 1 " 600 "			
Total of the North Shore District,	14	"	7,420
Total number of vessels with their estimated amount of tonnage, at present building at this port and its out-bays, - - - - -	66	"	34,040

This does not look as if our shipbuilders and shipowners anticipated much injury to their business from the repeal of the Navigation laws.

Next week we shall publish (by authority) the corrected list of Shipping belonging to this port on the 31st Dec. 1849, which list will contain the number and year of registry, the names of the vessels, the Master's names, and the tonnage; and as a similar list has not been published for some years, it will be found valuable as a reference for our commercial friends.

CORPORATION PROCEEDINGS.

The Common Council were engaged on Thursday last discussing a Bill submitted to them by the Trustees of the Corporation Property, relative to the public debt of the City. The chief object of the Bill is to authorise the conversion of the present debt, with the heavy arrears of accumulated interest, into a new five per cent. Stock, secured upon the whole of the City Property and Revenues, by Act of Assembly, and freed from the legal difficulties which at present embarrass all parties concerned. The other provisions of the Bill have in view the easy management of the trust property, by the joint agency of the Common Council and the Trustees, including a clause to enable them to make equitable terms with the leaseholders for renewals, and thus disposing of that vexed question. The members for Carleton opposed the whole measure, as an infringement of their separate rights under the Charter, and the Board rose without taking any question on the matter.

Another subject of considerable importance at the present time was brought forward by Mr. Keans, who gave notice of a motion to be made at the next meeting expressing the views of the Board as to the expediency of their taking up shares to the extent of two or three thousand pounds in the Stock of the St. John Water Company; the funds to be raised by an issue of Corporation Debentures, and the interest and gradual liquidation of the principal, to be provided for by an annual assessment on the City.

This scheme, if effected, will at once remove the difficulties which obstruct the operations of the Company, and we sincerely trust it may be carried out. We feel convinced that the public will cheerfully submit to a moderate assessment, to secure an object of such great public benefit.

Supreme Court.—On Monday morning, the Attorney-General replied to the arguments of the Counsel for James Anderson, who demurred to the indictment when called upon for trial. His Honor Judge Parker decided that the prisoner could not be tried for felony, as the law now stood, and he therefore ordered his discharge from confinement.—Counsel for the prisoner, Hon. R. L. Hazen and Wm. Hutchinson, Esq.

Arthur Rowe, who, as we stated last week, had been convicted before the Supreme Court for an assault on the Revenue Officers while in the execution of their duty, having been liberated on bail, did not appear last Saturday when called on to receive his sentence. We learn that he has proceeded to the United States, where he had some business to attend to, and that he was seen at Robinstown by a gentleman who came on here from New York, and afterwards at Eastport, by some of the Provincial Revenue Officers, within the last few days. His bail are making efforts to have him brought back.

William Dunbar, who was convicted last week of wilfully setting fire to his house, and who was also found guilty of Perjury, before the Supreme Court, was found on Monday morning to have made his escape from Gaol, by cutting a hole through the ceiling of the room in which he was confined, passing into the garret, and then descending through a trap-door into the lower hall, and so into the street. A reward of $250 has been offered by the Sheriff for his apprehension, but as yet it has not had the desired effect. The Deputy Sheriff, accompanied by a constable, proceeded to Eastport in the Revenue Cutter on Monday night, in search of Dunbar, but nothing was learnt regarding him.

We hear that the Deputy Sheriff has been indicted by the Grand Jury, on account of Dunbar's escape.

It is much to be regretted that after all the trouble the Crown Law Officers have been put to, and the expense incurred by the country, in order to obtain convictions, that the law should be thus evaded, and such desperate characters allowed to escape.

Seizure.—Early on Thursday morning, the Provincial Revenue Officers seized in a shop occupied by a person of the name of Campbell, in Portland, four barrels of American rum, and in a boat at the rear of his house, other four barrels of the same description of liquor, making in all about three hundred and fifty gallons.

His Lordship the Bishop of Fredericton left here this week for the Episcopal City, after having preached in several of the Churches in this part of his diocese, during the last three Sundays. We are happy to hear that it is his Lordship's intention to favor us with his presence and ministrations for some weeks during the ensuing summer. We trust his visits will tend to promote that christian spirit which is so necessary to the welfare of The Church.

Mechanics' Institute.—On Monday evening last Mr. Boyd, of the London House, lectured at the Hall of the Institute before a full house. The subject selected by the lecturer was "*What the world worships*," and in the discussion of it, he alluded to some of the popular errors of the day: Wealth and Hero worship were the principal descriptions of it mentioned. Mr. Boyd is a promising lecturer, and we see by the *Observer*, that it is intended to publish the lecture, so that the public will have the benefit of Mr. Boyd's views in the matter.

The lecture announced for Monday evening is on "*Health*," by Dr. Kennedy. The subject is an important one, and should be attended to by every body.

The Weather.—We have had delightful mild weather during the week. In the early part of it a heavy snow storm rendered the going rather heavy for the present, but the snow was much wanted, the roads and streets being dangerous from their icy state. We had also another snow storm yesterday. To-day, the weather is beautiful.

Remarks on the Weather in 1848 & 1849.—An observing friend in this City, who takes great pains to note down meteorological memoranda, has favored us with the subjoined table, containing a concise abstract of his notes for the two last years, which, although not so exact in every minutia as they would be if made at a scientific establishment provided with all the necessary instruments, are considered pretty near the truth, and will be valuable to those who take an interest in such matters. The temperature was taken in the summer at about six a. m., one p. m., and sunset; in the winter at about eight a. m., one p. m., and sunset. The rain guage was a square iron vessel made for the purpose, and measured after the rain was over. The heavy fogs and mists which are prevalent here, would probably have added some inches to the quantity, if taken with a proper rain guage.—The quantity of snow is the estimation made by individuals after the several falls. To keep a perfectly correct Meteorological table in Saint John, would require the best instruments and the attention of some persons most of the time.

NOTES OF THE WEATHER IN 1848 AND 1849.

1848.	Lowest Temp.	Highest Temp.	Average Temperature.	Clear Days.	Cloudy Days.	Stormy Days.	Snow—inches.	Rain—inches.
January -	.14	43.	23.40	16	10	5	3	2
February -	.9	42.	28.86	18	9	2	27	.
March - -	8.	49.	30.86	15	11	5	19	.
April - -	35.	61.	44.41	10	10	10	5	
May - - -	41.	70.	51.95	18	8	5	.	5.75
June - -	47.	74.	57.66	13	12	5	.	4.50
July - -	56.	81.	63.70	18	9	4	.	3.75
August -	51.	87.	63.70	18	8	5	.	9.50
September	40.	78.	57.09	15	7	8	.	8.50
October -	31.	64.	48.50	14	5	12	.	7.50
November	15.	53.	37.90	13	12	5	.	4.37
December	.10	32.	24.90	10	15	6	35	2.37
Av'rge for the year,			44.45	178	116	72	89	48
1849.								
January -	.15	44.	15.50	16	11	4	4	2
February -	.10	40.	16.70	18	8	2	14	..
March - -	6.	60.	29.20	15	12	4	9	4.50
April - -	24.	60.	41.15	19	8	3	2	4.50
May - -	37.	88.	51.10	21	9	1	.	2.62
June - -	50.	88.	65.40	15	11	4	.	4.22
July - -	51.	82.	64.40	14	14	3	.	1.62
August -	57.	85.	66.17	18	11	2	.	1.
September	40.	79.	62.80	18	8	4	.	8.58
October -	33.	68.	50.17	19	9	3	.	4.62
November	30.	63.	44.80	10	14	6	1	4.
December	.2	42.	24.21	17	9	5	16	..
Av'rge for the year,			44.30	200	124	41	46	37.66

We copy the following extract from a recent English agricultural work (*Library of Agricultural Knowledge*) to show the effect that cultivation of the soil has on climate:—

"In Scotland the change of climate has been concurrent with the progress of agricultural improvement; and many are now living in the northern districts of our island who can recollect when the snow began to fall in November, and was not wholly gone till April, while in the middle of summer, the heat was so oppressive, as to compel the laborer in the fields to suspend his work for several hours during the day;—whereas, now, in the same districts, the snow rarely falls before Christmas, and is gone in February or March. The summer heat is mitigated, the autumnal rains no longer descend like a desolating torrent; and thus, not only is the produce of the ground multiplied, but more genial seasons have the happiest effects on the health of the inhabitants. Blight, and seasons of scarcity have become less frequent; and all these blessed changes may be ascribed, under Divine Providence, not to legislative enactments, political sagacity, or ministerial skill, but to the silent, unostentatious labours of the farmer, whose efforts have scarcely attracted notice, except when attention is called to the mighty results of his patient, persevering toil."

In a late newspaper, we see it stated, that of the nineteen millions of acres which Scotland contains, but Five millions are fit for cultivation—the remaining fourteen being heath, bog and mountain.

It will be recollected that Professor Johnston gave, as the result of his investigation, that Thirteen Millions of acres in this Province are fit for cultivation, and but Five Million of swamp and rock. So far, therefore, as soil is concerned, we in New Scotland have much the advantage.

An opinion is very generally entertained here, that our climate is inferior to that of Britain: but we think differently. All the grains of Britain ripen and come to full perfection here, while Indian corn, which with us is generally a sure crop, will not ripen there at all.—No doubt our seasons are, in the meantime, shorter, but it may reasonably be expected that with every acre that is cleared up, and every swamp that is drained, there will be a change for the better. Even as it is, while our summers and autumns are quite as pleasant as theirs, who that has experienced both, would exchange our clear dry winters with the continued rains and gales of wind which fill up the winters of Britain.

An Inquest was held before Dr. W. Bayard, Coroner, on the 18th instant, on view of the body of Elizabeth Armstrong. Verdict—"Accidentally burned to death in consequence of her clothes taking fire when lighting her pipe." The deceased was an elderly woman, residing in Queen-street, and, we are informed, had locked her room door, preparatory to retiring for the night. On her cries for help being heard, the door had to be forced open, and before assistance reached her she was so dreadfully burned as to cause her death.

We learn by telegraph, this morning, that the Steamer *Canada*, from New York, arrived at Halifax last night at half-past eleven o'clock, and proceeded soon after to Liverpool.

Mr. Cobden's Speech.—One of the leading items of English news received last week is Mr. Cobden's speech, at a meeting held at Bradford for the purpose of welcoming the said gentleman and Colonel Thompson. Mr. Cobden also made a powerful speech at Leeds, on the subject of Protection and extension of the franchise, in which he asserts that there is not the slightest chance of the Landlords ever obtaining any protection on Breadstuffs. We may here mention that this idea has also been given out by Sir Robert Peel, in a letter to his farming tenants, in which he says, "It is my firm persuasion, that neither the present nor any future Parliament will consent to reimpose duties upon the main articles of human food, either for the purpose of Protection or of Revenue."

Mr. Cobden's speech at Bradford referred principally to the Colonies, in which he strongly advocates the doctrine of giving them the right of governing themselves at their own expense, that they must pay for their own army, their own functionaries, and their own ecclesiastical establishments. He ridiculed the idea and denounced it as hypocritical and dishonest to mix up *Free Trade* with the question of Colonial discontent, and instanced the Colonies of Australia and the Cape of Good Hope, which at present are very discontented, and which could not be affected by free trade measures of Great Britain. He also alluded to the case of Canada, which was in a much inferior condition to the United States, and which, he said, was at least fifty years behind them as regards wealth and civilization; to this he could bear testimony from occular demonstration, having visited these countries thirteen years ago, when protection was rife, and when Canada had the benefit of this protection with the English market. He also alluded to the small standing army, viz. 8,500 men, maintained in the United States, with twenty millions of inhabitants, as compared with the force maintained in the North American Colonies, viz. between eight and nine thousand, with about two millions of inhabitants. He then alluded to the sums voted annually by the British Parliament for Ecclesiastical purposes in North America, which amounted in all to £11,578 8s. 6d. He also shewed that more Englishmen go to the United States than to all the Colonies put together, so that it could not be for the benefit of emigration that they were governed on their present expensive system. He was of opinion that if the Colonies had freedom and self dependence given, the election of their own officers and the settling of their own expenditure, they would so improve as to form a better receptacle for the population than they do at present. He alluded to the Colonies of other nations who contributed towards the general exchequer, while none of the British Colonies paid anything, but, on the contrary, were an expense of several millions annually which was paid by the people of Great Britain. He complained also that England was still acquiring more Colonies and increasing the expenditure, and instanced the case of a barren rock on the coast of Borneo, seven miles long, without an inhabitant, and for the expenses of the Government of that place Parliament voted £9000.

From the feeling which appears to be gaining ground in England, with reference to the expense attending her present Colonial system, it must be apparent to every one who looks into the subject that great changes are hanging over these Colonies, which may be the means of entirely altering their commercial relations, and which, very possibly, may be for the better.

An Eagle was seen hovering over the neighbourhood of our city one day last week, and was eventually caught; but whether the visit of this bird has any connection with the weather, or whether it may be looked on as an omen of the far-famed American eagle, which many think will float over our city yet, we cannot discern, as we are not skilled in such things.

THE ENGLISH MAIL.

The arrival at Halifax of the Mail Steamer *Niagara*, was announced by Telegraph at an early hour on Thursday morning, but some interruption in the wires took place immediately afterwards, which, as has since been ascertained, was about equi-distant between St. John and the Bend of Petitcodiac, and was not, therefore, reached before the evening, when the news were transmitted to Portland, (Me.), for the Associated Press, and thence carried to Boston by Mr. Spear (formerly of the Steamer *Admiral*), in an Express railway train, and published in Boston yesterday morning. Mr. F. O. Smith the Superintendent of the Telegraph line between Portland and Boston, refuses to allow the news to be conveyed over his wires, so long as the Associated Press employ H. D. Craig as their agent.

The Express Mail reached the St. John Post Office at five o'clock last evening.

From the Telegraphic Despatch, which was issued from our Office on Friday morning, and from papers received by the mail, we make such selections as are most important, and as our space permits.

Halifax, January 24.

The Steamer Niagara, Capt. R. Ryrie, arrived this morning at two o'clock, bringing about eighty passengers, a full freight of French and other goods, and advices two weeks later from all parts of Europe. She sailed from Liverpool on the morning of the 12th instant, and has had an unusually pleasant passage.

The *Hibernia* arrived at Liverpool on the 9th, and her news from New-York created a good deal of excitement in the Cotton market.

On the 9th and 10th there were sales of 5000 bales of Cotton at Liverpool, at an advance of ⅛d. The Cotton market, for a week after the sailing of the Canada, was quite active—a good deal changing hands at full prices. The week following there was a reaction—on the 11th, prices remained the same. Mark Lane prices declining.

The Corn market has been dull throughout the kingdom during the week. Indian Corn has declined 6d. per quarter and now sells at 30s. for prime white and 29s. for yellow. Best brands Philadelphia and Baltimore flour command 25s. to 25s. 6d.; Western Canal, 23s.

American Provisions &c.—Beef continues depressed and with but little demand for prime. Bacon and Lard, however, are in lively request at improved rates, the latter to the extent of 1s. per cwt. Rice.—More enquiry, and Carolina commands 19s. 6d. Coffee.—Good demand at advancing prices. Sugar.—Prices have advanced 6d. to 1s. and holders are looking for still higher rates. Tobacco.—Full prices and firm market. Turpentine.—In better demand, and prices 6d. higher. Metals.—Tin has advanced £2 per ton, and a good business going forward.

The market for British Iron and Scotch Pig has increased in firmness, with a good business.

Money is extremely abundant. Consols, 97⅝. American Stocks firm, and in good demand. United States sixes, 105¼ to 6.

New-York State fives, 95; City 93; Penn. fives, 83; Mass. fives, 103 to 4; Maryland fives, 89.

The Bullion in the Bank of England has slightly decreased, but Consols are still going up. The Bank rate of discount, it is expected, will soon be reduced.

Freights.—Passengers continue scarce, and rates to most ports have a downward tendency.

The Timber Market at Liverpool remains as last reported.

Messrs. Churchill & Sim's annual report on the Timber Trade in London, has been published. It is a lengthy document, going minutely into the quantity, price, &c. of the different descriptions of Wood goods. We select a paragraph or two from the concluding remarks:

"From our general review this conclusion must be drawn, that the wood trade of 1849 has been carried on with loss to Canada, without profit to New Brunswick, adverse to Norway in quantity, and to Prussia in price; and only favourable to the Timber of Sweden, the deals of Russia, and the Staves of all countries.

"The repeal of the Navigation-laws has not affected the price of Ship-building Timber, and we have recently observed an improved demand for Timber used in first-class ships, both here and in the North, for which some sales of Teake and Greenheart have been effected, in anticipation of arrivals, and a corresponding demand is noticed on the Western coast. Low-priced Timber has always been saleable for cheap and repairing work. The rates of freight with British North America may probably be reduced below last season's by a few competing foreign ships; but this withdrawal of tonnage from Norway and the Baltic must, in the same degree, leave their usual freightage open to British ships."

"The condition of the country with abundance of food and money, activity in manufactures, increasing exports, and improved demand for the chief articles of consumption, induce us to believe that corresponding advantages will in due time become extended to the trade in wood."

Sale of Ships.—The ships sold at the port of Liverpool during the past year amount to 221, against 146 in 1848, and the total tonnage to 78,217 tons, against 46,282 in 1848. Of which 71 were British built vessels, equal to 15,885 tons, and 77 were New-Brunswick, (40 new and 37 old,) equal to 23,806 tons. The quotations for British built vessels, with Baltic outfit, to class A. 1. 13 years, were £16 to £17 10s. per ton; do. do. to class seven years, £8 10s. to £9; and for St. John new vessels, to class A 1. six years, £6 5s. to £7.—Messrs. Louge, Curry & Co., from whose annual report these particulars are extracted, remark:—"In our last circular we took leave to direct the attention of Colonial builders to the unsuitability of the models of their small vessels for the only trade they are really adapted for; so far, we find but little improvement. If they could be induced to give this class of vessels both a longer and flatter floor, and be less sparing of copper fastening, they would command better prices and a quicker sale."

Willmer & Smith's European Times says:—The state of the public revenue furnishes the most unmistakeable evidence of the progress or the retrogression of the country. The excise and customs' duties test, by an infallible standard, the physical comforts or otherwise of the people, and hence the figures which exhibit the increase and the decrease of the revenue are always viewed with interest, and oftentimes with anxiety. The low price of food, and the employment of the operative masses in the hives of industry invariably swell the Exchequer, for it enables them to consume more tea, coffee, beer, spirits, tobacco, and other articles, which yield the greatest return. The increase on the quarter ending January 5 is £470,003, on the year, £249,755. The excise shows an increase on the quarter of £371,899, the customs an increase of £38,235. The reduction of the import duty on corn, after the 1st of February, 1849, to 1s a qr., and a considerable reduction in the duty on sugar, make the customs yield an apparently small return. But it must be remembered, that on sugar alone, duty to the extent of £600,000 was taken off, while corn, which, in 1848, yielded the large sum of £789,785, forms this year a trifling item, from the cause to which we have referred. In 1847, the total ordinary revenue was £47,016,878; in 1848, £48,492,583; in 1849, 48,742,338. The result is, that on the quarter there is an excess of income over the expenditure of more than a million and a half. This is the most consolatory fact which has appeared in our financial affairs since 1846, the year of famine which disorganised the national resources.

The exports of the country during ten months exceed those of the previous twelve by nearly ten millions sterling; food has been abundant, and, as a natural consequence, cheap; the coffers of the Bank of England never knew such a plethora of specie; merchants have been busy, manufacturers prosperous, and artisans employed. The foreign producer has met with remunerating prices, and America, more especially has been laid under contribution in furnishing the raw material of commerce to an extent which cannot fail to have swelled the profits of that large and enterprising class which it is our pride to address. The future is equally encouraging, for the repeal of the Navigation-laws cannot fail to give to the trade of England the greatest fillip it has yet experienced. There is one shadow in this bright picture—the depressed state of our home agriculture. It is a sore subject, and we approach it with pain.

Colonial Affairs.—The annexation movement in Canada still continues to be the subject of remark in the leading London papers. The following is the conclusion of an article on the state of Canada, in the *Morning Chronicle* of the 2d instant:

"We must not leave this subject without saying a plain word on one highly interesting point on which our annexationist fellow-subjects seem to be under a grave error. They lay considerable stress, we observe, on the assumed quiescence or indifference of public opinion and feeling in this country with respect to the object of their movement. In fact, they almost appear to have worked themselves into the belief, that because their manifesto has produced no extraordinary fuss or ferment in England, we are to be set down as consenting parties to the breakup of the empire. They will do well to disabuse themselves of this delusion, before going further. The simple truth is, that Englishmen, having a great deal to think of at home, are not very easily brought to give their minds to *any* colonial or foreign question, and that this particular question of Canadian annexation is one on which they have never yet bestowed a serious thought. The movement must assume a widely different aspect from that under which it has hitherto presented itself, before English opinion on the subject will be aroused from the contemptuous unbelief which may be said to be its normal state with regard to such matters. We do not attempt to justify this mood of mind, we only say that such is the fact; and the Canadian annexationists must please to understand, that the whole question is still *new* to the public opinion in this country—as new as on the day when their first manifesto was concocted. What kind of answer the British people *would* make, were the matter more distinctly pressed upon their attention, is a point on which we do not wish to speak with needless emphasis or particularity. But we may at least express our clear conviction, that the loss of the allegiance of the Canadas would, under any circumstances, be to the last degree distasteful to Great Britain—and that, under no circumstances, will this country voluntarily hand over to a rival power any single port, harbour, citadel, or fortified place, which she deems useful, either for the protection of her commerce in peace, or for the assertion of her might in war."

The *Times* of the 3d, in an article on Colonial affairs, asks—

"What is it that is demanded? Absolute legislative and executive independence, except that England is still to be responsible for the protection of the colonies from enemies at war with herself. Has it occurred to any of our colonial reformers to ask how this would work. The colonies would of course become petty states, and we should have no more control over their domestic or their international affairs than we have over the conduct of Spain or Portugal, or Brazil, or St. Domingo, or the United States, or Madagascar, or Russia, or, in a word, any other country under the sun. Yet the moment we are involved in war, and our foe choose to attack our colonies, or stir up savage border tribes to attack them, we should be called in to extend our lines of defence all round the world, at the same awful cost of treasure and of blood as in the last generation. Is there any historical precedent for the sort of relation here recommended, or any other warrant for it, except in the regions of fancy? Again, will our colonial reformers tell us how, in the instance of Canada, legislative and executive independence will stop short of annexation? Let there be no hypocrisy in this very grave affair. For my own part we have broken the ice and discussed annexation; and if, as we believe, the independence here proposed will infallibly prove the precursor of that event, let us at least know what we are about, and do the thing with our eyes open. If the British people wish to save a million a year, and let Canada judge for herself, well and good. There can be little doubt of the result. We have frequently expressed our confidence in the substantial loyalty of the Canadians. *Even* in spite of the grotesque disguises it has lately put on in the masquerade of faction, we have said that the organs of opposition are doing both their readers and themselves an injustice; and we now repeat our serious belief, that a transference of Canadian allegiance, painful as it would be to this country, would be far more painful to the bulk of the Canadians themselves, French as well as British. But we cannot be blind to the tremendous pressure of circumstances ever dragging Canada into commercial and political unity with the neighbouring States. We therefore feel bound to call on our reformers to look a little before them. Under such circumstances it is neither easy to govern nor to release from government. The difficulty is in the nature of things, and cannot be got rid of by Harlequin's wand. At all events "tell truth, and shame the devil." Do not advise a course, as tending to draw closer the ties of affection between the mother country and its colonies, when in matter of fact it must inevitably lead, in one instance at least, to an early change of allegiance."

England.—Parliament meets for the despatch of business on the first of February, when it is expected that some important change in the monetary system will be laid before the Legislature. President Taylor's message, which reached England by the Hibernia, has been extensively published and largely commented upon by the English press.—The general expression of public sentiment is very favourable. The London Times says—"The tenor of the message is pacific; and we learn with pleasure that there is no disposition on the part of the American Government to magnify the differences which were supposed at one moment to threaten the relations with the most liberal of the European powers. The contention with France originated in the impatience of M. Poussin, and irregular vehemence of Mr. Clayton. That with England has taken its rise from some misconception with regard to the views of this country of the Mosquito coast and the Nicaragua canal, but there is every reason to anticipate that Sir Henry Bulwer's mission will have the effect of uniting both the countries in the prosecution of a common object of so much importance to the commerce of the world.

Reduction of the Navy Estimates.—We have good reason to believe that the reduction of the Navy estimates for 1850-51 will be considerable, amounting to more than a quarter of a million. The reduction, it is said, will not affect seamen, but 1000 marines less will be voted, and the savings will be in their provisions and pay and in the decrease of stores, &c.—*United Service Gazette.*

The Enterprise and Investigator, Arctic discovery ships, sailed on Friday from Woolwich. The former is commanded by Capt. Collinson, C. B. and the latter by Commander McClure. A son of Mr. Justice Cresswell is a Lieutenant on board the Investigator.

Messrs. Mullholland & Co. of Belfast are now employing in various branches of flax spinning and weaving more than 3500 persons.

Repeal Association.—The usual weekly meeting was held on Monday, James Nugent, Esq., of Kingstown, in the chair. The proceedings were unusually dull and uninteresting. Mr. John O'Connell was the principal orator. A petition was adopted to the House of Commons against protection, imploring Parliament not to imagine that the proprietors of land, who had got up a cry for the reimposition of a tax on food, represented any but themselves—a small section of the Irish nation—and one by no means remarkable for the discharge of the duties of their station, though mercilessly rigorous in insisting upon its extremest legal rights. The protection movement was further descried as "the last effort of a section of the landlord class to bolster up the system of exorbitant rents, which has so long crushed down the energies, and rendered impossible the prosperity of the tenant and farmer class, and, of course, prevented also their giving adequate employment to those next below them in the social scale, the agricultural labourers of Ireland." The rent for the week was announced to be £14 4s. 5d.

From the Continent there is but little to notice.

The Austrian Assembly has again been dissolved.

The accounts from Italy are again unsatisfactory—the Pope has decided not to return to Italy for the present.

M. Dupin has been re-elected President of the French Chambers, but resigned.

The correspondent of the London *Herald*, writing from Paris on Wednesday evening, says,—"there is a rumour whispering about, to which, from its very serious character, I would not even make an allusion did I not know that it has made an impression on persons not disposed to swallow idle stories. It is said, then, that a Treaty has actually been established between the Emperor of Russia and the President of the Republic, the particulars of which will be found to be anything but desirable, so far as England's interests are concerned."

General de Lamoriciere arrived this morning from St. Petersburgh, and M. Gustave de Beaumont has arrived at the same time from Vienna. As the gallant General left his family on the road, and hurried on before them, it is conjectured that something of importance determined him to hasten his journey. An aide-de-camp of General Baraguay D'Hilliers, has just reached Paris with important despatches, the nature of which has in part transpired. It would seem that there is little likelihood of an understanding being come to between the gallant General and the Government of the Cardinals, owing to the manifest jealousy of French influence entertained by the latter. The Cardinals are for placing the Pope under the protection of a mixed garrison of Austrians and Italians. General D'Hillier's answer insists upon a French force of 22,000 men, in the City of Rome. This proposition has been met by the Cardinals with a decided refusal, and affairs are as far as ever from being arranged.

The French funds continue to rise: the Five per Cents. have reached 95 f. 55 c.

Austria.—The Breslau Gazette of the 6th says—"The public mind in Vienna is much taken up with reports of a *coup de etat*—reports which are even current in Military circles. The day named for putting it into effect is the 6th or 7th inst. The Military measures are really formidable—within a circle of six miles round Vienna, all the houses are full of soldiers. There are at least fifty thousand men in Vienna, and fifty thousand more could be poured in by the railway in the course of three or four days.

The reply of the Austrian cabinet to a note from Prussia on the subject of the Enfurth is as follows:—The Austrian cabinet is sorry to find that its former communications instead of producing the desired effect upon Prussia, have elicited replies which, though evasive, are full of significance. In its former remonstrances the Austrian cabinet fully stated its view of the question and of the consequences of the step which Prussia was taking. Those remonstrances were unheeded. Austria will not condescend to wage a war of words with the Prussian cabinet, but reserving all their objections, protests and waits till a future opportunity. She wishes it to be understood that her silence is not to be construed into an acquiescence with the Prussian project, nor into a dereliction of her rights.

The typhus fever was raging fearfully at Vienna on the 20th ult. No less than thirty-two medical men had been seized with it from visiting their patients.

Prussia.—Under date of Berlin, Jan. 7th, it is announced that the Ministerial crisis was over, and that on that day the Chambers would receive a royal message proposing the oath to be taken to the constitution and accepting the same with some slight amendments.

The report that an alliance, offensive and defensive, had been concluded between Prussia, France, and England, was circulated at Berlin on the 20th ult.

Turkey.—The correspondent of the London *Times*, under date of Constantinople, Dec. 9th, says,—"A courier has arrived here from St. Petersburgh with the Emperor's answer to the last communication made to his Imperial Highness by the Sublime Porte, with regard to the question of the Polish and Hungarian refugees. In a former letter, I told you that the Turkish ministers were willing to consent to the expulsion of all those Poles who have been concerned in the late Hungarian insurrection, but that they objected to the expulsion of Polish refugees who were resident in Turkey previously to that event, and who were provided with French or other foreign passports.

"The Czar has agreed to the terms proposed by the Porte, and Dembinski and the other Poles who served in Hungary are to be expelled, and their countrymen resident in Turkey who were not concerned in that insurrection are to remain unmolested. If, however, for the future, any person whatsoever without reference to the country under whose protection he may be, shall, whilst resident in the Ottoman Empire be guilty of any act hostile to the government of the Emporor Nicholas, he shall at the demand of the Russian envoy be expelled from the Sultan's dominions."

Kossuth and the Hungarian refugees are to be confined in a fortified town in the interior. They are not to be close prisoners, but their place of residence will be under the constant surveillance of the Turkish authorities.

The Morning Herald correspondent, however, writing on the same day, asserts that the Emperor of Russia has refused to accept the Sultan's guarantee for the conduct of the Poles, and that the matter is as far from being settled as ever.

Opening the Communication between Lake Temiscouata and the St. Lawrence.—A public meeting was held in the Quebec Exchange on the forenoon of Saturday last, pursuant to advertisement, to take into consideration the propriety of petitioning government for aid in opening the communication between Lake Temiscouata and the St. Lawrence.

The Hon. Wm. Walker was called to the Chair, and J. B. Forsyth, Esq. acted as Secretary.

Mr. Walker stated the object of the meeting neatly and emphatically, and introduced to the meeting the Rev. Charles Churchill, who delivered a most able and instructive speech—decidedly the speech of the meeting—in favor of opening up, either by a railroad or canal, this eighteen miles of the only land between Quebec on the St. Lawrence, and St. John on the Bay of Fundy. He pointed out the commercial importance of the scheme with great clearness; he shewed that return freights might be expected, and alluded to the mine of salt lately discovered on the banks of the St. John, near Woodstock, and to the superior iron of that neighborhood, which equalled in ductility the irons of Berlin.—Mr. Price, in seconding the motion, very delicately complimented Mr. Churchill, and assured the meeting of the interest which he took in the project.

Mr. Chaveau, the member for the County, was present, and being requested to say whether or not he was favourable to the scheme, and would support a petition to Parliament for the opening of the communication, rose, and in English, (which he spoke with fluency) said that it had been remarked that any improvement sought for Quebec had hitherto been of a local nature; the contemplated improvement, however, he was happy to say, could not be so characterized. He was deeply impressed with the advantages which must arise to the Province, and he assured the meeting that it should obtain his unqualified support in Parliament, and that he should be happy to be entrusted with any petition for the attainment of their object.

The following Resolutions were passed:

1st.—That, inasmuch as the Province of New Brunswick has voted two thousand pounds annually, for five years, to improve the navigation from the harbour of St. John to the head of the Lake Temiscouata, it is incumbent on the inhabitants of Canada generally, and the district of Quebec particularly, to call the attention of the Legislature to this important subject.

2nd.—That the Chairman of this meeting be requested to draw out a petition to be signed as generally as possible, to the Governor in Council, praying that a survey be at once made to take into consideration the practicability of constructing a railroad or canal, with estimates of the same.

At a meeting of the British American Telegraph Company, held in the Parliament Buildings at Quebec, on the 17th instant, a resolution was passed, authorizing the Directors to communicate with the New-Brunswick Telegraph Company, as to a junction of the two lines on the Fredericton route.

Mr. Justice Draper, in charging the Grand Jury at Toronto, spoke of the annexation movement, and stated that an agitation for the purpose of severing the connection between the Colonies and the Mother Country was criminal.

The Grand Jury is stated to have subsequently denounced annexation in the strongest terms.

Nova Scotia Wood.—About four thousand cords of wood have been brought into this port from Nova Scotia, the past year. The trade began only seven years ago, when a single cargo of twenty cords was brought here during the year. In 1848 there were only about fifteen hundred cords brought here, and the increase last year was surprisingly great. The 4000 cords brought in the past year, probably sold for about $20,000, and we understand that nearly all the proceeds were invested in breadstuffs and other articles, purchased in our markets. The Nova Scotia vessels generally invest all the money they receive, in the markets where they sell their cargoes, and not unfrequently something in addition.—*Newburyport Herald.*

A public meeting, attended by the principal merchants in Wall-street, was held in New-York on the 17th inst. when a committee was appointed to raise funds to procure a suitable testimonial to be presented to Captain Cook, of the barque *Sarah*, for his praiseworthy conduct in rescuing crew and passengers of ship *Caleb Grimshaw.*

The Treaty with Brazil was duly ratified on Friday, and officially published on Saturday. Our Government becomes responsible for the payment of citizens' claims against Brazil, in consideration of which Brazil pays us five hundred and thirty thousand millreas, Brazilian currency, and 6 per cent. interest since the 1st of July last.—*Boston Courier, Jan.* 21.

The North West Passage.—A letter in the N. Y. Courier and Enquirer, dated at Mazatlan on the 23d of November, in noticing the arrival there of the British frigate Amphitrite, says:—"They have discovered a north west passage in lat 73 and about 30½, and gone one degree farther north than any vessel has previously been. They have discovered a new continent—but on account of ice could not approach nearer than fifteen miles to land. Did not find Sir John Franklin, and on account of ice were forced to leave."

MECHANICS' INSTITUTE—MR. WISHART'S LECTURE.

Messrs. Editors,—On Monday night, before a large audience, Mr. Wishart read a disquisition on *Prejudice*, which will long be remembered by those of his hearers, who contemplate such subjects in a philosophical sense. It gave abundant evidence of the presence in the author of strong judgment, accurate observation, depth of research, and comprehensive classification, which render him no contemptible aspirant to an equality with the best English writers; and, to apply the words of the immortal Burke, when writing to a French bishop, "It is odious to search in antiquity for the merit we admire, and to be insensible to that which passes under our eyes." So, I repeat, it is equally repugnant to search for more lucid details of Prejudice, than those afforded by the very learned lecturer on the above night. It is to be hoped that the Directors of the Institute will publish this, as well as the former lecture on *Invention*. They would discover much good taste by such a proceeding, and an equal amount of very culpable neglect in passing those over as ordinary lectures. The least tribute they can pay to a man of whose services they should be proud, is to make the fruit of his labours available to the public.—The value of space in your paper, alone compels me to cease the praises of the great.

Your's, truly, A MEMBER.

Passengers in the Ship *Catherine*, sailed on Saturday last for the Clyde—Messrs. Thomas Gilchrist, John Fotherby, Jas. Ballentine, D. Ross, and W. Turner.

Messrs. James Smith and John Hegan, of this City, proceeded by Stage to Halifax on Wednesday, to take passage by the Steamer *Canada* for Liverpool to-day.

☞ The Directors of the Agricultural Society will meet at Mr. Perley's Office, on Thursday next, the 31st inst. at noon.

KING'S COLLEGE, FREDERICTON.

LECTURES FOR THE LENT TERM.

By the Principal.

Ethics of Aristotle, on Monday and Wednesday, History of Thucydides, on Tuesday and Thursday,	at 10 a. m.
History of Herodotus on Monday and Wednesday, Epistles of Horace, on Tuesday and Thurday,	at 11 a. m.
Composition in English and Latin, on Friday,	at 10 a. m.
Hebrew Text of Genesis, on Monday and Wednesday,	at 4 p. m.

By Professor Jack.

Geometry, on Monday & Wednesday, Algebra, on Tuesday and Thursday,	at 10 a. m.
Trignometry, with application to Surveying, Navigation, &c., on Monday and Wednesday, Astronomy, on Tuesday and Thursday,	at 11 a. m.
Analytical Geometry, on Monday & Wednesday, Mechanics, on Tuesday & Thursday, Natural Philosophy, on Friday,	at 12.

By Professor Robb.

General Anatomy and Physiology, daily,	at 1 p. m.

By acting Professor d'Avray.

French, on Tuesday and Friday,	at 3 p. m.

Terminal Examination on Monday, March 25, at 12.

(4w) E. JACOB, *Principal.*

Wright's Indian Vegetable Pills.—This extraordinary medicine is founded on the principle that the human frame is subject to but one disease, viz: corrupt humors, which, when floating in the general mass of the circulation, are the cause of all kinds of Fever, and when lodged in the various parts of the body, give rise to every malady incident to man.

Let it be remembered, that the human body and *Wright's Indian Vegetable Pills* are mutually adapted to each other, and that by them all morbid and corrupt humors (the cause of disease) is entirely removed, and this in an easy and natural manner.

☞ *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.

The following letter from the Rev. HENRY WOOD of Concord, N. H., editor of the Congregational Journal, a religious paper of a high character, speaks volumes in favour of the good qualities of Wistar's Balsam:

Concord, N. H., March 2, 1846.

Mr. S. W. Fowle—Dear Sir: Two years ago the past winter, a sudden and violent attack upon my lungs by exposure to cold, confined me to my room and bed for several weeks; and when recovered I was so much oppressed by difficulty in breathing, that I was incapable of rapid walking and violent exercise, and often was unable to sleep or rest upon a bed by night. The suffering was frequently extreme, and judging from the inefficacy of remedies used, I supposed the disease incurable. Being persuaded to try a bottle of WISTAR'S BALSAM OF WILD CHERRY, without the least confidence in its efficacy, or that of any other prescription, no one can fully understand my surprise and joy, when I found the difficulty almost entirely removed before one single bottle had been used up. Having a mortal aversion to medicine and seldom using it in any form, nothing but sympathy with my fellow sufferers induces me to make this public statement, and recommend the article to others similarly afflicted.

With respect, yours truly,

HENRY WOOD.

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

MARRIED.

On Thursday evening, by the Rev. Dr. I. W. D. Gray, Rector, Frederick W. Wood, Esquire, Manager of the Bank of British North America, to Frances Botsford, youngest daughter of the late Hon. George H. Hazen.

On Saturday evening, by the Rev. Alexander Stewart, Mr. John Malone, to Miss Mary Ann Stewart.

On Thursday evening, by the same, Mr. Charles M. Leonard, to Miss Harriet S. Baldwin, both of this City.

On Thursday evening, 24th inst. by the Rev. R. Cooney, Wesleyan Minister, Mr. Andrew McGurk, to Miss Anne Fox, both of this City.

On the 31st ult., by the Rev. C. Milner, Mr. Nathaniel Belyea, to Miss Louisa Belyea, both of Westfield, King's County.

On the 17th inst. by the same, Mr. James Wilson, to Miss Jane Hetherington.

At Woodstock, on the 2d inst. by the Rev. S. D. Lee Street, Mr. Francis McDonald, of Schuylkill County, State of Pennsylvania, to Frances Caroline, youngest daughter of the late Thomas G. Cunliffe, Esq. of the former place.

DIED.

At Moncton, on the 15th inst. Eliza Jane, eldest daughter of Mr. James McCarthy, aged five years and three months.

At Fredericton, on the 20th inst. after a short illness, Jane, daughter of Mr. James Pollock of that City, aged 23 years.

On the 19th inst. at his residence in Kingsclear, of paralysis, Mr Alexander Thomson, aged 61 years.

At Douglas, on the 14th instant, Charlotte, wife of Mr. Zebedee R. Estey, aged 34 years.

On the 29th Sept. last, on board the Barque *Cossack*, of Sippican, (U. S.) Mr. John Thursley, *alias* James Johnson, of St. John, N. B.

MARINE JOURNAL.

PORT OF SAINT JOHN—Arrived,

Sunday—Brig Nancy, Power, Liverpool, via Waterford, 63 days—John McGrath, coals.

Schr. Emily, Wood, Newburyport, 7—Master, ballast.

Monday—Schr. Dolphin, Holder, New-York, via Newport and Holmes' Hole, 9—Master, assorted cargo.

Thursday—Sloop Meridian, Claridge, Eastport—with the crew of the late barque *Sultan*.

Friday—Brig Albert, Isaac, New-York, 12—N. S. Demill, ballast.

Schr. Albert, Elder, New-York, 12—G. Bent, flour, &c.

COASTWISE.

Tuesday—Schr. Digby Packet, Tansh, Digby, wood.

Friday—Schr. Spray, Balsam, St. Andrews, turnips.

ENTERED FOR LOADING.

Jan. 21—Britain, ——, Barbados.
22—Lydia, Trask, Clyde.
Retriever, Davidson, Dundee.
Medium, Crosby, Cork.
Nova-Scotian, Corning, Cork.
23—Harriott, Dyer, Liverpool.
24—Ospray, Bancroft, Barbados.

CLEARED.

Jan. 21st—Brig Velocity, Scott, Cork, deals, pickets, &c.—Chas. McLauchlan.

22d—Brigt. Gem, McCready, Barbados, boards, shingles, grindstones, and smoked herrings—Estabrooks & Ring.

23d—Barque Actress, Murphy, London, deals, pickets, &c.—Joseph Fairweather.

Whale ship Canmore, of this port, arrived at Sydney, (N. S. W.) on the 20th July last, from a cruize, with 250 barrels sperm oil.

Whale ship Athol, of this port, put into Bally, in Timor Straits, on the 20th Sept., in consequence of fever having broken out among the crew;—was ready for sea again on the 6th Oct.—Oil not stated.

Spoken—Nov. 18th, lat. 14 57 S., long. 29 42 W. the Myrtle, from St. John, for Buenos Ayres.—Dec. 20th, lat. 45 26 N., long. 33 36 W. brig Ready Rhino, 74 days from Gloucester, for Halifax.

Brigt. Lady Maxwell, of Yarmouth, reported lost at Owl's Head, arrived at Halifax on the 18th inst.

Cleared at New-York, Jan. 14th. brig Caros, Seely, Kingston, (Jam.); 16th, brig Portland, Scott, Halifax.—At Boston, 19th, schr. Venture, Pangburn, St. John.

Arrived at Mobile, Jan. 9th, ship Commodore, Pritchard, Liverpool.—At Charleston, 13th, ship Home, Muir, do.—At Baltimore, 14th, Royal Saxon, Stickney, Patagonia.—At New-York, 16th, schr. Echo, Holder, St. John.—At Newport, 18th, schr. Ori, Sharp, St. John, for New-York.—At Boston, 19th, schr. Eagle, Evans, St. John.—At Halifax, 21st, brigt. Village Belle, Michner, Fredericksburg; schr. Charles, Whipple, St. John, 43 hours.

(*By Telegraph.*)—At New Orleans, 23d, ship Eudocia, Bannerman, 33 days from the Clyde; 21st, ship Montezuma, Leavitt, Liverpool, and Essex, Norton, London.—At Mobile, 23d, Infanta, Purdy, London.—At Savannah, 23d, ship Oriental, Cresser, London.—At Boston, 24th, schr. Cuba, Kavanagh, St. John; Pandora, do.

(*By Telegraph to the News Room.*)—Arrived at New-Orleans, Jan. 23d, ship California, Lawson, Belfast, and Cambria, McCulloch, Liverpool.—Nothing shipping to England.—At Savannah, 25th, barque Susan, Marshall, from London.

Arrivals from St. John.—Dec. 27th—Mary Campbell, Guthrie, at Londonderry; Jan. 2—Chas. McLauchlan, Cann, in the Clyde; 3d—Wm. Metcalf, Clark, at Hull; Durango, Parker, and Effingham. Hughes, at Gravesend; 5th—Integrity, Stephenson, at Grimsby; 9th, —Deva, Smith, off the Start; British Queen, Errington, at Deal; 10th—British Queen, Conway, at Dublin.

Arrived at Gravesend, Jan. 3d, ship El Dorado, Thompson, Quebec.—At Liverpool, 8th, brigt. Elizabeth Hastings, Elder, Jamaica.

Sailed from Greenock, Dec. 30th. barque Cadet, Atchison, Sydney, (N. S. W.)—From Liverpool, Dec. 31st, ship Elizabeth Bentley, Robinson, New Orleans; Jan. 2d, Patriarch, Miles, Mobile; 9th, Jenny Lind, Card, Savannah; 10th, Snowdon, Skeene, New Orleans; Iowa, Davies, Savannah; 11th, Portland Abell, New Orleans. —From Newport, 8th, Commerce, Henry, Alexandria.

Cleared at Southampton, Jan. 5th, barque Prince of Wales, Brown, New Orleans.—At Newport, 8th, ship Samuel, Leighton, Norfolk, (Vir.)—At Liverpool, 8th, ship Catherine, Laverty, New-York.

Loading at Liverpool, Jan. 12th, ships Kitty Cordes, Campbell, and David, Frost, Mobile; Levant, Curry, Savannah.—At London, barque Lisbon, Brinton, and Faside, Mather, St. John.

The Jessie, Isbister, from the Clyde, bound to Boston, put back to Ardrossan, on the 2d January, for repairs, having sprung aleak at sea, and discharged part of her cargo at Sligo.

Strangford, Dec. 31.—The Cadet, Atchison, from Clyde, for Australia, struck on the North Rock, near the South Rock Light House, this morning, and remained on until the rising tide, when she floated off, and proceeded to Glasgow to be surveyed.

Nieuwe Diep, Dec. 28.—The Lady Caroline, McKenzie, from St. John, N. B. for Hull, struck on the Haaks last night, knocked her bottom out, and came on shore near the Helder—crew saved; it is expected part of the cargo and materials may be saved. The gale still continues, and the water is rising to an alarming height.

Scilly, Jan. 4th.—The Waterloo, Pridgen, from St. Andrews for Hull, arrived here to-day, leaky, and it is expected will discharge.

Wexford, Jan. 7.—The hull of the Repeater, Dorman, from Liverpool, for Halifax, which has been upon the shoals near the harbour's mouth since the 23d of October, was floated on the 1st instant, and brought in with much less injury than could have been expected.

NEW-BRUNSWICK.
City and County of Saint John.

Surrogate Court holden on the twenty fourth day of January, A. D. 1850.

In the matter of the Estate of Samuel Clawson, late of the City and County of Saint John, deceased:

Whereas Robert Clawson, Administrator, and Anna Maria Irwine, Administratrix of the Estate of the aforesaid Samuel Clawson, deceased, have applied to me, by petition, according to Law, showing therein that the personal Estate and Effects of the said deceased are unsufficient to pay the debts of the said deceased, and praying that a Licence may be granted to the petitioners to sell such part of the Real Estate of the said deceased as might seem meet and necessary to pay off his debts.

I do therefore cite the Heirs, and all persons interested in the aforesaid Estate, to appear before me, Alfred L. Street, Esquire, Surrogate Judge of Probate in and for the City and County of Saint John, at the Registrar's Office, in the said City, on Thursday the twenty-sixth day of February next, at two o'clock in the afternoon, to show cause why the prayer of the said petition should not be complied with.

ALFRED L. STREET,
[4i] *Surrogate Judge of Probate.*

TO LET,

and Possession given immediately—

THE well-known WHARF and BRIDGE, at the West end of Nelson-street, now occupied by Mr. J. W. Craig as a Lumber Yard. Enquire of

Jan. 26. WM. & JAMES LAWTON.

To LET, from 1st May next:

THE FIRST FLAT of a HOUSE, with frost proof Cellar, well of water, & Wood House, situate at the corner of Morris and Wentworth streets.

Jan. 26. SARAH A. PARTELOW.

TO LET,

A STORE, with Dwelling House attached, situated in Germain-street, one door north of Mr. John M'Lardy's Bakery.—Possession can be had immediately if required. Apply on the Premises.

Jan. 26. CATHERINE BELL.

TO LET

From the 1st day of May next:

THE HOUSE and PREMISES occupied by the Subscriber, in Union street, to whom application may be made.

Jan. 26 W. FLAHERTY.