The Courier.

SATURDAY, APRIL 6, 1850.

The Royal Mail Steamship *Europa* arrived at Halifax on Wednesday afternoon, having had a fine passage of only eleven days from Liverpool. She had eighty-six passengers and a valuable freight-list.

The Express Mail arrived here at noon yesterday.

Liverpool papers of the 23d March state, that the mercantile world continues to manifest a feeling of uneasiness, and trade is consequently in an unsatisfactory state. The transactions in the produce markets were of a limited character, and where sales to any extent could be effected, holders were inclined to accept reduced prices.

The Cotton market at Liverpool continued dull—sales for the fortnight ending 21st March, amounted to 66,200 bales; prices of American during the same period had declined fully a farthing per lb. excepting fine Orleans.

There is but little change in the Corn trade—good American Flour and Indian Corn being in demand at low rates. Western Canal Flour is quoted at 20s. to 21s. per barrel, and Indian Corn is worth 27s. to 27s. 6d. per quarter for White, and 26s. to 26s. 9d. for Yellow and mixed.

The Iron market was quiet, and prices were rather in favour of the buyer. Common bars were quoted at Liverpool at £5 10s. per ton; Hoop, £7 5s. to £7 15s., and Sheet, at £7 15s. to £8 15s. Scotch Pigs were very dull of sale at 44s. per ton, nett cash, at Glasgow. English Tin had declined to £80 per ton. Tin plates in good demand, at former rates.

Liverpool Timber Market.—The supplies of Wood, since the 1st of February have been less than the usual quantity during a similar time in former years; but it is considered that the previous stock will be quite sufficient for the season.

The latest sales of St. John Yellow Pine have been three cargoes at from 18½d. to 19½d. per foot, according to average. Two parcels of St. John birch have been sold at 16d. and 16½d. per foot; by auction a good parcel brought 17d. to 17¼d. Three cargoes of St. John Spruce Deals have been sold at from £7 2s. 6d. to £7 10s. per standard, and one of Miramichi Pine and Spruce at £7 7s. 6d; by auction, 4,860 St. John Spruce Deals were sold at from £6 10s. to £8 7s. 6d per standard, and 982 Miramichi Spruce Boards at £9 5s. per standard.

Money was plentiful, and the rate of interest continued low, yet all branches of commerce were in a state of great depression.

The short supply of tonnage still continued at Liverpool, and freights had rather advanced.

For passengers, also, the rates had improved in some degree, though still low for the season.

The accounts from Manchester are very dull. Prices of goods and yarns were on the decline, and purchasers were shy at present rates.

The young Wheat crop throughout the United Kingdom is most favourably spoken of, and the spring crops had mostly all been put down under very favourable circumstances.

THE BUDGET.—In the House of Commons, on the 15th March, the Chancellor of the Exchequer, who was warmly cheered, proceeded to make his financial statement. The right hon. gentleman, after some introductory observations, requested that his statement might be received with allowance for possible inaccuracies, inasmuch as the financial year had not yet expired. He had to proceed, in consequence, upon two kinds of estimates, viz., the income and expenditure to the 5th of April, 1851. He estimated, then, that the probable income of the financial year, ending the 5th of April next, would amount to £52,785,560, and the expenditure to £50,533,651. This expenditure was liable to be affected by the amount of naval excess; but, allowing for this, he estimated the probable surplus on the 5th April next at £2,250,000 (hear, hear). With regard to the estimate for the year ending the 5th April, 1851, he feared that he could not encourage the hope of so favourable a statement. He anticipated, in the first place, a considerable falling off in the customs, partly arising from the reduction of duty upon sugar, and partly from a reduced importation of other articles, such as corn, brandy, &c. The receipts from customs, including corn, he estimated at £20,000,000; from the excise, £14,045,000; stamps, £6,360,000; assessed taxes, £4,320,000; income tax, £5,410,000; post office, £820,000; crown lands, £160,000; miscellaneous, £260,000; and old stores, £410,000, making a total probable income of £52,285,000 for the year ending 5th April, 1851. The expenditure he estimated at £50,613,582; but this amount was contingent; for, with the consent of the house, he proposed to increase the vote for completing the new Houses of Parliament. The bill relating to the merchant service would also, if carried, impose an additional charge upon the consolidated fund to the amount of £30,000; and he thought some provision should be made for the public records. There were other contingencies; and he proposed to take for the whole a margin of £150,000. The probable expenditure would then be about £50,763,582. There would, therefore, be a surplus of income over expenditure, in the ensuing year, according to this estimate, of £1,471,418; or, in round numbers, £1,500,000, (hear, hear, and applause.) All classes had been very anxious to assist him in disposing of this surplus, (roars of laughter.) It had been proposed that the tea duties should be reduced from 2s. 2¼d. to 1s. per lb. The immediate loss from such a reduction would be £2,500,000, and, in order to justify any Chancellor of the Exchequer in entering upon such a scheme, he ought to have a surplus of at least three millions in his hands. It was, therefore, impossible that the experiment could be undertaken with safety to the revenue. It had also been proposed to abolish the duty on windows, bricks, and soap. These articles produced a gross revenue of £3,275,000, which was rather more than twice the estimated surplus. The repeal of the malt tax was objectionable on the same grounds, and he feared the same objection would equally apply to the timber duties. He would now state what his own proposals were. The surplus next year he estimated at £1,500,000; and he inferred that for some years past he had had an impression that we ought to make some provision for the reduction of the national debt (hear, hear.) He reminded honorable gentlemen of what had been borrowed during the last ten years. From 1833 there had been absorbed, on account of the abolition of slavery, Irish famine, and deficiency, a sum amounting to £350,000; and in that time only £80,000 had been applied in the reduction of that sum, leaving an increase of our debt during twenty years of profound peace, of £270,000 (hear, hear.) If we hoped to maintain our character as a nation, we ought at once to make some provision for the reduction of this debt; but he did not desire to take the whole of the probable surplus for this purpose, as it was desirable that some relief should be given from taxation. So, he first proposed that there should be a considerable reduction upon transfers of property under the value of £1000, and that above that amount they should be equalized. He proposed a similar course with regard to mortgages and bonds upon all sums under £1000, and also to reduce the stamp duties on leases to an uniform half per cent. He was next prepared to concede a total repeal of the duty on bricks (hear.) The loss to the revenue, in consequence of the reduction in the stamp duties, would amount to £300,000, and from the abolition of the duties on bricks to £450,000 being one-half the estimated surplus. He, therefore, next proposed to apply one-half the surplus to a reduction of taxation, and the other half to the reduction of the national debt; and £750,000 will not be the whole reduction, for in the course of the year there will be a reduction in the duties on sugar, (hear, hear.) He was anxious to give every possible encouragement to the improvement of the soil; he therefore, proposed, with this view, to do that which was done in 1846, namely, to make advances for drainage and improvements. The last advances, as far as regarded England and Scotland, were £200,000, and so readily had gentlemen on the other side of the Tweed, availed themselves of this money, that they had obtained £160,000 whilst England had only received £37,000 (hear, hear, and applause.) He now proposed to advance £200,000 more, three-fourths of which he intended to give to England. He proposed to give to Ireland £100,000; of this £20,000 for land improvements, &c., and £80,000 for drainage, &c. He then impressed upon the house the necessity of maintaining a considerable surplus in the Exchequer, as it would enable the Chancellor of the Exchequer to make these advances without addition to the public debt. These were the proposals he had to make, and he called upon the house to assist him to carry them out. The right hon. gentleman concluded by moving a vote for £9,200,000 exchequer bills, and sat down amidst loud cheering.

Several members expressed approval of the learned gentleman's statement, whilst others spoke strongly in condemnation of it.

In the Commons, on the 18th. Mr. Hutt moved an address to the Crown, praying Her Majesty to direct negociations to be opened for the purpose of releasing this country from all treaty engagements with foreign states for maintaining armed vessels on the coast of Africa to suppress the trade in slaves. The Hon. member enforced his motion in a very able and temperate speech, which was replied to by Mr. Labouchere, on the part of the Government. Several other members took part in the debate, and on a division the numbers were—For the motion, 154; against it, 232. Majority in favour of ministers, 78. A meeting of members of Parliament, friendly to the present Government, took place in Downing-street, in the morning, at which Lord John Russell stated, that if Mr. Hutt's motion should be carried, he would resign. Lord Palmerston also stated his determination to do likewise.

Sir F. Baring, in answer to Colonel Chatterton, admitted that Government had accepted tenders for the supply of 1500 tierces of Navy Pork from a Hamburg house—refusing tenders from Irish provision merchants for the supply of that article. Colonel Chatterton gave notice that he would draw the attention of the House to these foreign contracts shortly after Easter.

The Australian Colonies Bill has been discussed in the Commons. An amendment by Mr. Mowatt, objecting to the nomination of one third of the Legislative Council by her Majesty, was lost by a majority of 88. Mr. Walpole proposed that each of the Colonies of Australia and New South Wales, have two Chambers, which was also negatived by a majority of 51. During the debate, Sir R. Peel opposed the first amendment; he did not feel inclined to give away the only restrictive check which the Government had against democracy in the Colonies.

The Army is to be reduced 4126 men, which leaves the whole number 99,128. Lord John Russell is opposed to withdrawing the troops from the Colonies. The Navy is to employ, during the present year, 39,000 men and boys—being a reduction of 1,000.—The Royal assent has been given to the Party Processions' Bill.

It is stated, that the Bishop of Exeter still refuses to instal Mr. Goram.

A clerk in the banking-house of Messrs. Glynn & Co. had run off with a considerable amount of property, but it was subsequently recovered.

A fire broke out on the 22d, in the extensive premises of Messrs. Wood and Westhead, Manchester, which destroyed property to the value of £100,000. There was insurances to the amount of £75,500.

Sir R. Gore Booth, a protectionist, has been returned, without opposition, for Sligo.

According to some of the Dublin papers it would appear that the emigration in progress since the opening of the spring has been very considerable, although by no means equal to that of last year, when the agricultural population seemed to be affected by a complete mania. Such vast numbers have emigrated since the commencement of the famine that a decline was to be expected; but the chief cause of the decrease at present is the renewed confidence in the potato, now cultivated to as great an extent as at any former period. Besides, there is a manifest improvement in the condition of the rural population in various districts of the south and west, owing to the cheapness and abundance of food, and the increased employment in spring work in all quarters, and there is, therefore, less anxiety amongst the peasantry to "try their fortune in America."

The supply of potatoes at the principal markets throughout the country is unusually great. Although the demand for seed is considerable, the quantity held over for that purpose appears to have been excessive.

On Thursday last, pursuant to a requisition most numerously signed, and addressed to the High Sheriff of the city, in the absence of the Lord Mayor, a meeting was held in the Round Room of the Rotundo, for the purpose of petitioning against the threatened abolition of the office of Viceroy, a measure which, as the requisition stated, will, if carried, inevitably bring desolation upon the city of Dublin and its trade. The meeting was most numerously attended by men of all creeds, parties, and classes, who united in denouncing a measure looked upon as fatal to the interests of this country, and of Dublin especially. Long before the hour named for the meeting, the Round Room was densely crowded by respectable and influential citizens. A series of resolutions opposing the contemplated abolition of the office of Viceroy of Ireland was adopted. The speeches were firm, but respectful towards the constituted authorities of the country.

ROYAL RESIDENCE IN DUBLIN.—Arrangements have commenced for fitting up the Phœnix Park, embracing an area of some hundreds of acres, as a residence for the Queen during occasional visits to this country after the abolition of the Lord-Lieutenancy.

On Monday night, the usual St. Patrick's ball was given by the Lord-Lieutenant and his lady, in the Castle of Dublin. This was the last of the viceregal balls. The guests numbered about 1,400.

St. Patrick's Day.—This day passed off without a single case of disorder throughout the north and south.

WAR OFFICE, March 15.—1st Foot—M. A. H. Legge, to be Ensign, by purchase, vice Pugh, promoted.

THE NEW FRENCH ELECTIONS.—After two years of subjection to constant persecution from those in power—after the exile or imprisonment of all their intellectual leaders—after the prosecution of their press, and the state of siege instituted in their clubs; in the presence of an army of one hundred thousand men maintained to suppress them; and in the face of a *regime* which has exhausted its resources and its influence to obtain repudiation of their doctrines,—the Socialists of France have succeeded, in the elections this week, in returning the men who have been regarded as the most extreme exponents of their revolutionary theories! Since the triumph of LOUIS NAPOLEON, in his candidateship for the Presidency, this is the most significant fact which has occurred in the politics of the republic; and the difficulty with those who are spectators at a distance is to reconcile the indications of two events which would appear to contradict and to negative each other.

In France, everything remains perfectly quiet, but trade is, in many parts, in a very deplorable state, owing to the excitement caused by the late elections.

GREECE.—The British Consul at Athens has issued a circular stating that, in consequence of the mediation of France, the blockade will be suspended for a reasonable time. The captured vessels are to remain as pledges in deposit until the demands are complied with. The announcement has given great satisfaction in Athens. It is thought that existing difficulties will be speedily adjusted

From Athens, we learn that Baron Gros, the French Envoy, had had an audience with King Otho, and it is stated, that he recommended the Greek Government to recognise the claims of England, leaving the question of amount open to discussion, to which the Greek Government consented.

TURKEY.—An Austrian correspondent states from Scutari, that several thousand troops of Montenegro, on the 4th instant, made an incursion into Portegazza, and after a skirmish, which lasted a whole day, they retreated, with the loss of only two Turks. The Montenegro men took away their killed and wounded.—Besk Pacha had gone to Upper Alabria, to superintend the recruiting commission, which had met a strong opposition.—Gibiciout and Albanian Town are in a state of insurrection.

Very serious fears are entertained at Berlin of a war with Russia: the movements of the Russian troops on the Prussian frontiers, the numbers of which have just been increased to 180,000 men, certainly tend to confirm this fear. The English ambassador at St. Petersburgh is said to have transmitted, in his recent despatches to the Foreign-office, reports of a very similar nature.

ITALY.—The *Times* correspondent announces that the Pope will return to Rome after Easter. His Holiness would leave Portici 7th April.

DENMARK AND THE DUCHIES.—Advices to the 4th ult. state that hostilities are on the point of recommencing. The Swedes and Norwegians have received orders to retire. Preparations are being made in the Duchies for war. The negociations with Denmark are in statu quo—no reply having been made to the Prussian note. Lord Cowley has requested, in the name of his government, that the armistice be not broken. The Danes are about to negociate a loan of 7,000,000 rix-dollars for the war in Schleswig. On the whole, affairs in Denmark and the Duchies look extremely warlike.

INDIA AND CHINA.—We have received by electric telegraph, from Trieste, intelligence from Bombay of the 16th ultimo. The only political news of importance was the announcement of a mutiny in the 66th Native Infantry in the Punjaub, which, however, was speedily checked by the arrival of other troops. The disbanding of the Sikh contingent in the Punjaub was determined on and carried into execution. The rest of India was profoundly tranquil. The Governor-General had returned to Calcutta. The commercial advices by this arrival announce dulness in imports, and a slow sale of English manufactures. Cotton for England and China was in demand, at advanced prices.

LEGISLATIVE PROCEEDINGS.

A committee, consisting of Mr Woodward, Mr. Ansley, and Mr. Carman, has been appointed to report on the petition from this city, relative to the height of wooden buildings within the Fire district

Mr Woodward has again introduced his bill to abolish imprisonment for debt, a measure which has greatly increased in public favour of late years.

An Act has passed, imposing the punishment of imprisonment in the Penitentiary, not exceeding four years, for malicious injury to the works of any Electric Telegraph Company established in this Province, such punishment to be in addition to any civil or other remedy for the offence.

The amendments made by the Council to the Bill for amending the Charter of the City of Fredericton having been rejected by the Assembly, that City is left under its old Charter.

A special Committee of the House having reported in favour of granting £2000 toward the erection of the Suspension Bridge over the Falls, near this City, the House divided upon the report, which was sustained by a majority of one, and a bill was ordered to be prepared accordingly.

On Monday last, the House went into Committee on the Bill to incorporate the Canada, New Brunswick, and Nova Scotia Railway Company. The gentleman from Canada, at whose instance this act was brought before the Assembly, not having produced satisfactory credentials, or shown under whose authority he was acting, progress was reported, in order that some further information might be furnished.

Professor Johnson's admirable report has been formally submitted to the Legislature, and 1000 copies ordered to be printed. It is understood that an edition of 10,000 copies will probably be ordered for distribution in the Province, and for circulation in the United Kingdom.

The Bill for granting a bounty on the tonnage of vessels engaged in the fisheries has been rejected by the Legislative Council.

The Export Duty Act has been continued, but all stuff under five inches square and nine feet in length is exempted, except hacmatac.

A Bill introduced by Her Majesty's Attorney General, to establish reciprocal free-trade with the West Indian Colonies, passed the House on Wednesday last. We give the Executive Government great credit for the prompt and energetic action they have taken in this important matter. From so good a beginning, we have full hope that something really beneficial to the interests of this Province will be effected with our sister colonies in the West Indies, with whom, of late years, we have had but little communication.

The House was engaged all day on Thursday in debate on the Bill to incorporate the Orange Lodges, which was not concluded. The debate stands adjourned until this day.

Yesterday, the state of the Province stood as the order of the day, and it was expected that some exciting speeches would be made. It is not probable that the resolutions of Mr. Wark or the amendment of Mr. Brown would pass the House, but that some other resolutions, pointing out forcibly the true position of the Province, would be passed, and embodied in an address to the Crown.

The time of the Assembly has been much occupied on Committee of Supply; a great number of small grants to teachers and revolutionary pensioners have been passed, every grant creating more or less discussion.

It is yet quite uncertain when the Session will close; but from present appearances, the business of the House is not likely to terminate before the end of this month. Several bills connected with the establishment of the new County of Victoria have been passed, as also a great number of other bills of a local nature.

Mr. R. D. Wilmot, from the Committee appointed on the 16th of February last, to take into consideration the petition of Henry Gilbert and three hundred and twenty-three others, inhabitants of the City and County of St. John, praying that a School may be established in this Province for the education of Deaf and Dumb Children, submitted a report as follows:—

"That they consider the education of children deprived by Providence of speech and hearing, a subject of absolute necessity in a Christian country, and one that should not only be aided by the contributions of the benevolent, but also from the funds of the Province.

"The Committee are not at present in possession of sufficient information on this subject, to recommend any Grant being made for the establishment of such a School at the present time, but they would suggest that the Government should give directions to the Clerks of the Peace in the several Counties, to direct the persons appointed to take the census under the Act 12 Victoria, chapter 48, to make a return of the number of Deaf Mutes, and their respective ages, and also the probable amounts that the parents would be enabled to contribute towards their education and support, with the view of legislating on this subject at the next meeting of the Legislature."

The following is the apportionment of the £9300 recommended by the Road Committee for the repair and improvement of the Great Roads throughout the Province:—

St. John to Nova Scotia Line, £900; Fredericton to Saint John, *via* Nerepis, £400; Saint John to St Andrews, £300; Nerepis to Gagetown, £40; Dorchester to Shediac, £40; Shediac to Petitcodiac, £50; Richibucto to Chatham, £350; Newcastle to Bathurst, £150; Bathurst to Belledune, £50; Belledune to Metis Road, £300; Fredericton to Woodstock, £725; Woodstock to Arestook, £550 (£150 of which towards the erection of a bridge over Beckaguimic River, in aid of individual subscription); Arestook to Grand Falls, £200; Fredericton to Finger Board, £150; Bellisle to Scribner's, £40; Fredericton to Newcastle, £650 (including £325 due on bridge over south-west branch of the river Miramichi, and for covering the same); Fredericton to St. Andrews, £300; Salisbury to Harvey (including bridge over Petitcodiac River), £600; Shediac to Richibucto, including bridges, £500; Waweig to St. Stephen, £70; Woodstock to Houlton, £40; Oromocto to Gagetown, £30; Oak Bay to Eel River, £270; Barker's Landing, Nashwaak, to Richibucto, via Newcastle and Gaspereaux, £500 (£125 of which to be laid out between Fredericton and Newcastle River); From Newcastle to Bend of Petitcodiac (being part of the old line of road laid out between Fredertcton and Petitcodiac), £100; Grand Falls to Canada Line, £450 (£150 of which for bridge over Little River, near Webster's); Bathurst to Miramichi, via Pokemouche, £265; Saint John to Quaco, £300 (including £200 for replacing bridges); Hampton to Bellisle, £25; Cole's Island to Cape Tormentine, £150; Lower Landing, Grand Falls, to American Boundary, £40; Pickard's Line to American Boundary, £25; Albert to St. John, via Hammond River, £250; Isaac Derry's to Point Wolfe, £100; Dead Water Brook to St. Stephen, £50; Roix's to Oak Bay, £150; Tisdale's farm to Loch Lomond, £200.

The Committee recommended, in addition, the usual grant of £300 to the Nova Scotia and New Brunswick Land Company, for the improvement of the roads through their lands.

The Bye-Road Grant of £13,700, the Committee propose to divide as follows:

County of York, £1223 15s.; Carleton (including Victoria), £1432 10s; Queen's, £1150; Gloucester, £875; Charlotte, £1357 10s.; King's, 1317 10s.; Saint John, 983 10s.; Sunbury, £694; Northumberland, £1296 5s.; Restigouche, £693 15s.; Westmorland, £1130; Kent, £842 10s.; Albert, £693 15s.

FOREIGN STEAMBOATS.—An order from the Hon. Commissioners of Customs, London, was yesterday received by the Controller of Customs and Navigation Laws, at this Port, in answer to certain questions relative to Foreign Steamboats obtaining Certificates of British Registry free of any charge, which had been submitted by a merchant of this place, from which it appears that Her Majesty's Government have decided that such certificate could be obtained in Great Britain, but the Board decline giving an opinion as to whether the same could be done in this Colony: leaving it to the decision of the Provincial Legislature. We give, by authority, extracts from the Order alluded to, shewing the questions with their answers, which we hope will receive attention by our Legislature.

1st—Whether a Foreign built Steam Boat, having Machinery, Furniture, &c. on board, of Foreign manufacture, may receive a Certificate of British Registry at St. John, provided she be wholly owned by British subjects;—and,

2dly—Whether Foreign built Steam Boats brought into the Province for the purpose of Inland Navigation under the New British Registry Act, are liable to the Duties of Customs and others imposed by Acts of the Colonial Legislature.

With respect to the first question—We acquaint you that a Foreign built Steam Boat, fitted up with Foreign Machinery and Furniture, would be entitled to a Certificate of British Registry, provided she be wholly owned by British subjects legally qualified to be owners of British Ships;—and,

With respect to the second question which has been raised, as to the liability of Foreign built Ships and Steamers to the Duties of Customs imposed by Colonial authority upon their arrival in the Ports of New-Brunswick for the purpose of being registered and employed in Inland or external Navigation—We acquaint you, that a question of an analagous nature having arisen in this Country, it has been decided by Her Majesty's Government that Foreign built Ships and Steamers, duly registered as British Ships, under the provisions of the Act of 12 and 13 Vic. cap. 29, arriving in the Ports of the United Kingdom for the purpose of conveying goods in the ordinary course of trade, are not liable to the Duties of Import imposed by the Imperial Act of 8 and 9 Vic. cap. 90.

We further acquaint you, that in the event, however, of such Vessels being subsequently broken up, and the Certificate of British Registry cancelled, the materials upon being sold and brought into consumption, would be charged with the duty of ten per cent. ad valorem attaching to Ships broken up under the Act of 8 and 9 Vic. cap. 90, herein before referred to.

We at the same time apprize you, that although it is not within the province of this Board to offer any opinion in regard to the levying of Duties imposed by Colonial authority; we have nevertheless deemed it proper to acquaint you of the practice which obtains in this Country in this respect, for your own information as well as that of the Provincial Government, leaving it for that body to determine how far the rule observed in this Country may be deemed by them as applicable in the construction of the Colonial Law adverted to by you.

FREE PORTS.—By a circular which has been issued by Earl Grey, addressed to His Excellency, on the subject of opening new Ports in the Province for the admission of Foreign and British Shipping and Goods, it appears there will now be no objection to open such Ports, provided the Colonial Government appoint their revenue-officers to perform certain duties relative to registry, clearances, returns of trade, &c. which are still required by the Imperial Acts. These officers will receive deputation warrants and instructions from the principal Controller of Customs and Navigation Laws in the Colony, upon directions being given by the Colonial Government to these officers to comply with such instructions from the Controller. The appointment of these officers must also be unattended with expense to the old country.

CUSTOMS UNION WITH THE UNITED STATES.—A suggestion made by a gentleman of this City has been transmitted to Washington, and is now under consideration there, for a Customs Union between these Colonies and the United States, somewhat on the principle of the German Zollverein. The proposition is to the effect, that there shall be perfect free trade between these Colonies and the American Union in every respect, both countries adopting the same tariff precisely, as against all countries not included in the Customs Union. This idea, bold and startling as it may seem at the outset, is worthy of consideration. We understand that several gentlemen of high mercantile standing in this community, have already expressed their entire approbation of the principle, which, of course, includes free trade in shipping, as in everything else. We merely give at present the outline of the proposed plan, which will doubtless be fully and ably discussed hereafter.

THE SHEDIAC RAILWAY.

We resume to day the consideration of Mr. Wilkinson's final Report, but we must necessarily be brief, owing to the arrival of the English mail.

With reference to the short line, from the Bend to Shediac, Mr. Wilkinson says that the idea of constructing it as a marine railway is worthy of serious consideration. There can be no doubt, he says, of the feasibility of such a project for vessels of moderate tonnage, and the railway would thus accomplish the advantages proposed by a canal. To construct this short line, as a marine railway, the cost would be increased about one-half, as greater strength would be required, and, at least, a double line of rails, with sufficient sidings. It must be considered whether the route would be so generally preferred by the ordinary steam and sailing craft, and especially by fishermen, as to warrant the additional outlay. The saving to vessels would be in the time, risk and expence of the circuitous voyage around Nova Scotia. Its advantages, in Mr. Wilkinson's opinion, would lead generally to its preference, at a reasonable charge, and also to greatly increased intercourse between the Bay of Fundy, the Gulf, and Canada. On this ground, Mr. W. thinks it has strong claims to Legislative consideration, independently of speculative views of immediate profit.

The lowest rate of charge which could be safely named at present, as that which would maintain the works efficiently, Mr. Wilkinson states at one shilling and sixpence per ton, upon every vessel, for the whole distance.

With regard to the prospective revenue of the whole line, from St John to Shediac, Mr Wilkinson states as follows: The whole cost is estimated at £435,918; the interest on this, at six per cent., is £26,155; the working expenses, at 45-per cent. on gross revenue (an extreme charge), £21,400. The largest revenue required to pay interest and working expenses, would therefore be £47,555 per annum. Mr. Wilkinson then proceeds to consider actual traffic on the present roads, as indicated by the registrations last year (which have been already published), as compared with the statistical returns of a railway in actual operation—and he selects the Western Railroad of Massachusetts, which, all circumstances considered, is perhaps the best selection that could be made. He then takes a mean of the registered traffic, and assuming that it would be much less at Sussex Vale than at Hammond River, yet, even then, a way traffic is shown equal to that of the Western Railway of Massachusetts.

Mr. Wilkinson says—"This fact alone is sufficient to remove doubt on the question of prospective revenue. It shews that the time for the establishment of a railway, in this line of country, is not *yet to come, but that it has long since arrived.*"

He then goes on to say, that there is no reliable index to future through traffic, facilities being now wanting for any other intercourse than what is demanded by actual necessity, while a glance at the map demonstrates that St. John is the natural *winter* outlet of by far the largest division of the Province, without a reasonable prospect of competition. It is the interest of all that division that such an outlet should be easily accessible.

The prospective through traffic for passengers only, Mr. Wilkinson estimates at £57,120, exceeding by 20 per cent. what would pay six per cent. interest on the cost, and defray working expenses; and in this estimate, no increase of traffic is assumed. It is contrary to experience and probability that it will not increase—the mere construction of the Railway would largely increase it. No allowance is made in the estimate for the conveyance of the mails, or for the great item of freight. Mr. Wilkinson says, that for the present, it is sufficient to show that for the limit of expenditure proposed there is an adequate assurance of revenue; and it is believed that this has been shown with a scrupulous regard to security.

Mr. Wilkinson next proceeds to consider the influence which this Railway would exercise upon Agriculture, as an improved means of communication between town and country—between producers and consumers—in the transportation of lime and other materials for manure—in the transport of materials connected with mechanical and other labour, such as building-stone, gypsum bricks, slate, iron, ship timber, and wood of every description.

The benefits which would be afforded to that important interest, the Gulf Fishery, are fully discussed, as also the probability of the introduction of manufactures under railway influence; but to-day we are unable to go into these important considerations.

Mr. Wilkinson thus sums up his Report:—"Lastly, the assurance of adequate revenue is strengthened by the local position of the line.—It must, for all time, be the chief arterial line of inland transit for about one-fifth the area of New Brunswick. Physical obstacles will prevent the formation of parallel lines through any considerable portion of its extent, either north or south, which will not diverge from this line as their natural main stem. It must also be intersected by all other principal lines eastward of St. John."

"Therefore, whether the work be regarded as a principal branch of the projected national line between Halifax and Quebec, or as a future thread in the great iron net-work of American coast and inland communication, now approaching—or, independently of either, as a work demanded solely by the agricultural, maritime and social interests of the Province—it is, in each case, important—but in the last, its claims to consideration are most urgent, and the assurance of immediate benefit and success the most reasonable and sufficient."

With such clear, positive and decided testimony as this, in favour of the Shediac Railway, will the Legislature longer hesitate to take steps for its immediate construction?

CIVIC ELECTION.—The election of Charter Officers took place on Tuesday last. In some of the Wards there were keen contests for civic honors. The polls closed as under:

King's Ward.—For Alderman: W. H. Needham, 230; J. H. Hartt, 73.—For Councillor: Joseph Fairweather, 246; B. O'Brien, 47.

Queen's Ward.—For Alderman: W. O. Smith, 190; S. K. Foster, 151.—For Councillor: George V. Nowlin, 192; J. V. Troop, 82; John Knollin, 59.

Duke's Ward.—No opposition.—Thos. Harding, Alderman; and William Hagarty, Councillor.

Sidney Ward.—No opposition.—G. Vanhorne, Alderman; and Thos. McAvity, Councillor.

CARLETON.—*Guy's Ward.*—Alderman: R. D. Wilmot, elected by show of hands.—Councillor: J. C. Littlehale, majority of about 17 over James Thompson.

Brooks' Ward.—Alderman: O. C. Cougle, returned by a majority of 2 over Mr. Bond.—Councillor: Joseph Beatteay, without opposition.

Mr. Hartt protested against Mr. Needham's qualification Mr. Foster and Mr. Bond demanded scrutinies of the votes polled for their respective opponents. These have not yet been settled.—The Mayor will be elected by and from the new Council on the first Tuesday in May.

Thomas Merritt, Esq. has been unanimously re-appointed Chamberlain.

The election of Church-Wardens and Vestrymen in this Parish, for the ensuing year, took place at the Vestry of Trinity Church on Easter Monday—the day appointed by law. With the exception of Mr. Wallace, who was chosen to supply the place of Mr. Waterbery, who has removed from the City, no change was made.

Church-Wardens—L. H. DeVeber and Geo. D. Robinson, Esquires.

Vestrymen—Messrs. L. B. Botsford, J. M. Robinson, Charles Patton, Robert Bayard, Joseph W. Lawrence, Edward Sears, T. R. Gordon, J. V. Thurgar, T. W. Daniel, Wm. H. Adams, B. L. Peters, and Thomas Wallace.

MECHANICS' INSTITUTE.—The lecture at the Institute was delivered on Monday evening last, by M. H. Perley, Esq.: the subject being "the Gulf of St. Lawrence, its trade and resources." The manner in which this gentleman lectures gives it more the appearance of a conversation than a dry lecture, by which means he succeeds in thoroughly arresting the attention of the audience without wearying them, besides always securing a large attendance on the evening that he is announced to lecture, which was the case on Monday evening. He was provided with an excellent map on a large scale, on which he took the company present a regular cruise all round the Gulf, taking them ashore at the various islands, bays and creeks; shewing them specimens of the various soils, minerals, shells, bones of animals—including some of that large and valuable animal, the walrus, which were found at a place where a French company (with the king as one of the leading members) made a great deal of money in slaughtering these animals for their skins, oil and teeth. While he had them ashore at the fishing-stations of Caraquet and Shippegan, he showed them, with some degree of expertness, the manner of splitting and preparing the codfish for curing, and, with reference to the large quantities exported from these places, pointed out the great value of the fisheries to the Province, and the remuneration that would follow to those employed in them, if a sufficient amount of energy was used by such parties. He mentioned that at some of the places on the northern shore of this Province, where they imported fish, the waters were actually alive with them. Excellent crops were grown there, particularly potatoes of a superior quality, but sufficient encouragement was not held out to the farmer for the want of a market. As a remedy for many of these evils, he alluded to the contemplated railway between this place and Shediac, which would tend greatly to benefit both the northern parts of the Province and this place, by bringing them together. In the course of the lecture he gave a very interesting account of Labrador, which, by his account, is extremely cold; the territory is very large, with but few inhabitants, who live by trading with the vessels who go there in summer-time: its fur trade and fisheries are of considerable importance; but little is known of the settlers, however, as they never publish any information about themselves Cape Breton, Prince Edward Island, Magdalen Islands, and Anticosti Island, all came in for their share of notice; but we regret we have not room to follow the lecturer through the Gulf at greater length; suffice it to say, that the *voyageurs* seemed all well pleased with their *tour*, and satisfied with the manner in which they had been conducted through it.

Mr. Foulis will lecture next Monday evening on the *Chemical Transmutation of Matter*: with experiments.

We learn from our correspondent at St. Andrews that a house and barn took fire at that place on Tuesday evening, and burned to the ground, without, however, doing any further damage. The property was owned by Mr. Sloane, shoemaker.

☞ We have received a communication from *A Small Trader*, complaining of the heavy fees exacted by the Health Officer at this port. We shall publish it next week, and, in the meantime, would draw the attention of our Representatives to the subject, as one deserving of attention.

MR. BROWN AND HIS CHARGE.—We have received a letter from Mr. Brown on the subject of his remuneration for attendance on Professor Johnston while travelling through the Province, to which we cordially give a place in our columns. From this letter it will be seen that Mr. B. states that he never made any such charge, or any other charge for this service which is all very satisfactory. We trust, however, that the gentleman alluded to is not evading the question, by receiving the money, (whether charged or not) as it does not interest the public much whether he charges and receives it, or receives it without charging. As to his fitness for the service, we do not doubt that he is as well qualified as anybody else; but we are still of opinion that the office-bearers of the different Agricultural Societies throughout the Province would have been just as well qualified as Mr. Brown to have attended the Professor through their respective Counties; and, if we are correctly informed, this service would have been performed without any expense to the public funds. We give below extracts from the public papers referred to in our former article, in order that parties may be able to judge for themselves. It will be seen by these what authority we had for our remarks.

Fredericton, 2d April, 1850.

SIR,—I beg to inform you that I never made a charge "*for attendance on Professor Johnston, one hundred and eleven days, at a pound a day,*" as stated in your paper—that Mr. Ritchie never did, in my hearing, mention any such charge, and that there is no charge in existence, that I know of, made by me, or for me, either for that sum, or for any other sum for that service.

You will perceive from the *Report*, that you and the Professor differ a little in opinion, both with regard to the necessity of my appointment, and fitness for the service, and as you have, for my special benefit, published your opinion, I hope you will do me the justice to publish his also.

Your obedient servant, JAMES BROWN.

To the Editor of the N. B. Courier.

The annexed paragraph is from the introduction to Professor Johnston's Report. We are not certain that it is the passage to which Mr. Brown refers:—

"Lastly, my own observations, during a tour of nearly two thousand miles in company with Mr. Brown, M. P. P., and Dr. Robb, of King's College, have formed the basis upon which I have endeavoured to arrange all the facts and illustrations of the State of the Province which have been derived from the other sources I have named above. The body of the Report will show how much I have been indebted to the valuable assistance and subsequent labours of my two fellow travellers"

(*From the Fredericton Amaranth, March 19.*)

"James Brown, Esq. alias "*Jack Robinson,*" has rendered his account against the Province for time spent in travelling with Professor Johnston, and in subsequently preparing maps of the soils, *one hundred and eleven days*, or in other words *a sop from the Executive of £111, and travelling expenses, for playing the part of whipper-in!* How long is this bare-faced corruption to be tolerated?"

In the debate on the Post Office Bill, published in the *Head Quarters* of 23d ult., Mr. Ritchie, in alluding to the salary of the Deputy Post master General, remarked—

"Before he said more on this subject, he would make a remark on what had fallen from the hon. member from Charlotte. That hon. member thought £300 a sufficient salary for the Postmaster General; that was a good deal less than one pound a day, and on referring to the accounts he found that the hon. member from Charlotte, when in the employ of the Government, received one pound a day and found. He thought, therefore, it came with a rather bad grace to refuse the head of a department, occupying a responsible situation, the same allowance which he himself was willing to receive for attending Professor Johnston on the Agricultural Survey of the Province."

Mr. Brown's reply to Mr. Ritchie is copied from the same paper—

"Mr. Brown said that, before the question was taken he would say one word in reply to the hon. member from St. John. He had occasionally been employed by government, but he never asked for that employment. He took what salary was given to him, but he never fixed the value of his services, and he would add, that if he could be permanently employed at any thing which he was capable of performing to the satisfaction of the government and of the country he would be very willing to take one half of the salary now spoken of."

The Steamer *Commodore*, Capt. Brown, returned yesterday afternoon, from her first trip to Windsor for the season, having among her passengers some twelve or fifteen of our citizens who came out from England by the Mail Steamer Europa to Halifax.

The Commodore commences her trips to Portland next Monday morning.

It will be noticed that the Maid of Erin will, this month, leave for Eastport every *Wednesday* morning, at seven o'clock, instead of Thursday, as heretofore.

INTER-COLONIAL FREE TRADE.—The *Royal Gazette* of Wednesday last contains His Excellency the Lieutenant Governor's Proclamation authorising the admission of the following articles, being of the growth, production or manufacture of Canada, Nova-Scotia, or Prince Edward Island, into this Province, free of duty:

Grain and Bread Stuffs of all kinds, Vegetables, Fruits Seeds, Hay and Straw, Animals, Salted and Fresh Meats, Butter, Cheese, Lard, Tallow, Hides, Horns, Wool, Undressed Skins and furs of all kinds, Ores of all kinds, Iron in Pigs and Blooms, Copper, Lead in Pigs, Grindstones and Stones of all kinds, Earth, Coals, Lime, Ochres, Gypsum ground and unground, Rock Salt, Wood, Timber and Lumber of all kinds, Firewood, Ashes, Fish, Fish Oil, viz:—Train Oil, Spermaceti Oil, Head Matter and Blubber, Fins and Skins, the produce of Fish or creatures living in the Sea.

The Gazette also contains a Proclamation announcing the erection of the new County of Victoria, and the official notice of the appointment of the respective officers.

PROVINCIAL APPOINTMENTS.

CHARLES JOHNSTON, Esquire, to be High Sheriff for the City and County of Saint John; and WILLIAM BAYARD, Esquire, M. D., to be Coroner for the same, for the ensuing year.

By His Excellency's Command.
J. R. PARTELOW.
Secretary's Office, 2d April, 1850.

GOVERNMENT NOTICE.

His Excellency the Lieutenant Governor has been pleased to approve of the re-appointment of JOHN SIMPSON, Esquire, as Mayor of the City of Fredericton.

By His Excellency's Command.
J. R. PARTELOW.
Secretary's Office, 2d April, 1850.

A Certificate, in terms of the Act of Assembly, has been received and filed in my Office, which authorizes the Reverend EDWARD N. HARRIS, a Baptist Minister, residing in Carleton, in the City and County of Saint John, to celebrate Marriage in this Province.

J. R. PARTELOW.
Secretary's Office, 1st April, 1850.

FROM THE UNITED STATES.—We received our usual files from the agents of Favor's and Gunnison's Expresses—Boston papers of Tuesday, and New York of Monday evening.

The Hon. John C. Calhoun, a distinguished Southern Senator, died at Washington on Sunday last.

The trial of Professor Webster was brought to a close on Saturday last, when the Attorney-General closed his address to the Jury.

Chief Justice Shaw then said, addressing the prisoner:—"John W. Webster, before giving this case to the Jury, I have to ask you whether or not you have anything to say, in addition to what has already been said by your counsel in your behalf, that might tend to explain or mitigate the evidence which has been given against you: at the same time, I must inform you that you are at liberty to speak, or not, as you may think proper."

Dr. Webster instantly rose, and spoke as follows:—"May it please your honors, I am obliged, indeed, to you for an opportunity to make a statement. I will not enter into any explanation of the complicated net-work of circumstances which has been brought to bear against me. It would require many hours to do so minutely; but if time would be granted me, I could account for nine out of every ten of them: I am confident I could give them their proper explanation.

"Acting on the advice of my counsel, I have heretofore sealed up my lips; but they have not seen fitting to bring forward the evidence that had been ready prepared for them by me. This very silence has been construed to my prejudice, my calmness brought to bear against me; and these things compel me to speak.

"As to the letter written by me to my daughter (it was not, I think, the first, but the third I had written from the prison) I can only say that, having seen in one of the daily papers which are allowed to come into the prison—in one of these prints, I say, I saw a notice that I had bought a parcel of oxalic acid; it instantly occurred to my mind that the same parcel could be produced. Mrs. Webster wanted some citric acid for domestic purposes, and I had forgotten to bring it so often that she laughed at me because of my forgetfulness. I went into Thayer's, opposite the Revere House, that afternoon, and talked to a party for some time. I left with the bundle in my hand, and went home by the omnibus, when I gave it to my wife, saying—"here is your parcel." This was what I referred to in the letter to my daughter. The bundle mentioned was the bundle I have told you of, and no reference was made to the notes whatever.

"I will just say one thing more, and that is regarding the search for the papers in my house. When the men came the first time they say they did not find them. After they had gone, Mr. Charles Cunningham came and instituted search in the same trunk, in which they were found, and they were discovered there by him. He laid them on the top of the trunk—immediately where they were found. These papers had been overlooked by the officers when examining my house, and were in no bundle. As to the conversation I had with the Rev. Francis Parkman, I think he did not do me justice in all respects. He admitted the possibility of an aberration of mind having overtaken his brother, and many other points in the conversation, that were favourable to me in their nature, were left unexplained.

"In regard to the nitrate of copper, the lecture before my last, I had the duty imposed on me of shewing the nature of acids, and their action on colours. For this object I prepared nitrous oxide gas. In order to do that, small pieces of copper are put into the stove, the flumes of which are conveyed into a receptacle, and thus the gas is made. When the nitrous oxide gas is thus made it loses color, and by mixing it with oxygen—but the process need not be described—it accounts for the fire in the furnace, and for the presence of little bits of copper.

Many things might have been mentioned had I had any thought of their being required; but I had none. I depended on the truth alone to prove my innocence. I did not anticipate that any more than the truth would be brought against me.

I have put my trust in God alone. My counsel have told me to be calm, and that has been brought against me to prove my guilt, and my capability to commit crime. Some years ago, I was accustomed to allow my students free access to my laboratory; but so many accidents occurred in consequence, that I latterly gave up the practice altogether. Of late, also, I have been in the habit of preparing my own things for chemical use, and when engaged this way would have the laboratory shut up. This was not at all an uncommon thing, as it has been said to be.

On Friday, I was proved to have been at home all the afternoon, and was not out, consequently I could not have been at the college; and I was not seen by Sanderson that night leaving the omnibus at Harvard-square. On Friday, when I left the college I went to get the omnibus at Brattle-street, and stepped into Brigham's and took a chop, and there I remained for a time, after which I went home.

On Wednesday, after leaving the college, I had occasion to make a small present to a young lady of my acquaintance, and went into a store and made a purchase of a book,—Humboldt's late work—after which I went into Brigham's again, and got a cup of tea, when I chanced to leave a note and the parcel behind me. My council went there and got the book and the note; but, as it has been with me in various other respects, this has not been mentioned by them."

[Dr. Webster here sat down He, however, in an instant afterwards, started up again, and resumed].

"I have one word more simply to say. I have felt more distressed by the production of these anonymous letters than anything else—and I call my God to witness—and if it should be the last word I should speak—I never did write one of them! My counsel have had a letter sent to them, by some one, saying, that the letter signed "Civis," was written by him. If he is here (elevating his voice to a high pitch, and using an animated gesture), *I call on him, if he has a spark of humanity in him, to come forward and say he wrote that letter!*

I believe notices have been put in all the papers for him to come here. I have said briefly what I had to state."

Chief Justice Shaw then proceeded to charge the Jury at great length.

The Jury then retired [illegible], and the Court adjourned its session again at 11 o'clock, when the Jury returned a verdict of GUILTY.

The prisoner, as the dreadful announcement met his ear, shivered from head to foot, shut his eyes, and his head sank nervously on his breast. His hands fell with convulsive upon the front of the bar, and he slowly sank back into the chair placed for him, in a condition which, being indescribable, we will not attempt to describe.

The Court met at nine o'clock on Monday morning, when Chief Justice Shaw, in a ing address to the prisoner, proceeded to pass the awful sentence of the Law, concluding as follows:—

"And now nothing remains but the solemn duty of pronouncing the sentence which the law affixes for the crime of murder, of which you stand convicted, which sentence is, that you, John W. Webster, be removed from this place and detained in close custody, in the prison of this county, and thence taken at such time as the Executive Government of this Commonwealth may by their warrant appoint, to the place of Execution, and there be hung by the neck until you are Dead; and may God of his infinite goodness have mercy on your soul!"

A vessel fully equipped, has been fitted out at Hamilton for the prosecution of the Whale fishery, in the vicinity of Bermuda.

Passengers in the Duke of Wellington, for California: T. M. DeBlois, Esq. and Mr. George Crookshank.

SAINT JOHN SAVINGS' BANK.
Deposited in March, - - £1621 12 [illegible]
Withdrawn in do. - - 1322 19 [illegible]
Acting Trustee for April—F. A. WIGGINS, Esq.

EVIDENCES OF CHRISTIANITY.—The seventh lecture of this course will be delivered by the Rev. Mr. McKAY, next Thursday evening, in the Germain Street Baptist Chapel. Subject—*The circumstances which promote the growth of Modern Infidelity.* Young men are particularly invited to attend. The Service will commence at half past seven o'clock.
April 6. By Order of the Committee.

☞ MR. EATON'S *ninth* lecture on the Evidences of Christianity will be delivered, the Lord willing, to-morrow (Lord's-day) afternoon, at the usual time and place. SUBJECT—*Prophetic, Symbolic and Typical representations of the Messiah under the Patriarchal and Mosaic dispensations.*

VERY CHOICE TEAS.

☞ An assortment of the *best description* of Souchong, Congo, Hyson and Gunpowder TEAS, remaining over from the Auction Sale, will be disposed of, at *reduced prices*, in lots to suit private families. The subscriber respectfully invites heads of families to examine these Teas next week, prior to closing his present business.
April 6. JOHN SEARS.

MARRIED.

On Monday last, by the Rev. Mr. Stewart, Mr. John Douglas, of the Hibernia Settlement, to Mrs. Phoebe Staples, of this City.

At Hampstead, Queen's County, on the 21st ult., by Elder James Noble, Mr. James S. Peters, to Miss Mary C., second daughter of Mr. Peter McAlpine.

DIED.

Suddenly, on Saturday afternoon, in the 38th year of her age, Jane, wife of Mr. John Lees, Merchant, and youngest daughter of Mr. John Scott, of Queensbury Bay, Scotland.

At his residence in Duke-street, on Sunday morning, after an illness of several years, Mr. William Jacobs, in the 64th year of his age.

On Sunday night last, at the Mission House in Portland, the Rev. S. BUSBY, Wesleyan Missionary, in the 61st year of his age. For the long space of thirty-eight years, he had sustained an unblemished reputation, as a man, as a christian, and as a Minister of Christ. The early part of his Missionary life was spent in Newfoundland—from which mission he was removed in 1816, to Prince Edward Island, forming part of the Nova Scotia District. After eleven years of devoted labour in that district, he was removed to New-Brunswick, where he spent the last twenty-three years of his pastoral and ministerial life. The fidelity and affection with which he fulfilled the sacred duties of his office, greatly endeared him to the people of his charge. Possessing a soul prompt to sympathy, and feeling a deep interest in the comfort and salvation of the afflicted, he was always ready to obey the calls so frequently made upon him—fearless of disease in whatever form it might appear. His uniform kindness in sustaining his domestic relations greatly endeared him to his bereaved wife and large family. The loss to them is irreparable. He bore his protracted affliction without a murmur, being comforted and supported by the consolations of religion, which he had for so many years recommended to others.—*He died in great peace.*

At Carleton, on Thursday, 4th inst., at the advanced age of 97, Mrs. Susannah Craft, widow of the late Mr. John Craft, one of the last of the Loyalists, deservedly lamented by a large circle of relatives and friends. The funeral will take place to-morrow (Sunday,) at half-past one o'clock.

At Loch Lomond, on Tuesday last, Mrs. Jane Bartrim, aged 70 years.

At Moncton, on the 23d ult., George G., sixth son of Thomas Prince, Esq. in the 23d year of his age.

On the 2d Feb. last, on board the Whale-ship *Mary & Susan*, bound to New London, (Conn.) John McDougal, of St. John, (N. B.) aged 20 years.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED.

Sunday—Brigt. Arcturus, Harrington, Philadelphia, 7 days—Wm. Thomson, flour and wheat.
Monday—Brig Liddell, Richardson, Carthagena, 48—Allison & Spurr, ballast.
Schr. Monadnock, Colson, Searsport, (Me.) 2—Jewitt & March, ballast.
Sultana, Whittier, Searsport, (Me.) 2—Jewitt & March, ballast.
Thursday—Schr. Echo, McMullen, New-York, 6—J. V. Troop, assorted cargo.
Steamer Maid of Erin, Belyea, Eastport—Thos. Parks, passengers and merchandise.
This Morning—Barque Independent, Atkins, Carthagena—S. Wiggins & Son, ballast.

ENTERED FOR LOADING.

April 2—Heroine, Meldrum, Penarth Roads.
3—Bethel, McMurtry, San Francisco.
4—Monadnock, Colson, Philadelphia.
Sultana, Whittier, New Haven.
5—Albion, Turner, Galway.
Liddell, Richardson, Belfast.
Mary Chase, Robinson, New-York.
Curlew, Moore, Paramacarbo.

CLEARED.

March 30th—Brig Thetis, Burne, Glasgow, deals, lathwood, &c.—Chas. McLauchlan; Brigt. Jane Allison, Murray, New-York, scantling—C. M. Gove; Boundary, Haskell, Eastport, boards—L. H. Waterhouse; Schr. Olive-Branch, Fought, Boston, pig iron, scantling, &c.—D. & T. Vaughan and Geo. Eaton.
April 1st—Schr. Alabama, Wall, New Haven, clapboards, shingles and boards—E. D. Jewitt.
2d—Ship Delta, Doane, Liverpool, timber, deals, &c.—S. Wiggins & Son.
3d—Schr. Charles, Whipple, Halifax, scantling, salt, &c.—G. & J. Salter.
5th—Brigt. Tweed, McDougall, New-York, scantling—C. M. Gove; Schr. Pandora, Whelpley, Boston, scantling—P. McRory.
6th—Barque Duke of Wellington, Kinney, California, assorted cargo—Allison & Spurr; Schr. Venture, Whelpley, Boston, sawn lumber—Master.

Brig Daring, Douglas, of this port, was at St. Thomas 5th March—had sold cargo at Trinidad.

Arrived at Matanzas, March 9th, brig Vixen, Bustin, Wilmington.—At Trinidad de Cuba, 15th, Isle, Jones, St. John.—At Mobile, 21st, ship David, Frost, Liverpool.—At Wilmington, (N. C.) 24th, brig Richard Cobden, Elder, Newport, (Wales.)—At Philadelphia, 25th, schr. Relief, Johnston, St. John.—At New-York, 31st, schr. Sarop, Sawyer, do.—At Boston, 1st April, brig Charles McLauchlan, Cann, Glasgow.

Cleared at Apalachicola, March 13th, barque British American, Powell, Liverpool.—At New Orleans, 18th, ship Brandon, Foy, St. John.—At Philadelphia, 25th, brig Nile, Crowell, St. John.—At New-York, 26th, brig Damascus, Hayes, and schr. Albert, Elder, do.; 30th, schr. Mary, Tyrrell, do.; April 1st, brig Clarence, Armstrong, do.

Sailed from Port Royal, (Jamaica,) March 2d, brig Caros, Seely, for Cuba.—From New Orleans, 30th, ship Eudocia, Bannerman, Liverpool.

(*By Telegraph.*)—Arrived at Alexandria, April 4th, Brigt. Gem, McCready, Turks Island.

Arrivals from St. John.—March 10th—Lydia, in the Clyde; 12th—Leviathan, off Queenstown; 13th—Medium, at Gloucester; Retriever, at Dundee; 19th—Harriot, at Liverpool.

Vessels sailed for St. John.—March 8th—Hannah, from Plymouth; 10th—Sophia, from the Clyde; Frederick, from Hull; 12th—Czar, from Dundee; 16th—Joanna, from Alloa; 18th—Elizabeth Holderness, from Hull; Fingalton and Renfrewshire, from Pill; 19th—Lisbon, from Deal; 21st—Olive and Candace, from Liverpool.

Cleared at London, March 21st, barque Feaside, Walker, St. John.—At Liverpool, 22d, Alice Bentley, do.

Loading in the Clyde, barque John Kerr, for St. John.—At Liverpool, brig William Allen, Isaac, Dorchester.

Arrived at Liverpool, March 18th, barque John S. DeWolf, Roberts, New Orleans, with considerable damage, having been in contact with brig Lena; 23d, ship Devon, McCulloch, New Orleans.—At Sydney, (N. S. W.) Dec. 3d, ship Peterel, Taylor, London.—At Bombay Feb. 9th, ship Tadmor, Bowie, Clyde.

Sailed from the Clyde, March 16th, barque Glasgow, Marshall, Boston.—From Shields, 12th, Maranham, for Philadelphia.—From Liverpool, 16th, Tippoo Saib, Bruce, Sydney, (N. S. W.); 17th, Nova-Scotian, Corning, Yarmouth, (N. S.); 20th, Gipsy, Ellis, Staten Island and St. John.—From Bombay, Feb. 5th, Dundonald, Gillies, Liverpool.

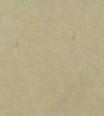
Brig Fowler, Clark, from Liverpool, arrived at Donegal 19th March, to take emigrants to St. John.—At Londonderry, 13th, ship Spartan, from Greenock, to embark passengers for Philadelphia.

Spoken, 14th March, off the Kish Light, barque Ant, from the Clyde, for St. John.

The Wm. Dawson, of Alloa, bound to St. John, put into Widewall Bay, March 18th.

Wick, March 17.—The Exporter, Robertson, of and from Leith, for St. John, got on the rocks at the back of Cantag Head, yesterday, and is likely to become a wreck. The accident was owing to her having been in contact with the Moselle, of and from Leith, which lost an anchor and chain in the Frith, and will have to put back to that port.

Wanted to Charter.



A VESSEL of 350 to 400 tons Register, to take a cargo of Timber and Deals to a Port in Great Britain.
April 6.—1i. ROBT. RANKIN & CO.