The Courier.

SATURDAY, FEBRUARY 16, 1850.

OUR IMPORT TARIFF DUTIES FOR 1849.—The total amount of Import Duties, including the one per cent. for the Loan fund, received during last year throughout the whole Province, amounted to £67,928 18s. 3½d.; while in 1848 it was only £53,216 4s. 4d. The amount collected at this port in 1849, was £51,325—leaving only about £16,603, collected at all the other ports in the Province. The value of goods imported into the Province, on which the one per cent. Loan fund duty was paid, was, in 1849, £530,884, and in 1848, £477,822. The value of goods imported in 1849, paying 30 per cent. *ad valorem*, was £64; paying 20 per cent. £13,881; paying 15 per cent. £924; 10 per cent. £13,584; four per cent. £745; 7½ per cent. £197,378—under this rate of duty, Haberdashery is charged; and one per cent. £111,055.—These comprise all the values of goods charged *ad valorem*. The one per cent. for the Loan fund, however, is in addition to these rates.

The number of gallons of Spirits on which duty was paid during last year, throughout the whole Province, was 118,287, and on Wine, 12,892; on Malt Liquors it was 10,779 gallons. For the sake of comparison, we shew the quantities of the same articles on which duties were paid during the previous year, as follows, viz:—Spirits, 150,302 gallons; Wine, 25,916 gallons, and Malt Liquor, 8754 gallons. It will be seen from this that there is a great falling off in the quantity of Spirits in 1849, as compared with 1848, but as the quantity of Brandy is much about the same in both years, the decrease is on other Spirits, (Rum, we presume,) which has fallen off about 32,000 gallons. This may be attributed to any one or all of three causes, viz:—the effects of Temperance Societies,—diminished population,—or increased smuggling. Wine has fallen off one half in 1849, as compared with the previous year, and as it is an article not generally smuggled, this decrease in the consumption may be taken as correct. On Malt Liquors there is not much difference. In 1849, duty was paid on 415,043 gallons Molasses, which gives an increase of about 79,000 gallons; but on Sugar there is a decrease in 1849 of about 3000 cwts.—the quantity on which duty was paid being 20,668 cwts. Last year duty was paid on 447,117 lbs. Tea, which gives an increase over the preceding year of 70,365 lbs.: this looks well for the *Tea-totallers*. Coffee, 100,845 lbs., which, compared with 1848, shews a falling off to the extent of about 23,000 lbs. Tobacco has considerably increased in 1849, the quantity being 345,540 lbs.; in 1848, duty was paid on 260,673 lbs. Salted Meats paid last year on 8631 cwts., and the previous year on 4682 cwts. Soap paid last year on 113,377 lbs.; Lard, 16,193 lbs.; Butter, 26,666 lbs.—being an increase of over 4000 lbs.; Cheese, 14,298 lbs.—this article has also increased about 2300 lbs.; Candles, 32,910 lbs., which shews an increase of nearly double that of the previous year; Leather, 17,753 lbs., which is less than one half of the previous year; Apples, 3980 barrels in 1849, and in 1848, 12,779 barrels; Flour, 62,961 barrels, which is an increase over 1848 of 8155 barrels.

The proceeds of seizures made at this port during last year, amounted to £2275 5s. 1d.; of this sum, one half goes to the Province, and the other half to the Seizing Officers. Formerly the Lieutenant Governor received one-third of the proceeds of seizures, but under the present law His Excellency does not receive any share. The proceeds of seizures made at all the other ports in the Province amount only to about £112.

The amount of Import Duties collected at the other ports in the Province respectively, is as follows:—Miramichi, £5927; Dalhousie, £2904; Bathurst, £932; Richibucto, £1535; Shediac, £63; Dorchester, £273; Woodstock, £170; St. Andrews, £1919; St. Stephens, £1285; St. Georges, £203; Fredericton, £811; Shippegan, £518; West Isles, £35; and Hopewell, £16.

As compared with 1848, there is an increase at all the ports, except St. Andrews and St. Stephen, which have fallen off a little.

Ship-Building and the New Navigation Laws.—We perceive that in England the fears formerly entertained by the Shipbuilding countries, brought into destruction of their trade, when [illegible] are not likely to be realized,—shipbuilding being as prosperous at the present time as it has been for many years; and, judging from the number of vessels at present on the stocks in every port (many of them of a superior description) it does not appear as if those engaged in that line of business were about to be ruined yet, notwithstanding the predictions which have frequently been made to that effect. The following curious circumstance, we notice, occurred recently at the River Tyne, and which may help to shew some of the effects that may be expected from the operation of the new law:—A few weeks ago there were in that River two vessels, about equal in everything except size. One of these was built at Newcastle the other at Rostock; both were new and good. The burthen of the English vessel was about twelve keels, that of the foreigner about fourteen or fifteen. The English vessel has been purchased by a foreigner for £1700, and is about to be sent to her new country to be navigated under the Danish flag. The other has been sent by her foreign owner to be coppered in the Tyne, and will cost him altogether £4000. This does not look like ruin to the British manufacturer.

At the port of Sunderland, there are at present ninety-three ships in course of building, (many of them of a large tonnage, the average being much larger than usual, and of a better description,) some of which are for foreigners. So that, instead of the English shipowner going to a foreign market for his ships, the foreigner is coming as a purchaser to the Wear and the Tyne.

An instance is also mentioned, of a vessel having been sold there very recently to a Danish firm, although she is still registered in Great Britain.

The number of new ships on the stocks at Sunderland on the 31st Dec. 1847, was 75; same date, 1848, 87; same date, 1849, 90; and the general opinion of the trade at that port is, that 1850 will be to them as prosperous a year, if not more so, than any they ever yet had.

If shipbuilding continues so prosperous in the old country, the probability is, that with the advantages for carrying on this trade in our Province, and the experience for fine models which our shipbuilders have already gained, this place will also come in for a share of the prosperity.—And, as to the economical sailing of their vessels, shipowners must adopt the advice of a late champion of the old Navigation Laws, which he now gives to suit the altered circumstances of the case. He advises them to have their vessels commanded by men who are not merely seamen and navigators, but also men of business, and above all, by men of sobriety, steadiness, and exemplary moral conduct, and who, by examples and precept, will instil good moral principles into those under them, both at sea, and, if possible, on shore. Should these be attended to, we hope to hear little of the many difficulties that were at first anticipated by some of our mercantile friends in their competition in freight and shipbuilding with foreign countries.

It is stated in the London *Daily News*, that a respectable merchant who had visited the Ship-building ports on the Baltic for the purpose of entering into a contract for the building of a Ship, had found that he could not get a good Ship built, at any of them, so cheap by £2 sterling per ton, as he could in England—and on his return had contracted for building the Ship he required at Sunderland.

LEGISLATIVE PROCEEDINGS.—We are without a letter from our correspondent at Fredericton, for which we cannot account. We learn, however, that the Address in answer to the Governor's Speech, as prepared by the Executive, was carried without any alteration in the Legislative Council, and with one trifling alteration (it can scarcely be called an amendment) in the House of Assembly. The Addresses were presented to the Lieutenant Governor on Thursday last, and the business of the Session may now be said to have fairly commenced.

During the debate on the Address in the House, the Hon. Attorney-General said, that because the Government did not think proper to go into details, in declaring their views on the Address, it must not be taken for granted, that they had no measures to introduce. It was intended after Professor Johnston's Report was presented, to [illegible] a plan for carrying out its views, by es[illegible]ng an Agricultural School; and also ano[illegible], to ascertain the depth of our coal-beds, [illegible]er richer veins of coal exist than those [illegible] or not. The Government also in[illegible]ose an Address to Her Majesty [illegible]f throwing open the coasting[illegible]h-American Colonies,—and [illegible]e of our trade with other [illegible]terms. Government was also prepared to submit a postal scheme during the Session.

As to consolidating the laws, the Attorney-General said he had prepared a Bill consolidating all the laws relating to Parish Officers, which he would shortly submit to the House. The Government also intended to bring forward a measure for obtaining additional powers in auditing public accounts. The present system was very imperfect, and it was requisite that the Auditor-General should have the power to examine minutely the Accounts of the expenditures of public monies—to tear them to pieces, and sift them to the very bottom.

In conclusion, the Attorney-General said, that whenever Hon. Members found anything strongly recommended in the Speech, they would consider it implied that the Government had something to propose upon the subject, and would submit their measures when the proper time arrived.

This announcement of the intentions of the Executive is most satisfactory, and will be highly gratifying to the public generally. The very important measures alluded to in the Speech, meet with full approbation; and the present Executive seems fully determined to carry them out in that manly and straighforward manner which will not fail to secure for them the hearty and cordial support of the people of New-Brunswick.

The following is the amendment to the Address of the Legislative Council, in reply to His Excellency's Speech:

"We deeply regret that we cannot concur in the opinion expressed by Your Excellency, that the change in the Navigation Laws of Great Britain will prove beneficial to the interests of this Province. We are fully convinced that our Commerce in general, and our Shipbuilding in particular, must be seriously and prejudicially affected by that change while we are exposed to Foreign competition without reciprocal advantages in any degree commensurate with the sacrifice which this Province is compelled to make to Foreigners."

On the question for its adoption, the *contents* were—Hon. the President; Hon. Messrs. Robertson, Hatch and Simonds. *Non-contents*—Hon. Messrs. Shore, Saunders, Botsford, Chandler, Solicitor General, Minchin, Hazen, Hill, and Harrison.

The paragraph in the Address to which the above was intended as an amendment is as follows:—

"We are gratified by the expression of Your Excellency's confidence, that the recent changes in the Navigation Laws of the Mother Country will not prove injurious to the Commercial interests of this Province, but on the contrary, that the reciprocal removal of restrictions on the Cargoes of British Ships in Foreign Ports will create an increased demand for this one of our staple exports, which, combined with the advantages we possess for ship building, may enable us to compete with any Nation."

The following is the paragraph in the Address of the Assembly, to which an amendment was moved and carried:

"Having ourselves participated in the fears alluded to by Your Excellency as to the effect of the recent important change in the Navigation Laws of the Mother Country on the Trade of this Province, we hope, with Your Excellency, that those fears may prove groundless; but although we are ready to compete with any country in the building of Ships, and although we admit that the removal of restrictions on the cargoes of British Ships in Foreign Ports, may create an increased demand for our vessels, yet we should find a much greater stimulus to this important branch of our Provincial industry, if the liberality of the Imperial Government, in the admission of Foreign built vessels to British Registry, were reciprocated by those Foreign Countries to whom such advantages have been conceded."

The amendment is as follows:

"The important alterations which the Navigation Laws of the Mother Country have recently undergone, have excited very general apprehensions as to their effect on the trade of New-Brunswick. We must admit that we greatly participate in these apprehensions, and should rejoice if our experience of the past and our knowledge of the true interests of this Colony, would permit us to sympathise in the hope expressed by Your Excellency, that those fears will prove groundless. It may be expected that increased trade may be the result of the removal of restrictions on the cargoes of British Ships in Foreign Ports, but we would strenuously urge that the Imperial Government, in justice to the Colonies, should insist that the admission of Foreign vessels to the advantages of British registry should in all cases be contingent on the fullest and most unequivocal reciprocity."

REGISTRATION OF VOTERS.—A Petition is about to be presented to the Legislature from this City, praying that an act may be passed immediately, for the Registering of voters at elections for members of the House of Assembly. We trust that no delay will take place on the part of our Representatives in passing such an act as is very much wanted, and is really a useful measure. There will be a general election this year, when we hope to see it in operation, as it will [illegible] those disputes as to the qualifications of many of which hitherto have been so common, and will [illegible] the effect of securing fair play to all parties. Such a system has long been in operation in Great Britain, and has been found to work admirably—no votes being received at the pole, unless from qualified persons previously recorded, neither are parties allowed to qualify unless their taxes are all paid up. Our present system of voting is much in want of amendment.

ST. JOHN SUSPENSION BRIDGE COMPANY.—The proprietor of this undertaking is about petitioning the Legislature for assistance, either by taking Stock or by a grant for the purpose of enabling him to carry out his plans—only one-half of the Stock having been subscribed for by private enterprize. Although we are against this miscellaneous system of dividing out the public money (which is all raised by taxes on our commerce) to petitioning parties, yet if it is to be so divided, this project has a claim on the attention of our Legislators, as it will complete one of the great roads leading out of this city, and there is little doubt that it will pay a fair interest on the capital invested.

THE ST. ANDREWS RAILWAY.—We observe that our contemporaries at St. Andrews, complain that their Railway was not noticed in the Governor's Speech. If we are correctly informed, the omission arose from the simple fact, that the Directors of that Company choose to keep their proceedings to themselves. We are not aware whether the act of Incorporation provides for a publication of the Company's accounts; but certain it is, that no such publication has yet taken place, and we believe, that the Government has no more information on the subject than the public generally.

A general statement of the Company's affairs up to the present time would probably tend to dissipate the rumors which are afloat as to the present proceedings of the Company.

CALIFORNIA.—We have much pleasure in drawing the attention of our mercantile friends, both in this Province and elsewhere, to an advertisement in our columns this day, from Thomas M. Deblois, Esq., of this City, who is about to proceed to San Francisco, for the purpose of carrying on a general Agency and Commission Business there. It will be seen that Mr. Deblois has references of the very best description in this Province, where he has been a resident during the last thirty years, and has been well known to all classes of the community as a thoroughly honorable and upright person, in whom, so far as we can learn, unlimited confidence may be placed in the transaction of business. As there is probably no man in the Province more generally known and better esteemed than the gentleman alluded to, we consider it superfluous to say any thing further in his commendation than merely to express a wish, in which, we are confident we will be joined by many others, that he may obtain that amount of success and prosperity on the other side of the continent that he is so justly entitled to.

We are not aware of there being any agent at the "*Diggins*" who is personally known to our merchants, and as there is a prospect of an extensive trade opening up here with that country, we think this movement of Mr. Deblois will prove advantageous to all the parties concerned.

SHEPODY COAL.—A small cargo of this coal was recently brought here for sale, which, however, was not very readily disposed of at first, its qualities not being generally known. It turns out, that although extremely light in weight, not being heavier than charcoal, it is of a very bituminous nature, and contains a large proportion of gas. The Gas Company purchased upwards of thirty chaldrons of it, which, if it turns out profitable, will increase the demand, and do something towards developing the resources of the country.

MECHANICS' INSTITUTE.—Last Monday evening Mr. McLardy delivered a lecture on "Human Progress." This, we believe, completes a course of lectures on natural history.

In speaking of human progress, the lecturer adduced several instances to show that the march of mind was in an eminent sense the effect of an established law, and though certain causes might operate to retard that progress for a time, nevertheless the result would be onward; until, at length, man, considered socially, morally and intellectually, fills that place in the scale of intelligence, for which he was originally created.

Some of the doctrines adduced by the lecturer were in our opinion, however, of a questionable nature, and it would have been better had they not been so prominently brought forward on this occasion.

We have much pleasure in saying, that thus far, with one or two exceptions, the lectures have been well attended, and we confidently hope that the interest which has been shewn will not be allowed to flag, assured as we are that this is at least one step further in the way of human progress.

Next Monday evening, Mr. Walters will lecture on "*the Poets and Poetry of Great Britain.*"

HISTORICAL LECTURES.—We understand that the Rev. J. D. Casewell is about to deliver a course of Lectures on the subject of *History*—the first lecture, as will be seen by notice in our advertising columns, to be in the Hall of the Institute on Tuesday evening next. As the subject is one of acknowledged utility, in which all should feel interested, we have no doubt the lectures will be well patronised. We would recommend our readers generally to attend.

We would draw attention to Mr. Bennison's announcement of a Juvenile Concert at St. Stephen's Hall, on Monday Evening next, which, we have no doubt, will well deserve a full house.

The Prayer of Jesus for the Oneness of his People; being the Substance of Discourses delivered in St. Stephen's Hall, in the City of St. John, by the Rev. JOHN THOMSON, A. M., *Minister of the Free Church of Scotland.*—A Pamphlet bearing this title has been issued from our press during the present week, and is for Sale at the Book Stores. The subject is one which must commend itself to all right-thinking persons, and is ably handled by the talented author. We may therefore anticipate an extensive demand for the work.

STAMMERING.—Having witnessed the ease with which this serious defect may be removed by Mr. Beckwith, whose advertisement appears in our columns to-day, we feel called upon to recommend all who labour under it, to pay a visit to that gentlemen, as we are satisfied that they will have reason to be thankful for the opportunity of so easily removing that great obstruction—a defect in speech.

THE WEATHER.—During the present week we have had mild, soft, spring-like weather, with occasional showers. The ice has been much reduced in the streets, and the sleighing almost destroyed. Last night, however, the wind came suddenly round to the North, bringing with it a slight fall of snow and keen frost. This morning we have beautiful cool winter weather, with the sleighing much improved.

JUVENILE OFFENDERS.—Information having lately been obtained by the Police authorities that a number of petty thefts had been committed about the City, more particularly about the stores on the wharves, and on board the steamboats which are laid up at present, a number of small articles of brass, copper, and iron having been taken from Mr. Whitney's boats, a clue was got to the parties and warrants issued for their apprehension. On Tuesday morning last five boys and one girl were taken up on this charge, and afterwards examined before the Stipendiary Magistrate, but it appears that a boy named Felix McQuade, is still at large, who is supposed to be the leader of this gang of young thieves. The names of those taken were John McEver, Frederick Dorman, Charles Downey, Thomas Rustage, Patrick Linnehan, and Sarah Downey,—the two latter have been discharged, the other four have been committed for further examination. A great many of the stolen articles were found on the premises of Miles McCullough, Lower Cove, whose name has already been before the public in rather a bad light, and who made his escape to the States, it is supposed, while his premises were being searched, as also on the premises of Patrick Joice, York Point, who is now in custody, and who will be tried as the receiver of stolen goods.

We think the Province is well rid of such a character as McCullough, who has thus voluntarily expatriated himself, and saved the Attorney General some trouble in bringing him to justice, it being evident that he is much more to blame than the boys, in his encouraging them in their nefarious practices, which would be sure, if persisted in, to lead them to the gaol, if not worse [illegible] would be much older.

PROTECTION.—We are pleased to learn, that the [illegible] are stirring themselves to get protection for their respective interests. There was a large meeting, we understand, last Saturday and Thursday evenings, of these classes wherein with great unanimity resolutions were passed to petition for protective duties that would prevent the Province from being inundated with English and Foreign merchandize, while our own people cannot get sufficient employment. We wish them all success.—*Chron.*

SUPREME COURT HILARY TERM, 13, VICTORIA.—Samuel H. Gilbert, Esquire, one of the Attorneys of this Court, is called to the Bar, and admitted, sworn, and enrolled Barrister.

Daniel Ferguson, Edward B. Chandler, Jun., A. B., and Edwin J. Jacob, A. M., having produced the requisite certificates, and having been examined as to their fitness and capacity, are admitted, sworn, and enrolled Attorneys of this honourable Court.—*Head Quarters, Feb.* 13.

We learn by Telegraph to the News Room that fears are entertained for the safety of the Mail Steamer Falcon, from Newfoundland to Halifax, which had not arrived this morning—being then some eight or ten days over her time.

It is decided that the Queen will not open Parliament in person, in consequence of an "interesting" and rather frequent visitation.

RECIPROCITY WITH CANADA.—Senator Douglass has introduced a bill providing that when the St. Lawrence and its chain of ship canals shall be opened to the United States on the same footing as with the people of Canada, free trade in the agricultural productions of the two countries, common to both, including hemp and sugar, shall be the law of the land. It is stated in the New York Herald that Lord Elgin is favorable to the project, as calculated to suppress the annexation movement. A reciprocity bill is also before the House from the Committee on Commerce but the scheme of Mr. Douglass, including the free navigation of the St. Lawrence, is far more desirable.—*Boston Journal.*

It is added that New Brunswick and Nova Scotia are omitted in this bill.

QUICK PASSAGE.—The quickest passage on record to this port from Glasgow, Scotland, was recently made by the new ship Eudocia, Capt. Bannerman, which arrived here in thirty days. Capt. B. first brought out the Zetland, previously to her being purchased by her present owner and commander, Capt. Brown. These vessels, with the St. Clair and the Themis, were built in New Brunswick, and are models of beauty within and without, being fitted up with great elegance. They are lying in the Third Municipality.—*New Orleans Picayune, Jan.* 30.

THE TIMBER TRADE.

The following admirable letter will commend itself to the attention of our readers—The tables referred to we shall publish next week.

Liverpool, 24th January, 1850.

GENTLEMEN,—A deep interest which I feel in the prosperity of your Province—once the land of my adoption—I judge a sufficient apology for troubling you with a few remarks on its present state, more especially in regard to its staple trade and prospects.

I doubt not there is too much truth in the numerous complaints with which the Colonial press abounds; it therefore becomes a serious and imperative duty for every man interested in the Colonies, whether pecuniarily or otherwise, calmly, impartially and energetically to consider, and endeavour to discover what is the great first cause of all this distress, and what are the remedies. In your Province there are many men of talent who would shine in any part of the world. How is it, I would ask, that so many of them, with all their perseverance, with all their energy, and possessed of every talent that constitutes the first-rate man of business, have proved so unsuccessful? How is it that your population, who should be the means of urging on the Province to its proper standing among the nations of the earth, are flocking in thousands to a foreign shore? How is it that your rich and fertile tracts of country are so little cultivated? How is it that your press teems with advertisements of bankrupt merchants, millmen, shipbuilders and lumberers? Would that the wisdom of your Legislature was employed more than it has been in the task of solving these questions, resting assured that when the cause of all this distress has been discovered, one great and will have been gained. A physician must have a perfect knowledge of the disease to prescribe correctly.

To my last question, I am aware that the following answer is very generally given: "We have sent to Britain property sufficient to meet all our engagements, and leave a handsome surplus; but this property has only realized a proceeds of ten, twenty-five, fifty, or seventy-five per cent. of the first cost." This is undoubtedly true; a melancholy description of the timber trade, speaking volumes, and well deserving a more minute examination.—I will state the case thus, taking deals as the standard and fair sample of your exports:

A merchant consigns a cargo of deals to Liverpool:

300 Stand. Deals, first cost,	*a* 3*l.* per stand.		£900
300 " "	freight,	*a* 4*l.* 5*s.* -	1275
300 " "	charges,	*a* 25*s.* -	375
			2550
The cargo sells in Liverpool, 288 stand.	*a* 7*l* 10*s.*		2160
(The loss is 43 1-3 per cent. on first cost.)			£390

This is a result as favourable as the average of consignments to this port for the last two or three years. I am aware that ships have accepted less rates from St. John, during the past year, than £4 5s., but I adopt it as a medium rate for the Province. The first cost is quite low enough, and 4 per cent. for loss in measure is also under the average. The sale price is above the average of the last ten years. Another reason for adopting 85s. as the rate of Freight is, that in the majority of cases where less rates have been taken the ships belonged to the port, and it was actually dividing the loss between the Ship-owner and Merchant. Your timber trade would appear to stand thus: your goods are purchased at the lowest possible price, a price that does not remunerate the producer—carried at the lowest possible rate of freight, a freight that cannot and does not pay the Ship-owner, and yet results in a loss of 43⅓ per cent. Need we wonder at the poverty of the Province with such a trade as this, a trade which if carried on as of late years must ruin every one connected with it. How are we to account for this deplorable result? My answer is, that a greater amount of wood has been produced and thrown on the British markets than the said markets have been able to consume. I shall leave it for wiser heads to decide the question whether consumption is to regulate supply, or supply the consumption; but taking the past years as my guide, I do not hesitate in saying that if the timber trade is to be a profitable one the production must be regulated by the consumption. Mark what a difference might be made in the trade. At present wood goods are poured into this market for *immediate sale* from every port and creek in the Colonies,—last year the following was the monthly Import:—June, 13 vessels, 5500 tons; July, 75 vessels, 39,000 tons; August, 43 vessels, 21,000 tons; September, 44 vessels, 26,000 tons; October, 103 vessels, 65,000 tons; November, 56 vessels, 37,000 tons; December, 28 vessels, 15,000 tons. This enormous quantity of stuff is thrown on the market to be purchased by some seven or eight houses in the trade. They cannot vend it as fast as it is landed, and are compelled to store a large portion for their winter consumption, at a heavy expense of labourage and cartage, say 4*d.* per load on lumber and 5*s.* per stand. on timber, to be followed by enormous yard-rents and interest; but they are compelled to keep a good assortment, and buy freely of the early imports. Soon, however, as they have such a stock as makes them rather independent of the Importers, they withdraw from the market, and will only, as they express it, buy downwards; that is, every cargo they purchase must be at a less price than the preceding ones. Nor can we blame the dealers for taking this step, being compelled to do so to protect themselves, having no guarantee,—not even correct information,—as to the quantity coming forward. This step frequently tempts some importers, who may be termed needy, or who are encouraged by talkative brokers that care only for their brokerage, to force off their goods by auction; it depresses the market still more, and we have this anomaly, that importers are selling their goods by auction (the most expensive mode), and frequently having just incurred heavy yarding charges, at less prices than non-auction brokers are obtaining for entire cargoes from the quay.

Then it is evident, one great evil is that too much wood is imported: there is too much timber cut down, and too many mills at work. Suppose £100,000 the value of wood shipped from the Province for sale, the loss on this is not less than 40 per cent., which leaves £60,000 to the credit of the Province. Now, were 20 per cent. less business transacted, the possibility is worth of wood could be realized; that is, £50,000 would appear to the credit of the Province, and £80,000 clear gain of £20,000 on a less transaction or a [illegible]

It would be a very different case for the Colonies were the Liverpool merchants compelled to go abroad for their goods, or at least a portion. (Perhaps twelve cargoes will sum up the imports from New Brunswick for the last five years, on Liverpool dealers' account.) They are long-headed men, and take care to purchase in the cheapest market, which they invariably find to be their own. This is not a healthy state of things, and is not the case with other raw articles. It is perfectly clear that a change must be made in the timber trade. *Production must be brought down to a level with the wants of the country.* Timber, unlike other raw materials, has bounds to its consumption which cannot be extended. I shall enclose you Tables showing importation, consumption, and stocks of Timber for the last five years, which are worthy of the study of all engaged in the Timber trade. The stocks in Liverpool are fearfully heavy—equal to nine months' consumption—but this is not all; the inland towns are heavier, by at least two months' consumption, than at any previous year. The cause of this is—during the months of November and December, the Railway Company and Canals quarrelled, and, so keen was the competition, that the rate of carriage to Manchester was reduced from 8*s.* per ton to 2*s.* 6*d.*, equal to 15*s.* per standard on deals. This caused all the country dealers to purchase more than double their usual quantities, and the Liverpool dealers to forward into the interior, on speculation, several cargoes. Surely your merchants will pause before consigning as they have formerly done.

The heavy stocks of the leading markets should be cleared off before a new import takes place. Do give them a little breathing time, that paying prices may be established. Avoid those fearful inundations we have witnessed of late years,—Compel the leading dealers to purchase at least a portion of their goods in *your* markets; thus giving them an interest in maintaining fair prices on this side. Then, and not till then, will we have a truly legitimate and profitable trade.

I have observed that much of the distress of the Colonies is attributed to Free Trade—but that you may know how far Baltic Timber has interfered with Colonial, I would refer you to the subjoined Tables. That price has not been the cause of the falling off in the Baltic consumption is well known, the last sale of Dantzic timber being a cargo 37½ feet, average length, at 14¾*d.* per foot. In 1847, the same quality, of 29 feet (the usual) average length, brought 22¾*d.* or 21*d. present duty.*

In politics, I belong to the Stanley school, and look with fear to the result, should Government (as is generally supposed) repeal the duties on foreign timber. Swedish deals have sold this year at £9 to £10 per standard, deduct the present duty (£3 10*s.* to £3 12*s.* 6*d.*) and we have £5 10*s.* to £6 for the price; I know not how the Colonies can compete with this. The price is for Swedish redwood deals, whitewood generally sell at 30*s.* per standard less.

My remarks have been confined to the Liverpool trade, but they are equally applicable to the London and other large markets. Messrs. CHURCHILL & SIM write:

"A stock of wood in our public docks, equal to nine months' consumption, on the very high scale of recent years, has been proved by the experience of late years to produce an unhealthy trade, by constant pressure of market, and consequent *depression of prices*; and the firmest holders have eventually realized the worst proceeds. To avoid an annual recurrence of the same difficulty, there is, in our opinion, no alternative, *but a diminished importation during the ensuing season.* And it should be the study of those interested in the future, *to clear the surplus of the present stock before there is further importation—to resist the temptation of reduced freight, and in anticipation thereof, keep prices low as a check on speculation.*"

Gentlemen, I have now given you an idea of the trade of the country in timber; time only will tell whether men will be found mad enough to embark extensively in so dangerous a trade. Is there no hope for the Province? Cannot something be done towards improving the agriculture. I shall consider myself fortunate if any of my remarks are worthy of your notice; and will conclude by quoting a portion of Messrs. W. H. LITTLEDALE's annual circular:—

"In imports, very large profits have been made on cotton and coffee, probably £2,000,000 on the former; a good per centage on wool, silk and indigo, while most other articles have done good instead of harm,—the only imports of magnitude, on which a loss has accrued, being *timber and corn.*"

"*Money will force itself into employment*, and if one class of operators cannot employ it, another and a *more gambling class will*, and thus the spirit of speculation is set in motion, which too often ends in disaster. But in what channel is the tide most likely to flow in 1850? We think the first movement will be in produce, manufactures, and general commercial enterprize, which points out the year 1850 as likely to be one of great activity, and, we trust, of prosperity, if the machine be not driven with reckless impetuosity, and surely the catastrophes of 1847 are sufficiently recent to prevent this."

I am, with all respect, Sirs,
Your obedient servant,
A LOOKER-ON.

Messrs. H. CHUBB & Co.

☞ The Wesleyan Missionary Anniversaries will be held in this City and Portland the ensuing week:

☞ The Mail for England closes on Wednesday evening next, at eight o'clock.

☞ Mr. EATON's *second* discourse on the Evidences of Christianity will be delivered, by Divine permission, in the Christian Chapel to-morrow (Lord's day) afternoon, at three o'clock.

SUBJECT:—A synopsis of the former discourse, in connexion with a brief review of the first lecture of the *regular* series, being delivered by the Ministers of the "different denominations of Christians in this City"—with additional facts and arguments to prove that the constitution of man demands a Divine Revelation. Feb. 16.

MARRIED.

In St. Malachy's Church, on the 7th inst. by the Rev. James Dunphy, V. G., Mr. Benjamin Harris, to Miss Margaret Murphy, both of this City.

On the 12th instant, at the Bride's residence, by the Rev. R. Cooney, A. M., Mr. William Barnes, of the Parish of Upham, to Miss Elizabeth McLean, eldest daughter of Captain Allan McLean, of this City.

On the 13th instant, by the Rev. Robert Irvine, Mr. John Fox, to Miss Jane Fox; both of this City.

On the 10th ult. at Greenwich, (K. C.) by the Rev. Joseph Bartholomew, Mr. John Grant Mackenzie, to Catherine, fifth daughter of Mr. Moses Brundage, all of that Parish.

On the 7th inst. by the same, Mr. Thomas Allingham, of the Parish of Gagetown, (Q. C.) to Miss Mary, eldest daughter of Mr. George Francis, of Greenwich.

At Dublin, on the 15th January last, John Gillis, Esq. Merchant, of St. John, N. B., to Eliza, eldest daughter of George Jones, Esq. of Dawson-street.

At Yarmouth, (N. S.) on the 23d ult. by the Rev. F. Tomkins, A. M., Capt. Samuel Sheldon Lewis, of Yarmouth, to Miss Matilda Ann, eldest daughter of Capt. Silas C. Kelly, of the Cove.

DIED.

On Saturday the 9th instant, of gastric fever, Sarah, second daughter of Mr. Robert Jardine, in the tenth year of her age.

On the 10th instant, Margaret Jane, only daughter of Mr. William Baillie, aged one year.

On Friday, the 15th inst. Rebecca, youngest daughter of Mr. John McNamara, aged four years and ten months. Funeral to-morrow (Sunday) at four o'clock, when friends and acquaintances are invited to attend.

In Portland, on Tuesday morning, after a long and painful illness, James P. Payne, Esquire, aged 50 years.

In the Parish of Lancaster, on Wednesday last, Sarah, relict of the late Mr. Jesse Quinton, aged 62 years.

At Maugerville, on the 31st ult. Rosetta Ferrar, youngest child of the Rev. J. M. Stirling.

At his residence, Commercial Road, London, on the 19th ult. Captain Francis Leadbeater, aged 47 years, formerly of this Port.

At Liverpool, on the 14th ult. John Beverly, aged three years and six months, son of Capt. Robert Grant, of the Ship *Belmont*, of St. John.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Saturday—Brig Caledonia, Rose, Matanzas. 20 days—N. S. Demill, molasses.

Monday—Brig Cluny, Taylor, New-York, 7—Charles McPherson, (Fredericton,) ballast.

Friday—Brig Indus, Buchan, Yarmouth, (N. S.) 1—Chas. M'Lauchlan, ballast.

Schr. Charles, Whipple, Halifax, 14—G. & J. Salter, sugar, molasses, &c.

Cuba, Kavanagh, Boston, 3—Master, assorted cargo.—Left schr. Covenant, and ship Olive Branch, for this port—the former to sail on the 14th, and the latter on the 16th Feb.

This Morning—Barque Ashley, O'Hara, New York, 4—S. Wiggins & Son, assorted cargo.

COASTWISE.

Saturday—Schr. Milton, Doggett, Grand Manan, smoked and dry fish.

Thursday—Schr. Spray, Balsam, St. Andrews, tallow. Digby Packet, Tanah, Digby, cattle and dead meats. Sovereign, Parker, Annapolis, cattle and oatmeal.

CLEARED.

Feb. 9th—Schr. Albert, Elder, New-York, chalk, fish and potatoes—Allison & Spurr.

11th—Brig Albert, Fitzgerald, Philadelphia, deals and pickets—N. S. Demill.

12th—Schr. Venture, Whelpley, Boston, scantling—Geo. Eaton.

15th—Brig Nancy, Powers, Cork, deals—Allison & Spurr; Caledonia, Rose, Calais, (Me.) molasses, (part of inward cargo)—N. S. Demill.

Spoken, Nov. 25th, lat. 8 35 S., long. 28 W., barque Teal, Gray, from St. John, for California, 60 days out; Dec. 1st, lat. 5 N., long. 22 W. ship Great Britain, Hume, from [illegible] for London.

Brigt. Emily, [illegible], at do. 28th—The former would sail Curlew, sailing for this port on the 31st.—Brigt. Bream, [illegible] at Barbadoes, Dec. 25th, and at Cienfuegos Jan. 12th, to load for this port.

Arrived at Apalachicola, Jan. 22d, ship John Fielden, Strang, London; 26th, barque Perseverance, Garrison, Liverpool.—At New Orleans, 30th, ship Peruvian, Robinson, Jamaica.—At Philadelphia, Feb. 3d, schr. Columbine, Tilley, St. John.—At Yarmouth, (N. S.) 4th, barque Sarah, Cook, New York.

Cleared at New Orleans, Jan. 29th, barque John S. DeWolfe, Roberts, Liverpool.—At Portland, Feb. 11th, schr. Chiro, Hutchings, and Moro, Sawyer, St. John.—At Halifax, 8th, brigt. Portland, Scott, St. Jago de Cuba.

Sailed from Wilmington, 31st Jan. brig Caros, Seely, Jamaica.—From Alexandria, Feb. 4th, schr. Relief, Fritz, St. John.

The brig Minerva, of and from Halifax, was totally lost near Sandy Hook during the night of the 10th inst. and four passengers drowned—names unknown.

Arrived at Liverpool, Jan. 18th, barque Charlotte, Stafford, from New Orleans, via Havanna.—At Deal, 23d, barque May, Ritchie, from London, for Savannah.—At Newport, (Eng.) 20th, barque Kingston, Scott, from London, for New-York.—At Bombay, Dec. 4th, ship Dundonald, Gillies, from Liverpool.

Sailed from Newport, (Eng.) Jan. 10th, ship Samuel, Leighton, Norfolk, (Vir.)—From Portsmouth, Jan. 14th, barque Prince of Wales, Brown, New Orleans.—From Liverpool, 20th, ship David, Frost, Mobile.

SYDNEY, (N. S. W.) Sept. 24.—Arrived, the ship Sea, Capt. E. Lawson, with 346 emigrants, 88 days from Plymouth—during which, in running down her easting, she averaged 250 miles per day for a fortnight.—[The Sea was built at this port in 1845, by Mr. J. Storms.]—*Ed. Cour.*

CONCERT!

MR. R. S. BENNISON'S Juvenile SINGING CLASS will give a *Concert* on MONDAY EVENING NEXT, 18th February, at ST. STEPHEN'S HALL, commencing precisely at half-past Seven o'clock. Doors open at Seven.

Admission 7½*d.*—Clergymen, and gentlemen of the press, free.

☞ Mr. S. STEVEN will preside at the Piano-Forte. Feb. 16.

HISTORICAL LECTURE

At the MECHANICS' INSTITUTE,
on TUESDAY NIGHT, Feb. 19th,
by Rev. J. D. CASEWELL.

SYLLABUS.

EVENTS which give a peculiarity of character to European Society, from the subversion of the Roman Empire to the beginning of the Sixteenth Century; Irruption of Goths and Vandals—Extent of their Conquests; Superior genius of Charlemagne; Effects of Feudalism on Science; Notices of Cicero, Livy, Tacitus; Councils of Placentia and Claremont; Treaty of Peace at Constance—its effects on Society; Notices of the Mode of Trial by Judicial Combat; Chivalry—it's effects on Society; Knightly Character of Richard of England; Edward III, his Round Table; Caxton, Father of Printing; Social Position of Woman; Qualities which give energy and brightness to Female Character; Elizabethen Age.

To commence at 8 o'clock. Admission, 7½*d.* Feb. 16.

EDWIN BAYARD, M. D.

Graduate of the University of Edinburgh.

☞ Residence in Portland, in the house next above and on the same side of street as the Rev. Mr. Harrison.

N. B.—Any of Dr. E. B.'s patients wishing the Professional assistance of Drs. R. and W. Bayard, can have it without any additional charge. St. John, 16th February, 1850.

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