The Courier.

SATURDAY, APRIL 20, 1850.

Arrival of the Mail Steamer of 6th April.

A Telegraphic Despatch was received at the News Room yesterday, announcing the arrival of the Steamer at Halifax, and communicating a synopsis of the news brought by her. The Steamer *Commodore* came in at half past four o'clock this morning from Windsor, bringing Messrs. James Smellie, John Anderson, and E. Hippisley, of this City, and Mr. Joseph J. Johnston, Indian Town, who came out passengers in the Mail Steamer.—We are indebted to Messrs. Smellie and Anderson for late English papers, and the Halifax Sun of yesterday morning.

The Mail Steamer *America* arrived at Halifax on Thursday at midnight, after a rough passage of nearly 12½ days from Liverpool, with 82 passengers. She met with considerable ice on the banks.—The *America* is the first of the weekly steamers this season.

The *Canada* arrived at Liverpool on the 2d April. Her news caused an advance of from ⅛d. to ⅜d. on Cotton. Sales of the fortnight, 66,000 bales, of which 44,000 were after the receipt of the news from the United States; speculators took 17,000, and exporters 5500.

Flour and Corn have advanced 1s. each—Coffee had further receded in price, but the market latterly had begun to rally.—American Provisions dull—Bacon, Hams, and Lard had each receded in price about 1s. per cwt.—Holders of Sugar show a disposition to realize at a reduction of 6d. to 1s. per cwt.—American Whale Oil £31 per tun.—The market for Iron was flat, and prices rather depressed.

Consols had fluctuated for the last week from 97⅜ to 96⅞, and closed on Friday at 96¼ for money and account.

American Stocks continued firm and in good request. The Bullion in the Bank of England amounts to £17,000,000.

Liverpool Timber Market.—Four cargoes have arrived during the month. The demand is still limited. A cargo of St. John Pine, 20 inch average, has been sold from the yard at 19½d.; by auction, 240 logs at 18d. to 18½d. per foot, by private, 62 logs at 17¾d. to 20½d., according to diameter; Birch maintains full prices,—with brisk demand—parcels from the yard have been sold at 17d. to 18d., and some by private sale at 20d. per foot. Spruce Planks on the quay, 1st March, brought £8 3s. 3d. per standard—some since sold at £7 2s. 6d. to £7 17s. 6d.

Freights continue high, and American Shipping scarce.

From the manufacturing districts there is but little to report.

The tone of the Manchester market has slightly improved, especially for yarns and fine goods.

In political circles there is nothing of much consequence. The British and Foreign news, although not of unusual importance, is never theless interesting.

Parliament has been employed almost exclusively in voting the supplies, and with other matters of an exclusively local nature. During the Easter recess, the great proportion of Ministers had left town for their estates. On this day week our coast suffered severely from a violent hurricane, in which numbers of vessels were lost on the East coast of England, and the South West coast of Ireland. The Royal Adelaide Steamship, from Dublin to London, was wrecked at the mouth of the Thames, with all hands, to the amount of 200, including passengers, perished—not a soul has been saved.

The Protectionists still continue to hold meetings in the vain hope of reimposing a tax on the people's food.

The returns of the Quarter's Revenue were made on the 5th of April to the end of the financial year. The leading results had been anticipated by the Chancellor of the Exchequer on the statement lately made in Parliament. As compared with the quarter ending 5th April, 1849, the quarter now closed shews a falling off in the Customs of from £100,000 to £200,000. With the exception of a trifling decrease in the stamps, arising probably from the transition to a lower scale of duties at the close of the present quarter, all the other items of receipts of the revenue will shew an improvement upon the corresponding quarter of last year. The Excise—the great criterion of the activity of trade and of the comfort of the lower classes, will shew an increase sufficient to counterbalance the loss upon the Customs. The increase in the property tax amounts to near £100,000.

The Shipping Gazette mentions a rumour that Mr. Labouchere is to be elevated to the peerage; the reason assigned being, that Lord John Russel does not agree in the expediency of pressing the mercantile bill this session, and takes this method of putting them aside, and at the same time rewarding an adherent.

The English coast was visited by a severe hurricane on the 30th March, causing much destruction of property and a frightful loss of life. The Steamer Royal Adelaide from Cork to London, was lost on the Tongue Sand, at 11 P. M. and every soul on board, (206 in number,) was drowned. Of the passengers, 144 adults and 26 children were from Cork, and 14 from Plymouth. There were 25 of a crew, including the captain. The wreck has since been nearly washed away.

The American Packet Ship John R. Skiddy, from Liverpool to New York, was driven ashore near Glascarrick Monastery, on the coast of Wexford,—where she lays full of water—the crew and passengers all safe. The ship Howard, from Mobile to Liverpool, was wrecked at Southport, near the entrance to the Ribble. The crew were saved by the life-boats. The coast is everywhere strewed with portions of wrecks of vessels which have fallen a prey to the fury of the elements.

The American Steamer Washington from New-York to Bremen arrived at Cowes on the 5th.

A partial revival of the Repeal Agitation in Ireland, under the auspices of John O'Connell, is said to have taken place.

From Ireland we learn that emigration is again on the increase.

The Primate has already endowed a chair of Ecclesiastical History in Trinity College, Dublin.

At a recent meeting in Dublin, to protest against the extinction of the Irish Court, some stormy speeches were delivered. Mr. H. Grattan was particularly fierce; he concluded his address by a declaration, that when he had at his back 400,000 armed men and 400 pieces of artillery, he would then look for justice from England, and might God defend the right!

A whimsical difficulty stands in the way of the abolition of the viceroyalty. The Queen in Council inducts into office, and the Lord Lieutenant, once in possession, viceroy for life, unless a succour be appointed. The official must be put out by the same prerogative which put him in, and the crown, under the act, has no power of dismissal except by naming the successor.

Advices from Hobart Town to Nov. 30th, announce the arrival there of Smith O'Brien and his associates in the Irish outbreak.

The French Government is said to have received despatches from Germany, which lead to the belief that a collision between Austria and Prussia is almost unavoidable, the language used by both powers partaking more and more of a hostile character. France continues quiet; but such is the unsettled and uncertain state of affairs, that the funds have materially declined. The Socialists are secretly organizing and obtaining strength; the Monarchists are anything but idle. M. D. Larochejquelin purposes, that in June next the people throughout France shall declare by ballot and universal suffrage whether they prefer a Republic or a Monarchy! On the 4th ult., the President of the Republic was insulted on his way to Vicennes. A Regiment in the Paris Garrison had revolted against its officers.

The news from Greece is not encouraging. A large party devoted to Russia, it is said, are seeking every opportunity to blow the coals of discord.

The Tuscan Government has flatly refused to acknowledge the claims for indemnity set up by England, alleging, that as their own subjects will not be indemnified, foreigners must not expect redress.

The news from Rome is wholly uninteresting. It is now said that the departure of the Pope is fixed for the 7th of April.

The German Parliament has assembled at Erfurt. The proceedings have been without interest.

The alarm in Spain respecting Cuba is on the increase.

The Turkish cabinet has remonstrated against the occupation of the Danubian principalities by a Russian army, but the remonstrance is considered a matter of form, a portion of the Turkish cabinet being favorable to the occupation. Relations have not been resumed between Turkey and Austria.

The India mail brings the unpleasant news that the Sikhs still carry on their warfare against the British by assassination. A party of the Affreedie tribes attacked one of the outposts and killed some of a party of sappers. Colonel Bradshaw, to avenge this massacre, has destroyed six villages and a great number of the enemy. There appears to have been a great deal of skirmishing in the passes of the hills near Peshawur, and our troops have somewhat suffered. At Umritsir, and Vizierabad there appear also to have been disturbances; a gunpowder plot has been discovered at Lahore, and two collectors have been wounded in attempts by the Sikhs to assassinate them. Sir Charles Napier was to leave Peshawur on the 17th Feb. and what with controlling the Sikhs, and punishing mutineers in the native regiments, he seems to have quite enough to keep his ardent temperament at work. We have annexed part of the Sikkein territory as a punishment for the Rajah's late folly, and his annual revenue will be cut off by more than £2000. The governor general has proceeded to Singapore.

The following scheme for raising funds to commence and complete portions of the Railway from St. John to Shediac, has been handed to us for publication. We understand it has been submitted to a leading member of the Government, and the projectors anxiously await the movement of the Legislature, prior to adopting ulterior and energetic measures. We would earnestly intreat our fellow-citizens, and every resident and proprietor along the proposed line, to give this scheme their most serious consideration, and to be prepared, either to lend a helping hand to sustain it, when it comes before them in a tangible form, or with a substitute, equally practicable and fitted to attain a like desirable result.

It cannot be questioned that a most urgent necessity exists for some mode of employment being devised to relieve our suffering population. Privation is not confined to the mere labourer, but—sad as the admission may be—it runs through the various ramifications of society: among artizans, professional men, traders and merchants—applying the largest signification to the latter term. If our Legislature is prorogued without adopting this, or an equally feasible project, for stimulating the sinking business of this section of the Province, many who stroll along our streets, and are lingering on, in hope that a demand for their labour will arise, will be forced to abandon the country, and seek employment in some more stirring and prosperous region.

We perceive that the Executive of Nova-Scotia has come forward manfully, and guaranteed one half the stock of the Halifax and Windsor Railway, for which move they deserve well of the constituency and the country. Here we do not possess the adventitious sources of wealth enjoyed by our sister City, Halifax, arising from the Imperial expenditure on public works, and on the army and navy, amounting, probably, to £150,000 sterling per annum; but we do possess, indomitable perseverance, stout hearts, and firm resolves, and if united, as we trust all classes will be, in this undertaking, "shoulder to shoulder," there can be no obstacle but what may be overcome, in securing the prompt and efficient construction of the Railway to which we now direct public attention.

It is an old adage, that "where there is a will, there is a way." Let our Legislature do their duty, in authorising the Government to subscribe for the stock, as proposed, and we assert, in undoubting confidence, that the people will not be behind hand in the performance of their duty. We hope our cotemporaries of the press will lend their influence to the movement, and aid in recommending an immediate formation of a Company;—above all, to impress upon their readers, to lay aside all sectional jealousies and differences regarding a project so practicable, and so fitted to arouse the lagging energies of the community.

We are authorised to state, that one of our most ingenious and enterprising mechanics has volunteered to build the locomotives and cars required for the line, equal in every respect to imported machines, and at no higher price, and that he will take stock for half the amount of the cost. Only let others in their various occupations and engagements do likewise, and the Great Eastern Railway will be a "great fact accomplished," within a much shorter period than the desponding in the community imagine or anticipate.

FINANCIAL SCHEME

Devised to promote the immediate construction of *portions* of the "Great Eastern Railway," projected to connect the City of St. John, on the Bay of Fundy, with the Harbour of Shediac, on the Gulph of St. Lawrence—viz. the first three sections, ending at the 28th mile from the City, and the ninth section, commencing at the Bend, and terminating at Shediac—as surveyed by J. Wilkinson, Esq., Civil Engineer.—See his Report and Estimates, laid before the Legislature, 4th March, 1850—pages 32, 33, 36, 39 and 40.

First Section.—From the first to the ninth mile, including the cost of the Terminus at St. John, and the intersection of the ridge of limestone at the fifth mile,—cost,	£53,339
Second Section.—From the 10th to the 18th mile, including the cost of bridging Henderson's and Harris' Coves and Hammond River,—cost,	43,071
Third Section.—From the 19th to the 28th mile, including the bridge at Groom's Cove,—cost,	29,982
Ninth Section.—From the Bend to Shediac—cost,	65,204
Working Stock, viz:—Locomotives, passenger cars, freight cars, &c.—estimated at	12,304
Amount required,	£200,000

It is proposed, to meet the above, to create 20,000 Shares of Stock at £10 per share—to call upon the Province to subscribe for one half, or 10,000 shares—the Executive being authorised to issue Scrip, bearing five per cent. interest, redeemable in thirty years, for this amount of stock; and for private subscriptions to be obtained for the remaining ten thousand Shares, such subscriptions to be paid in instalments, extending over one, two, and three years—thus:

500 Subscribers for	3	Shares each, or	£10	annually,	-	£15,000
300 do.	5	do.	16 13 4	do.		15,000
200 do.	10	do.	33 6 8	do.		20,000
100 do.	20	do.	67 13 4	do.		20,000
50 do.	30	do.	100 0 0	do.		15,000
30 do.	50	do.	166 13 4	do.		15,000
1180 Subscribers representing 10,000 Shares, or						£100,000
Add the Province 10,000 do.						100,000
						£200,000

The great object is to build those important portions of the Railway by our own unaided efforts and within our own resources, under, nevertheless, a confident expectation, that during the progress of the work, arrangements may be effected with capitalists abroad, to step forward and assist in completing the remaining intervening portions of the line, should such assistance be required.

By this simple plan, private shareholders would only be called upon to pay out money *pro-rata*, as the expenditure was made, and the work so far advanced in various stages as to exhibit the *value* of the investment,—and this not before the general business and circulation of the country would have received an impetus beneficial and productive to all classes of the community.

It is anticipated that all parties interested in the welfare and progressive improvement of the City and Province, who can spare from their yearly incomes—accruing from their rents, their trading, or their salaries—say ten, twenty, or even one hundred pounds, will come forward, and energetically assist in carrying out this undertaking.

Let it be borne in mind that the labour requisite is within the Province—that the timber required is growing along the proposed line—that our mechanics possess the knowledge and ingenuity necessary for manufacturing locomotives and traffic cars, and that the iron for the rails is the only item for which money need be sent out of the country,—also, that at this present moment a lull exists in every branch of business—our people are moody and restless, and a more favorable time could not be seized upon for the economical construction of a great public work of permanent utility, such as the "Great Eastern Railway," by which to relieve the pressure and dissipate the gloom spread over every interest in New-Brunswick.

RETRENCHMENT IN THE RIGHT DIRECTION.—The public generally will be glad to perceive, by the Legislative proceedings, that the Attorney General has at last moved in the matter of a reduction of the Civil List. It is much to be regretted that the consideration of the very important subject of a general revision of the Salaries and other emoluments of our Officials throughout the Province, should have been delayed till the very close of the Session, when it cannot receive that careful and cool discussion which the importance of the subject deserves, and which it would have been more likely to receive had it been taken up at an earlier period, when the time of the House was occupied for days in discussing subjects of a comparatively trivial nature, paltry grants, and local business which would be attended to by the Municipal Corporations, (if we had them) in the respective Counties. It is not altogether so much from the money that is expended on these high salaried officials that the evil arises, as from the influence of the extravagance in living that it enables them to keep up, thereby inducing private individuals also to attempt the same style, and introducing extravagant habits into the country, which it is ill able to bear under its present depressed circumstances. We cannot see why persons holding office should be entitled to such exorbitant salaries as the Surveyor General, for performing duties of a very easy description compared with the arduous labours of the trading community, who have to work hard for the precarious living that they are now making. Our Legislators in fixing the Salaries should bear in mind that the incumbents of the Offices are the servants of the people, and not their masters, and it would certainly appear absurd that the servants should enjoy so much larger incomes than any of the people themselves,—their remuneration should be in accordance with the exigencies of the times. Due consideration ought to be had, however, to those officers of the Government who really have work to perform, and are efficient for their duties, and whose salaries are already moderate enough, when we take into consideration the responsibility attaching to them. As instances we might name the Attorney General, the Provincial Secretary, and the Province Treasurer whose salaries are at present £600, which is nothing more than a fair remuneration for such efficient officers. We trust also that after the formidable display about reduction made in the lower House, the public will not have the mortification of seeing the whole matter end in smoke, by being rejected by the Legislative Council, after passing the Assembly, and thus shew that they are determined to set at defiance the "*well understood wishes of the people,*" as expressed through their representatives.

We notice by the report made to the House by the Agricultural Committee, that they recommended that the sum of £108 be granted to John H. Reid, of Fredericton, to enable him to import a Durham Bull and Cow, without any restrictions as to their use. Not only do we think this grant uncalled for, under the circumstances, but as no grant was recommended for the purpose of erecting a Bone Mill, although the subject was brought under their notice, and the sum of £100 solicited for this useful object, we think it looks invidious. The advantages that would attend a Mill of this description, in a place where bones could be easily got, are numerous, as bone dust is of great value as a manure for Agricultural purposes. But it is not surprising that the Assembly should overlook really deserving objects, when we find that sums of money have been granted to persons having no legitimate claim whatever on the public chest; amongst others certain of the stage proprietors have actually had money granted to them for running stages to Fredericton, and even the Mail contractor has come in for a share, while other parties, equally as deserving, and who have been as great losers, are overlooked. This gives it the appearance of favouritism; as it is certainly a strange principle on which to grant money for loss sustained in business, or in taking contracts, while the application regarding objects which would be a public benefit is altogether overlooked.

A letter to the Representatives of this City and County, urging upon them the necessity of doing something towards forwarding the Shediac Railway before the close of the Legislative session, was signed yesterday by about three hundred of our citizens. It will remain open for signatures to-day, and be forwarded to Head Quarters on Monday. We trust it will have the desired effect. 1418 names were appended to it to-day at 3 P. M.

INTER-COLONIAL TRADE.—The Act which has just gone into operation for a free intercourse of trade between certain Colonies therein named, will have the effect of introducing into our Province, Canadian wheat flour, beef and pork, free of duty; and we should think will have a tendency to keep the price of Flour down. Considerable quantities of these articles have arrived here by the way of the States, and more are expected, which will all come in free, even though they pass through a Foreign Country, provided they are accompanied by the necessary certificates of production. We trust, notwithstanding this alteration in the law, that our millers will not be material sufferers by its effects.

THE GULF FISHERIES.—We alluded some time ago to a project in contemplation by one of our leading mercantile establishments to embark in the deep-sea fisheries. We have now to announce that the brigantine *Sarah*, 116 tons, Johnston, Master, cleared yesterday at the Custom House on a fishing voyage in the Gulf of St. Lawrence and the coast of Labrador, fitted out by Messrs. R. Rankin & Co. of this City. As they have been at a very heavy expense in this undertaking, the stores and supplies of the vessel amounting to £350, we trust it will prove successful to the parties interested, and thereby introduce a new trade into the Province, the advantages attending which are clearly laid down in Mr. Perley's Report on the Fisheries, which was laid before the Legislature the present session.

FOR SURINAM.—The Brig *Curlew*, Moore, Master, bound for Surinam, in South America, cleared on Tuesday last with an assorted cargo, consisting of 748 cwt. dry fish, a quantity of pickled Shad, Mackarel, Cod, Haddock, Herring, Salmon, and smoked Herring, 42 barrels and 25 half barrels Beef, 50 barrels Pork, 60 firkins Butter, Tea, Salt, hhd. and box Shooks, Oars, Poles, Boards, Planks, Scantling, Palings, and Shingles, valued in all at about £636 sterling, and shipped by Messrs. Allison & Spurr, of this city. As this is a new trade from our port, and the enterprising shippers seem determined to try all the different markets where there may be an opening for the produce of the country, we sincerely trust they may be amply remunerated for their exertions, and be able to establish a trade with foreign countries which is so much wanted at present.

In a Prospectus of the Canada, New Brunswick and Nova Scotia Railway Company, dated Montreal, 9th June, 1849, and of which Company Mr. Josiah Timmis is Secretary, the Bank of British North America is named as one of the Bankers of that Company; we are authorized to state that Mr. Timmis has no authority whatever from the Bank of British North America to introduce its name into the Prospectus issued by him.

COMMON COUNCIL PROCEEDINGS.

TUESDAY, 16th April, 1850.

The Board assembled at 11, A. M.

Mr. Keans took leave of the Council in a neat Speech, in which he briefly alluded to some of the prominent measures of the last year, in which he had borne a part. He referred with gratification to a resolution, which, on his motion, the Board had just adopted,—to take up the remaining Shares of the St. John Water Company Stock, (amounting to £3300,) the crowning act of a measure, from which he anticipated important results, and which he himself had originated and successfully carried out. With a passing remark upon the 23d Section of the Amended Charter, the operation of which had produced his retirement, and thanking his colleagues for their uniform kindness to him, throughout all their intercourse, he bade them a feeling farewell.

Mr. Wetmore and Mr. Bond, after appropriate Speeches, also retired from the Board,—and twelve o'clock having arrived, the new Council took the oaths and their seats.

Mr. Vanhorne made an enquiry of the Mayor, as to the relation in which he at ptesent stood to the Board; his Worship having just taken the oath as Alderman of Guy's Ward, Mr. Vanhorne had doubts as to whether the City was not actually at this moment without a Mayor, and the Recorder, who was present, was asked for his opinion on the point—his Honor declared that there could exist no possible doubt on the subject, as the Amended Charter in express terms, provided for the contingency of the present Mayor being elected an Alderman, and for his continuing to be Mayor until the first Tuesday in May, when the Council are to exercise the right of election.

This point being settled, Mr. Needham moved, and Mr. Nowlin seconded, a resolution for the appointment of a Committee to sign the Books of the Water Company, which was carried, *nem. con.* The Mayor then appointed the Standing Committees for the ensuing year, and having named Mr. Needham as a Committee to prepare and submit a draft of Standing Orders for the government of the Board in debate, the Council adjourned.

MECHANICS' INSTITUTE.—S. F. Thomson, Esq., Barrister at Law, who has recently removed to this City from St. Stephen, read a good essay on Poetry, at the Hall of the Institute on Monday evening last. There was not a very large attendance present, owing probably to there being a scarcity of admirers of poetical genius in the community. An account of Poetry from the earliest ages down to the present time was given, as also quotations of the different styles. The advantages of Poetry as compared with Music and Painting, were also considered.

Mr. MacShane delivered a lecture ... night—the subject being "An inquiry in... opinion, and the causes which lend influ... to it." The Hall was moderately well ...ended, but owing probably to its being the ...lecturer's first appearance on any stage, ... parts of it were not heard very distin... The audience, seemed pleased, howe..., and willing to make every allowance.

On ...day evening next, the Rev. Mr. Wis..., will deliver the concluding lecture of the season. Subject: *Lavater and Gall.*

☞ The Lady's Bag, which was left in the Institute on last Monday evening, can be had on application to the Secretary of the Institute.

EVIDENCES OF CHRISTIANITY.—The eighth lecture of this course was delivered last Tuesday evening in the Wesleyan Chapel, Germain Street, by the Rev. John Irvine, on the "*Ethics of the Bible.*" The lecture gave much Satisfaction to all present.—The next Lecture will be delivered by the Rev. M. Knight, next Thursday evening at half past 7 o'clock in the Centenary Chapel.

ST. ANDREWS AND WOODSTOCK RAILWAY.—We learn by a private letter from St. Andrews, this week, that the tenders were opened on the 14th inst. for the first twenty-six miles of Railway, at St. Andrews, when it was found that they were too high—12,000 dollars a mile being the terms—and they were consequently rejected. A subsequent agreement was, however, made with some of the parties tendering for completing the first fifteen miles, which is considered the most difficult and expensive portion of the line. Further negociations are to be made relative to the remainder of the twenty-six miles, which it is expected will be done at a lower figure. We learn also that a locomotive is expected out this Summer from England.

OUR STEAM BOATS.—Mr. Whitney's Steamers *Commodore* and *Fairy Queen*, have commenced running for the season, and as far as they have gone, have performed admirably. Considerable improvements have been made on them, and their speed has been very materially increased by the introduction of additional flues, &c. We trust their owner will come in for a liberal share of patronage this summer, as he is certainly a most indefatigable and industrious member of the community, and in the present instance, particularly, seems desirous to keep up with the requirements of the times.

LAUNCHED.—On Saturday last, from the Ship Yard of Messrs. Storms and Johnston, in Portland, a fine ship of 827 tons, called the *American*. She is owned by the enterprising builders, and is a beautifully modelled vessel, and built in a superior manner, with excellent materials.

THE WEATHER.—Early on Sunday morning last, we were visited by a severe snow storm, which continued for a part of the day. On some of the roads leading into the City, the snow drifted some feet deep. Since then, however, the heat of the sun caused the snow rapidly to disappear in our streets, and now we have fine clear spring weather, but as yet no rain.

A ROBBER APPREHENDED.—For some weeks past an advertisement has been published in our columns, offering a reward of $100 for the recovery of a quantity of clothing, stolen on the 5th ult., from the dwelling-house of Mr. Aaron Hastings, in Garden-street, and the conviction of the thieves. Suspicion having rested on Lavinia Tierney, a servant girl who had been living with the family for some weeks, a short time before the robbery took place, Mr. H. kept a watch upon the passengers who have lately been leaving in the Steamboats for the United States, and on Monday morning last he met the suspected one going on board the *Fairy Queen*, with a bundle. High-Constable Stockford being called, the bundle was found to contain a part of the articles stolen, which consisted of a satin cloak, and several silk, satin, and other valuable dresses, &c., valued at from £30 to £35. One of the dresses was found fastened loosely around her, and others were contained in a pillow-case, which she had tied around her waist. She stated that a girl whose name she gave as Jane Daly, and afterwards as McAfee, and a man with his face blackened, whom she pretends not to know, were with her when the robbery was committed. It was effected about one o'clock at night, by the man removing a sash from an end window in the house, which opened into a bed-room where the clothes were hanging. He brought the articles out to her and Daly. The latter, she says, had them in possession for a week, and then gave them to her on being paid $10 as her share. Daly went to Eastport, in the *Maid of Erin*, two weeks ago, where Tierney was to meet her on the day she was arrested. She underwent an examination at the Police Office, and has been committed to take her trial at the Supreme Court in August next. While in the Watch House for a short time, before being taken to the Police Office, she made an attempt to strangle herself by twisting her apron around her neck, and had so far succeeded in the attempt as to be black in the face and senseless when she was discovered. Since her commitment, we understand she made another attempt upon her life, by endeavouring to cut her throat with a piece of glass.

PORTLAND POLICE OFFICE.—This morning, Peter Hall was brought before the Police Magistrate, Jacob Allan, Esquire, for having grossly assaulted James Woods, Policeman, on Friday afternoon last, and sentenced to pay a fine of £20, or to be kept at hard labour in the Provincial Penitentiary for ten months.

Hugh McAnulty, for endeavouring to rescue the prisoner Hall, to pay £10, or five months in the Provincial Penitentiary.

Patrick Lilley, for partially aiding McAnulty, fined £5. This fine was paid.

LEGISLATIVE SUMMARY.

On Wednesday, 10th instant, the House went into Committee on a Bill sent down from the Legislative Council, the object of which was, to exempt from the operation of the law relating to usury the innocent holders of Bills of Exchange or Promissory Notes, who had received the same as value for the amount which they purported to represent, without notice that a usurious transaction had taken place at the time the security was made. After a very animated debate, this bill was rejected—19 to 10. The House then went into Committee of the whole, in further consideration of a Bill to Incorporate the New Brunswick Society for the Encouragement of Agri ulture, Home Manufactures, and Commerce throughout the Province, which, after a short discussion, was agreed to. This Society, under the Bill, will be entitled to get £200 from the Provincial Treasury, when its members have subscribed and paid £100 towards its funds.

On Friday, the House went into Committee of the whole, in further consideration of the State of the Province. The first resolution introduced by the Hon. Attorney General, refers to the surplus Civil List Fund, and it was unanimously resolved as the opinion of the House, that this should be paid into the general Treasury of the Province. The Hon. Attorney-General likewise introduced the Government measure for the reduction of salaries borne on the Civil List. The Government propose to reduce the Salary of the Chief Justice to £700 currency, which reduction is to take effect, one half in 1851 and the other in 1852. The Puisne Judges are to be reduced to £600, the Master of the Rolls to £600, and the Surveyor-General to £600. All of which reductions are proposed to be made, one half next year, and the remaining half in 1852. It is proposed to abolish the office of Receiver-General altogether. With respect to the Clerk of the Pleas, there has been no definite proposition yet submitted to the House.

The salary for the Lieutenant Governor, payable from the Provincial funds, the Attorney-General proposes to fix at £1,500 a year.

The following Resolutions were subsequently moved—the former by Mr. Gilbert, the latter by Mr. Woodward:—

Resolved, that in the opinion of this Committee, the following scale of salaries should be adopted: Lieutenant-Governor, £1000; Chief Justice, £600; 3 Puisne Judges, £500 each; Provincial Secretary, £400; Surveyor-General, £400; Attorney General, £400; Solicitor General, £200; Auditor-General, £200; Receiver-General, abolished; Master of the Rolls, £500; Quarter Master General, abolished; Clerk of the Pleas, £250; Treasurer, £500; Governor's Private Secretary, £100. The Provincial grant to the College to be abolished.

Resolved, As the opinion of this Committee, that the public expenditure of the Province should be in accordance with the means and resources of the Province; that an extravagant appropriation of money for public officers is not only injurious, as absorbing capital and lessening the amount that might otherwise be devoted to useful purposes, but leads to extravagant modes of living, sets an example injurious to economical and prudent habits, which ought to characterise the inhabitants of a young colony with limited means and resources; and further Resolved, That the Salaries now borne on the Civil List of this Province are greater than are warranted by the means and resources, and as an example are injurious to the habits and manners of its people. That the following scale is ample and sufficient for the securing of fit and proper persons to fill the various offices with efficiency, and to the satisfaction of the country; and that it is the undoubted right of the Legislature to alter the same from time to time as the exigency of the public service may require, viz.: Lieutenant-Governor, £1500; Private Secretary, £150; Chief Justice, £700; Justices of Supreme Court, each £600; Surveyor-General, £500; Auditor-General, £350; Receiver-General (may be dispensed with); Attorney-General, £600; Solicitor-General, £300; Provincial-Secretary, £600.

On Saturday afternoon, the debate on the Bill to Incorporate the Orange Lodges in New Brunswick, was resumed, on motion of Mr. J. Earle, who spoke at some length in general reply to the lengthy speeches that have been delivered on this exciting question. The Hon. Surveyor-General followed in support of the Bill. Mr. R. D. Wilmot also spoke in explanation of his views, as formerly expressed. Mr. McLeod replied to the Grand Master (Mr. J. Earle), Mr. End deprecated any further discussion, and Mr. J. Earle closed the debate. The question was taken on Mr. Barberie's motion that the further consideration of this Bill be postponed for three months, when there appeared—*Yeas*, 21; *Nays*, 11. The Bill was consequently lost.

Hon. Mr. Rankin moved for leave to place on the Supply Book a grant of £60 for a Temperance Hall, with a school underneath, in the town of Chatham, which grant had been rejected by the casting vote of the Chairman on a previous day. After some discussion leave was refused.—Yeas, 12; nays, 14.—The same hon. member made a like motion for leave to enter a grant of £100, for the Mechanics' Institute of Newcastle, which was refused by the same majority.

The House went into Committee of the whole in further consideration of a Bill to prevent the destruction of Moose within this Province. After a good deal of discussion the Bill was agreed to as amended. By this Bill all persons are prohibited from killing Moose between the first of February and the first of May, under severe penalties.

Mr. Carman moved an address to his Excellency the Lieutenant Governor, praying that the Bond given by the Hon. Joseph Cunard and Benjamin Wolhaupter, Esquire, be cancelled, for the reasons therein set forth, which was carried—Yeas, 14; Nays, 9.

On Tuesday morning Mr. Street presented the petition of His Honor the Master of the Rolls, praying that he might be heard at the Bar of the House, before any alteration should be made in the salary attached to that office.

Mr. Street followed up the petition by a resolution, complying with the prayer of the petitioner, on which a debate ensued of some interest. The resolution passed, and the Master of the Rolls is to be heard at the bar of the House on Thursday next. The House then went into committee of the whole on a Bill regulating the manner of disposing of the different kinds of grain, by adopting weight as the standard, instead of measure, as formerly. The Bill was introduced by the Hon. Mr. Rankin, and passed the committee without much opposition.

The House then went into Committee of Supply, and passed a number of grants, without much debate, until the grant to the Adjutant General of Militia came up, when the Committee resisted every motion for every sum mentioned, and finally rose without agreeing upon anything. The Committee divided nine times, and twice, refused to negative the resolution.

On Monday, the Hon Mr. Partelow moved a resolution, which passed unanimously, that members of the House of Assembly go into mourning for the late Hon. Hugh Johnston, during the remainder of the Session.

The House then went into committee of supply, the first grant which elicited debate, was for £250 to the Magistrates of the County of Albert, placed on the Supply Book by Mr. Steves, to enable them to pay off a portion of the expences incurred in erecting a Court House, Goal, and other public buildings in that county, which was carried.

A grant of £25 to Mary Collins, widow of the late Dr. Collins, was carried after some discussion.—Dr. C., it will be remembered, died while attending Emigrants at the Quarantine Station, St. John, in 1847.

A rather lengthy debate occurred on a grant of £150 to Alfred Street, Esq., to reimburse him for money expended in preliminary operations connected with the New Brunswick Railway Company. This grant was warmly supported by the Hon. Mr. Partelow, who produced the petition of last year in Mr. Street's favor, signed by two hundred and fifty most respectable inhabitants of the City of St John, whose names the hon. member read. All the St. John members supported the grant, and it was finally carried: Yeas 21, Nays 9.—*Head Quarters.*

On Wednesday the House was in committee on a bill for granting facilities to the St. John and Shediac Railway, with the view of building portions of either end of the line. The part relative to the St. John and Hampton line was thrown out—17 to 14. The other, from the Bend to Shediac, would probably be carried.

We understand that on Thursday Mr. Partelow laid before the House, by command of His Excellency the Lieutenant Governor, an elaborate and satisfactory Report, accompanied by accounts, of the affairs of the Fredericton Savings' Bank; from the Trustee appointed to wind up its affairs. This Report, we presume, will appear upon the Journals, and we shall publish it on receipt.

The Committee of Supply was expected to finish the business before it yesterday. The Provincial Secretary, has been at his post, as usual, taking charge from day to day of the grants for the public institutions of the Province.

The Legislative session will close next week.

On Tuesday the Legislative Council rejected a second bill passed by the Assembly to amend the Acts for Incorporating the City of Fredericton. The following was the division on the motion for postponement: *Yeas*—Hon. Messrs. Black, Chandler, Saunders, Shore, Minchin, Harrison, and Hatch—7; *Nays*—Hon. Messrs. Kinnear, Botsford, Hill, and Davidson—4. The citizens of Fredericton are consequently thrown back on the old Act, with the amendment, requiring voters to have paid their taxes *four months* previous to the day of election.

On Thursday, His Excellency the Lieutenant Governor gave his assent to the following Bills, which had been passed during the present session:—

An Act to establish Polling places in the County of Gloucester:

An Act to continue an Act, intituled "An Act for the punishment of persons who shall be guilty of the trespasses therein mentioned in the City of Saint John:"

An Act to continue an Act, intituled "An Act to authorize the extension of the Gaol Limits in the City and County of Saint John:"

An Act to continue an Act, intituled "An Act to regulate Dockage, Wharfage and Cranage in the City of Saint John and in the Parish of Portland:"

An Act to make perpetual the Act imposing a Duty on Rum and other Liquors distilled within the Province:

An Act to make perpetual an Act to protect the Grounds and Enclosures around the Province Buildings in Fredericton:

An Act to make perpetual an Act to regulate Pawn Brokers within this Province.

An Act to continue the several Acts for the repair of the Streets and Highways in part of the Parish of Woodstock, in the County of Carleton:

An Act to authorize the Corporation of the City of Saint John to become Shareholders in the additional Stock of the Saint John Water Company:

An Act to authorize the Rector, Church Wardens and Vestry of Saint Mary's Church, in the Parish of Richibucto, to sell certain Lands granted to the said Corporation, and vest the proceeds in other Lands:

An Act to incorporate the Newcastle and Douglastown Mechanics' Institution:

An Act to continue the several Acts relating to the Maduxnikik Boom Company:

An Act for the better extinguishing of Fires which may happen in the City of Saint John:

An Act to alter and amend the Practice and Proceedings in the City Court of Saint John:

An Act to incorporate the King's County Union Agricultural Society:

An Act in addition to an Act to repeal the several Acts of Assembly relating to Bankruptcy in this Province:

An Act to establish the Road leading from the Great Road near Crooked Creek Bridge, in Hopewell, through the Parish of Harvey, to the Parish of Upham, in King's County, thence by the Hammond River, to the Great Road leading from Saint John to Saint Martins, as one of the Great Roads of communication:

An Act to provide for more effectually repairing the Streets and Bridges in a part of the Parish of Richibucto:

An Act to authorize the Justices of the Peace for the County of Northumberland to levy an assessment to pay off a part of the County Debts:

An Act to authorize Her Majesty's Justices of the Peace for the County of York to levy an assessment to pay off the County Debt and Contingent Expenses of the County:

An Act to amend an Act to increase the Capital Stock of the Saint John Water Company, and to provide a more efficient supply of Water in the City of Saint John:

An Act to authorize the Justices of the Peace of the County of Charlotte to levy an assessment to pay the County Debt and Contingent Expenses of the said County:

An Act to consolidate the Laws relating to Buoys and Beacons:

An Act for the purpose of winding up the affairs of the Portland and Lancaster Steam Ferry Company:

An Act relating to the appointment of Commissioners of Sewers in the Counties of Westmorland and Albert:

An Act to continue an Act to provide for Reporting and Publishing the Decisions of the Supreme Court:

An Act to continue and amend an Act for the relief of old Soldiers of the Revolutionary War, and their Widows:

An Act to continue an Act to regulate the Survey and Exportation of Lumber:

An Act for the better prevention of Trespasses on Crown Lands and private property:

An Act to continue an Act to prevent injuries to Lands in the vicinity of the River Saint John, by persons conveying Timber, Logs or Lumber down the same:

An Act to continue the several Acts now in force relating to Tavern Keepers and Retailers:

An Act to amend the Act providing for the collection and protection of the Revenue of this Province: and

An Act relating to Highways.

CANADA.—The Hon. W. H. Merritt, President of the Executive Council, has accepted the office of Chief Commissioner of Public Works.

The Banks of Montreal and British North America, have ceased to redeem the Government Debentures, payable in Montreal.

REFORM IN CANADA.—A Reform meeting was lately held in Brookline, Whitby, Canada, at which five hundred persons were present. Seventeen resolutions were passed in favor of the reduction of all salaries, hours of public business in offices, codification of the laws, abolition of the Courts of Common Pleas, Chancery and Division, simplification of law forms, the right of every man to conduct his own case, universal suffrage, vote by ballot, triennial Parliaments, equality of representation, application of the elective franchise to public functionaries of every grade, abolition of the clergy reserves and rectories, free trade, direct taxation, election of jurors, repeal of the usury laws, the medical law, the license law, the law of primogeniture, and the law of copy right.

A letter from Selkirk's Colony, dated Feb. 13, states that the ship that went in search of Capt. Franklin is wintering in McKenzies River, and that it is thought that the Captain is still alive.

A letter from a person attached to the expedition under Sir John Richardson, dated at Fort Confidence, April 30th, gives a very favourable account of the weather during the winter, and the search for Capt. Franklin would therefore be prosecuted under favourable circumstances.

The California Steamers.—The Georgia and Cherokee steamers left New-York for Chagres on Saturday. The Georgia had over 500 passengers, and the Cherokee more than 300. The Empire City, with nearly 500 passengers, and the Philadelphia, with a large number of passengers, are to leave on Monday afternoon. Thus we have an emigration of some fifteen hundred or more persons, chiefly for California, in one week, from New-York alone.—[Ev. Traveller.

MESSRS. EDITORS.—The communication of *A small Trader* having made its appearance, I must pronounce judgment against it as being incorrect, as well as other ridiculous statements respecting the amount of fees received by the "Health Officer" for this port. *A small Trader* states, that all sailing vessels from ports in the neighbouring States, including Eastport, and all Steamers likewise, have been charged fees for inspection. This I deny,—as Messrs. Parks and Whitney can rectify him on that score. The Steamers were inspected on all occasions by the Health Officer, at Partridge Island, without any charge being exacted, nor on any other vessels from the United States, excepting those having previously come from Boston, or the Southward of Boston, or having communicated with infected ports. As much was to be dreaded last year from Cholera, the quarantine regulations were more rigid on vessels than during former years, and such was the case at all other ports; and as far as I can learn the health fees are less burthensome here than at other ports. But admitting the scale of fees on small vessels from Boston to be more burthensome than on those over one hundred tons, *A small Trader*, if he felt himself aggrieved at an earlier day, should have made application in the proper quarter, without any personal attack on the Health Officer. G. J. H.

Partridge Island, 16th April.

MR. EATON'S *eleventh* lecture on the Evidences of Christianity will be delivered in the Christian Chapel, Charlotte-street, to-morrow (Lord's day) afternoon, the Lord willing. Subject—*The connexion between Revelation and Science.*

AGRICULTURAL SOCIETY.

The usual monthly meeting of this Society will take place at Mr. PERLEY'S Office on Thursday next, the 25th instant, at noon.

We are authorised to say, that Messrs. Garrett & Skillen expect daily to arrive, the most splendid and extensive assortment of French and German Cloths ever offered in the British Provinces. Black, addled, redish or bright Blues, new and fashionable colours, &c., &c.

MARRIED.

At St. Peter's Church, Portland, on the 24th instant, by the Very Rev. James Dunphy, V. G., Mr. Gilbert Tunny, of Ballyshannon, Ireland, to Anne Jane Campbell, of Portland.

DIED.

On Sunday evening the 14th April, at his residence in Sewell-street, JAMES PETERS, Esquire, aged 73 years.

At the Nashwaak, on the 6th inst. Mr. Donald McDonald, aged 105 years. He was the last survivor of those who settled at the Nashwaak belonging to Her Majesty's 42d Regiment.

At Charleston, South Carolina, on the 10th instant, Newton Ward Wallop, Esquire, formerly of this City aged 38 years.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Monday—Brig Zenobia, Carey, Liverpool, 40 days—Geo Thomas, salt and coals.
Schr. William, Haines, Halifax, 3—Master, ballast.
Tuesday—Brig Charles McLauchlan, Cann, Boston, 3—Chas. McLauchlan, ballast.
Schr. Brunswick Lion, Craft, Lubec—Master, flour, &c.
Wednesday—Steamer Maid of Erin, Belyea, Eastport—Thos. Parks, passengers and merchandise.
Thursday—Steamer Fairy Queen, Drinkwater, Portland, 1—James Whitney, passengers, &c.
Schr. Chronometer, Pierson, Thomaston, (Me.) 2—Geo. Eaton, ballast.
Hero, Eaton, Searsport, 6—Master, ballast.
Somerville, Dodge, Boston, 3—E. D. Jewett, ballast.
This Morning—Brig Zelica, Larkin, New York, 5—Geo. Thomas, flour and wheat.

COASTWISE.

Saturday—Schr. Adventure, Trafton, Wilmot, wood.
Copy, Turnbull, Digby, eggs.
Swallow, Winchester, Grand Manan, fish.
Jim, Minness, Aylesford, potatoes and turnips.
Sunday—Schr. Sisters, Parker, Cornwallis, potatoes.
Beaver, Holmes, Cornwallis, beans, fish, and potatoes.
Catharine, Dorman, Cornwallis, potatoes and wood.
Susan, Lord, Cornwallis, potatoes.
Vanguard, Allan, Parrsboro, birch timber.
Post-Boy, Smith, Yarmouth, cod oil.
Monday—Schr. Exile, Hatfield, Parrsboro, timber.
Union, Benedict, Cornwallis, butter and potatoes.
Steamer Herald, Donehey, Petticodiac, oysters.
Tuesday—Schr. Cherub, Seely, Welchpool, ballast.
Fidelia, Morris, Harvey, plaster.
Wednesday—Schr. Scotia, Marr, Quaco, deals.
Steamer Commodore, Browne, Annapolis and Digby, passengers, &c.
Thursday—Schr. Reindeer, Delong, Quaco, ballast.
Pearl, Easterbrooks, Sackville, butter and hams.
Friday—Spitfire, Harris, Wilmot, potatoes & turnips.
Gazelle, Cole, Sackville, cattle.
Margaret, Steves, Hillsboro, butter and cordwood.
Pandora, McDonald, Joggins, coals.
Steamer Herald, Donehey, Sackville, passengers.
This Morning—Steamer Commodore, Browne, Windsor, passengers.

ENTERED FOR LOADING.

April 15—Princess, Crosby, Penarth Roads.
Damascus, Hayes, Cardenas.
17—Gleaner, Fuller, New-York.
Clarence, Armstrong, Swansea.
18—Clare, Allen, Kingstown, (Ire.)
Palestine, Lennerton, Bristol.
Ori, Smith, New York.

CLEARED.

April 13th—Schr. Albert, Elder, New-York, scantling and plaster—G. Bent.
15th—Ship Britannia, Simpson, Hull, timber and deals—S. Wiggins & Son; Schr. Herald, Wright, Newburyport, scantling, clapboards, &c.—E. D. Jewett.
16th—Brigt. Curlew, Moore, Surinam, provisions, lumber, &c.—Allison & Spurr; Schr. Cuba, Kavanagh, Boston, boards, clapboards, shingles, &c.—E. D. Jewett.
17th—Schr. Ellen & Nancy, Lake, Boston, scantling and pig iron—John Mahoney.
18th—Barque Independent, Atkins, Gloucester, timber and deals—S. Wiggins & Son.
19th—Brigt. Sarah, Johnston, Fishing Voyage, stores, &c.—R. Rankin & Co.; Schooner Columbine, Crosby, Hallowell, chalk—Geo. Eaton.

Revenue Schooner Daring, Capt. Darby, returned to Halifax on Sunday last from a cruise to the Eastward—could not communicate with Sable Island in consequence of the ice.

Disaster.—The British schr. Crown, Rolf, master, from Shivirec, Nova Scotia, with plaster, was totally lost at West Quoddy, in the storm on Saturday night; all hands perished. One body has been found, and the papers of the vessel, by which the name was discovered.—*Eastport Sentinel.*

Arrived at Mobile, April 10th, ship Kitty Cordes, from Liverpool, via Milford, and was to sail on the 14th for Quebec.—At Savannah, 16th, barque Oromocto, Crisp, Hull, and proceeded to St. John.—At Alexandria, 13th, brigt. P. I. Nevius, Boddie, St. John.—At New-York, 11th, brigt. Jane Allison, Murray, St. John, with loss of deck load and sails split in a N. E. gale in the Bay of Fundy; 13th, schr. Gazelle, Coombs, St. John; 15th, brig Pilgrim, from Oporto.—At New Haven, 13th, schr. Alabama, Wall, St. John.—At Boston, 10th, schr. Olive Branch, Fought, St. John; 11th, brigt. Boundary, Haskell, do.; 12th, schr. Pandora, Whelpley, do; 15th, barque Jessie, Isbister, Ardrossan.

At Halifax, April 16th, schr. Emily, Wood, New York; 18th, barque Rosetta, 36 days from Liverpool, bound to St. Andrews.

Sailed from Cienfuegos, March 25th, schr. Mariner, Hoyt, St. John.—From Mobile, April 10th, ship David, Frost, and David Cannon, Gillies, Quebec.

Cleared at New Orleans, 1st April, ... kin, Liverpool; 3d, Arab, Lewis, ... binson, Rotterdam.—At Mobile, 7th, ... son, Quebec.—At Baltimore, 7th, ship ... nama.—At Philadelphia, 13th, schr. ... Halifax.—At New-York, 10th, brig ... Burns, St. John; 12th, Creamore, Kemp, ...
At Trinidad, brig Fashion, Bingay, for ... sail 14th March.—At Cienfuegos, March 25th, ... Cassidy, from Demerara, for St. John, and ... Seely, for do.

Arrivals from St. John.—March 23d— ... Beaumaris; 24th, Nancy, at Queenstown; ... at Bristol; April 2d—Nancy, at Galway.
Sailed for St. John.—March 22d—Pearl, ... lin; 23d—Faside, from Deal; 24th—Actress ... —Venerable, from Hull; 26th—Gratitude, from ... Alice Bentley, from Liverpool; 29th—John ... Clyde; April 1st—Harriott, do. via Oporto; ... and Amazon, from Hull.

The Alice Bentley put into Scattery Roads, much strained and making water.

The Sarah Ann, from Liverpool for St. ... into Dundrum, leaky.

The John Ker, for St. John, put into Ro... 2d. At Scattery Roads, 3d, brig John W... Boston.

The Schoodiac, for New York, put back to ... on the 5th, leaky.

Arrived at Liverpool, April 5th, Coronation, ... Caroline, from Mobile.

Sailed from Liverpool, April 2d, ship Earl... mont, for Bombay; 1st, Woodstock, for Que...

Loading at Liverpool, April 5th—Harriot, DeWolf, and Kirkwood, for St. John; Dev... ten Island and ditto.

Longhope, March 26.—Part of the cargo ... porter, from Leith to Saint John, N. B., stra... back of Cantag Head, has been saved in ... state. The vessel has become a total wreck.

Wick, March 22.—The Sun, Gregory, from ... land to St. John, arrived off Elzie on the 1... with cargo shifted, having for nine days pre... countered heavy gales from N. and N.W.

MAIL CONTRACT.

THE Deputy Post Master General is d... of effecting some better arrangement ... conveyance of Her Majesty's MAILS, du... Summer season, between SAINT JOHN an... DERICTON, by the *River route*, if the sa... be done at a reasonable expense.

Tenders are invited, therefore, specify... rate, per season, at which the above Mails ... conveyed six times weekly each way.

The Deputy Post Master General ... pared to make his arrangements to su... as possible, the arrangements of the Cont... for the Steam Boat; but it is to be unde... that the service must be performed uniform... the appointed hours every morning,—or evening,—or every morning and evening, ... arrangement may be; and should the Co... Boat be unable to run, from any accident, or any other cause, the Contractor will be exp... to forward the Mails by the Land route.

Any further information which may be de... can be obtained on application, either perso... or by letter, to the Deputy Post Master Ge...

—ALSO—

Tenders are invited for the conveyance of ... Majesty's MAILS, once per week each ... during the Summer season, between SAINT J... and FREDERICTON, via the Nerepis Road, ... such days of the week and at such hours, a... Deputy Post Master General may from tim... time direct.

Tenders for the above services will be rece... at this Office until SATURDAY the 27th inst. at noon, after which time none can be notic... If both services are tendered for by the sa... party, the amounts must be stated separately.

N. B.—It is to be distinctly understood, t... persons tendering for the above services will h... no claim whatever upon the Legislature, for a... the smallest remuneration, over and above ... amount named in the Tender.

J. HOWE, *D. P. M. G.*

GENERAL POST OFFICE, Saint John, 16th April, 1850.

ARMY CONTRACTS.

SEALED TENDERS, the rates to be expre... ed in Sterling, will be received by the Ass... ant Commissary General, at St. John, N... Brunswick, until THURSDAY the 25th insta... at 12 o'clock, noon, for the following Comm... sariat Supplies, viz:—

FLOUR.

400 Barrels of United States scratched sup... fine or Canada fine Wheat FLOUR,—to be de... livered at the Queen's Magazine, St. John, N... as follows:—200 barrels on or before the 31... May next, and the remaining 200 barrels on or before the 31st August following. Each barrel ... contain 196lbs. nett, to be free from grit, or a... bad taste, fresh and sweet, and warranted to ke... good for *nine* months from the day of delivery.

COALS.

450 Chaldrons, viz:—395 chaldrons at Sai... John, 40 at Saint Andrews, and 15 at Partridge Island; the 15 chaldrons at Partridge Isla... delivered previously to the 31st May; the 40 Saint Andrews, and 195 at Saint John, before th... 31st August next,—and the remaining 200 cha... drons at St. John, by the 31st October following.—The Coals to be of the best quality of Newcastle, Liverpool, or Sydney screened, and to be deliver... ed and piled in the Queen's Fuel Yards at S... John, Partridge Island, and St. Andrews.

All further particulars, &c. concerning the terms and conditions of the Contracts, and the penalties annexed to each, will be furnished on application at the Commissariat Office, as also Blank Forms of Tender—as manuscript will not be received.

Payment will be made in Bills of Exchange upon Her Majesty's Treasury, at par.

Commissariat Office, St. John, N. B. April 16th, 1850.

THE SEVENTH ASSEMBLY will take place on MONDAY NEXT, 22d April.

April 20. FRED. C. K. FRITH, Sec'y. and Treasurer

ASSESSMENT for 1850.

ALL PERSONS liable to be assessed for RATES and TAXES, within the City of Saint John, are hereby notified that the Assessments are now about being made up.

It is required that persons who are desirous of furnishing the Assessors with Statements of their REAL and PERSONAL ESTATES and INCOMES, according to Law, will do so without delay,—in order that correct information may be received, and complaints prevented after the Assessments are completed.

DANIEL ANSLEY,
JOHN SEARS,
JOHN SANDALL,
WILLIAM COLWELL,
Assessors of Rates and Taxes

April 20.

SAINT JOHN SAVINGS' BANK.

NOTICE is hereby given that the Annual MEETING of the Members of this Institution will be held at the Office of the Savings' Bank, in the Commercial Bank Building, on TUESDAY the 30th instant, at three o'clock in the afternoon, in conformity with the Rules of the Institution at which meeting Trustees will be chosen for the ensuing year. D. JORDAN, *Clerk.*

St. John, 20th April, 1850.

In Bankruptcy.

In the matter of JOHN BRYDEN, of the City of Saint John, Grocer—a Bankrupt:—

NOTICE is hereby given, that upon the application of the Provisional Assignee of the Estate and Effects of the said Bankrupt, this day made to me, I appoint a General Meeting of the Creditors of the said Bankrupt, to be holden at the Office of the said Assignee, in the Commercial Bank Building, in the said City on Monday the sixth day of May next, at eleven of the clock in the forenoon, for the purpose of allowing or contesting any claims presented against the Estate of the said Bankrupt, and also of taking into consideration the propriety of selling the interest of the Creditors in all or some of the outstanding debts due to the said Estate; and further, to decide what course shall be pursued with respect to certain claims of the Estate against Insurers for loss by fire; and further, to transact such other business relating to the said Estate as may be deemed necessary. Dated this twentieth day of April, A. D. 1850.

ROBERT F. HAZEN,
Commissioner of the Estates and Effects of Bankrupts, for the City and County of Saint John.

"*By 7 Vic. chap. 31, sec. 6.—All claims made against the Estate of any Bankrupt, with an affidavit or affidavits verifying the same, must be lodged with the Assignee of the Bankrupt's Estate at least* FORTY-EIGHT HOURS *before the time appointed for holding the Public Meeting which the same are to be adjudicated upon.*"

COFFEE. COFFEE.

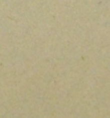
JUST Received, at No 10, KING-STREET, 25 Bags Old Government Java COFFEE.

—In Store—

50 Firkins Cumberland BUTTER.

April 20, 1850. FLEWWELLING & READING.

TO LET.



THE Subscribers' House situated on Brussels Street, would accommodate three small families — the lower flat has a snug Shop. Rent low to good tenants. Immediate possession can be had of the lower flat if required. Apply on the spot to Thomas O'Donnell, or to

Feb. 23. G. & J. SALTER.