COMMUNICATIONS.

Messrs. Editors.—It has been often asserted that the materials of which our New-Brunswick Ships are constructed, are not of a durable character. The following list of old Vessels, built in this Province, and which are still, or were lately, in existence, will contribute, I trust, towards the removal of an erroneous impression. The list is no doubt very imperfect, and might be materially extended by an abler hand; but having undertaken to compile it, with the view of elevating the character of our Provincial vessels, it is possible that you may consider the present as a favorable time for its publication, when, owing to the abrogation of the Navigation Laws, Nations foreign to our own, may deem it expedient to resort to this Country for cheap Ships, which are justly entitled to a character for *durability*, that will not suffer by a comparison with those constructed in other countries.

Your obedient servant, PETER STUBS,
St. John, March 1st, 1850. *Notary Public.*

List of a few old Ships, built in New-Brunswick.

Vessels' Names.	*When built.*	*By whom built.*	*When last heard of, &c.*
Harmony,	1810	John Dow,	At St John, 1848
Edward Ellice,	1818	Moses Vernon,	Do. in 1846
Friendship,	1813	John Dow,	Heard of in 1849
James,	1815	James Moran,	At Cork, 1850
Waterloo,	1815	James Moran,	At Hull, 1850
Hero,	1823	Owens & Lawton,	At London, 1849
Clansman,	1824	Owens & Lawton,	At Quebec, 1849
Tamerlane,	1821	James Moran,	Lost in 1846.
Thos. Hanford.	1824	W. & I. Olive,	At Boston, 1849
Marchioness of Queensbury,	1821	George Thomson,	Autumn of 1849
Joseph Hume,	1824	John Humbert,	Now in St. John
Lady of the lake	1824	Samuel Bucknam.	At St John, 1847
Warrior,	1825	J. S. Wetmore,	In 1849
Carleton,	1825	Owens & Lawton,	In 1847
Cassandra,	1825	Alex. Nevers,	In 1849
Bruce,	1825	Isaac Perry,	At St John, 1849
Union V.	1825	D. & T. Vaughan,	At Dublin, 1848
Czar,	1826	Cripps & Waddington	At Dundee, 1850
Pallas,	1826	J. S. Wetmore,	At St John, 1849
Gov. Douglas,	1826	John Bateman,	Lost in 1847
Narcissus,	1827	Griffith Jenkins,	At St John, 1847
Ambassador,	1829	D. & T. Vaughan,	At Liv'pool, '49
Frederick,	1830	W. & I. Olive,	At Hull, 1850
Joanna,	1830	John Dow,	At St John, 1849

Mem.—The *Royal Saxon*—a ship built by Mr George Thomson, in Portland, (adjoining this City,) in July, 1833—was classed A. 1. at Lloyd's for four years, and opened at the end of that period, and again placed on the same letter for four years; at the termination of the second period, she was again placed on the same letter for one year. The *Royal Saxon* is now in Baltimore, (U. S.) commanded by Capt. Samuel Stickney, of St. John, and *is an American registered ship.* The *Susan*, formerly of St. Stephen, and the *Yarico*, formerly of St. Andrews, *received registers in the United States*, and two or three others, also built in New-Brunswick, of the names of which I have not a memorandum, likewise enjoy the same privilege, which, I have reason to know, it is neither troublesome nor expensive to procure, notwithstanding the want of *Legislative reciprocity.*

The Sloop *Elizabeth*, built at Digby, (N. S.) in 1821, and employed by this Province as a Revenue Cutter for several years, was recently seen in Jamaica, where she was employed as a coaster.

Messrs. Chubb & Co.—In reading over the Journals of the House of Assembly of this Province, I find that a Committee has been appointed, to whom will be referred all matters affecting the Lumbering Interests of the Province. I am happy to learn that it is the intention of the House to take the matter into consideration, ere it be too late. At present, parties engaged in lumbering are greatly imposed on. In the first place, every article they require for the manufacturing of their lumber has to pay a duty; and, in the second place, before it can be shipped, an export duty of one shilling per thousand superficial feet has to be paid! Was there ever such an act of injustice?—When people have paid for their land and timber, that they should be subject to an export duty, equal to that exacted from those who have never paid a penny either for land or timber! I deem that such is not the way to protect home industry.—Perhaps it may be said that lumbering has been ruinous to this Country, and that the Representatives of the People should take steps in the matter. I believe, indeed, that it has been ruinous to a great many; but the very men who have worked hardest, have been least remunerated. I take the liberty of asking, what it was that brought capital into the Province?—Surely it was the proceeds of the labour of the industrious bushman, (so called,)—he beats the bush, and the non-producer catches the bird.

Now, all that the lumbermen want is fair play: their labour must not be taxed; it is worse than the slave trade of the Southern States; the principle was wrong even in its conception. If not protected, let us be free from imposition: we, as operators, either hewers of timber or sawyers of lumber, claim equal rights and privileges with all productive classes in this Province; nothing short of impartiality will do at a time when all business in the Province is prostrate. Lumbermen at this time require the same encouragement that the Ship-owner has, viz. Beef, Pork, Saws and Files free from duty.

I hope the Committee referred to will do the Lumbermen justice in this very important matter. I am an advocate for fair play and equal rights.

You will probably hear from me again, Messrs. Editors, as I have a great deal to say in contrasting the manufacturing of lumber with the constructing of timber into ships—the one is subjected to a duty on exportation, and the other is not; yet both are the produce of the Province. Your's, &c.

WILLIAM HAWKS.

To the Honorable JOHN R. PARTELOW,
Provincial Secretary of the Province of New-Brunswick, &c.

Sir,—It was my intention to have addressed you much sooner, had not indications of great import, and events of surpassing importance to this Province, induced me to pause before inditing this my last of this series of letters to you. In doing this, I have very sincere pleasure in congratulating the Country that we are altogether free from political strife, and even at this early season unmistakable indications of returning prosperity are manifest. Discretion and sound judgment on the part of those at the helm of the affairs of State, combined with commercial intelligence on the part of our Merchants, will re-assure and inspire confidence in all interested in the rising interests of this fine Country. That much reflection and practical wisdom are required on the part of our Legislators and Merchants to do this, I admit, and most sincerely do I regret the imbecility of the first, and the want of foresight of the last. I, with many of my friends, have looked forward to the present Session of the Legislature of this Province with cheerful confidence, in the hope that some of the Legislative enactments of former years, which operate like an incubus on the best interests of the Country, would have been ameliorated, if not altogether remedied. The opening Speech of the Lieutenant Governor was a good, sensible speech—just such a one as those who know him would have expected; but, so far, I see no indications on the part of the present House, of acting in unison with the principles therein contained. Much that is trifling, or of no importance whatever, has occupied the attention of Honorable Members—thus *wasting their valuable time for no good purpose.*

Our Representatives would do well to study the spirit, nature, and bearing of the Commercial policy of the Imperial Parliament, more than they appear to have yet done. None of the acts of Great Britain are intended to militate against these North American Provinces in particular. Great Britain has been emphatically styled "the workshop of the world:" and her insular position and limited extent, have rendered it the imperative duty of her most enlightened Statesmen to pursue the so-called "Free Trade" policy. The grandest act of that policy—the relaxation of the Navigation Laws—ought to convince all commercial men of the soundness of that policy which has enabled her to maintain her envied position, at the head of the nations of the earth. That the protection which had for many years been afforded to our Timber dealers, has been greatly interfered with, none will deny, and the change has been severely felt in this Province and in Canada; but, I would ask, out of whose hard earnings was that protection wrung? Surely I need not answer that question! Nevertheless that protection was large—I would ask, where are the fruits of it?—what good has it done to those interested in carrying on the trade in this Province? We neither see nor hear of any of our merchants having amassed fortunes and retiring from business; No—the Timber business has been carried on for the benefit of the merchant at home, through whose agency the business was wholly managed, and the results have uniformly been that the profits, in the shape of large commissions and a host of "petty charges," went to the English agent, and the loss to the merchant here. The system upon which the business was carried on was bad, impolitic and unsound; but that we have any right to stigmatize the commercial policy of Great Britain as unjust towards these Provinces, I deny. The experience of the past, will, I hope, teach our leading men both in and out of the "House," wisdom. We require wise and comprehensive measures at this particular time, and so enacted as to give confidence to capitalists at a distance—confidence, without opening the flood-gates of speculation. There is ample room to originate Public Works, which assuredly would prove a safe investment. Let not sectional interests mar your deliberations, as has been the case hitherto:—bring something forth worthy of the last session of the present House.

With great respect, I have the honor to remain,
Sir, your obedient servant,
St. John, March 1st, 1850. MILO.

[*Copied by request from the Head Quarters.*]

THE BANK OF BRITISH NORTH AMERICA,
VERSUS
HENRY FISHER, Junr.,
AND VERSUS
CHARLES FISHER.

To the Editor of the Head-Quarters.

Sir,—Having observed in an Editorial of the *Reporter*, and in a communication signed O.P. in the *Newbrunswicker*, most erroneous and one-sided accounts of the Trials of the above causes which took place at the last Hilary sittings for York County, before his Honour Mr. Justice Carter, I consider it due to the Bank of British North America to furnish a true statement of the facts, as they came out in the evidence, especially as, in all probability, these causes will be again submitted to a jury of the Country. The facts, then, are as follow:—In August, 1847, the defendant Mr. Henry Fisher, Jr., being then indebted to the Bank in the sum of £300, on his direct liabilities, made application for Bills of Exchange on London, to the amount of £700 sterling, and for the discount of a Note for £1000 currency, out of which note he proposed to pay for the Bills in question. Mr. Taylor, the Manager of the Bank, at first declined to draw the Bills, or to discount the Note, not having, at the time, funds to spare, and not considering it for the interest of the Bank to go into the transaction. At length, however, Mr. H. Fisher, being extremely importunate, the Manager, solely to accommodate him, acceded to his request, naming 10 per cent. premium as the rate for the Bills of Exchange, with which terms Mr. Fisher, without hesitation, complied. This [illegible] was only about one per cent. above that at which the Bank was then willing to draw, except in small sums, even for cash payments. Accordingly on the 24th August, 1847, Mr. H. Fisher's note for £1000, indorsed by the Hon. Charles Fisher, and Mr. John L. Marsh, was discounted, and the proceeds carried to the credit of his cash account. On the following day, Mr. H. Fisher called at the Bank, and sent in a requisition to the Manager, by Mr. Johnson, the Teller of the Bank, for Bills to the amount of £600, instead of £700 sterling, on which the Manager remarked, that as the arrangement was for £700 sterling, it was not worth while to alter it. Mr. F. then addressed the Manager personally, and received the same reply; upon which he stated, that it would not leave so large a sum at his disposal after paying for the Bills, as he at first contemplated. The Manager replied, that that was no matter, as he had *money* enough to pay for the Bills, and would still leave a balance in cash at his credit to some amount. Mr. Fisher then acquiesced, and according to his original arrangement, got Bills for £700 sterling, at 10 per cent., and paid for them by checking on his cash account. On the trial of the latter cause, in which he was a witness for the defendant, Mr Charles Fisher, he stated that he left the Bank perfectly satisfied, and extremely grateful for the accommodation he had received adding, also, that so far from there appearing to him anything usurious in the transaction, *such an idea never entered his mind till after the actions were commenced in the summer of* 1849. and that, in fact, it was first suggested to him by his brother, Mr. Charles Fisher, the indorser, on his being called upon to plead to the declaration, on which occasion, as he stated, they were racking their imaginations for some defence by which they might be able to delay judgment. *He likewise declared it to have been his own impression that Mr. Taylor himself had no idea whatever of imposing a usurious charge.* It further appeared that at the maturity of the £1000 note, the sum of £100 was paid upon it, and a renewal passed for the remainder, viz., £900; that the £300 note was renewed first for £275 and then for £260, and that subsequently (namely, in December, 1848) this amount, together with the £900, was renewed in full, both amounts being included in one note.

It was further proved that in the fall of 1848 the Manager was anxious for some further security—that it was then agreed that Mr. C. Fisher should assign a Mortgage for about £1200, which he held upon his late father's estate in Fredericton, subject however to prior Mortgages to the extent of £600 to £700 and give a note, indorsed by Mr. Charles Connell for £300, payable in twelve months and that Mr. H. Fisher should furnish security on one million feet of logs then lying near St. John, the proceeds of which, when sold, were to go towards liquidating Mr. H. Fisher's collateral liabilities to the Bank. The Manager then stated verbally to Mr. Fisher, that, upon this being done, and upon the whole of his other liabilities to the Bank being paid up, and two-thirds of the note for £1160 the next season, (the principal part in the spring,) the Bank would allow the remaining one third of the note to stand over till the summer of 1850.—This, however, was not to be taken as a positive agreement on the part of the Bank, but merely as a statement of what would probably be done if Mr. Fisher fulfilled his engagements. The note addressed by the Manager to Mr. H. Fisher, and which was submitted by Mr. C. Fisher as evidence of an agreement between himself and the Bank, was proved to have been written two or three weeks before the date of such alleged agreement, and to have referred to Mr. H. Fisher's *direct*, and not to his *collateral* liabilities. In connexion with this point, it was also shewn, from a note addressed to the Manager by Mr. C. Fisher, in July 1849, that his brother was not prepared to carry out the arrangement alluded to, *even according to his own version of the terms of that arrangement.* It further appeared that the logs, upon which security had been given, were sold at the desire, and under the direction of Mr. H. Fisher himself, about the end of the year 1848, and that the proceeds of the notes of hand purporting to have been received by him in payment, were carried to his credit, about £275 of the amount being drawn out by him for his own use; that, after crediting him with all payments there still remained due to the Bank the note of £1160, besides a large amount of collateral liabilities; that on the 16th of March, 1849, the note for £1160 becoming due, was again renewed at the face; that on the 19th June, 1849, when it next reached maturity, Mr. H. Fisher once more applied for a renewal in full, which application the Bank declined, but offered, upon the payment of £260, being a much smaller sum than Mr. Fisher had been led to expect would be required in the spring of that year, to renew for the balance, but that this offer was refused by him on the ground of inability. It also appeared that, after a good deal of negotiation, the Fishers at length proposed to pay £100 per month for the seven months then ensuing, on getting further time for the payment of the balance; that the Bank replied, through their Solicitor, that they would take £125 per month for the term mentioned, and wait till the next season for the remainder, provided that a sufficient guarantee was furnished for the payment of the monthly instalments; and as such guarantee, it was proposed that they should give either good personal security, or a confession of judgment, with a condition or defeasance thereon, setting forth the agreement for the payment of £125 per month, and that no judgment should be entered up, or execution issued thereon, unless default should be made in such payments. It was further proved that this arrangement was declined by the Messrs. Fisher, who refused to give any security whatever; whereupon the Bank, finding that they would do nothing more than simply give their personal pledge for the payment of £100 per month for seven months, as proposed by them, had no alternative but to resort to legal proceedings.

The foregoing are the plain simple facts, as they came out in evidence on the trials, and for the truth of which I can appeal with confidence to the Judge's notes; yet, in spite of these facts, and notwithstanding that it also appeared on the trial, that Mr. H. Fisher positively assured the Manager, when the note for £1000 was discounted, that the whole amount so borrowed should be paid without fail in the season of 1848,—whereas £900 of that note, together with £260, the remainder of a debt contracted in 1846, still remains unsettled—two Juries of the County of York have been found to pronounce a verdict in both actions in favor of the defendants!

But for the disingenuous attempts which have been made, especially in the two instances mentioned at the commencement of my letter, to prejudice the minds of the community against the Bank in respect to the suits in question, by unfair and garbled statements, it is not at all probable that I should have troubled you with any such tedious and uninteresting communication as the present. It is not my purpose to animadvert upon the conduct of any individual, but merely to furnish a true account of the whole matter, as sustained by the evidence; and in doing this I commit it with perfect confidence to the unbiased judgment of all intelligent and impartial readers.

I am, sir, your obedient servant,
FIAT JUSTITIA.
Fredericton, 4th March, 1850.

The Courier.

SATURDAY, MARCH 9, 1850.

Arrival of the Mail Steamer of 23d Feb.

Telegraphic Despatch to the News Room.

Halifax Telegraph Office,
12 *o'clock, midnight.*

The Steamer *Canada* arrived at Halifax at half-past eight, this evening.

The *Niagara* arrived at Liverpool on the 17th ult.

Cotton has declined fully ⅛d. during the fortnight.

The Corn market is dull, and prices nominal.

In the Money Market there is increased stringency; consols closed at 95¼.

Coffee, dull, with lower prices; and the same may be stated as respects Sugar.

During the month, eight timber-laden vessels have arrived at Liverpool. One cargo of St. John Pine, 19¾ inches, sold at 18½d. per foot; Red Pine, small sales at 15½d. to 16½d. per ft; Birch, in good demand, cargo sales at 14d. to 16d. per foot; no demand for Railway Sleepers; Lathwood, cargo sales, £1 10s. per fathom. Dullness is the main feature of the Timber market.

Dates from India are to the 17th of January last. The country continued quiet, and the commercial advices were satisfactory.

In the Imperial Parliament the Free-Trade policy of the Government had been discussed, and the Ministry were sustained by a majority of twenty-one.

In Paris all was peaceable, but the Socialists were organizing for a grand demonstration on the 24th. Louis Napoleon is becoming less popular. M. Thiers and the High Church party have been defeated on the Educational bill.

France was mediating in the Greek affair.—The blockade of the Grecian ports by the English fleet still continues, and many Greek vessels had been seized. King Otho grows in popularity, and Russia and Austria have come to his aid. The latter power is about to send a fleet to oppose the English admiral.

The Danish question is becoming daily more complicated.

A new German Customs Union, solely on protective principles, has been proposed by Austria.

The political refugees have been ordered to quit Switzerland.

Relations have been re-established between Austria and Turkey.

Ship News.—*Arrivals from St. John.*—Feb. 10th—Berlin, at Liverpool; 12th, Catherine, in the Clyde; 14th, Glasgow and Gipsy, do.; Columbia, at Belfast; 15th, Alice Bentley, at Liverpool; Maranham, at Hull; 18th, Albatross, at Liverpool; 19th, Palermo, do.; 21st, Pearl, at Dublin.

Sailed from Carthagena, Feb. 1st, Heroine, for St. John.

Cleared at Liverpool, Feb. 23, Gleaner, for St. John. Loading, Candace, Olive, and Zenobia, do.; Rosetta, for St. Stephen. At London, Lisbon and Faside, for St. John.

Milford.—The Kitty Cordes does not make any water from taking the ground near Point Lynas. She was not assisted off, as reported, having got afloat before the boat from the shore reached her.

LEGISLATIVE PROCEEDINGS.

Since our last, the Revenue Bill has been reported, precisely the same as that of last year; and the House goes into Committee upon it this day. Our information from Fredericton is to the effect, that no alteration is likely to be made, and that the present scale of duties will continue unaltered.

A bill to levy a tax on passengers has passed the House, and been sent to the Council. Between the 1st April and 1st September, the tax on all passengers will be five shillings per head; from 1st September to 1st October, seven shillings and sixpence per head; and from 1st October to 1st April, ten shillings per head. If the ship is placed in quarantine, there will be two shillings and sixpence per head additional; and if the ship remains ten days in quarantine, there will be a still further charge of two shillings and sixpence per head. If the ship has on board any idiot, lunatic, maimed, or infirm person, whom the visiting physician certifies is likely to become permanently chargeable, the master must enter into a bond to the Queen, for £75, with two sufficient sureties, to save harmless the Province, or any County, City, Parish, or charitable institution therein, and indemnify for all expenses incurred in the support and maintenance of such person, during the period of three years from the time of arrival.

An important law-bill (prepared by the Hon. E. B. Chandler) has passed the Council, and been sent to the Assembly. The object of this bill is, to abolish the great and unnecessary prolixity of legal papers in the Province, and to introduce those concise forms of pleading which are now in use in the mother country. The bill provides, that instead of filing a number of pleas, as is now frequently done, the defendant may plead the "general issue"—that is, a simple denial of the suit—in bar to the action, and at the trial, give in evidence any matter of defence whatsoever, provided notice of such other matter of defence is given to the plaintiff's attorney at the time of delivering the plea. The insertion of a number of counts in a declaration, many of them having no relation to the action (which now creates such prolixity and expense), is provided against by this bill, which enacts, that if there is more than one count in the plaintiff's declaration, and he fails to establish a distinct subject matter of complaint in respect to each count, a verdict and judgment shall pass for the defendant, on such unnecessary count, and he shall recover all costs occasioned thereby. In actions on notes, bills of exchange, bonds, or other writings, costs are only to be allowed for one count in the declaration, unless the Judge certifies there is reasonable cause for inserting other counts.

We understand, that the effect of this bill, if it becomes law, will be, to reduce the costs from one third to one half, in almost every suit, while justice will be equally well, if not better administered. The unnecessary and prolix pleas, replications, and rejoinders now in use, were invented, and still continue to be used, solely for the purpose of creating heavy costs; but what is still worse, they involve so many nice questions of law, that a party not unfrequently finds he has lost his case upon some legal technicality in complicated pleading, the merits and justice of the suit being wholly overlooked.

Some years have elapsed since these useless forms of pleading were abolished in England, and great benefit has resulted therefrom. We trust that the Assembly will pass this Bill, and thereby effect one of the most useful, and really valuable, reforms to which the practice of the law has been subjected for a very long time. There is no doubt that this bill, in its operation, will greatly curtail the emoluments of the legal profession, and may even tend to reduce the numbers of that respectable body; but their private interests must yield to the public good in a matter which so deeply concerns the public interest, as the prompt and frugal administration of justice, divested of legal technicalities.

The bill to incorporate the Grand and Subordinate Lodges of Orangemen was made the order of the day for yesterday (Friday), at 12 o'clock. Up to the hour of our going to press, we have not learned what course the debate had taken, or whether the House had come to any decision. Much interest has been excited at Fredericton and its vicinity, with regard to this debate, and a large attendance of persons was expected, many of whom would travel thirty miles, or even more, to be present.

We copy from the Journal of the Assembly of the 28th ult., an extract of a Despatch from Earl Grey, to His Excellency the Lieutenant Governor, which was laid before the House upon motion of Mr. Brown. It is as follows:—

"*Downing Street, 9th September*, 1849.

"Sir,—I have to acknowledge your Despatches, Nos. 65 and 67, of the 13th and 15th July last, respectively, relating to the recent disturbances at Saint John.

"2. It is a subject of great concern that dissensions such as these should continue to influence any part of the population of the Province—dissensions which have ceased, even in this country, to have any reference to practical questions, and which to the inhabitants of the North American Provinces are matters of tradition only. If any of the better instructed and more orderly classes of the people have given countenance either to the idle and irritating display which led to the recent outbreak, or to the savage acts of violence committed in the opposition to that display, they have, probably, by this time, had occasion to regret their conduct.

"3. I approve of the conduct which you pursued, and I have learnt with satisfaction the assistance which you appear to have received from the Civil and Military authorities, as well as the escape of the Mayor from the serious danger which he incurred in the exercise of his duty. As the Act for amending the Charter of the City of Saint John had reached the Colony, with the Royal assent, since the date of your Despatches, I trust that you will find yourself better prepared to meet such an emergency should it unfortunately recur.

"4. You observe, that * * * * * *

You will be able to judge, with the advice of your Council, whether any legislation on the subject is required. But in the meantime, you cannot be unaware, that Processions and similar displays calculated to excite public fear, are illegal at Common Law, independently of any statutory provisions. On this head I cannot do better than enclose for your information, an extract from a Charge recently delivered by Mr. Baldwin, Q. C. (in the absence of Chief Baron Pigott,) to the Grand Jury of the County of Down, where Riots of a similar nature to those of Saint John unfortunately took place on the last Orange Anniversary. I have, &c.

(Signed) "GREY."

"Lt.-Governor Sir E. Head, Bart, &c. &c."

We are unable to give the charge of Mr. Baldwin, referred to in this despatch: its principal feature, apart from matters relating especially to Ireland, is the statement, that large processions, carrying arms, under such circumstances as inspire fear, are illegal assemblages; and, that it is one of the consequences of such illegal assemblage, that all the parties in it are answerable for the acts of any one member of the party.

Whatever decision may be come to, with respect to the question relative to the Orange Lodges, we trust all the discussions will be conducted in a temperate manner, and an avoidance of everything which may cause public excitement.

On the House going into Committee of the whole, on Saturday last, to take into consideration a Bill to aid in the construction of the St. Andrews and Quebec Railroad, Mr. Boyd, after hoping that Hon. members would not be seized with any unnecessary alarm at the bringing in of this Bill, went into some explanations of the prospects of the Company, shewing, that from the depression of business and failures of the crops, money was not to be had, and that the stockholders, anxious to persevere with the undertaking, now came to the Legislature to ask the Province to authorize the issue of scrip to the extent of £30,000 sterling, and to guarantee payment of the same thirty years hence; this accommodation was not to be asked for until there were thirty miles of the Railroad in actual operation, with carriages complete, and the Company to give security on their entire property. He then shewed some of the advantages expected to arise from the undertaking, stating, at the same time, that he was not advocating the interests of the Company in particular, but the interests of his constituents, whose welfare was so deeply involved in the success or failure of the enterprise. He also stated it to be the interest of the Province that it should be completed. Mr. Barberie strongly objected to the passing of such a Bill, as there had been extraordinary facilities granted to this Company already, on the promise that they would ask for nothing more; but here they were again asking for neither more nor less than that the Province should give them this amount of money in addition to all they had already got. Mr. Partelow acknowledged the importance of the undertaking, but notwithstanding all the aid they had got, and they had already been going on for four or five years, not a yard of rail had been laid down yet, although the House had received assurances that the work should be proceeded with: they had gone on giving facilities in the dark, knowing nothing of the affairs of the Company, and until some specific information was laid before the House on this subject, he would put his foot on the Bill—for without such information, the applicants could not succeed; if it was found, however, that thirty, forty, or even fifty thousand pounds advanced in scrip would insure the completion of the work, he would be disposed to entertain the application. Mr. Connell spoke in favour of the Bill, and alluded to the benefits which the Railway would be to that part of the country. Mr. Gilbert spoke against the Bill, as he had no idea of taking the money of his constituents and giving it to this Company to squander on visionary projects. Dr. Thomson supported the Bill, and had no doubt that the information required would be cheerfully and promptly afforded. Mr. Brown also supported the Bill, and proposed to report progress until the information could be laid before the House. Mr. Baillie likewise supported the Bill, on the principle, that to abandon the undertaking now would injure the credit of the Province on the Stock Exchange. Mr. Hannington objected to the Bill, on the ground that the completion of the Railway for thirty miles would be no security to the Province of its further advance, and that if it did not advance further, the whole undertaking would be a dead loss. He also objected to it on the ground, that if it was ultimately abandoned, innocent parties on the other side of the water would lose their money, which had been invested on the faith of these facility Bills. Mr. Jordan also objected to the Bill, and, in allusion to a remark made by Mr. Baillie about some Hon. members living in clover, thought that it was the officials about Fredericton, who had high salaries and little work to perform, that lived in clover. Progress was finally reported on the Bill.

On Monday the House went into Committee of the whole, to consider a Bill to repeal all the laws now in force for the Incorporation of the City of Fredericton. Mr. Taylor, the mover in the matter, spoke at some length in favour of a total repeal of the present law. Mr. Fisher admitted there were some defects in the charter, which were provided for in a Bill to be brought in as amendments to the Act, by the Attorney-General, as he was sure the inhabitants of Fredericton were against breaking up the Corporation. The Attorney-General thought that £15 a-year, house-rent, was too high a qualification for the elective franchise, and that £10 would be quite high enough; for the imperfections of the Act, he was prepared with amendments. Mr. Gilbert spoke in favour of repealing the Act of Incorporation altogether. The qualification of Councillors was finally reduced from £500 to £250, real or personal estate, or both. The leasehold qualification for voters was finally fixed at £7 10s. The qualification of non-residents was fixed at £30, real Estate. On the question being taken on the motion of Mr. Taylor to strike out that portion of the section authorizing five of the City Councillors to take their seats as Magistrates in the General Sessions, it was decided that they should take their seats as Magistrates: Mr. Taylor being of opinion that this measure would have the effect of swamping the votes of the Magistrates in General Sessions.

We publish, to-day, Earl Grey's despatch on the subject of Bounties, in which he lays down, as a general principle, the fact, that her Majesty's Government cannot accede to the policy of allowing them. Although we are of opinion that the granting of Bounties is a very questionable policy, still we cannot see how Earl Grey can reconcile these instructions with his recommendation in the despatch relative to the Finances, &c., which we also publish, and the repeated promises, that we are to have the complete management of our local affairs. We must here remark, however, that there is a wide difference between objecting to some particular part of the instructions from the Home Government, and raising a cry for annexation to a foreign power, on such grounds as some of our contemporaries have lately been doing, and trying to make out a strong case of servitude and slavery to Great Britain, on account of such instructions. We have little doubt that Her Majesty's Government will be ready to accede to our Legislature any reasonable power relating to our internal Government, on a strong representation being made by the proper parties that such a demand is in accordance with the well understood wishes of the people.

Vice Admiralty Court.—The despatch from Earl Grey to which we alluded in our last paper, on the subject of the Vice Admiralty Court, directs His Excellency to bring the matter before his Executive Council, with a view to the adoption of any measures which the Legislature of this Province may deem expedient, for making the same scale of fees as has been recently established at Quebec applicable to the Court of this Province. We have looked over the scale alluded to, and are of opinion that they are reasonable enough, and would suit here as well as Quebec, as there is so little business transacted in our Admiralty Court, as far as we can learn, that it is not of much consequence. The salary of the Judge, however, is put down at £200 Sterling, or £240 Currency. We trust our Legislators will give this due consideration before they adopt this sum as the salary of that Office, as it appears too much for this Province, which should not be put on a parallel with Quebec, where, we presume, there is much more business carried on in that Court than here, and in these days of retrenchment our Representatives must be careful not to be more liberal in providing for Offices than is absolutely necessary.

The project sometime since mooted, to connect the waters of the River St. John and the River St. Lawrence, by Canal, is so useful in its character, that a spirit of enquiry into the benefits which would likely result from it, to the trade and commerce of this section of New-Brunswick, ought naturally to be awakened. Opening thus an additional channel of communication through the very heart of the Province, by which the products of the interior of this vast continent—the grain, the flour, the salt provisions of the "Far West"—might reach our sea board, thence to be transported to every market of the globe, and, as a consequence, promoting freights for our shipping, and employment for our mariners, is, doubtless, a subject matter of the deepest interest, not alone to our fellow-citizens of St. John, at this season of commercial depression, but more or less to every individual in the Province, interested in the navigation of our majestic River.

Few of our readers, we fancy, are conversant with the extent or details of the wonderful traffic that, within the past ten or twenty years, has sprung into existence along the shores of the Great Lakes—Ontario, Erie, Huron, Michigan, and Superior—or are aware that the aggregate British and American tonnage navigating those immense inland seas at the present day, exceeds 330,000 tons, employing 15,000 men—a marine exceeding that of Holland and Prussia united, nations of Europe, which, it may be remarked, are of the growth of centuries.

The gross value of the imports and exports of the America portion of the lake commerce for 1849, equals forty-five millions of pounds currency—truly an enormous amount, when we consider the recent development of the trade, and the sparse and scattered population, as compared with the immense area of country.

To afford one, among many instances, of the rapid progress of settlement and trade in these, to us, distant regions, we may mention, that in 1832, the city of Chicago—now the flourishing *entrepot* of Lake Michigan—contained one hundred inhabitants. At present, its population exceeds 25,000! Its licensed shipping numbers 118 vessels of all classes, of a tonnage of 16,000 tons. It is connected with the Mississippi by a canal 100 miles in length, and by rail-road and daily lines of steamers, with every other section of the Union. Its imports in 1848 amounted, within a trifle, to two million pounds currency, and its exports for the same period to 2¾ millions. The distance by water to Quebec is 1600 miles, and vessels of 300 tons burthen, carrying 4000 barrels of flour, can navigate the lakes, and pass through the St. Lawrence Canals, without breaking bulk, and discharge at the latter city, where they can take in a return cargo for the port from whence they started.

One vessel, the "Governor," during the past autumn, took a still bolder sweep: Laden with bread stuffs at the "Far West," she successfully passed the Lakes, the Canals, and the Gulf of St. Lawrence, till at Halifax, situated on the coast of the broad Atlantic, she discharged her freight, and re-loaded with a return cargo of mackerel and salt; and on the 4th December last, safely arrived at Toledo, a town situated on the Miami River, at the Western extremity of Lake Erie. This successful pioneer voyage will, no doubt, on the opening of navigation in the Spring, be followed up by the despatch of numerous craft from the same regions, and the extent to which the traffic may ultimately arrive is not problematical. In addition to this feature of the Lake trade, another is, that of American vessels, carrying 60,000 superficial feet of lumber, visiting the St. Lawrence, and running as low down as Matanee, there ladening with boards, which they carry, without breaking bulk, to Troy, or even to New-York, passing through the Chambly Canal, and the River Richelieu, into Lake Champlain, and thence through the Canal at Whitehall, into the Hudson.

From these few facts, the importance to this Province of opening the proposed route becomes apparent; while the shortening the distance to the sea-board—the comparative safety of the navigation—the saving in time—the ready means afforded at this port for the shipment of the various articles to the distant market—the return cargoes of West India produce, salt, iron, dry and pickled fish, lumber, and other commodities, so readily procurable—are points on which all classes, producers, consumers, merchants, and shippers, residents of the "Far West," are immediately interested, and would undoubtedly afford cogent reasons for diverting some portion of the immense traffic flowing up and down the great Lakes and the St. Lawrence to the ocean, to the route of the River and Port of St. John.—We will return to this subject in our next.

Our Imports and Exports for 1849.—We lately shewed the amount of duties received in the Province, and the values of goods imported on which the 1 per cent. Loan-fund duty was paid; but as that value did not include unmanufactured articles, we now give a statement, shewing the total value of *all* goods imported into this port and its out-bays during last year, as it appears by the Imperial Custom House returns, made up for the Home Government.

The total value of goods imported in 1849 was £665,766, and the total value of goods exported was £564,412—the Imports thus exceeding the Exports by £101,354; of course this difference is accounted for by the new vessels built here and exported, as also their freights, which cannot appear as an article of export. The amount of tonnage built last year was 38,042 tons, which exceeded the previous year by 18,326 tons; all the materials (rigging, sails, chains, anchors, &c.) except the wood required for fitting out these vessels, are valued as Imports, while the vessels themselves, with all these materials, cannot be shewn in the values of Exports.

The value of Imports for 1848, was £588,422, and for 1847, £1,070,514; the value of Exports for 1848, was £588,466, and for 1847, £632,612. It will be seen from this, that our Imports have increased the last year, £77,344, and our Exports have decreased £24,054. The latter are much more than made up, however, by the large excess of ships exported during last year. The value of goods imported from Great Britain in 1849, was £295,982; in 1848, it was £231,383; and in 1847, it was £567,573. The value of goods from the United States in 1849, was £246,365; in 1848, it was £220,395, and in 1847, £307,055. The quantity of Wheat imported in 1849, was 246,496 bushels; in 1848, 257,826 bushels, and in 1847, 217,975 bushels. The quantity of Wheat Flour imported in 1849, was 66,931 barrels; in 1848, 59,426 barrels, and in 1847, 74,571 barrels. The quantity of Salted Meats imported in 1849, was 15,096 cwts.; in 1848, 9,602 cwts., and in 1847, 23,081 cwts. The value of Goods exported to the United Kingdom in 1849, was £441,006; in 1848, it was £466,188, and in 1847, £502,123. To the United States in 1849, it was £47,171; in 1848, £37,871, and in 1847, £40,467. To other Foreign countries, (which includes Foreign West Indies and South America,) in 1849, £18,581; in 1848, £3622, and in 1847, £2952. To these last named countries, the export trade is increasing to a considerable extent, as also to the United States, which of course includes California, for which place eight vessels left here during last year. The exports to British North American Colonies appear to be gradually decreasing, owing, no doubt, to the trade in Nova-Scotia produce, opening up between that Province and the States, and the duties imposed here on dry goods and other articles, on which, if the value is under £50, the Nova-Scotia people cannot get any drawback here. The value of the exports to North American Colonies last year, was £52,033; in 1848, £73,885, and in 1847, £82,458. The quantity of square Timber exported last year, was 159,507 tons; in 1848, 194,240 tons, and in 1847, 148,987 tons. Boards, Lumber and Scantling in 1849, 18,783 M. feet; in 1848, 13,898 M. feet, and in 1847, 9515 M. feet. The quantity of Deals exported in 1849, was 127,714 M. feet; in 1848, 129,073 M. feet, and in 1847, 126,852 M. feet. From this it appears that the quantities of Deals have varied very little during the last three years. Railway Sleepers in 1849, 5758 M. feet; in 1848, 7436 M. feet, and in 1847, 12,554 M. feet.

The value of Fish and Fish Oil exported in 1849, was £21,979; in 1848, £23,681, and in 1847, £23,906.

The value of Goods exported from Miramichi in 1849, was £75,340; from Richibucto, £33,875; Dalhousie, £26,930; Bathurst, £17,773; Caraquet, £14,241; Dorchester, £1916; and Shediac, £8893.

Durability of New-Brunswick Built Ships.—We this day publish a list of vessels, built in this Province upwards of twenty years ago, and which are known either presently, or within a recent period, to be still in existence. We have no doubt but that this schedule, which has been furnished by Peter Stubs, Esq., of this city, could be very materially extended, although the maritime interest of New Brunswick is not the less indebted to our correspondent for the trouble he has bestowed on its compilation. The information thus conveyed will at once negative the assertion so frequently made by interested parties elsewhere, "that our Provincial vessels do not possess those lasting qualities which are so desirable." The more recent improvements adopted in our Colonial ships, as manifested in the selection of the *materials* with which they are built, together with the symmetrical and substantial mode of their construction, must inevitably be the means of causing them to attract still greater attention both at home and abroad, and thus favourably advance one of the most important branches of our Provincial industry.

California Expedition.—We perceive by a Bangor paper that a joint stock company has been started in Maine, for the purpose of enabling the shareholders to get out to California. They have built a vessel of 600 tons, coppered her, filled her lower hold with lumber, and taken her to Boston, where she is now getting ready for sea. The members, numbering one hundred, all live on board and do the necessary work themselves—almost every trade being represented, such as painters, carpenters, blacksmiths, &c. The wives and daughters of the shareholders occupy themselves in knitting, washing, sewing, &c. The price of the shares is $150 each.

We hear that an expedition, something similar, is about being started in this Province, and that the parties, numbering about thirty, propose electing a captain of the company, purchasing a vessel, and loading her with lumber—sail her out to California themselves,—one half of their number going ashore to work at the diggins, while the other half trade with the vessel on the coast. After a specified time the party ashore will change places with those on board the vessel, and thus relieve one another of the monotony;—all hands working for the common benefit. The contract to be for two or three years, and no spirituous liquors to be used during the term of the agreement: the individual committing a breach of the contract in this respect, to forfeit all share of the profits.

We hope to hear of more such enterprizing undertakings, and wish them every success and *lots of dust.*

It is with sincere regret we announce, in our obituary column, this day, the death of Mrs. Donald, the lady of the Rev Wm. Donald, Minister of St. Andrew's Church, in this city, which melancholy event took place on Sunday evening last, very suddenly. Although Mrs. Donald only came amongst us last summer, she had become a general favourite; and by her amenity of manners and kindness of disposition, had not only gained the respect and esteem of the Presbyterian Church, of which her husband had the spiritual charge, but also of a large circle of friends belonging to other religious bodies. What renders the event still more melancholy is, that it took place unexpectedly, and in the absence of her husband, who had gone to Fredericton to assist the Rev. Mr. Brooke in the discharge of his ministerial duties. Such are the mysterious ways of Providence. The funeral took place on Thursday last, when the stores were closed; and although the day was extremely stormy, it was numerously and most respectably attended.

Mechanics' Institute.—Last Monday evening, the Members of the Mechanics' Institute had another rich mental treat served up to them by the Rev. Mr. Elder, of Fredericton. The subject was, "*The dignity of Labour,*" one in which the Artizan and Mechanic alone might be thought to be interested; but it was treated in such a dignified manner as could not but gain the attention and applause of those who move in more elevated walks of life. If the sentiments to which the Rev. lecturer gave utterance, and which he expressed in language at once pure and elegant, could gain the influence to which they are entitled, and which they must ere long acquire, we would discover among the various grades of society a more willing recognition of their absolute dependence on each other, and a greater sympathy of the higher with the lower ranks of life. The *dignity of labour* is a subject which certainly has hitherto not received that attention which it merits, and to Mr. Elder we must express our gratitude for bringing it forward, and supporting it in so masterly and convincing a manner. It would give us pleasure to see the whole lecture in print.

Next Monday evening, the Rev. Mr. Cooney will lecture, and intends to make no less a personage *his subject*, than "Her Majesty the Queen."—*Observer.*

The Evidences of Christianity.—The second of the course of *Lectures on the Evidences of Christianity*, was delivered last Wednesday evening in the Saint John Presbyterian Church, by the Rev. Robert Irvine. The subject was, "*Christ the Messiah of the Old Testament.*" His limits of one lecture confined him to the *Pentateuch*, or the Five Books of Moses. The argument derived thence was divided into three parts—the Prophetical announcements—the official characters—and the typical representations; to each of which, as far as time allowed, he did ample justice. The dense congregation listened with great attention; and though the services occupied nearly three hours, there was not the smallest symptom of uneasiness in any part. To the Christian, who cannot but delight in seeing how fruitful every part of the Bible is in its testimonies of Christ, it was a valuable discourse; and we would recommend to every one its perusal, when it issues from the press as a tract.

Next Thursday evening, the Rev. Mr. Casewell will deliver the third lecture of the course, in the Centenary Chapel, which the Managers have kindly offered to the Committee, for these lectures, on any occasion.—Subject: "*The Evidences of Christianity derived from Prophecy.*"

The Weather.—On Thursday morning last a heavy snow storm commenced which continued with unabated severity up to last night—the wind blowing heavily from the North East and drifting the snow in some places to a considerable extent, which will make the roads in the country very heavy. We learn that the Steamer Admiral arrived at Eastport on Wednesday evening, where she was detained by the storm until 12 o'clock last night.—March bids fair to be a severer month than February.

The weather to-day is clear and beautiful.

☞ The Mails due yesterday were all detained by the Storm. The Halifax Stage got in last evening—about six hours after its usual time; but the Western Mail did not arrive until this forenoon. The Fredericton Mail had not arrived at two o'clock to-day.

The Mail Steamer *America*, from Boston, arrived at Halifax yesterday afternoon at two o'clock, and proceeded on her passage to Liverpool at five p. m.—Among the passengers who joined her at Halifax, were Charles C. Stewart, Esq. and Capt. Edward Hippisley, of this City.

☞ Several editorial articles, crowded out last week, are inserted on our first page.

Female Seminary at Amherst.—We would direct attention to Mrs. Ratchford's advertisement in another column. The establishment of such an Institution has long been a great desideratum in this Province. It is a matter for congratulation that it has at length been consummated. The references afforded by Mrs. Ratchford are, in the highest degree, satisfactory; they are, indeed, all that could be desired. The locality is unsurpassed for salubrity, beauty, and convenience. Amherst, being only a few miles from the New-Brunswick line, will afford equal facilities to both Provinces. And as Mrs. Ratchford is to be assisted by several ladies in the various branches of female learning and accomplishments, we venture to predict, that the Seminary in question will enjoy a high degree of popular favour and support from parents and guardians, both in New Brunswick and Nova Scotia.—*Novascotian.*

Nova Scotia Legislature.—Mr. Henry's College Bill, and Mr. Howe's College Bill which contemplates a grant of £1200, to be divided among Colleges and Academies of the higher sort, having at least three Professors, and teaching the Ancient and Modern Languages, whether in the Province or on its frontiers, no one to have more than £250, nor less than £150, have passed the Assembly.

The Attorney General, on Wednesday, introduced a string of Resolutions, three in number, on the subject of trade, the object of which is to authorise the Lieut. Governor, through the Governor General, to treat with the American Government for a reciprocity of trade in all its departments, and if need be, to negotiate with the American Government for a right of free fishery upon our shores.

The resolutions have been debated at some length in the Assembly, and have met rather a favourable reception in that body. Mr. Freeman moved an amendment to reserve the Fisheries from the operation of any treaty to be entered into. Mr. Marshall opposed them altogether, although he was not apprehensive of any practical injury to be sustained by them passing, for he was quite sure the Americans would not reciprocate with so poor and so small a colony. Hon. Provincial Secretary, Atty. General, Young, Johnston, Fraser and Killam, took active parts in the debate.

Yesterday, Mr. Freeman's amendment—that nothing in the Resolutions should extend to permit citizens of the United States to catch fish within the prescribed limits of the coasts of this Province—was negatived 11 to 34. The original resolution then passed 38 to 8. The second passed unanimously, but on the 3rd being moved, Hon. Mr. Johnston moved an amendment to restrict the opening of our coasting trade, *unless the Americans should open theirs to us.* The House divided, and the amendment was rejected 28 to 17. The third resolution passed 29 to 16.

Important Subjects of Rumor.—We hear that orders have arrived, by the last packet, from the Home Government, directing the Ordnance Department to undertake the erection of two Barracks—one at Point Pleasant, the other at Fort Needham—in the ensuing summer. Provided the report be true, this does not seem as if Great Britain were inclined to relinquish her dominion over Nova Scotia at an early day.

It is also stated that Sir John Harvey will shortly be removed, and be succeeded by the Marquis of Sligo. Probably Sir John may be appointed Governor General in place of Lord Elgin.—*Halifax Recorder.*

Congress.—Talk of disunion still prevails to a great degree at Washington. On Monday last Mr. Calhoun's remarks were read in the Senate by Mr. Mason. The reading occupied two hours. The loss of equilibrium between the two sections, the North and the South, was stated to be the primary cause of Southern discontent, and if the question was not settled it must end in disunion. Northern aggressions were reviewed—the North was forcing the South to accede. To arrive at disunion would require time, but it must come, unless the question was fairly and speedily settled.

In the House, the California message was taken up. Mr. Sackett delivered a bold free soil speech. Mr. McWillie followed, evincing much emotion; he sincerely believed the Union in imminent danger. Talk of disunion had commenced in the churches, and social circles, he said, discussed it as a probable event.

A serious fire took place at the dry dock in New-York on Monday evening last; two steamers were burned, the Charter Oak and the Eureka.

The advices from England by the America, were received at New-Orleans on the 27th, and caused a decline of ⅛c. in Cotton—sales 2000 bales.—On the 1st of March 4000 bales were sold, mostly for the English market.

The steamship Ohio left New Orleans for Chagres on the 1st inst. with 489 passengers.

Late from California.—The Steamship Alabama arrived at New-Orleans on the 28th ult. from Chagres, with 65 passengers, and $450,000 in gold dust. She brings dates from San Francisco to the 24th January, being fourteen days later than our previous accounts.

Sacramento city had been overflowed by the sudden rising of the river, and only a few spots were visible above the water. The cattle were all swept away. The loss of property is estimated at one million of dollars. The inhabitants were suffering dreadfully from the calamity.

A serious outrage had been committed by a party of Chilians at the mines near Stockton, upon some Americans, several of whom they killed, and took the remainder prisoners. They were afterwards released. This affair has created great excitement, and it was supposed that all the Chilians would, in consequence, be expelled from the mines.

SAINT JOHN SAVINGS BANK.

Deposited in February, - -	£1126 1 0
Withdrawn in do. - - - -	867 8 4

Acting Trustee for March—John Wishart, Esquire.

☞ The adjourned Court of Oyer and Terminer will meet on Tuesday next, the 12th inst., at 11 a. m., when the attendance of the Grand Jury is required. Chas. Johnston, *Sheriff.*

☞ The Rev. Mr. Elder will preach in St. Stephen's Hall to-morrow—Service at the usual hours—eleven in the forenoon and six in the evening. March 9.

☞ W. W. Eaton's *fifth* lecture on the Evidences of Christianity will be delivered in the Christian Chapel, by Divine permission, to-morrow (Lord's-day) afternoon, at 3 o'clock.—Subject: *The history, doctrine, and practice of the Church of Rome prove the inspiration of the Scriptures.* March 9.

☞ At a Meeting of the St. Patrick's Society, held in the St. John Hotel on the 4th instant, it was unanimously resolved, that the Society will not celebrate the Anniversary of their Patron Saint this year, but intend giving a Pic Nic in the course of the ensuing Summer—the time and place to be decided at their next Quarterly Meeting.

March 9. William Patton, *Sec'ty.*

MARRIED.

On Wednesday evening, 27th ult., by the Rev. Henry Daniel, Mr. James Armstrong, to Miss Mary Jane Thompson, both of St. John.

At Moncton, on the 28th ult., by the Rev. Dr. Crandal, Mr. Charles Preston, to Miss Martha Morse, both of that place.

At Upper Mills, St. Stephen, on the 28th ult., the Rev. A. H. Gould, to Julia, second daughter of Albert Robinson, Esq.

In Trinity Church, Digby, on Monday the 4th inst., by the Rev. Thomas Maynard, Mr. Alexander Boyne, of St. John, to Miss Sophia, eldest daughter of the late Daniel Dakin, Esquire, of Digby.

DIED.

Suddenly, on Sunday evening, the 3d instant, Anne, wife of the Rev. William Donald, Minister of Saint Andrew's Church in this City, aged 31 years; leaving an affectionate husband, three children, and a large circle of friends to deplore their loss.

On Tuesday morning, after a short but severe illness, Mr. James Wright, a native of Armagh, Ireland, aged 37 years.

At her residence in Norton, (King's County,) on the night of the 1st instant, Abigail, relict of the late Mr. John Lannen, in the 84th year of her age.

At Norton (King's County), on the 2d instant, Mr. William Burnett, aged 84 years. Mr. B was one of the first settlers of this Province, and much respected by his acquaintances.

At Jemseg (Queen's County), Mr. Charles Garrison, in the 56th year of his age—leaving an affectionate wife and one daughter to mourn their loss.

At St. George (Charlotte County), on the 24th ult., Mary, wife of Mr. Donald M'Kenzie, and third daughter of the Rev. John Cassilis, of St. Patrick, aged 31 years. She was highly esteemed by all who knew her.

At the Ledge, on the 2d inst., Mr. Patrick McVay, aged 45 years.

At Oromocto, on the 26th ult. Mrs. Elizabeth, wife of Mr. William Dow, senior, and daughter of the late Mr. Orlo Smith, of Upper Canada, aged 58 years.

At Detroit, State of Michigan, on the 2d instant, Matilda, wife of Mr. J. W. Patten, and second daughter of Mr. John Stevens, of South Bay, New-Brunswick.

At Havana, in November last, of yellow fever, Mr. William Bean, in the 41st year of his age, formerly of this place, leaving a disconsolate wife and one child to lament their loss.

MARINE JOURNAL.

PORT OF SAINT JOHN—Arrived,

Saturday—Schr. Rising Sun, Bissett, Portland, 6 days—George Eaton, hay.

Sunday—Schr. Lexington, Look, Boston, 4—Geo. Eaton, ballast.

Tuesday—Schr. Alert, Cassie, Boston, 5—Wm. Thomson, assorted cargo.

Wednesday—Brigt. Emily, Covell, Matanzas, 15—Jardine & Co. molasses.—Sailed in company with brigt. Curlew, for this port.—On Wednesday, at noon, saw the ship Java, hence, for California, in mid-Bay, off Point Lepreaux.

This morning—Steamer Maid of Erin, Leavitt, Eastport—Thos. Parks, passengers and merchandise.

COASTWISE.

Monday—Steamer Commodore, Browne, Annapolis and Digby, passengers and cattle.

ENTERED FOR LOADING.

March 4—Duke of Wellington, Kinney, California.
Columbine, Tilley, Philadelphia.

CLEARED.

March 4th—Brigt. Victoria, Dwyer, New-York, plaster, scantling, &c.—Gilbert Bent; Schr. Moro, Sawyer, Portland, lumber—C E. Cross; William, Haines, Boston, scantling—F. McMahon.

5th—Brig Indus, Richan, Glasgow, deals, &c.—Chas. McLauchlan.

8th—Schr. Dolphin, Holder, New-York, scantling, &c.—Allison & Spurr.

The barque Britain, Murray, of this port, which sailed hence for Trinidad on the 28th ult. came to anchor at Musquash, during the snow-storm on the 1st inst. In the evening, she dragged her anchors, and went ashore at the entrance of Little Musquash Harbour, where she became a wreck. The Britain was an old vessel of 167 tons, and was owned by Messrs. John Kirk and Robert Douglas. She was insured in the Marine Office in this City, for £600, and her cargo, (consisting of boards and shingles,) for £450, and freight for £300, in the Columbus Office, Ohio.—The hull was sold by auction on Thursday last for £27, and the cargo for £200. The materials have not yet been sold.

Spoken, Feb. 27th, lat. 37 23, long. 72 20, brigt. Curlew, from Matanzas, for this port.

Barque Amelia, Holder, of this port, was loading at Havanna 22d ult. for New-York.

Arrived at St. Catharines, Dec. 12th, barque Teal, Gray, from St. John, for California—all well—was getting ready for sea on the 25th.—At Buenos Ayres, Dec. 13th, brig Myrtle, Cole, St. John.—At New Orleans, Feb. 26th, ship Elizabeth Bentley, Robinson, Liverpool.—At Holmes' Hole, Feb. 28th, schr. Echo, McMullin, from St. John, for New-York, and sailed again 2d inst.—At Boston, March 4th, schr. Pandora, Whelpley, St. John.—At Portland, 4th, schr. Eliza Jane, McLean, from Salem, for St. John.

Cleared at Mobile, Feb. 18th, ship Belmont, Grant, St. John.—At New-York, March 1st, ship Brant, Hall, for Baltimore, to load coal for Panama; 2d, brigt. Sarah, Johnston, St. John.

Sailed from Savannah, Feb. 22d, ship Speed, Grundell, St. John.—From Alexandria, 27th, brigt. P. I. Nevius, Boddie, do.—From Lewes, (Del.) March 1st, schr. Sally, Ann, do.

(*By Telegraph.*)—Arrived at Norfolk, (Vir.) March 5th, ship Samuel, Leighton, Newport, (England.)

OFFICE OF THE CLERK OF THE PEACE,

ST. JOHN, 9th March, 1850.

PUBLIC NOTICE is hereby given, that the Court of GENERAL QUARTER SESSIONS OF THE PEACE, for this City and County, will meet on TUESDAY the 19th inst., at 11, a. m; and that the subject of appointing Parish Officers for the ensuing year, and the other general business of the County, will be taken up on the first day of the Sessions. (2i)

NEW-BRUNSWICK ELECTRIC TELEGRAPH COMPANY'S OFFICE, 9th March, 1850.

A CARD.

THE subscriber begs leave to return thanks to the Captain of Police, and to the Policeman, who so kindly gave *immediate* information to him last night, of the line being broken at Union-street. L. R. DARROW,
Managing Director.

St. John Hotel Company.

A SPECIAL General Meeting of the Stockholders in the St. John Hotel Company, will be held in the Hotel on Monday, the 11th March next, at noon, to take into consideration the propriety of disposing of the Furniture, and winding up the affairs of the Company.

By order of the Directors.
Feb. 23. A. ROBERTSON, *Secy.*

OFFICE OF THE ST. JOHN WATER CO.

13th February, 1850.

PUBLIC NOTICE is hereby given that a General Meeting of the Stockholders of the St. John Water Company will be held at this Office or THURSDAY the 14th day of March next, at 12 o'clock, noon, for the purpose of taking into consideration certain important matters relative to the future operations of the Company, and such other business as may be brought before the meeting. The Subscribers for new Stock are likewise requested to attend.

By order of the board of Directors.
JOHN DUNCAN, *President.*

Notice to Creditors of S. REYNOLDS & SON.

A FURTHER dividend will be paid to the Creditors of S REYNOLDS & SON, of One Shilling and Nine pence Currency in the Pound, on all claims which have been proved and arranged, on or after the 15th instant, on application at the Office of R. Rankin & Co.

JOHN POLLOK,
JAMES TRAVIS, *Trustees.*
N. S. DEMILL,
9th March, 1850.—1i

INFORMATION WANTED of a gentleman who left Portland on the 25th of January last, on his route to Prince Edward Island, through Bangor. About 5 feet 8 inches in height, weighs about 200 lbs., aged 48, full face, light brown hair (partly grey), no whiskers, with one tooth out in front; had on, when he left, a sack drab overcoat (single breasted, pearl buttons, lined with woollen plaid), black cloth under-coat, cross-barred woollen vest, black pantaloons, high pegged boots, black satin stock, drawers, blue and white shirt, white under vest (marked T. A.), and black hat.—Any information of the above will be liberally rewarded by his anxious wife.—Direct: W. Coxhead, 4, Park street, Washington Square, Philadelphia.

Philadelphia, March, 1850.—3i

MECHANICS' INSTITUTE.

THE Regular Monthly Meeting for March will take place on Monday evening, 11th inst., at the Hall, immediately after the Lecture.
March 9. WM. HUTCHINSON, Jr. Sec.