The Courier.

SATURDAY, MAY 4, 1850.

TWO MAILS FROM EUROPE !

Since our last publication the Mails by the Steamers *Cambria* and *Canada*, have arrived, bringing our English dates down to the 20th ult. The Cambria had a tedious and boisterous passage of sixteen days to Halifax, where she arrived last Monday afternoon. The Canada was much more fortunate, and although detained by ice for about thirty hours, arrived at Halifax on Wednesday night, making the run from Liverpool in ten days and a quarter.

The appearance of political matters in England indicate that some changes may be anticipated in the present Cabinet, if not an entire change of Ministry. What renders this somewhat more certain, is the following very significant announcement, which appeared in the London *Daily News* of 19th April, under the Court head:—

"We understand that Sir Robert Peel had a lengthened interview of many hours, with her Majesty, on a certain day in the present week, Prince Albert being present; and that the Hon. Baronet called at Ashley House after having quitted Buckingham Palace."

During the week preceding the sailing of the Cambria, the Ministry were three times defeated in the House of Commons. The first was on a question of etiquette, introduced by Captain Boldero, which involved the social position of Naval Assistant Surgeons on board Her Majesty's Ships. At present these gentlemen are messed in the cock-pit; their associates for the most part noisy, if not mischievous youngsters. This must of course be extremely galling to men of mature years, liberal education, and studious habits. The good sense of the House decided that the evils complained of should be remedied—leaving Ministers in a minority. The second defeat was of a more important character; the propriety of continuing the present obnoxious Window-tax, was, on motion, carried by a majority of 3—the numbers standing 80 to 77.—The third was on conceding to County Courts the power to recover sums of £50 instead of £25, the amount to which they have hitherto been limited. The Ministry on this as on the two preceding cases opposed reform, and were left in a minority of 77—the numbers being 147 to 67.

On Monday, April 15th, the Ministry met with another defeat on a discussion on the Stamp Duties' Bill. On the item charging a duty of 2s. 6d. on bonds for sums less than £50, Sir H. Willoughby moved an amendment reducing the duty to 1s. The division left Ministers in a minority of 29, in a house of 299. The Ministry have thus been outvoted four times within eight days.

A motion to reduce the taxes on knowledge has been negatived by a majority of 101. Messrs. Gibson and Bright appeared to great advantage in favour of the proposition: the Premier and his supporters resting their arguments on the question of revenue alone. Sir G. Grey has introduced a measure to regulate interments in the metropolis. Mr. Fox's bill for giving secular education to the people has been met with coldness on the part of the Premier. Mr. Labouchere's measure for the regulation of the Mercantile marine is loudly condemned at the various sea ports.

The trade and navigation returns prove that the prosperity of the country is undiminished. February and March of the present year show an increase over the corresponding months of '49 of twenty per cent. The exportation of yarns, manufactured cotton, silks, linen goods as well as iron and copper are all steadily increasing.

The importations of Agricultural articles show a diminution. In grain and flour, the contrast between this and the last year is remarkable—714,688 qrs. against 2,445,813 qrs. Cattle, salted provisions, cheese and butter have fallen off; potatoes have increased. The whole result is, however, extremely gratifying.

The general tone of commercial affairs remains without improvement. The markets for imported goods, both in Liverpool and London, still present, in the majority of instances, a drooping appearance, and where business has been transacted it was generally in favour of the buyer, who only purchases to meet immediate wants. At the same time, although the value of produce generally is lower than in the average of former years, there is not the slightest symptom of a speculative demand.

The Cotton market opened with considerable firmness this week, and on the arrival of the Niagara with advices from New-York to the 2d instant, a decided impulse was given to the trade, American descriptions, in many instances, being sold at an advance of *one farthing* per lb. Subsequently less activity prevailed, but our present quotations are now fully *one eighth of a penny* per lb. above those quoted last week.

No improvement can be noted in the market for Breadstuffs, since, on the contrary, the value of barrel Flour at Liverpool has declined 6d. per barrel, and Indian Corn 6d. per quarter; nor indeed is there at present much appearance of any improvement whatever in the trade.

The Iron trade continues depressed, without disposition to sell at any material abatement in price. The following are the present quotations, delivered in Liverpool:—Merchant bar, £5 2s. 6d; best rolled, £6 15s.; nailrod, £6; hoop, £7; sheet, £7 15s.; No. 1, Scotch pig, £2 12s.

The accounts from the manufacturing districts are satisfactory. At yesterday's Manchester markets, buyers hung back slightly, in consequence of Cotton being more freely offered at Liverpool; but prices remained steady at Tuesday's advance, both for Yarns and Cloths.

In the Woollen districts a fair amount of business is going forward.

The market for English Securities has again fluctuated to some extent, the prices of this day being rather below those of last week. To-day there was a rather more healthy tone in the market, and Consols, for both money and account, closed with some steadiness at 95⅞ to 96; whilst the new Three-and-a quarter per Cents. were quoted at 97⅛ to 97¼, and Exchequer Bills 69 to 71 prem. for both large and small.

On Saturday last, the Lady Franklin, Captain Penny, and the Sophia, Captain Stewart, sailed from Aberdeen for the Arctic regions, in search of Sir John Franklin.

Capt. Wm. Geves, of the ship *Albatross*, and Capt. Thomas Feran, of the ship *Sir Edmund Head*, late of the *Tippoo Saib*, have passed examinations before the Board at Liverpool, and were found duly qualified for first-class Masters' certificates.

The County of Donegal is in a bad state; in almost every part of it an organised system of ribbonism prevails.

The *Limerick Chronicle* states, that upwards of 5000 persons have left that district for this place, since January last, to proceed to America, many of them of a superior class. Persons of good means are departing, leaving the streets crowded with idle beggars, who distress the inhabitants by perpetual importunities and petty thefts.

Two frightful murders have been committed in the county of Clare. Mr. Arthur O'Donnell was returning from the house of his herdsman, when a party of ruffians met him and killed him with a hatchet. He was a quiet, inoffensive gentleman. The herdsman of Mr. Scalan went out to look after some sheep, when a party of ruffians met him and cut his throat.

The Bishop of Exeter and the Rev. Mr. Gorham.—In the Court of Queen's Bench, on Monday, an application was made on the part of the Bishop of Exeter, to set aside the recent judgment of the Committee of privy council on the baptismal regeneration question, an objection being taken to the jurisdiction of the court. Sir F. Kelly made the application. He held that the proceedings were incompetent, on the ground that the judicial committee being a legal tribunal, was not the proper court to adjudicate in questions of a spiritual character; and that the appeal from the Court of Arches should have been to the House of Lords, or to a convocation of the clergy of the Church of England. The counsel contended that the judgment was contrary to law. The learned Judges said they would take time to consider their judgment. In the Arches Court, on the same day, it was reported that there was no return to the monition which the court had ordered to be served upon the Bishop, and the case was adjourned. The Bishop of Exeter purposes remaining in his see, and has expressed his determination of neither instituting to a benefice in his diocese any clergyman who entertains Mr. Gorham's views, nor will he admit any candidate to holy orders who does not satisfy his Lordship on the subject of baptismal regeneration. This latter matter is likely to create some inconvenience, as the admission to holy orders lies with the Bishop, from whom there is no appeal, and, if the Right Rev. Prelate persists in his views, none of the evangelical clergy (that is those who hold Mr. Gorham's opinions) will be able to provide themselves with curates, even in the largest and most populous parish.

Greece.—Our sources of information lead us to the conclusion that, if not absolutely settled, the affairs of Greece have assumed so mild and pacific an aspect, that we may expect daily to hear of the return of Sir W. Parker's fleet to Malta. At all events, so confident are the Government of the speedy termination of the dispute with Greece, that the reduction of the fleet is immediately ordered, and the Howe, 120, Captain Sir James Stirling, and the Vengeance, 84, Captain Sir H. M. Blackwood, are to come home forthwith to be paid off—one line of battle ship, the Superb, 80, relieving the two. The Odin, steam frigate, is also ordered home immediately to be paid off, the Terrible, steam frigate, at Lisbon, relieving her.

The differences between England and Greece are considered as settled. An official announcement of facts is daily expected. The report states that the Greek Envoy considers "Pacifico" entitled to about £700. The question of the claims of British subjects of the Ionian Island is also settled. Mr. Wyse is ordered to abide by the Greek Envoy's arbitration, and upon the Greek Government execution of the conditions. Admiral Parker is to give up the captured vessels.

In France, politicians pause, awaiting the result of the coming elections for the Seine. Some alterations have taken place in the candidateship; Girardin is thrown overboard by the ultras in favour of Eugene Sue—the amanuensis of all that is wild and monstrous in French social theories; and Fernand Foy, the Legitimist, is called on to withdraw in favour of M. Leclerc, who, a moderate Republican, endeared himself to the Parisians by his gallant conduct on the side of "order" and Cavaignac in the memorable June insurrection. But even the intense interest which attaches to the renewal of the struggle of parties gives way to the affliction of France at a terrible catastrophe—the precipitation of a gallant regiment into the Loire, and the loss of three hundred lives, in consequence of the fall of a wire suspension bridge.

The Paris correspondent of the *Morning Post* writes as follows, on Wednesday:—

"A frightful catastrophe has occurred at Angers, which was lately the scene of tumult and disorganisation. The third battalion of the 11th regiment, accompanied by the staff officers of the regiment, were marching across the suspension bridge which leads into the town; the staff had reached the left pier close to the Chateau, when suddenly the chains were heard to crash, and with a sudden swerve and oscillation the bridge broke down, and upwards of 600 men, armed with bayonets and sabres, were plunged into the river, swollen to twice its usual size by the recent heavy rains. The harrowing scene which followed surpassed all description. An eye-witness of the horrible occurrence, who has come post to Paris with the news, has just recounted to me the horrors of the scene. The chains of the left pier continued to hold, and the remainder of the regiment, including the last file of the Voltigeurs sprung with distraction to the pier and clung to the chains, which happily did not fail. The rain was falling in torrents, and the swollen and muddy stream, which rushes by "black Angers," as our King John called this city, carried away with it scores and scores of struggling soldiers.

"Meantime, as the troops had their bayonets fixed, several of the men inflicted frightful wounds on their sinking comrades, until at last the river became completely ensanguined from the blood which streamed from their wounds, thus unconsciously inflicted. As the rain still continued, the occurrence was not witnessed by many persons; but the alarm was quickly given, and all the boatmen and fishermen of the Loire and Maine came up with drags, &c. and several dying and half drowned men were saved from a watery grave. You may, perhaps, remember that black Angers stands on a slip of land forming an angle, or delta, at which the Lower Maine joins the Loire, some distance below the town. During heavy rains the stream becomes swollen into a 'revolutionary torrent,' as it was called by Carrier, in the good old days of the Noyades. Unhappily, the water was in this state at this dreadful moment; and never since the same waters closed over the corpses of the murdered priests and children at Nantes, in '93, have they witnessed so hideous a scene.

"There were five companies of 117 men each, marching over the bridge, exclusive of the regimental band, and the many groups of laughing children and women, who are ever to be seen greeting the arrival of a new regiment. These were all precipitated into the dark and angry waters, and upwards of 300 are known to have perished. About twenty corpses have been picked up, and several wounded men have been dragged ashore still alive. Amongst them is the Lieutenant Colonel of the regiment, who is, however, in a dangerous state." In the Assembly, on Wednesday evening, General d'Hautpoul stated that the iron bridge at Angers had broken down while four companies of the 11th Legers were passing, and that 300 had been drowned. He added, "The Government, on its side, intends to submit to your deliberation a project of law, with a view to allay the grief of some disconsolate mothers." ("Immediately," cried several members).—M. Leon Faucher said, that he was sure of being the interpreter of the sentiments of the Assembly in declaring that it shared the emotion of the Minister of War.

Paris, Thursday.—The President of the Republic, accompanied by the Minister of War, left Paris to-day to be present at the funeral of the soldiers who perished at Angiers by the fall of the suspension-bridge. He will distribute rewards to those who exerted themselves to save the sufferers. The total loss of the battalion is 282.

The Pope entered Rome on the 12th inst. at four o'clock in the afternoon. The telegraphic despatch announces that he was received with acclamations by all ranks of the people, vast numbers of whom went out to meet him. It is rumoured that His Holiness will shortly make a tour through his States.

The letters from Madrid express the greatest anxiety respecting the final result of the pending negotiations for a renewal of friendly negotiations with England. Some delay is occuring in the arrival of Lord Palmerston's reply to the Spanish Cabinet. M. Isturitz is ready to start from Madrid to resume his post in London, and various diplomatic changes will take place at the other European Courts.

Germany is in a very unsatisfactory state. While the comedy of accepting the charter of the constitution, as agreed upon at Erfurt, is being enacted, the Russian forces are being concentrated on the Prussian frontier, 50,000 of which are Bushkir and Circassian horsemen. And in the event of the agitation in Germany menacing the peace of Europe, Russia is evidently preparing to dictate terms to her neighbours. The Danes are preparing for a renewal of war with the Duchies. The Prussian Ministers are bent upon a rupture of some kind or other. Austria now coincides with England, Russia, and France on the question of the Duchies; and it is evident that Prussia, by opposing her more powerful neighbours, is getting into trouble.

The Overland Mail brings dates from Bombay to the 16th of March, and from Hong Kong to the 27th of February. On the frontiers at Peshawur, Sir Colin Campbell has made some trouble with the predatory hordes on the hills, and in the direction of Kohat there seems to have been a good deal of fighting in the passes of the hills, and our men have returned without having done much towards preventing the future incursions of the enemy. In a dangerous defile, of thirteen miles in length, our troops suffered considerably from the constant fire of the matchlock men. Two European officers and 150 privates were killed. The whole of the rest of India is tranquil, but the dominions of the Nizam are fast verging to some financial and political crisis. Everything appears quiet in the various Chinese ports.

We learn, by way of Egypt, that Mr. Layard and his party are carrying on their successful excavations at Nimroud and Ninevah; and a vast number of copper vessels, beautifully engraved; and fine slabs, illustrative of the rule, conquests, domestic life, and arts of the ancients, are daily brought to light.

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The Legislature.—His Excellency the Lieut. Governor closed the Session of the Provincial Legislature on Friday the 26th ult. His speech on the occasion was very brief, and leaves it an open question whether the services of Members, in bringing forward and maturing measures for the benefit of the country, have been of any importance. Although at the commencement of the session we were anxious to take the most favorable view of the intentions of the Government and the House of Assembly, together with the prospects that were then held out, of important measures being brought forward, still, at the close of it, we are compelled to come to the conclusion that it has been a very unsatisfactory session, and there has been a great deal of talking to no purpose, merely for effect, or as our neighbors style it—*bunkum*. The Salary Bill, which was passed by the lower House, was rejected by the upper branch on the ground that they had not sufficient time to consider it. Another instance of *bunkum* was the bringing forward the question of the Initiation of Money Votes, just when the Assembly were breathing their last. Both of these important measures ought to have been discussed and settled at the very commencement of the session. We very much regret that our Legislators have given grounds for the very general dissatisfaction that prevails on account of the manner in which they have performed the very laborious duties alluded to by His Excellency.

We must not omit to mention that a vote passed the House just before its close authorizing the expenditure of £100 for the erection of a Bone Mill at the Penitentiary. We brought this subject before the notice of our readers two weeks ago, and we are happy to see it has been attended to in the proper quarter.

THE CLOSING SPEECH.

"*Mr. President and Honorable Gentlemen of the Legislative Council,*

"*Mr. Speaker and Gentlemen of the House of Assembly,*

"I congratulate you on having brought to a close the labours of the Session. The measures which have occupied your attention are of great importance in themselves, more especially those relating to the Post Office,—the consolidation and amendment of the laws,—and the Audit of Accounts.

"The organization of the new County of Victoria is also a matter to which you have contributed, by your legislation, in the present Session.

"I have, by Proclamation, done my best to carry out your wishes with regard to Inter-Colonial Trade.

"*Mr. Speaker and Gentlemen of the House of Assembly,*

"I thank you for the Supplies you have granted. By continuing the Revenue Act of last year, you have, at any rate, avoided the serious evil of sudden and unexpected changes in the Import Duties.

"*Mr. President and Honorable Gentlemen of the Legislative Council,*

"*Mr. Speaker, and Gentlemen of the House of Assembly,*

"I trust that the lateness of the period to which you have been detained by your Legislative duties, will not interfere seriously with your private affairs; and I entertain no doubt that the Province will properly appreciate the services which you have rendered the public during the present Session."

IMPORTANT NOTICE.

The Royal Gazette of last Wednesday contains a Government notice with reference to the acts of last Session, which, by a law recently passed, are arranged in three classes,—1st, Public General Acts; 2nd, Local Acts; and 3rd, Private or Personal Acts. The attention of parties interested in the private acts is directed to the regulation, that in future no private act shall be of any force unless printed by the Queen's Printer, within three months after the passing thereof, and 100 copies furnished the Provincial Government, at the expense of the parties interested.

By the official lists attached to this notice, we find, that the Legislature, at its late Session, passed sixty-five public acts, twenty-three local acts, and twenty-one private or personal acts—in all, 109 acts. It cannot, therefore, with any justice be averred that the Assembly was idle during the late Session, as many of the bills especially those introduced by the Government members, were of a highly important character, and involved a great amount of labour and responsibility, for which full credit should be given; at the same time, it cannot be denied, that various measures affecting the best interests of the Province, and its general prosperity, were passed over hastily, or were wholly neglected.

The last Gazette contains the appointment of Commissioners, under the Act to authorise the commutation of debts due the Crown by Settlers, for work on the public roads, in the Counties of Victoria, Carleton, York, Sunbury, Queen's, King's, Kent, Northumberland, and Gloucester. In the other Counties, Commissioners are not yet named.

At the Annual Meeting of the Members of the Saint John Savings' Bank, holden on Tuesday the 30th April last, the following Gentlemen were chosen Trustees of that Institution for the ensuing year:

The Hon. Ward Chipman,

John Ward,	W. J. Ritchie,
R. F. Hazen,	Thomas Merritt,
R. W. Crookshank,	C. C. Stewart,
F. A. Wiggins,	L. H. DeVeber,
James Kirk,	John Duncan,
John Wishart,	Robertson Bayard.

And the Trustees have since re-appointed the Hon. Ward Chipman President of the Institution.

Statement of the Affairs of the St. John Savings' Bank on the 31st December, 1849.

LIABILITIES.

Due to 1091 Depositors,	£37,889	3	2
Excess of Interest,	2,038	17	8
	£39,928	0	10

ASSETS.

Invested in Provincial Securities,	£34,652	15	10
Do. in other Public Securities,	4,350	0	0
Interest due on Investments,	866	13	6
Cash,	58	11	6
	39,928	0	10

Deposited in 1849,	£12,233	4	10
Withdrawn in do.	£9,699	15	9

D. JORDAN, *Cashier.*

Mayor's Court.—B. L. Peters, Esq. has been appointed a Commissioner for taking Special Bail, in this Court.

Emigration.—We understand that the Emigration at the Port of St. Andrews has been placed under the special superintendence of M. H. Perley, Esquire, Her Majesty's Emigration Officer for the Province; and that Mr. Perley, with the approbation of His Excellency the Lieutenant Governor, has appointed Thomas Jones, Esquire, Assistant Emigration Officer at that Port, who has entered upon the duties of his office.

Electric Telegraph.—We learn that a few spirited individuals residing at Fredericton have obtained an act of incorporation for a Telegraph Company to open up a communication in that way between Head Quarters and St. John. We are glad to perceive that our friends up the river have no wish to seclude themselves from the rest of the world, especially in these times of progress. We are of opinion that the line will be remunerative, as £100 per annum, we hear, has been guaranteed by the Government for their business.

The River.—The ice at Fredericton started on Monday last, after which it gradually cleared away. The *Forest Queen*, *Reindeer*, and *St. John* have commenced their trips for the season, and as all of them are fast and good Boats, there will be no want of excellent accommodation for the public this summer. A new Steamer was launched at Fredericton on Tuesday last, in presence of Lady Head, and a number of the aristocracy of the place. She was built for F. W. Hatheway, Esq. of Fredericton, was named the "*Anna Augusta*," and is intended for the River trade. We hope they will all receive sufficient encouragement.

Free Ports.—By a Proclamation in the Royal Gazette, Fredericton has been added to the list of free ports. We presume a Custom House must be established there at once, in order that vessels may enter and clear.

In addition to the liberal individual subscriptions towards the purchase of a new Engine for No. 5, Company, we understand that the Bank of New-Brunswick, the Commercial Bank, and the Bank of British North America, have each handsomely contributed Ten Pounds.

By a private letter received this morning from St. Andrews, we learn, that the American Contractors have arrived there with their workmen, horses, and implements, and commenced work on Thursday last. This looks like business.

Pilot Boats.—We have to-day to notice two very fine small schooners, recently built at this port, and now being fitted up for Pilot-boats. For elegance of mould we think they could not be surpassed in any part of the world. One of them is named the *Eliza*, and was built at Lower Cove by Mr. A. Boyd, for Mr. D. Hatfield and others, and measures, new tonnage, 40 tons,—her length on deck is 51 feet 6 tenths; breadth, 14 feet 2 tenths; depth 7 feet 1 tenth. The other—called the *John Pollok*—was built at Carleton by Messrs. Ring and McDougall, for Mr. George Thomas and others, and measures, new tonnage, 37 tons, her length on deck is 51 feet 7 tenths; breadth, 13 feet 5 tenths; depth, 7 feet 9 tenths. We have no doubt that their sailing qualities will prove equal to their appearance, and we cordially wish that their owners may do as profitable a business as the hazardous nature of their employment deserves.

Fire in Portland.—About one o'clock on Wednesday last a fire broke out in the house belonging to Mr. John Weeks in Portland, which in a short time communicated to the adjoining house, belonging to John Pollok, Esq., and thence to two houses owned by Mr. Connelly, all of which were consumed. A very strong wind was blowing at the time which involved a large neighborhood in imminent danger. The Methodist Chapel was saved with great difficulty, being on fire several times. The Engine Companies deserve the greatest credit for the energy displayed and the strenuous exertions put forth to stop the progress of the conflagration. It is reported that there was no insurance on the buildings destroyed. The fire orginated from a spark from a chimney opposite, and spread with great rapidity.—*Visitor.*

COMMON COUNCIL PROCEEDINGS.

29th April.

Present:—The Mayor; Aldermen Needham, Smith, Harding and Cougle; Councillors Nowlin, Beatteay, Fairweather, McAvity and Littlehale.

John Low, Rigger; Robert McAndrews, Cordwainer; and Joseph Bell, Painter, sworn as freemen.

Messrs. Needham, Harding, Cougle, Littlehale and Fairweather were appointed a Committee to investigate the matters relating to Navy Island and Fort Neck, with a view to an immediate settlement of the vexed questions connected with these properties.

The Committee on the petition of the Contractors for repairing the Steam Boat, reported against any compensation being made for alleged losses.

The Ferry Committee presented a report on the accounts of the Steam Ferry Boats from 10th August to 10th April. The gross receipts for tolls, for the eight months, are stated at £1169 0s. 4d. The ordinary expenses for wages and small repairs and supplies, are about £60 per month. £277 4s. 4d. was paid during the eight months for coals, and £613 11s. 10d. for some extensive repairs to the Steamer Victoria. The report shews a balance in hands of the Ferry Agent of £20 0s. 9d.

The Committee to enquire into certain charges made against George Mulherring, a Branch Pilot, reported that they had not been substantiated.

On the recommendation of the Carleton Land Committee, Leases were ordered to be granted of Lots at Sand Point, to John McLauchlan, Richard Irvine, James Irvine and Joseph Coram, on terms which include a settlement of some long existing difficulties and disputes.

The Committee for making an agreement with Peter Besnard, Esq. for building up a part of Rodney Street, reported the terms of the contract, viz. that Mr. Besnard had undertaken to build up the Street in a substantial way for £400—to be paid out of the rents of Lots to be leased on the new street. If the street should not be finished, Mr. Besnard is not to be entitled to be paid for any portion of it.

The Harbour Master was directed to commence immediate prosecutions against all parties concerned in casting saw-dust and slabs into the Harbour and Slips.

The following accounts were passed—for *Scavenger Work*:—Thomas Johnston, 10s.; J. Mahoney, 18s.; O. Quin, 18s.; W. Downey, 31s. 3d.; P. Sullivan, 15s. 7d.; J. Mooney, 17s. 6d.; T. Donovan, 17s. 6d.; D. Kiley, £2 16s. 3d.; H. Campbell, £3 13s.; J. Connors, £2 8s.; J. Hannon, 27s. 6d.; J. McCarthy, 32s. 6d.; T. Callinan, 32s. 6d.; J. Burk, 34s.; D. McCarthy, 36s.; A. Thomson, 22s. 6d.; James Gillen, 15s.; J. O'Brien, 6s. 3d.; W. Kilpatrick, 30s.—For *Leasing Lands, as Auctioneer*, since June last, G. A. Lockhart, £9 14s.—*Stationery* for the Mayor's Office, Wm. L. Avery, 11s.

Upon reading a Petition from H. Gilbert, Esq. and 162 others, against any alteration in the present arrangement for the pay and support of the Police Force, the Board rescinded a previous resolution contemplating a reduction of this establishment. The usual order was passed for the payment of the monthly wages of the men up to 21st instant being £140 6s. 4d.

A resolution was passed requesting the Police Magistrate to station one of his men, night and day, in Smyth Street, between Union and North Slips.

The Committee on the New Water Stock were directed to advertize for tenders for the necessary loans, authorized by the recent Act of Assembly, enabling the Corporation to subscribe for the Shares.

The Committee on Reed's Point improvements were authorized to have the new abutment there, properly secured.

Some doubtful points on the subject of the coming election of Mayor, were referred to the Recorder, for his opinion.

The Chamberlain was directed to lay before the Council, monthly, the returns and accounts of the Police Magistrate.

A Communication from Wm. Wright and Thos. Merritt, Esquires, Trustees of the Corporation Property, remonstrating against the present mode of managing the Steam Ferry, was ordered to be filed.

The Alderman and Councillor of King's were directed to report on the condition of the Sewer running through Union and St. George's Streets to Courtenay Bay.

An assessment was ordered for the support of the Fire Department for the present year, to the extent of £350—being £150 less than the amount allowed by Law.

The following appointments were made:—Jas. H. Bartlett, Francis Jordan and James McLoon, to be Surveyors of Lumber; Joseph Coram, an Inspector of Pickled Fish; and James McWilliams an Inspector of Cordwood at North Slip.

A Petition of S. J. Scovil, Esq and others, praying for certain improvements in Waterloo Street, was referred to the Alderman and Councillor of King's Ward.

On Petition of J. V. Thurgar, Esq. and others, Proprietors of Land on Paddock Street, the Common Clerk was directed to prepare an Ordinance for laying out and recording that Street.

Adjourned at 6 P. M.

Nine Days Later from California.—The New-York Sun has received from its correspondent at Vera Cruz, advices from California to the 9th of March. These accounts state that the market continued dull, goods of all kinds being plenty. The rainy season had not completely passed over, and was preventing the transportation of provisions to the mines. Provisions consequently were very scarce, and the miners were reported to be suffering severely. The winter had been severe and extended in the remote placers, and it was feared that from the scarcity of food, much sickness might ensue among miners in some sections. Gold is said to be found in greater quantities than ever, and that heavy quantities have been lately worked out. The continuance of the rainy season has prevented the gold being brought down to San Francisco for shipment home, or to exchange for the necessaries of life; but the merchants were anticipating better times as soon as spring had fairly set in.

Kennebec and Portland Railroad.—The city of Bath has voted 324 to 211, to petition the Legislature for power to loan the credit of the city in aid of the Kennebec and Portland Railroad.

The Anthony Wane, an old boat plying between Buffalo and Sandusky, blew up opposite Vermillion at seven o'clock on Monday morning, and out of seventy-four persons including her crew, who were on board, from thirty-five to forty are missing.

Government Emigration Office,
St. John, May 4, 1850.

The "Albion," Charles Daley, Master, sailed from Cork for this port, on the 10th April, having on board 164 passengers, a list of whom has been received. Mr. Richard Moore, who has been approved by the Emigration Officer, at Queenstown, comes out as surgeon of this vessel.

The "Londonderry," Hatrick, Master, had not left Londonderry on the 13th April. The passenger list has not yet been received.

The "Sophia," Bellard, Master, with 94 passengers, sailed from Waterford on the 12th April, for Halifax, and this Port. Captain Ellis, R N., the Government Emigration Officer at Waterford states, that the passengers by this vessel are superior persons of the laboring class, and very healthy. Their names appear to be chiefly Kelly, Ryan, Roche, McGrath, Hogan, and Ormonde.

☞This office has been removed to the south side of the Market Square.

M. H. PERLEY,
H. M. Emigration Officer.

Messrs. Editors,—Will you allow me through your paper—on behalf of the Trustees of the Wesleyan Methodist Chapel in Portland, as well as my own—to express our deep indebtedness to those of the inhabitants of that place and this City, who came forward so promptly and effectively on Wednesday last, for the purpose of arresting the progress of the fire which, on that day, so unfortunately occurred there.

Had it not been for this prompt and energetic effort, the destruction of our place of worship must have been inevitable, thereby inflicting a second calamity on the Trustees of our Mission property, and spreading devastation too over a considerable portion of the town. No common exertion could have succeeded. Where all acted with so much both of energy and perseverance, individual award would be at least *seemingly* invidious. There was no shrinking from duty. The eye directed anywhere would rest either on persons effectively employed, or evidently prepared to be so, as occasion might require.

The engines were worked with manifest judgment and unsparing effort. While by a regularly sustained action they were well supplied. By a wisely arranged plan vigorously carried out, the roof of the building was everywhere well watered, the engines the same time pouring the quenching element on the scorching sides of the edifice with great effect.

In short, I have been present on very many such occasions, but never before did I witness a better planned, more united, willing-hearted, and successful effort to save public property from destruction. We tender our sincere thanks.

RICHARD KNIGHT.

Wesleyan Mission House, St. John, May 3.

To the Editors of the Courier.

My attention having been called to a communication in your paper of last Saturday, signed J. McPhelim, referring to another Communication published therewith, purporting to be the copy of a letter addressed to me in January last, but which in reality is not a true copy, the original differing materially from that published. I beg to request that you will publish in your next paper a few remarks in reply, not for the benefit of Mr. McPhelim, whom I deem wholly unworthy of any notice, but for the gratification of such of my friends as consider some explanation necessary.

In the transaction to which Mr. McPhelim refers, *I had nothing whatever to do with him.* I had in November last in my employ upon monthly wages, to look after out-door work, (but not as Clerk or Agent,) Mr. Charles Keenan, and in that capacity he was at Shediac preparing a cargo for shipment to New York. He heard of the arrival of the Schooner "Hector" at Buctouche, and proceeded thither of his own accord, to ascertain if she could be chartered. From what passed between Captain Sterling and Keenan, he thought the vessel could be had for £80; he then came to consult me, and received authority to engage her; but on his return here a day or two after, I found he had exceeded my limits by promising to Capt. Sterling £88, which was the sum inserted in the Charter Party, and also in the Bill of Lading. Upon the latter was endorsed Thirty Dollars and thirty-five Cents for provisions supplied to Capt. Sterling. Not one farthing was paid by me on Mr. McPhelim's account, nor could I have made any assurance to Captain Sterling, as stated by Mr. McPhelim, not having seen Captain Sterling at all, or had any communication with him.

What passed between Mr. Keenan and Mr. McPhelim, is explained by the letter of the former, with which I have nothing to do, Mr. Keenan is not now in my employ, nor was he when Mr. McPhelim's Communication was received by me; but I would not condescend to tell him so, under the threats contained in his epistle.

It will be seen from the above statement of facts, that Mr. McPhelim has been full of misconceptions from the beginning to the end of this affair, and I leave him in the enjoyment of them—and if I am again favoured with any of his correspondence, either public or private, I certainly shall not take the trouble to notice either.

I remain your very obedient servant,
STEPHEN BINNEY.

Monkton, 2d May, 1850.

☞ The Rev. William Millen, from Bocabec, will Preach (D. V.) at St. Stephen's Hall next Sabbath Day (to-morrow.) Service at the usual hours, viz. eleven o'clock forenoon, and six in the evening.

MARRIED.

At Clyde-vale, near Lanark, on the the 8th April, by the Rev. P. McFarlane, A. B. of Lanark, William Grosvenor, Esq. Merchant, Fredericton, New-Brunswick, to Mary Jane, fourth daughter of the late Rev. Joseph Purdie, Clyde-vale.

At St. John's Church, Liverpool, on the 4th April, Captain John Murdoch, of the Ship *Devon*, to Miss Anna M., second daughter of Mr. Grace, Newchurch, County Kilkenny, Ireland.

At Clarence, Nova Scotia, on the 21st March, by the Rev. Nathaniel Viditor, Mr. David P. Edgett, of St. John, N. B., to Eleanora, eldest daughter of Mr. Charles Foster, of the former place.

DIED.

This morning, Sarah Lowell, wife of the Honorable Judge Botsford, and second daughter of the late Honorable William Hazen, in the 75th year of her age.

On Saturday last, after a short illness, Mrs. Phœbe Bookhout, in the 81st year of her age, widow of the late Mr. John Bookhout, of this City.

At Sussex Vale, on the 22d ult. after an illness of nine days, Albert, eldest son of Mr. William McLeod, Jun., in the 16th year of his age.

On the 29th ult. Mr. Peter Parlee, of Norton, King's County, in the 49th year of his age.

At New Orleans, suddenly, of cholera, on the 26th of March last, Mr. W. H. Hall, a native of St. John, N. B., in the 29th year of his age, leaving a wife and large circle of friends to lament their loss.

At Apalachicola, on the 10th April, Mr. William Strang, Carpenter of the Ship *John Fielden*.

MARINE JOURNAL.

PORT OF SAINT JOHN—Arrived,

Saturday—Schr. Samuel Campbell, Malonson, New-York, 4 days—Garrison & Marsters, sugar, pork, &c. Olive Branch, Fought, Boston, 3—Master, molasses, &c.

Sunday—Schr. Pandora, Whelpley, Boston, 2—Master, assorted cargo.

Monday—Brig Lois, Crocker, Yarmouth, (N. S.) 2—C. McLauchlan, ballast.

Ann, Miller, Kircudbright, 42—Wm. Thomson, ballast.

Caroline, Morehouse, Boston, 3—C. M'Lauchlan, ballast.

Tuesday—Barque Industry, Stevens, Dublin, via New-York, 6—to order, iron, &c.

Corinthian, Davidson, Carthagena, 80—John Robertson, ballast.

Jessie, Isbister, Boston, 2—John Wishart, general cargo.

Schr. Mariner, Hoyt, Cienfuegos, 31—J. & T. Robinson, sugar.

Postboy, Smith, Yarmouth, (N. S.)—Master, molasses.

Steamer S. B. Wheeler, Michuer, Eastport—L. H. Waterhouse, passengers.

Wednesday—Barque Perseverance, Garrison, Apalachicola, 19—N. S. Demill, ballast.

Brig Velocity, Scott, Boston, 4—C. M'Lauchlan, ballast.

Steamer Maid of Erin, Belyea, Eastport—Thos. Parks, passengers and merchandise.

Thursday—Ship Wanderer, Allan, Alloa, 60—coals.

Jenny Lind, Card, Savannah, 7—Geo. Thomas, ballast.

Barque Lisbon, Brinton, London, 42—Eaton & Ray, general cargo.

Brig Standard, Crosby, Yarmouth, (N. S.) 1—Charles McLauchlan, ballast.

Brigt. Gem, McCready, Alexandria, 14—Estabrooks & King, wheat.

Jane Allison, Murray, New-York, 4—Wm. Thomson, pork, beef, &c.

Schr. Hero, Flewelling, Bath, (Me.) 2—Master, hay.

Eliza Jane, McLean, Hallowell, (Me.)—Master, hay.

Rising Sun, Bissett, Eastport—Geo. Thomas, naval stores.

Somerville, Dodge, Boston, 2—Master, assorted cargo.

Steamer Fairy Queen, Browne, Portland, 36 hours—Jas. Whitney, passengers and merchandize.

COASTWISE.

Saturday—Schr. Caroline, Hurst, Wilmot, eggs, &c.

Gipsy, Slocomb, Wilmot, hams, cheese, and iron ore.

Laurel, Brinton, Wilmot, apples and turnips.

Adventure, Taylor, Wilmot, potatoes & smoked meats.

Monday—Economy, Robinson, Cornwallis, eggs, &c.

Jim, Minness, Cornwallis, dried meat and potatoes.

Fidelia, Morris, Kempt, Plaster.

Spitfire, Harris, Wilmot, cider and dried meat.

Pandora, McDonald, Joggins, coals.

Tuesday—George Noble, Fowler, Apple River, deals.

Victoria, Campbell, Londonderry, paint ore,

Mary Eliza, McCabe, Digby, fish and cordwood.

Favorite, Helms, St. Andrews, ballast.

Wednesday—Schr Copy, Turnbull, Digby, apples, &c.

Thursday—James Fraser, Starett, Annapolis, apples.

Friday—Schr. Golden Rule, Stuart, Barrington, ballast.

Gazelle, Cole, Sackville, cattle and butter.

Steamer Fairy Queen, Belmour, Windsor, passengers.

ENTERED FOR LOADING.

April 27—Pearl, Morris, Cork.
29—Samuel, Leighton, Liverpool.
Frederick, Smith, Cork.
Susan, Rudolf, Cork.
30—Hannah, Bartlett, Bridport.
Beaver, Shields, Glasgow.
Fingalton, Craig, Glasgow.
George Canning, Keay, Glasgow.
May 1—Alabama, Wall, Boston.
2—Ann, Millar, Kircudbright.

CLEARED.

April 27th—Schr. Charles, Whipple, Halifax, bread, bricks, boards, &c.—G. & J. Salter; Chronometer, Pearson, New-York, lumber—P. McRory.

29th—Brigt. Victoria, Dwyer, New-York, plaster, deals and pickets—Geo. Eaton; Schr. Kosciusko, Heirup, Philadelphia, boards, deals, laths and pickets—John Robertson; Amelia, Wells, Hallowell, chalk—G. Eaton.

May 1st—Barque Princess, Cook, Penarth Roads, deals and pickets—Allison & Spurr; Brig Charlotte, McMann, Barbados, boards, plank and shingles—Jos. Fairweather; Clare, Allen, Dublin, deals and laths—W. Carvill; Charles McLauchlan, Cain, Glasgow, deals, wine, soda biscuit, &c.—C. McLauchlan; Zelica, Larkin, Philadelphia, boards and pickets—John Robertson.

3d—Barque Palestine, Lennerton, Bristol, timber and deals—W. Carvill and N. S. Demill; Brig Competitor, Goudy, Glasgow, deals and pickets—John Wishart; Brig Clarence, Dorman, Swansea, deals and pickets—Allison & Spurr.

4th—Schr. Mountaineer, Fitzgerald, Portland. scantling—J. P. Nelson.

Capt. Stevens, of barque Industry, at this port, from New-York, reports having seen a ship of about 400 tons, ashore at Mount Desert on Saturday last,—masts gone, and the spars, &c. lying near her—appeared to have a topgallant forecastle.

Spoken, March 26th, lat 29 N., long. 32 W., ship Java, from St. John, for California—out 21 days.

Ship Osceola, of this port, arrived at Callao, 5th Feb. from Newport, (Wales); and Great Britain, Hume, at Bombay, 8th March, from the Clyde.

Cleared at Savannah, April 16th, ship Avon, Johnston, Liverpool; 23d, Oriental, Kidson, St. John.—At New Orleans, 17th, ship Consul, Smith, Cadiz, and Transit, Russell, Liverpool; 20th, Essex, Norton, do.; 29th, Boadicea, Leavitt, do.—At Halifax, 27th, schr. Emily, Wood, St. John.

Sailed from Alexandria, April 23d, brigt. P. I. Nevius, Boddie, St. John.

Arrived at St. Ann's, (Brazil,) Feb. 4th, brig Eclipse, from Windsor, for California.—At Buenos Ayres, Feb. 10th, brigt. Paraguay, Cornish, St. John.—At St. Thomas April 10th, brig Myrtle, (late Cole, who died on the passage.) Buenos Ayres.—At New-York, 23d, schr. Albert, Elder, and Echo, McMullen, St. John; 24th, schr. Mary Chase, do.; 28th, barque Kingston, Scott, Newport, (Wales.)—At Philadelphia, 25th, brig Albert, Fitzgerald, and schr. Monadnock, Colson, St. John.—At Boston, 27th, schr. Ellen & Nancy, Lake, do.—At Portland, 26th, schr. Richmond, Pangburn, do.—At Halifax, 30th, brigt. Portland, Scott, Trinidad de Cuba.

Arrivals from St. John.—April 7th—barque Edward, Hughes, at Liverpool; 9th—Ashley, Clarke, at do.; 10th Allan Brown, Harris, at Grimsby; 13th—Indus, Richan, in the Clyde.

Vessels sailed for St. John.—April 7th—Majestic, from Shields; 9th—Wm. Dodd, and Pallas, from Queenstown; 10th—Bideford, and Royal George, from Torbay; Albion, from Cork; 11th—Susan, from Queenstown; 13th—Harriott, from Liverpool; 16th—Kirkwood, do.; March 29th—Wm. Dawson, from Longhope.

Arrived at Liverpool, April 7th, ship Themis, Leighton, New Orleans; 9th, Lord Wellington, Winsled, and Unicorn, Irving, do.; 19th, California, Lawson, do.—At Kingston, 6th, and Bristol, 18th, barque William Carson, Vaughan, Savannah.—At Queenstown, 7th, brigt. Victor, Kinney, Cuba.—At Cowes, 7th. barque Amelia, Holder, Matanzas.

Sailed from Deal, April 8th, ship El Dorado, Thompson, New-York.—From Liverpool, 9th, ship Devon, Murdoch, Staten Island; 19th, Hercules, Newton, do. —From Scattery Roads, 8th, brig John Wishart, Saunders, Boston.—From Shields, 14th, Lesmahagow, New York.—From Clyde, 15th, The Duke, Quebec.

Advertised at Liverpool, ship Themis, Leighton, for New-York, 26th April; Thomas, Betts, and Edward, Hughes, Boston; Mary Caroline, Delaney, and John S. DeWolf, Roberts, St. John.

The Majestic, from Sunderland to St. John, put into Thurso, 13th April, having sprung a leak the day before.

Limerick, April 8.—The Alice Bentley, from Liverpool to St. John, which put into Scattery Roads, leaky, has been ordered up here to discharge for repairs.

Shipwreck and Loss of Four Lives.—Schooner Jane, (of Yarmouth, N. S.) Crowley, from Weymouth, N.S., for Boston, with wood and lumber, went ashore on the night of the 13th ult. on Marshall's Island, Isle au Haut, Bay, and is a total loss. Three passengers and one of the crew were lost. Their names were Patrick W. Healy, and Margaret, his wife, Wm. Allen, and Francis O'Hare, cook.

Notice to the Public.

GENERAL POST OFFICE,
St. John, 3d May, 1850.

ON and after the 6th instant, the Mails for Canada, Madawaska, Grand Falls, Andover, Woodstock, Fredericton, and Oromocto, will be closed at this Office at 4 P. M. on Mondays and Fridays.

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

Bank of New-Brunswick,

St. John, 2d April, 1850.

THE Annual General Meeting of the Stockholders, for the choice of Directors for the ensuing year, will be held at the Bank, on MONDAY, the 6th day of May next, at 12 o'clock.

THOMAS LEAVITT, *President.*

COMMERCIAL BANK OF NEW-BRUNSWICK,

St. John, 6th April, 1850.

NOTICE is hereby given, that the Annual General Meeting of the Stockholders of this Bank, will take place on TUESDAY the seventh day of May next, at 12 o'clock, noon, for the purpose of choosing Directors for the ensuing year.

D. J. McLAUGHLIN, *President.*

Saint John Hotel Company.

THE Annual Meeting of STOCKHOLDERS in the above named Company will be held in the Hotel on MONDAY, the 6th day of May next, at 10 o'clock, A. M. A full and punctual attendance is particularly requested, as matters of great importance to the Company will be brought before the meeting.

WM. WRIGHT,
President.

April 20, 1850.—[Obs.]

SAINT JOHN GAS LIGHT COMPANY.

NOTICE is hereby given that the General Annual Meeting of the Stockholders of the St. John Gas Light Company, will be held at the Company's Office on MONDAY, the 6th day of May next ensuing, at 12 o'clock, noon, to choose Directors, and to transact other important business. By Order.

Gas Works,
27th April, 1850. } 2i.

R. BRITAIN,
Secretary, &c.

Rural Cemetery.

THE Annual Meeting of the Shareholders and Proprietors of the Saint John Rural Cemetery Company, for the election of Directors, will be held on Monday, the 6th day of May next, at three o'clock, P. M., at the Office of the Secretary, in King Street, immediately over the Drug Shop of J. H. Chipman.

By Order. EDW. B. PETERS.

April 27, 1850. *Secretary, &c.*

A CARD.

THE Subscriber begs to return thanks to his numerous friends in Portland and the City who so kindly assisted him in removing his Furniture to a place of safety from the Fire on Wednesday 1st inst., and begs to assure them that their kindness will not soon be forgotten.

May 4. JOHN M. CAMPBELL.

BUILDING LOTS for Sale in Carleton.

FIVE Valuable BUILDING LOTS, 40 by 100 feet each, viz.: Nos. 46 and 47, fronting on Water Street, Nos. 61, 66 and 67, fronting on Princess Street; for further particulars enquire of THOS. LEAVITT.

St. John, May 4, 1850

☞ If the above Lots are not disposed of before Saturday the 14th of June next, they will be offered at Auction on that day, at 11 o'clock in the forenoon, on the premises.

FOR SALE,

AND POSSESSION GIVEN IMMEDIATELY—

THE unexpired Lease of the STORE and DWELLING HOUSE, in King-street, at present occupied by the subscriber. Six years of the Lease are yet unexpired. The Stand is well known, and the Dwelling Apartments very comfortable. A large sum has been expended in improving and building on the premises within the last four years. The premises may be seen at any time and terms known on application to H. PORTER.

St. John, 4th May, 1850.

35, BROADWAY.

THE subscriber would beg leave to inform her friends and the public, that she has removed to NEW-YORK and taken the House formerly occupied by Mrs. Davis, where she will be happy to accommodate transient and permanent Boarders. The House has undergone a thorough repair, is new furnished, and well situated for business men.

E. WILLIAMSON.

New-York, April 29, 1850.

STEAM

To Eastport, Portland, Bangor, and BOSTON.

On TUESDAY and FRIDAY Mornings, at Seven o'clock.

THE sea-going Steamer MAID OF ERIN, Captain Wm. Belyea, will leave the North Market Wharf, on TUESDAY and FRIDAY Mornings, at SEVEN o'clock, for EASTPORT, to meet the splendid Steamer

ADMIRAL, Capt. Hutchins,

which leaves BOSTON on MONDAYS, and THURSDAYS, at Eleven o'clock.

For Freight or Passage, apply to

THOMAS PARKS,
Dock-street.

May 4th, 1850.

Portland, Bangor, Lowell, Belfast,

AND

BOSTON!

TWICE A WEEK!

THE "Commodore" and "Fairy Queen," will commence running twice a week to the above places, leaving St. John every MONDAY and THURSDAY mornings at 8 o'clock. On their arrival at Portland they connect with the Railroad and Steamer Governor, for all the above places. These Steamers are in splendid order, and go very fast, and will be generally in Boston in time for the New York trains.

4th May, 1850. JAMES WHITNEY.

STEAMER ST. JOHN.

Fare and Freight reduced!!

THE Steamer "ST. JOHN," Capt. Mowry, will leave Indian Town for FREDERICTON on Monday evening at 6 o'clock, and will continue to run until further notice as follows—leaving Indian Town for Fredericton on Monday, Wednesday and Friday evenings, at 6 o'clock; returning, will leave Fredericton for Indian Town on Tuesday, Thursday, and Saturday evenings, at the same hour.

☞ Cabin Passage 5s.; Forward do. 2s. 6d.; Freight, 4d. per Barrel, when paid on delivery—5d. if charged. Way Freight, 9d. per Barrel.

P. S.—Freight will be received at the Warehouse, Indian Town, at all times free of charge.

May 4, 1850. I. MERRITT, *Agent.*

Mr. J. WILLIAM BOYD,

Barrister at-Law, Notary Public, Conveyancer, and General Agent,

Has removed his Office to Mrs. Price's Brick Building in Prince William Street, nearly opposite the "*Golden Fleece.*" May 4.

Dress Making Establishment.

MISS SWIFT begs respectfully to inform her friends and the public that she has taken a very convenient Shop opposite Trinity Church, next door south of Mr. John McLardy, where she will be happy to receive orders in her line, which will be executed with neatness and despatch. Miss S. begs to announce that she can refer to many respectable Ladies in the City as to her qualifications as regards work done.

☞ A few smart intelligent GIRLS, with good recommendations, will be admitted as Apprentices.

Germain Street, St. John, 4th May, 1850.

DR. PADDOCK has removed his Residence to Mr. Deveber's House, Corner of Carleton and Coburg Streets, near the residence of the late Attorney-General.

April 27th.

FOR SALE.

THE Fast Sailing and superior built Schooner '*Rival*,' eighty-four tons Carpenters' measure, three years old, is well found in Sails, Anchors and Chains, and can be sent to Sea with little or no expense; for further particulars apply to

R. W. THORNE,
South Market Wharf,
or W. H. SULIS,
Hillsburgh, N. S.

May 4—4i.-p.

SPRING IMPORTATION.

J. & H. FOTHERBY,

Have received per ship 'Lisbon,' from London, a large assortment of Fancy Goods, viz.

SILKS—IN

Black Sattinetts, Black and colored G
Gros de Naples, Watered du Cape, Striped
Embossed Satins, Serges, &c.

RIBBONS.

Fancy French and English Bonnet Ribbons,
Fancy French and English Gauze & Satin do.
Plain Lutestring, Pearl Edge do., Love do.
French and German Ribbon Velvets,
Black and colored Fancy Velvet Trimmings,
Ladies' Neck Ties.

PARASOLS.

Claremont, Glace, Watered, & Fancy Parasols,
Satin do. do. do.
Printed, Corah, Bandanna, & China Silk Hdkfs.

BONNETS.

Coburgs, Alboni's, Lutons, Rice, China, Pearl, Tuscans, White Alboni, Willow, Chip, Dunstable, &c.; Fancy Batiste; Ladies' and Girls' Bonnet Shapes;
Children's Spanish, Albert, Anglesea, and Hungarian Hats; Lambs' Wool Hoods, &c.
French & English Caps, Bonnet Flowers, and Rosettes

LACES AND NETTS.

Fancy Blond, Paris and Cambray Netts,
Black, Colored, and Fancy do.
Egyptian, Valenciennes, and Balmoral Laces and Edgings; Thread Insertions, Edgings, and Blonds; Linen Collars, Habit Shirts, Muslin and Lace Sleeves.

GLOVES.

Ladies' and Gent's White and Dark French Kid,
Fancy self colored do., Embroidered Silk do.
Fancy sewn, Tasseled & frill cuff'd Lisle Thread
Children's do. do.

GENT'S NECK TIES.

Shot Silk, Striped and Figured Damask Satin, Paris corded, Glace, Barathea, French fig'd., and Oriental do. &c.

CLOTHS.

Superfine Black, Blue, Invisible, Broad,
Light and Dark Fancy Doeskins, Cassimeres,
Newest styles Fancy Trousers stuffs,
A large variety of Vestings, Figured and Checked Satin do.; Hosiery, Haberdashery, Smallwares, &c. &c. &c.
Gent's Silk, Beaver, and Paris Hats,
CLOTH CAPS, &c. &c. &c.

WHOLESALE AND RETAIL.

☞ Manchester Goods hourly expected, per Olive, and Candace.

North side Market Square, May 4, 1850.
[Obs. & Nbkr.]

Notice of Copartnership.

THE Subscribers having entered into Copartnership, under the firm of THORNE & LEE intend carrying on a General Business in the Store on the North Market Wharf, formerly occupied by W. H. Scovil, and latterly by J. N. C. Black.

EDWARD L. THORNE,
WILLIAM T. P. LEE.

☞ T. & L. are agents for the sale of Cold-Brook CUT NAILS, formerly sold by the above parties. St. John, N.B. May 1, 1850.

Ex LISBON, from London:

Casks Boiled and Raw PAINT OIL.
Do. PUTTY; do. GLUE; do. SHOT;
SHEET LEAD—2½ 3, 3½, 4 lbs;
Chests CONGO TEA—good quality;
Boxes London STARCH; INDIGO;
PUMP LEATHER.
One Case Writing Paper;
Bales Wrapping do.: Bales Candle-Wick;
6, 9 12 thd. CORDAGE.

The above Goods are offered at low rates for satisfactory payments.

May 1.—2† THORNE & LEE.

REMOVAL.

J. N. C. BLACK, North Wharf, has removed his Stock of HARDWARE to the Store, next adjoining, easterly, where he hopes to see his former customers.

Coldbrook Cut NAILS still continue to be Sold by [May 4] J. N. C. B.

Notice of Removal.

F. NEILL begs to give notice that he has removed his Establishment to the Store lately occupied by Benjamin Smith, Esquire, fronting the Market Square.

Just received from New York—Six Cases of HATS and CAPS, SOU'WESTERS, &c.

Received per *Lisbon*—a general Stock of NEW GOODS, which will be open for inspection in the beginning of next week.

Further supply hourly expected per *Olive*, *Candace*, and *Faside*. Further particulars next week.

May 4, 1850. F. NEILL.

REMOVAL.

THE subscribers beg to inform their friends and the public, that they have REMOVED their Stock of GROCERIES, PROVISIONS &c from No. 2, St. Stephen's Buildings, to the Store recently occupied by James Davidson, King's Square. In connection with the Grocery will be kept GOOD STABLING for HORSES, to accommodate country teams. James Donavon, formerly with Joseph Reed, will attend as Hostler, and will receive and deliver Horses at all hours. GASS, DUFFY & CO.

Saint John, May 4, 1850.

SPRING GOODS!

Spring Goods! Spring Goods!

Landing per 'Catherine' from Glasgow:—

1 HHD. Lazenby's Pickles and Sauces;
1 hhd. Day & Martin's Liquid Paste BLACKING;
10 boxes London Sperm Candles, 4's and 6's;
10 kegs MUSTARD, S. F.; 1 cask Nitre;
1 cask Alum; 1 hhd. Bath Brick; 1 chest Indigo;
1 bale Wicking; 1 cask Button Blue;
6 bags Black Pepper; 2 boxes Sugar Candy;
2 casks White Wine Vinegar, French;
12 boxes Poland STARCH;
21 boxes Tobacco Pipes, (assorted)
4 bales Wrapping PAPER, well ass'd;
1 bale Wrapping Twine; 1 box Ink;
3 casks Washing SODA; 1 cask Brimstone;
4 boxes pure White SOAP.

Per 'Annie McNab' from New-York—

35 boxes Tobacco, 5's 8's 16's;
10 half chests fine Oolong TEA;
15 casks Goshen Butter; 1 cask Cheese;
8 M CIGARS, good brands;
10 M do. very fine Havana, out of bond;
30 half brls. FLOUR, for Family use;
10 brls. very fine Pilot Bread;
5½ do. Soda SALÆRATUS.

May 4 JAS. MACFARLANE,
Market Square.

Hollow-Ware & other castings.

Per ship Catherine.

C. & W. H. ADAMS.

5 TONS Castings, consisting of Pots, Ovens, Spiders, Skillets, Dog Irons, Boilers, Bow handle Frying Pans, Cart and Waggon Boxes; 1 case Thomson's Screw Augers.

May 4, 1850.

Sugar and Molasses.

Ex Brigantine 'Bream' from Cienfuegos:—

170 HHDS. and 23 tierces best Muscovado MOLASSES.

Ex Brig 'Charlotte' from Porto Rico:

175 hhds. and 14 tierces Molasses, a superior article.

Ex Schr. 'Mariner' from Cienfuegos:—

91 hhds. and 31 bbls. SUGAR.

Also—To arrive per 'Harriot' from Liverpool:

75 boxes I. E. Tin Charcoal;
4 tons Cordage, assorted;
4 tons Spikes, from 5 to 8 inch;
20 chests best Congo TEA.

—IN STORE—

100 kegs Cut Nails; 100 pairs Strong Boots;
50 bbls. Rye FLOUR; 5 tons Oakum;
50 bbls. Pitch—For Sale by

J. & T. ROBINSON,
York Point.

May 4.

Valley BUTTER.

A FEW Firkins very excellent quality Valley BUTTER.—For Sale by

JOHN V. THURGAR,
North Market Wharf.

May 4.

☞ Fifty Shares Marine Insurance Stock for sale.—Apply as above.

CANDLEWICKING.

Just received from Boston, per schr. "Pandora,"

4 BALES 50 and 60 thread Mould Candle WICKING—For Sale at Manufacturer's prices, by

WILLIAM THOMSON,
8, North Market Wharf.

May 4.

White Pine Timber.

250 TONS White Pine TIMBER, 13⅜ inches average, in shipping order, for sale by

May 4.—2† L. H. WATERHOUSE.

Wanted to Purchase,

A NEW SHIP, ready for sea, or in process of building, of about 1000 Tons Register. Apply to

J. H. ROBILLIARD,
St. John Hotel.

4th May, 1850.—2†p.