various members of Queen Victoria's household. Many carriages joined the procession as it proceeded, but these were stopped at Windsor bridge by the police.

About five minutes before one o'clock the carriages having entered the Castle of Henry VIII's Gate, drew up at St. George's Chapel. The ten sailors, who, by the desire of the deceased lady, were to bear the coffin, were dressed in their dark blue jackets and trousers, white shirts with light blue collars, and black neckerchiefs. About half-past twelve, the Duke of Wellington and the Marquis of Lansdowne made their appearance in the choir: each of them went to the stall belonging to him as Knight of the Garter, and took his seat under his banner.

A little later the Duke of Norfolk, Hereditary Earl Marshal, and the Marquis of Abercorn, Groom of the Stole to Prince Albert, also took their seats in their stalls. Lord J. Russell, who had previously come into the choir, having no special seat, entered into conversation with the Marquis of Lansdowne, and both of them retired for a while to Cardinal Wolsey's Chapel, which had been fitted up as a reception-room. The Duke of Wellington sat still in his place, apparently in deep meditation. The funeral service was performed by the Archbishop of Canterbury.

Queen Adelaide's coffin was placed by the side of her royal husband, William IV., both of them resting on a long stone platform, about eighteen inches high and five or six feet broad, erected on the middle of the floor of the vault.

The first coffin is of the finest Spanish Mahogany highly polished, lined and wadded with the richest white satin. There are three other coffins, including the leaden one.

Orders have been issued for a Court and general mourning for Her late Majesty the Queen Dowager.

Abandonment of Canada as a British Colony!—Frequent and prolonged have been the meetings of the Cabinet during the last ten days, and various the surmises as to the weighty affairs of state which have so portentously occupied their attention. We have, however, reasons for boldly announcing that the question of abandoning Canada as a British Colony has been the most absorbing topic, and we learn, from authority in which we are apt to place firm reliance, that it has been all but determined to give up Canada as a dependency to the English Crown.—*United Service Gazette.*

It is rumored that Mr. Fox Maule will eventually be appointed Secretary to the Colonies, vice Earl Grey. According to another report, he will probably receive the government of the Indian empire.

The Queen, Prince Albert, and the royal family remain at Osborne, in the enjoyment of excellent health, taking exercise in the grounds when the weather permits. The court has maintained the strictest privacy since the lamented death of the Queen Dowager.

The Court Circular announces that Her Majesty's *accouchment* is shortly expected.

The annual allowance of £100,000 to the Queen Dowager ceases on her demise.

There is a rumour that Ministers intend, in the coming session, to prove their sincerity in the matter of sanatory reform, and in that of education, by abolishing the health-destroying window tax, and the mind duties on paper.

FAVOURITE OFFICERS.—The son of a highly favoured Admiral, who is, also, the nephew of an Earl, and the cousin of the Premier, who jumped from the Midshipman's Mess to the rank of Captain in less than six years, and after only ten years' service altogether, and who, moreover, has had four different commands since 1840, has been appointed to the command of the 50-gun frigate *Phæton*, as we anticipated; and the son of a Lord, and the grandson of a Duke, of two years' standing as a Commander, has been appointed to the command of a sloop. The navy might as well be shared up at once among two or three families, or their connexions. There seems to be no chance for merit and standing.—*United Service Gazette.*

Sir Edward Belcher is about to be despatched in search of Sir John Franklin. He is to search to the westward of the region examined by Sir James Ross. Sir Charles Napier is of opinion that Sir John Franklin is lost, and condemns the idea of seeking a north west passage.

It is announced that the Government have ordered the *Enterprise* and *Investigator* to be refitted with the utmost despatch, in order to another expedition in search of Sir John Franklin, way of Behring's Straits.—*Liv. Mer.*

...nformation has reached us that it is intended ... a reduction shall be made in the number of ... and sailors required for the ensuing finan... ..51.—*United Service Gaz.*

...amentary return it appears that ...46, to August 1, 1848, the num... ...ons convicted of offences against the ...s, was, in England, 10,491, and in ...284; that during the same period there ... coroner's inquests, arising out of affrays ... the game laws, which resulted ... verdicts of wilful murder, two of ..., three of justifiable homicide, and ... ental death.

... Government has purchased the ... Vienna and Pesth for 8,000,000 ... by instalments of from eight to ... rated at an interest of four ...

...wn experimental agri... ...e-trader, has confessed that at ... farming will not pay.—*Protec...* Of course he means with rents ... prices, and with absurd and ... tions on the proper cultivation ... *Mercury.*

...rk Reporter, speaking of the ... on board H.M.S. Swift, ... men of the restraint under ... e kept, ' that they were not allow... articipate in the usual ceremony of ... on crossing the line!"

...on in the Bank of England is still in... It amounts now to £16,512,414.

... now, by last Friday's *Gazette* at ... quarter, and it is still falling. Im... ...crease, and prices fall. We see ...nt its reaching 36s., or even 34s., ... of March.

... state that no person in Lon... ...ving died in the last ... first week in which ...een quite free from ... a period of nearly ...

... glass culvert for ... has been recom... ...ness and eco...

...outh-Shields ...ng to rescue the ...vessels which were driven ashore on the Herd Sand on the 5th Dec. was swamped, and only four out of twenty-four pilots who manned her were saved. Most of those who perished were married men with families, and were related to each other. Their names are Ino. Burn, (deputy pilot master,) Ino. Burn, brother, and Ino. Burn, nephew to the first named; Wm. Smith, Ino. Marshall, Thos. Marshall, Ino. Donkin, Robert Donkin, (brothers,) Wm. Purvis, James Wright, John Wright, (cousins,) Ralph Phillips, John Phillips, (brothers,) Ralph Shotten, Geo. Tinmouth, Geo. ...dal, and Henry Young.

Ten...

COMMUNICATIONS.

[FOR THE COURIER.]

No. II.

Richmond, June 8, 1849.

MESSRS. EDITORS,—In my last, I partly laid down the ground-work of the succeeding letters which I intend laying before the public, with your permission. And that they may be carried out with more force, I will introduce to your notice Jack Louden, with his quondam friend, Jim O'Leary, both of whom have figured in some of the largest lumbering establishments in the Eastern part of the Province; also, Mr. Jonathan Sharpe, an acute Yankee, who has spent fifteen years lumbering on the St. John River, and for the last ten years has been book and cash keeper, manager and part owner in one of the largest lumbering and milling establishments on the Schoodiac River. These men, no doubt, will tell the truth concerning the manner in which lumbering and other pursuits are carried on.

"Well, Squire, this is a mighty queer country—not the country, but the people that's in it."

"Why, what are your reasons for saying so, O'Leary?"

"Bedad, reasons enough, your honour; here you are a Bluenose, and a mighty dacent kind of a crowd of one in your own way, sure enough, wid a Yankee, as keen as a razor and as savage as a meat-axe, as he says himself; a cool, calculating Scotchman, who could outwit Ould Nick himself, either in knavery or figures; and, to bring up the rear, your humble servant, Jim O'Leary, from the bogs of Ireland, glory to the Saints in Paradise for that same. Maybe if you only had a French, Dutch, or Welshman, or some other outlandish creature, it's a menagerie of two-legged animals you'd be after having."

"It is of very little consequence, O'Leary, what we have in this country, for we are all going completely to ruin, so that a man might as well spend his money and substance in procuring a little information concerning the Province and adjoining States, as to be swindled out of it by a pack of knaves, who pretend to carry on the business of the country, when their only aim is to get men's property into their hands, so that they may transfer it to some other scoundrel who is ten times a greater robber than the man you are dealing with, because he covers up the property of the swindler, so that you cannot get your own, nor the shadow of it. Only think of the business I have been doing last winter: selling my hay, oats, and other articles, to be paid for in this month, and last week I received information that the scoundrel who bought them has sold his logs, and I suppose I may whistle for my pay. But these Bluenoses who turn Yankees are the worst of all creation, because you don't suspect them until they have their arm into you."

"Wall, Squire, Yankee and Bluenose are near sixes, I guess; some of them have their eye-teeth pretty well cut, I can assure you; but, withal, they are weak in the upper story. They only seem to see one side of the question, and that is to sell at great profit: it is no matter about the time of payment. And the lumbermen know it, and give high prices because they never intend to foot the bill, and that is one great reason why New-Brunswick is thrown on her own limited means. Every few years, the cry is for nothing but 'lumber! lumber!' to the exclusion of every other branch of industry; and the consequence is, on the first disarrangement of business in England, they are all taken aback, like a ship struck with a head-squall which carries away all her head-sails and upper gear, and comes down by the run, and makes such a 'tarnal flapping and cracking, that each person on board stows himself away in some snug corner, lest he should get his bones broken by some of the top-hamper. If the Bluenoses would only get such a quantity of lumber as would keep the market merely supplied, and turn their attention to something else, so that they would have something to fall back upon when the lumber failed, there would be none of the '*head-squalls*,' '*dead calms*,' or '*hurricanes*,' which sweep over New-Brunswick, prostrate everything, and send it to the Old Scratch itself."

"It is all very well to talk so, Mr. Sharpe, but the fact of the matter is, nothing will bring money into the country but lumber: farming has gone to the dogs. We have no manufactures, nor money with which to carry them on. So that we must either 'lumber' or starve."

"Yes, and starve you should, Squire, so long as you pursue the course you do now. There haint another people on the face of the earth, but the Bluenoses, that would not try some other business than lumbering, after failing so many times, and having been left sprawling on their backs like drunken men. Catch a Yankee following up a business he has failed in every five or six years for the last fifty years. Why, he would be called one of the greatest goneys that ever wore shoe-leather, if he would attempt any business he had been flummixed in two or three times in succession. But a Bluenose thinks nothing of following up a business he fails in time after time, until he loses his farm and everything else he possesses, gets over head and ears in debt, and has to run the country between two days, in place of going to meeting on Sunday, and ten chances to one but that he leaves his family destitute, or to the mercy of his neighbours; whereas, if he had kept to his farm, or tried something else, he might have maintained his family in comfort, and left them something to commence the world with, in place of a bad name, which is the very worst legacy that a man can hand down to his posterity. You seem to think, Squire, that a man can live by nothing else than lumbering; but to-morrow I will give you some of the practical results of that business."

"I should like to hear you, Mr. Sharpe; but I certainly think it is all the business that can be carried on with advantage in this Province."

(*To be continued.*)

Your's, PAUL JONES.

ELECTRIC TELEGRAPH.

[FOR THE COURIER.]

"The lines won't pay? Then let them go down. They never ought to pay by being allowed to become the means of speculation and gambling in stocks and markets."

[*To the Editor of the Acadian Recorder.*]

This last sentence in your editorial of December 29th, the sense of which is taken from communications made by myself and my colleagues, should become the standing text of every editor and every honest man in the community. And every honest man who will examine the course pursued by this Company, will see that they have made it their text from the beginning, for which they have been attacked, most wantonly, by the Acadian Recorder, the New-Brunswicker, and some other papers, whose whole efforts have been directed to the prevention of the news being placed before the *public*, and to open the way for *private* "speculation and gambling in stocks and markets;" and who, not content with attacking what they must acknowledge to be a principle of justice, have made scurrilous private attacks upon the character and reputation of the managers of this Company, too low to be more particularly noticed. The Directors of this Company do not understand why the Recorder requires reasons to convince him that his position is erroneous,—when the Recorder has already given so strong a text against his former publications, they have not yet seen a single attempt on the part of the Recorder, to confute a single position established by the Directors, and given to the public by the Recorder on December 22d. In my first communication I asked for a definition of the word monopoly—no response has been made to it; but a strong desire was manifested to cut off the public of New-Brunswick, the United States, and Canada from having this news go on and be made public, and this, too, to favour parties in Halifax, agents of gamblers and speculators, to enable them to have their private correspondents informed of the state of the markets, and suffer a few individuals to plunder the public at will. This is the position assumed by the Recorder to be just and right, and the curse of the word *monopoly* is thrown upon the effort to defeat these parties. There is no use disguising the matter; the editor has found himself in a bad hobble, and is endeavouring to turn himself as easily as possible, as the text shows. To give all the reasons and arguments in favour of the news being given to the whole of North America, through the press, before it is given to a *single individual*, would require altogether too much space for one or many communications,—besides, the simple position is strong enough to sustain itself with honest men, without a single reason being given.

The New-Brunswick editors complain that they do not get the news until six or twelve hours after it has passed to the United States. Whose fault is this? The papers here have been offered a copy of the whole communication for the small sum of $15, or at the rate of half a cent per word; they certainly cannot complain at this price—neither can they expect the news for nothing. The Recorder continues harping upon the string, that four or five papers of the New-York press have the whole controul of the despatch. This is a false statement. I have before observed, and I now repeat, that every paper in North America can have a copy of the despatch by paying their proportion of the expence. If the Boston evening papers are cut off from this arrangement for any reason save non-payment, the fault is entirely with the Boston Office, which Office should permit every paper to take a copy of the despatch that will pay its proportion. The Boston Office stands as umpire in the matter, so far as Boston is concerned; and if that Office, or any other Office, [illegible]ses to give a copy to any paper, the management of that line alone should bear the blame. The Asso[illegible]ciated Press have been accused of making use of the news for speculative purposes. I cannot say but that this may have been the case with some particular parties, as I have no doubt there are villains among editors as well as among any other class of persons, and to this fact I believe I can testify. But every possible means that could be taken to ensure the public against the dishonest use of the telegraph [illegible] bulletin boards [illegible] with the [illegible] markets, [illegible] immediately [illegible] of intelligence, and the [illegible] on the arrival of the telegraph [illegible] have frequently seen in New-York one hundred to two hundred [illegible] bulletin board at the offices of the Journal of Commerce, Express, Tribune, Herald, &c. &c., reading the news, within twenty minutes after the announcement of the steamer's arrival.

Last Friday's despatch contained the news of a rise in England on some important articles, and this news was placed before the public by the Journal of Commerce at two o'clock, within about three hours after the first paragraph of the despatch had been commenced to be received at New-York. I have noticed many other instances of the same kind, when the news had been received but a few minutes before the time of the paper going to press, which paper must have been delayed for the purpose of publishing the markets. This, at least, does not look like a combination to withhold the news for speculative purposes. And this gives evidence that there is at least one honest editor, although he issues his paper in Wall-street. There may be some better method of supplying the public with this news, that would not be open to the objections urged against the present arrangement; and as the Editor of the Recorder appears to be so much interested in the matter, I beg he will in his wisdom propose some new arrangement, which will be supported by himself and others, embodying the principle avowed in the text he has given us, and which is at the head of this communication. It is all well enough for a man who owns no stock in public works, and who has no business connected therewith, who is without public enterprize, and who has no desire for the benefit of the community in which he resides, to say "let the line go down" if it will not pay one-half its expected receipts; let the managers of the line cut off the half of their whole profits, and prevent the *whole public* from receiving the news, simply to permit a few blackleg speculating agents of parties in New-York and Boston to send their news from Halifax to St. John to rob the timber market, to Canada for the same purpose, and to New-York, Boston and the South to fatten on the flour, corn and cotton markets; and the pertinacity with which the Editor of the Recorder presents his false views and inappropriate names, goes far to *mark* him as one of the party. We have to thank some of the editors here and elsewhere for full one-half of the breakages which occur on our line. The base and unmanly articles which they have published are read at the low grog-shops, among the illiterate, and remarks are made before them by persons interested, of so virulent a nature, that it has imbued the minds of this low class of the population against what they are taught to believe is a Yankee speculation, that it is not only useless, but a curse to New-Brunswick, and an injury to them personally; and to so great an extent has this poison already spread, that many of this low class think themselves justified in breaking the wires as often as they can do so, and escape detection. And yet, these editors throw the blame on the management of the Company, who are themselves the losers by these unwarrantable attacks. No man can for a moment believe that the Directors of this Company, who together hold one-half the stock, would not use the most efficient means to have the line repaired with all possible despatch.

With the Halifax merchants the great point of the argument appears to be this:—that owing to their position they get the news before the rest of the Western world, and were it not that the first communications go to the public, they could, by arrangement, one by one, take up the wires for ten minutes each, and so occupy the Line, to the exclusion of all others, for some hours; thus giving them an opportunity of preying upon the timber merchants of New-Brunswick and Canada, and the grain and cotton dealers of the States. But was this the object for which the Line through Maine and New-Brunswick was built? Can they suppose that American and Provincial capital was expended to such an extent to pander to their desire of gain?—quite the contrary. The citizens of the States desired the news as soon as possible after its arrival at Halifax, and therefore expended their money to effect the object. And now it does not seem at all reasonable that the public should sit down quietly and not only allow the influence of the Halifax merchants to make their efforts and expenditures void, but also to permit them to make use of their own labors to prey upon themselves.

This is all very well for Halifax, if they can effect it, but when effected it would be very doubtful whether their speculation despatches would ever find their way further than Calais, if so far, as the United States public have a peculiar idea of right and wrong in those matters, and a telegraph line would not stand long that made itself an instrument to "*Gambling speculation.*"

L. R. DARROW.

St. John, Jan. 5, 1850.

The Courier.

SATURDAY, JANUARY 5, 1850.

THE STATE OF THE PROVINCE.

PAST EVENTS AND FUTURE PROSPECTS.

With our first number for 1850, we beg to offer to our friends and patrons the compliments of the New Year, and the sincere hope, that "coming events" may prove so auspicious and so beneficial, as to enable us, at the close of the next season, to congratulate them on the revival of trade and business, and the general prosperity of the country.

Before adverting to the future prospects of the Province, we must notice some of the events of the past year, as being calculated to have greater or less influence upon our destinies hereafter.

At the very beginning of the year 1849, the manufacture of iron, from native ore, was commenced in New-Brunswick. The works at Woodstock were then first put in operation, and they have since been continued with perfect success. A very large quantity of iron has been produced, smelted with charcoal from the adjoining forests, which has proved of such excellent quality as to command the highest price in the United Kingdom. In whatever light it is viewed, this is a most important event for New-Brunswick. Whether as adding largely to the material wealth of the Province, or as proving beyond dispute the richness of our iron ore, and the fact that it may be reduced to the best quality of iron at reasonable cost, the event is equally gratifying and equally beneficial.

We have heard it asserted, that there is scarcely a County in this Province in which iron ore has not been found to exist. We are aware that there are large deposits in St. John, King's, Queen's, and Westmorland; and as some of these deposits are in close proximity to workable seams of bituminous coal, we trust that before many years elapse, the manufacture of iron from charcoal, and fossil coal, will be largely prosecuted as a legitimate and profitable branch of business in New-Brunswick.

As our object at this time is to speak only of the practical, we pass over the efforts that have been recently made to develope certain other of our mineral resources in salt and coals, copper and lead, and proceed to the Agriculture of the Province.

In our last number we published a full report of the Lecture of Professor Johnston, on this all-important subject, from which the public will readily anticipate the nature and value of the Professor's forthcoming Report on the Agricultural capabilities of New-Brunswick. We are quite sure, that very many persons will be much surprised at the favorable opinion which the Professor has been enabled to express relative to our Province; and it is to be hoped that the information he gives, and the statements he has put forth as to the quantity of produce per acre, and its value, as compared with that of New-York, Ohio, and Upper Canada, will convince the most sceptical, that New-Brunswick possesses agricultural capabilities wihch only require to be developed in order to raise the Province to the first rank among the productive portions of North America. We trust that Professor Johnston's Report will be extensively circulated in the United Kingdom, as well to correct the misapprehensions and errors which have hitherto prevailed there, as to pave the way for the emigration to our shores of a respectable class of farmers, possessing means and intelligence, who would, by their influence and example, give an entirely new direction and active impulse to our native farmers. As it may now be considered settled beyond a doubt, that certain districts of this Province contain soil of the finest quality, not excelled elsewhere, and that other districts comprise large tracts of land which may be accounted very superior—and that as a whole, the Province offers a wide field for the successful prosecution of agricultural pursuits—we hope no exertions will be spared to digest a good, practical plan for settling the country, and that effective means will be adopted for carrying it out fully, on a broad and liberal basis, and on an extensive scale.

The next subject of public importance is the Fisheries, respecting which the Executive has, during the past season, been taking measures to acquire correct information. Of the value and importance of the fisheries of this Province, both in the Bay of Fundy and within the Gulf of St. Lawrence, we believe no doubt is entertained. In connection with the development of the mineral and agricultural capabilities of the Province, the fisheries are not likely to be overlooked; and if by any legislative measures they can be fostered or encouraged, with justice to other interests, we hope such measures will be adopted at the next session of the Assembly.

We regret that our prospects, with reference to the construction of Railways in this Province, are less encouraging than they were two years ago. We then fully expected that Her Majesty's Government would undertake, or aid in, the construction of the Great Trunk Railway from Halifax to Quebec, and we endeavored to the best of our ability, to shadow forth the many advantages which would result, not only to New-Brunswick, but to all British North America, from so glorious an undertaking;—but an influence in Great Britain adverse to these Colonies, has since grown up, and acquired great power and control over the counsels of the nation. It is now said, that no further Parliamentary or other grants are to be made toward the construction of public works in British North America; and in proof of this, a circular despatch from Earl Grey has been published in Nova Scotia, intimating that Her Majesty's Ministers cannot recommend to Parliament any grant toward the Halifax and Quebec Railway, the construction of which is left to the united exertions of the Colonies interested. Notwithstanding this decided rebuff, we learn from Halifax, that a gentleman there, whose efforts for the Great Railway have from the outset been most zealous and untiring, is fully determined to bring the question once more before the Legislature of Nova Scotia, with the view of devising and adopting such measures as will induce capitalists and the landed interest of England, to embark in the undertaking, conjointly with these Colonies. To this spirited determination we can only say, that we wish it the most complete success.

There is no doubt that the Legislature of this Province will, as heretofore, offer every encouragement by liberal grants of land and money, to forward any well digested scheme for the construction of the Trunk Railway; but we doubt if Canada is now in a position to aid in the great work. Apart from the state of political affairs in that colony, and the foolish outcry which has been raised there for "annexation," an adverse interest has sprung up in Quebec, which bids fair to oppose very powerfully and successfully, the construction of any railway from Lower Canada to the sea, either in New-Brunswick or Nova Scotia. It has long been understood that the people of Montreal were not well affected toward the Halifax line; and that westward of Montreal, the Canadian population were opposed to such a line, almost to a man. Their great solicitude has been in favor of the Montreal and Portland Railway, the means for constructing which have at length been secured, after a severe struggle. During the past month, contracts for the completion of this line have been duly executed with contractors, who are stated to be persons of undoubted wealth and in every way capable of completing the undertaking in the shortest possible time. This being reduced to an almost absolute certainty, a Company has been formed in Quebec to connect that City with the Portland railway, by a railway of 90 miles in length to Melbourne on the St. Francis, and such measures have been adopted as will probably lead to the commencement of the Melbourne railway next Spring.

We have always expressed the opinion which we now repeat, that the local railway which would be of the greatest advantage to this Province, is that from St. John to Shediac. It has been found upon careful survey, that this line presents the smallest possible number of engineering difficulties, and that it may be constructed at the least expense. It passes through one of the most fertile portions of the Province, and near which, is found the greatest proportion of its population. It leads to the Gulf of St. Lawrence, where exist the most valuable and most extensive fisheries in the world, the Gulf also furnishing an extensive field for trade and commerce. While we deplore the unpleasant disputes and differences which occurred at the last Session of the Legislature, and which then marred the fair prospects of this most popular railway, we dare to hope that such will be forgotten when the House next meets. We trust no narrow-minded feeling, or local prejudice, will be allowed to prevent the adoption of measures for completing this work during the present year, and thus afford a pledge to the dissatisfied and the restless, that something is to be done for the immediate advancement of the Province.

Among the events of the past year we must not omit to mention the completion of that modern miracle, the Electric Telegraph, both east and west of this City, by which we have now daily and hourly communication not only with Halifax and intermediate places, but also with all the principal sea-ports, cities, and towns of the United States and of Canada. This will not fail to be viewed, as it is already felt to be, a great step in the march of improvement, and one which, it may be hoped, is only the precursor to the introduction of railways, as another step in our onward march.

In a commercial point of view, there have probably been few years, during the present century, which have presented features of greater importance, and necessarily involving in themselves greater changes in mercantile operations, than has the memorable '49, which has just departed from us.

As the probable result of the Imperial policy, which has of late so conspicuously manifested itself, it might be profitable, at the present time, to take a cursory glance, it being impossible, until we possess the experience which can only be obtained from future developements, to dwell at great length on this important topic, with the hopeful prospect of much advantage.

During the past year, many new openings for maritime enterprise have been unfolded, and of which our people have availed themselves. The shipments to South America, to Cuba, and to California, have engaged the attention of our mercantile community, whilst the manufactures of the Province, required for assorted cargoes, and *not hitherto exported*, have at the same time, occupied a share of the industry of our artizans. The encouragement thus newly presented for the profitable exertion of mercantile and other industrial energies, and which appears likely to be of a permanent character, furnishes a welcome contrast with the gloomy prospects in this retrospect, which marked the commencement of the "year that's awa!"

The state of political parties in the neighbouring republic, as indicated in Congress, encourages the hope, that the liberality recently extended to the commercial world, by the Imperial enactment, which annihilated such a numerous host of commercial restrictions, will be reciprocated by the American government. Should this result ensue, it is more than probable, that the industry of our ship-builders will again be called into requisition, and to a greater extent than ever, for the purpose of supplying, what is imperatively required, a vast amount of *cheap shipping*, for the multifarious uses of this great continent.

We believe, that although there are elements of discord actively at work in the neighboring colony of Canada, there is no real cause for discontent, nor does such exist in this Province. The past season was unusually favorable for the husbandman, and the country was blessed with an abundant crop. Trade was somewhat depressed; but although less has been done than usual in some branches of business, yet, in the whole, greater profits have been really earned, than when business was transacted on a larger scale. The year 1850 opens upon us with fair prospects and a better knowledge of our real position and capabilities than we ever before possessed. It only remains then, for the people of New-Brunswick to rest satisfied with their position—to put forth their energies and their abilities—to labor vigorously for the advancement of their country—and above all, to be assured that New-Brunswick offers as healthy a climate, as fertile a soil, and as many real advantages under a free government, as can be found in any other part of the world.

The English Mail of the 15th December, brought to Halifax by the steamer *Cambria*, in twelve and a half days from Liverpool, was received here on Saturday evening, by the Post Office express. The steamer had eighty passengers to Halifax. The substance of the news was given in the telegraphic despatch in our last.

The Circuit Court for this City and County commences its sittings on Tuesday next. The Hon. Mr. Justice Street will preside on the occasion.

TO SHIPBUILDERS AND OTHERS.—Instructions have been received by the Controller of Customs and Navigation Laws at this port, from the Commissioners of Customs in England, directing that accommodation for men, galley, windlass fitting and boat berths, if put on the main deck, shall not be deducted from the tonnage of the vessel, in the admeasurement for obtaining a certificate of registry; and that no vessels are to be cleared out at this port between the first of September and first of May with cargo upon the upper deck, whether covered by a house or not.

The following editorial article, from the Charlotte Gazette, of the 1st inst. we deem of significant consequence to ship-owners, whose vessels are for the future to be occasionally engaged in performing a portion of those voyages for American citizens, which were hitherto monopolised by vessels of their own country:—

INSURANCE OF PROVINCIAL SHIPPING.—A gentleman, commissioned by the Wall Street Offices, has been down through Charlotte County, with the view of ascertaining, by personal inspection, the character of our shipping, preparatory to putting them under a fair mode of classification. The gentleman, we believe, possesses all the information necessary to enable him to accomplish his mission in the most perfect manner, and we therefore feel satisfied that his report will release our commercial marine from much of the unfavourable impression under which it has had, but too frequently, to struggle, undeservedly, at the hands of the American underwriters.

NEW VESSELS.—Launched from the Ship Yard of Mr. James Briggs, on New-Year's Day, a splendid Ship, named the "*Ellen*," of 893 Tons, Register. This fine ship was built in the best manner of the best materials, is owned by the enterprizing builder, and is fully equal to any that he has previously launched from the same Yard.

On Thursday afternoon, the *Albatross*, another splendid specimen of naval architecture, was launched from the building-yard of Wm. Olive, Esq. in Carleton. She is 1026 tons register, and has been built for Messrs. Gibbs, Bright & Co. of Liverpool, who intend her as a regular trader between that port and the East Indies. The Albatross is constructed of hackmatack, pitch pine and oak, and is thoroughly copper-fastened, and for beauty of model, materials, and superior workmanship, is not surpassed, if equalled, by any of the most splendid vessels built in New-Brunswick.—She is commanded by Capt. W. Geves, and is now loading at the Custom house Wharf, for Liverpool.

FOR THE GOLD REGION.—The Ship *James Stewart* sailed yesterday for San Francisco, with a well assorted cargo of building materials and other articles suitable for the California market, shipped by the owner of the vessel, Charles C. Stewart, Esq. and valued at upwards of £1000. Several young men belonging to this City form part of the crew of the James Stewart, and Messrs. N. Milby, and Wm. J. Bradley, of St. John, John Ruddock, of Portland, and J A. Miles, of Fredericton, have gone passengers in her.

FIRE.—An out-building in rear of the residence of Mr. Otty Cudlip, Queen's Square, caught fire about two o'clock yesterday morning, and was burnt down, without however, communicating with any of the adjacent houses, which were providentially protected by a covering of snow and a heavy fall of rain at the time. The fire is supposed to have been communicated from ashes which had been left in the building.

MECHANICS' INSTITUTE.—The Lectures at the Hall will be resumed on Monday evening next, when the Rev. Mr. WISHART will take up the subject of *Invention*.

We understand that a number of the principal Grocers of the City are now closing their Stores at 7 o'clock, for the winter months. We hope all respectable shop-keepers will do the same, in order that the young men in their employment may have an opportunity of attending lectures, and otherwise improving their minds.

BIBLE SOCIETY.—Last evening the Annual Meeting of the New-Brunswick Auxiliary Bible Society was held in the Hall of the Mechanics' Institute, the Hon. Judge PARKER, the President of the Society, in the Chair. The Hall was densely crowded at an early period, and we are told, more than five hundred persons, not being able to gain admission, had to return to their homes. The business commenced at seven, and was not concluded before eleven o'clock. At the commencement and about the middle of the proceedings, Psalms were sung, with the able assistance of Mr. Card at the organ. After the first Psalms, a passage from the Word of God was read by the Rev. Dr. Wm. Gray. The President then opened the proceedings by an address, marked by his usual fervour, and indicating the warm interest he takes in the great object of the Bible Society. Next, the Report, or part of the Report, (for time would not allow the whole to be read) which was full of interesting intelligence regarding the success of the Society in all parts of the world as well as in our own Province, was read by Dr. Paterson, one of the Secretaries. The cause of the Society was eloquently advocated by the following gentlemen whose names we give in the order in which they spoke:—Rev. Robert Irvine, Rev. Mr. Casewell, Rev. Dr. William Gray, Rev. John Thomson, Rev. Mr. Knight, and Rev. Mr. Busby, who moved the Resolutions. The seconders were Dr. Botsford, Rev. Mr. Lawson, Rev. Mr. Stewart, A. Campbell, Esquire, Mr. Gilbert T. Ray, and Rev. Mr. Robinson, most of whom took also the opportunity of declaring their attachment to the Institution. We observed on the platform, also, the Rev. Mr. Donald, and the Rev. John Irvine, and in the Hall, the Rev. Mr. Scovil, and the Rev. Mr. Cooney. It is delightful to see the Ministers of the various Protestant bodies rallying round the standard of their common faith—the *Bible*. The collection amounted to £14 2s. 6d.

SABBATH SCHOOL ANNIVERSARY.—On Thursday last the *Fifth Anniversary* of the Sabbath School connected with the Rev. Mr. Irvine's Church was observed. At two o'clock the children, who, notwithstanding a heavy fall of snow during the whole day, numbered nearly three hundred, met in the large school room in the basement story of the Church, and were entertained by their Teachers with cakes and fruit. At half past six o'clock the Teachers, with a number of Guests, amounting in all to about 150 persons, partook of tea together in the school room, when the annual report was circulated, and many pleasing and profitable statements delivered by some of the clergy men in town, upon the subject of Sabbath School Education and kindred topics.

☞ The Rev. R. IRVINE will preach a Sermon *to the young* on to-morrow, at 3 P. M. after which the annual collection for the poor will be made.—Strangers will be accommodated with pews.

We are happy to hear that Messrs. Henry Dresser & Co. the proprietors of the Lancaster Mill Estate, are determined to carry on a large business at their Mills on the Musquash River, near this City, and in spite of the unfavourable state of the wood market have been induced to enter into contracts for nearly five millions superficial feet saw logs. This will give employment to a large number of men and teams. We hope their spirited exertions will be attended with that success which their enterprise merits. British capitalists should be encouraged, and it is the duty of every honest New-Brunswicker who has the interest of his country at heart to forward the views of such men as Dresser & Co. There are many legitimate openings where British capital could be invested to great advantage, and it only requires this Province and its resources to be better known at home to insure large investments. This is in our own power and must be done by giving those who do venture among us every facility and confidence, and as we before said, we hope Messrs. Dresser & Co. will be amply repaid for the enterprise and position they have assumed among us. There are many extensive improvements to be made on this fine property, such as rebuilding of dams to facilitate the driving of saw logs, raising and extending the wharves, repairs of the Mill, building of new store and dwelling houses: here will be ample employment for many of our intelligent and industrious mechanics. We understand that any parties wishing to tender for any of the above named work will receive every information from Mr. Arthur John Baker, the resident agent at the Mills, Musquash.—*Com.*

OBITUARY.—The following obituary notice of the late Judge HAMMOND, of New-York, (whose death was mentioned in our last number,) is taken from the New-York *Tribune*. The parents of Judge HAMMOND came to this Province soon after it became a British possession, where many of their descendants still reside. While quite a young man, Judge HAMMOND removed to the City of New-York, where he subsequently studied law, and became one of the most eminent lawyers in the State. He was several years an Alderman, and also represented the City in the State Legislature. Gifted with the highest order of intellect, and endowed with the firmest integrity, few men have been more successful, or acquired a more honorable reputation. He was a learned, a just, and a good man.—*Com.*

JUDAH HAMMOND, Esq.—At an advanced age, honored by his more intimate friends, and esteemed by his fellow-citizens generally, this respectable Jurist and estimable citizen has paid the debt of mortality, and passed in quietness and peace from the busy scene in which he has so long been a prominent actor.

The talents of Judge Hammond were rather of a practical than a speculative order; his judgments, framed on mature deliberation, seldom erred. Forensic eloquence was not the field of his labours, or the goal of his ambition. As a counsellor he had few if any superiors.

We have been acquainted with this remarkable octogenarian for the last fifteen years, in public and in private life. Calm and dispassionate, possessing in an eminent degree the "*suaviter in modo*" controuled and regulated by the "*fortiter in re*," no excitement had power to warp his judgment or ruffle his temper.

As a Judge, his decisions were just and impartial. As a Counsellor, the interests of his client were his own. As a citizen, the welfare and prosperity of his country were the first objects of his reflection. As a Christian, humanity and benevolence marked his actions. As a husband, he was kind and affectionate. As a father—but we leave those whom he has left behind to fill up the picture, to bear testimony to the fond affection of the parent, to appreciate the virtues which he has left as a special legacy to them and their posterity to go and do likewise.

It is rumored that the construction put upon a late act of this Province by one of our highest authorities, is to the effect, that the party giving Bail for the personal appearance of a debtor is also responsible for the amount for which he has been arrested. If this be the case it should immediately be known throughout the Province, as there are many persons who would give security for a man's personal appearance, who would not choose to be come responsible for his debts. We will not vouch for the accuracy of this report; although it is said that a case in point has occurred in St. John.—*Fredericton Reporter.*

FREDERICTON, Dec. 28.

The usual semi-Annual Examination of the Collegiate School took place on Thursday, Dec. 20th. It was conducted by the Lord Bishop, the Venerable Archdeacon Coster, the Master of the Rolls, and Professors Robb and Jack, who at the conclusion expressed their unqualified approbation of the proficiency exhibited by the several classes in all the various subjects of instruction.

The Prize for the best English Essay, (of which five very creditable ones were given in, was unanimously awarded to Master G. Sydney Smith, and that for the best translation from English into Latin to Master F. W. Parker. The French Prize was awarded by M. d'Avray to Master J. C. E. Roberts.

The duties of the School recommence on Monday, January 14, 1850.

[*From the Royal Gazette, Jan. 2.*]

PROVINCIAL SECRETARY'S OFFICE, Fredericton, 31st Dec. 1849.

His Excellency the Lieutenant Governor is pleased to direct, that upon the present melancholy occasion of the death of Her Majesty the Queen Dowager, all persons do put themselves into proper mourning.

By His Excellency's Command.
J. R. PARTELOW.

To the Clergy of the Church of England in the Diocese of Fredericton, and Province of New-Brunswick.

Reverend and dear Brethren,

An official communication has been made to me by His Excellency the Lieutenant Governor, of the demise of Her Majesty the Queen Dowager, and of an Order of the Privy Council, agreeable to the provisions of the Act of Uniformity, that, in the various parts of our Liturgy, where the Royal Family is prayed for, the words "Adelaide the Queen Dowager" be omitted; I hereby therefore request that you will make the desired omission, and, to prevent mistakes, that you will, with the pen, correct and amend all such prayers in your Church Books, according to the foregoing direction. I also request that you will exhort the Church Wardens and Parishioners to show every token of respect to the memory of so great a benefactor to our Church and Nation, by all outward signs of mourning usual in the Church on such occasions, and by such addresses from the Pulpit as you may deem proper.

Commending you to the blessing of Almighty God.
I am, Rev. and dear Brethren,
Your affectionate Brother,
JOHN FREDERICTON.

GOVERNMENT NOTICE.

The following Bye Laws and Ordinances, passed by the Mayor, Aldermen and Commonalty of the City of Saint John, in Common Council, having been transmitted for approval, viz:—

A Law to regulate Auctioneers, Tavern Keepers, Pedlars, Cartmen, Coachmen, and Porters in the City of Saint John, and to provide for the granting of Licenses to certain Traders and other persons in the said City:

A Law to regulate the Public Wharves and Slips, and for the due ordering of vessels within the Harbour of Saint John, and for other puposes relating to the said Harbour:

A Law to regulate the Public Markets in the City of Saint John:

A Law relating to certain Offices and Officers of the Corporation of the City of Saint John, and for enforcing certain proceedings under the Charter and Bye Laws of the said City:

A Law to regulate the sale and measurement of Fire-wood in the City of Saint John:

A Law relating to the weighing, measurement, inspection and sale of certain articles within the limits of the City of Saint John:

The same were on the 20th day of December instant approved by His Excellency the Lieutenant Governor in Council. *By His Excellency's Command.*
J. R. PARTELOW.

Secretary's Office, 26th Dec. 1849.

QUEBEC AND MELBOURNE RAILWAY.—By the *Quebec Morning Chronicle* of 31st ult. received last night, we learn that the City Council of Quebec has unanimously passed a resolution pledging the credit of the City to the extent of £100,000, in aid of the Melbourne Railway.

PORTLAND AND MONTREAL RAILWAY.—A meeting of the Shareholders of this Company was held at Montreal ten days since, the Hon. A. N. Morin in the Chair, when it was resolved unanimously to issue the "new and preferential stock," which has been agreed to be taken by the City of Montreal, the Seminary of St. Sulpine, and the British American Land Company, upon terms already settled. A full report of the proceedings of the Company is to be laid before the Shareholders this month; meantime it is announced that the contractors are actively engaged in the work between St. Hyacinthe and Melbourne on the St. Francis River, at which point it will be intersected by the proposed railway from Quebec.

Montreal, Dec. 29.—The old Judicature law has expired,—no new Judges have been named, and therefore there have been no Lower Canada Judges since Monday. The cause is unknown. A mistake is said to have been discovered, invalidating all judgments since May last, and defendants oppose executions.—*Tel. to U. S. papers.*

Reception of the British Minister at Washington.—Sir Henry Bulwer was presented to the President by the Secretary of State on the 24th ult., as the Envoy Extraordinary and Minister Plenipotentiary of Great Britain. The Minister in delivering his credentials made the following remarks:—

SIR—I need not say, that it gives me the sincerest gratification to be the bearer of the credentials which I have just had the honor of placing in your hands.

Permit me to say, that in coming to your country, I do not feel that I come as a foreigner to a foreign land; our nations speak the same language; spring from the same race, and seem especially entrusted by Providence, with the same glorious task of illustrating the Anglo Saxon name, by extending the best interests of civilization through the two great divisions of the world.

I have an entire confidence, Sir, that our two governments will act with the most perfect concord in carrying out this great design, and for my own part, I unfeignedly assure you that I could not have a duty more congenial to my feelings than that of cultivating the most intimate and friendly relations between the Queen, my Sovereign, and that great Republic of which you are the worthy and distinguished President.

To these observations, the President replied in the following terms:—

Sir, I am much pleased to receive from your hands, the letter of Her Majesty, your Sovereign, which accredits you as the Envoy Extraordinary and Minister Plenipotentiary of Great Britain, near the Government of the United States, and I cordially welcome you in that high character, as a friend.

Beyond the identity of origin, language and duties, so appropriately alluded to by you, as connecting our respective countries, there is much, Sir, too, in their present relations, calculated to impart unusual interest to your mission. That the best plan for extending the blessings of peace, commerce, and civilization, may be executed by our perfect concord, is my most earnest wish; and the confidence you have expressed, that the two nations will act in concert and harmony in all wise and well directed efforts for the accomplishment of such objects, is accepted by me in the cordial and sincere spirit in which it has been proposed by you.

I hope, Sir, that your residence in this country may prove as agreeable to you, personally, as you have given me good reason for believing that it will be honorable and advantageous both to Great Britain and America.

The New-York Flour Market, on the 30th ult., had an upward tendency, with sales of 1900 brls. at \$4.87½ to \$5, according to quality. The Corn market was improving. Provision markets quiet.

PASSENGERS in the Ship *Olive*, for Liverpool, on Sunday last—Mr. John Anderson, of this City, and Mr. C. B. Crow, of Pictou, N. S.—In the Ship *Lesmahagow*, same day, for Hull—Messrs. B. Crowther and Andrew Hastings, of this City.—In the *Tippoo Saib*, sailed last evening for Liverpool—Colonel Ormond and family.

☞ The usual Annual Collection for the Poor will be taken up in St. Andrew's Church on Sunday next. The Rev. Mr. DONALD will preach at the usual hours, 11 o'clock, A. M. and 3 o'clock, P. M.

☞ The next Mail for England will close at the Post Office in this City on Tuesday evening next, January 8th, at eight o'clock.

SAINT JOHN SAVINGS' BANK.

Deposited in December, -	£1323	13	2
Withdrawn in do. - - -	420	12	4

Acting Trustee for January—ROBERT F. HAZEN, Esq.

☞ The duties of the SAINT JOHN GRAMMAR SCHOOL will be resumed on MONDAY next, 7th January.

☞ *The Vacation at Mrs. MILLICAN'S Seminary will terminate on Monday, January 7th, 1850.* Dec. 22.

SPITTING OF BLOOD.—When the stream of life is encumbered with morbid humors, its volume or quantity is increased, and the blood-vessels are filled to overflowing; hence a rupturing of those which terminate in the lungs, and spitting of blood, consumption, and other dreadful complaints. *Wright's Indian Vegetable Pills are certain to put a stop to spitting of blood;* because they expel from the circulation those corrupt humors which are the cause of the bursting of blood-vessels, and of every malady incident to man. From three to six of said Indian Vegetable Pills taken on going to bed, will in all cases give rel... if repeated a few times, will most assuredly ... the body to a state of sound health.

☞ *Beware of Counterfeits and Imi...* The safest course is to purchase from the ...rized agents only.

The genuine for sale by H. G. KIN... Agent for the Provinces; W. T. Baird, ...stock; Jas. Drake, Fredericton; R. J. M... ...ald, Grand Lake; Upham & Hallett, Ho... R. Wilson, Sackville; E. J. Smith, Shed... Cutler, Cocaigne; A. Lockhart, Quaco; ... Barry, Magaguadavic; A. H. Thomson, ... Stephen; T. Wilder, Milltown. In Nova-S... by J. Crowley, Digby; D. Moore, Kentv... Parker & Fisher, Cornwallis; W. Hoyt, Bri... town; F. S. Harding, Windsor.

Office and General Depot—169, Race-st... Philadelphia, Pa.

FROM THE CHEROKEE COUNTRY.
Georgia, Feb. 17, 184...
Opinion of Dr. J. B. Randall on the meri... *Wistar's Balsam of Wild Cherry.*

We have been induced, in consequence of benefits received from this medicine, to add testimony in favor of its extraordinary healing ...perties. We take great pleasure in stating, ... we have frequently used it ourselves and admi... tered it to others during the past year, in case... obstinate coughs, colds, soreness of the chest, &... and always with the most happy result. We the... fore cheerfully recommend to all afflicted with above diseases, to try the Balsam of Wild Che... —*Marietta Helicon.*

☞ None genuine unless signed *I. BUTTS* ... the wrapper.—For sale by S. L. TILLEY, Ki... street, St. John.

☞ *Just finished This Day*—60 Boys' Bro... Beaver dark and light Grey Canada *Top Co...* cut and trimmed in our usual neat style, from ... PANTECNETHECA, corner of King and Cross Stre... *Cash without discount.*
Dec. 22. GARRETT & SKILLEN.

MARRIED.

On Tuesday the 25th December, by the Rev. A. Ste... Mr. Jacob Noyes, to Miss Jane T. Evans, both ... this City.

On Saturday the 29th, by the Rev. Dr. B... Capt. W. T. McMullin, to Miss ... R... of this City.

On Sunday evening last, by the Rev. ...son, Mr. David Daily, Jun. of the Parish ... Rob... Miss Jane, second daughter of Mr. Peter...ds, ... St. George.

On Monday evening, 31st ult., by the R... Robinson, the Rev. J. D. Casewell, late from Evesh... England, to Miss Abigail, fourth daughter of the Mr. Elijah Hunt, of this City.

On Monday, 31st ult., by the Rev. A. Stewart, Thomas Wilson, to Eliza, second daughter of the Mr. John S. Anthony, all of this City.

On the 1st inst. by the same, Mr. H. Shillington, ... this City, to Miss A. Venables, of Simonds Parish.

At Indian Town, on the 3d instant, by the Rev ... Busby, Mr. Frederick Smith, Merchant, of St. John, ... Jane Travis, only daughter of Mr. Moses Tuck.

On the 1st instant, by the Rev. John Irvine, Mr. J... Hannah, of Carleton, to Miss Eleanor Jarvis, of the ...rish of Portland, County of St. John.

On New-Year's Day, at the house of the bride's ...ther, by the Rev. W. Jackson, Mr. John Moore, of Q... co, to Miss Mary Wallace, only daughter of Mr. J... Wallace, of Black River.

At Springfield, King's County, on Tuesday eve... last, by the Rev. W. Scovil, A. M., Horatio B. Sm... Esq. of Shediac, to Sarah, daughter of Henry A. Sc... Esquire, Justice Common Pleas.

At Woodstock, on the 27th ult., by the Rev. S... Lee Street, Rector, Mr. Hugh Gibson, of the Paris... Northampton, in the County of Carlton, to Eliza, ... daughter of Henry Jones, Esq. of the Parish of Dumf... in the County of York.

At Moncton, by the Rev. David Crandal, Mr. W... low Steeves to Miss Amelia Trites, both of that pl...

On the 27th ult. by the same, Mr. Isaac N. Davids... of Hillsborough, Albert County, to Miss Susan Trites, of Moncton.

DIED.

On Sunday evening, after a lingering illness, Richard Smith, aged 50 years, leaving a wife and children to lament the loss of a kind husband and parent.

On the 1st instant, Mrs. Patrick Smith, aged 32 ye... leaving an affectionate husband and one child to lam... their irreparable loss.

Yesterday morning, after a severe illness of ele... days, which he bore with pious resignation to the Di... Will, Mr. William Cochran, in the 38th year of his ... —Funeral from his father's residence, Brussels-st... to-morrow, (Sunday,) at 3 o'clock, ... friends and quaintances are invited to attend.

On the morning of the 24th ult. after a long illn... Mrs. Eunice Perley, aged 70 years, relict of the late ...lomon Perley, Esq. of Maugerville, Sunbury County.

At Northesk, on the 4th December, Mr. John C... page, a native of Ireland, aged 83 years.

At Cocaigne, of typhus fever, on the 3d ult. John, ...cond son of James Long, Esq. in the 26th year of ... age.

At Liverpool, on the 22d Nov., in the 24th year of ... age, Theophilus, eldest son of the late Solomon I... brisay, Esq., of Prince Edward Island. While in discharge of his duty as second officer of the Ship Ri... zi, lying in the Mersey, he fell overboard, and ... drowned.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED.

Monday—Brigt. Lion, Wright, Boston, 2 days—L... Waterhouse, assorted cargo.

P. I. Nevius, Boddie, Alexandria, 16—S. Hersey, wh...

Wednesday—Barque Actress, Murphy, London, ... Chas. McLauchlan, ballast.

...seed, McDougall, New-York, 5—Jas. A. H... ing, assorted cargo.

Friday—Schr. Amanda, Wells, Bermuda, 26 da... Master, ballast.—On the 22d Dec. off Sable Isl... spoke schr. Caroline, from Boston, for St. John's ... F.) with loss of galley, bulwarks stove, and other ... mage.

COASTWISE.

Monday—Schr. Rachel, Parker, Cornwallis, potat...
Tuesday—Steamer Commodore, Browne, Anna... and Digby, passengers.
Wednesday—Schr. Paulina, Malloch, Welchpool, ... Volante, Pettis, Parrsboro, deals and timber. George Noble, Lake, Apple River, deals.
Thursday—Perseverance, George, Parrsboro, deal...

ENTERED FOR LOADING.

Dec. 29th—Gipsy, Purdy, Cork.
Gem, McCready, West Indies.
Jan'y. 3d—Columbia, Hay, Belfast.
Ann Grant, Williams, Bangor, (Wal...
Lady Sale, Perry, Donegal.

CLEARED.

Dec. 29th—Brigt. Juverna, Reed, Barbados, bo... shingles and grindstones—Lawrence & Raymond.

31st—Ship James Stewart, Kinney, San Franc... assorted cargo—Chas. C. Stewart; Schr. Relief, ... Alexandria, scantling and plaster—J. V. Troop; ... Branch, Fought, Boston, scantling, chalk, pig iron ... seed, &c.—S. H. Fought.

Jan. 2d—Schr. Echo, McMullin, New-York, ... ling—J. V. Troop.

3d—Barque Frederick, Smith, Hull, timber and ... —S. Wiggins & Son; Brigt. Curlew, Moore, Mata... lumber, fish, potatoes, &c.—Allison & Spurr.

4th—Barque Glasgow, Marshall, Greenock, t... and deals—Owens & Duncan.

The Pilot Schooner Cygnet, of this port, own... Messrs. Geo. Thomas, Daniel Hatfield, and others, wrecked on the Bay Shore, near Musquash, duri... night of the 28th ult.

Schr. Meridian, Brannen, of and for this port, ... Boston, was wrecked near Point Lepreaux on th... ult.—crew saved.

The new barque Emerald, Capt. Fennell, hence ... Bristol, before reported at Digby, sailed thence ... day, 28th ult.

Brig Thalia, Patten, was wrecked on Sunday ... at the entrance of Yarmouth, (N. S.) on the 21s... —crew and part of the materials saved.

Whale-ship Canmore, of this port, was spoken i... last, five weeks out from Sydney, (N. S. W.) wi... barrels sperm oil—all well.

Spoken, off Falmouth, (Jam.) Dec. 15th, barque Hammond, from London, for Apalachicola; De... lat. 48, long. 11, brig Integrity, from St. John, fo... with loss of bulwarks and compasses; Nov... 49, long. 11, ship Harmony, for New Orle... 24th, lat. 38 43, long. 21 34, ship Arab, from L... for New Orleans; Nov. 25th, lat. 52, long. 7... Harriott, from Liverpool, for St. John.

Schr. Dolphin, from New-York, for this port, was ashore at Newport, was got off on the 24... put upon the Railway for Examination.

Schr. Hector, Sterling, 34 days from Shediac, ... at New-York 30th ult.—On the 18th, in a gale f... N. W. 150 miles west of Bermuda. lost jib-bo... deck load and water, and had bulwarks stove... supplied with water on the 23d by a scr. boun... Boston to Norfolk, and on the 28th, ten mile... northward of Fire Island, was supplied with p... and water by the schr. Excelsior, of New-York, ... ing to the underwriters.

Arrived at Mobile, Dec. 19th, ships Britannia, ...hart, and Mary Caroline, Delaney, from Liverp... Boston, 31st, brig Canama, Guptill, St. John; ... Friends, Calhoun, Dorchester.—At Newport, ... Sarah Buck, Rose, from St. John, for New Ha... Bath, 29th, brig Citizen, Brown, St. John.—A... Georges, (Me.) Dec. 25th, schr. Venture, Pangb... St. John, for Boston.

Cleared at Fredericksburg, Dec. 24th, bri... Belle, Michener, Halifax.—At New-York, 29th, ...mona, Smith, St. John.

Arrivals from St. John.—Dec. 1st—brig F... Hunter, at Belfast; Patriot, Corrigall, at Y...; 6th—barque Mountaineer, Carey, at Fowey; ... Raven, Scott, at London.

Remaining at Longhope, Dec. 4th, barque O... Crisp, from St. John, for Hull.

Arrived at Liverpool, Dec. 10th, ship Patrian, Bombay.

Sailed from Deal, Dec. 1st, ship Infanta, P... bilo; 10th, John Fielden, Strang, Apalachico... Gravesend, 11th, Charlotte, Ayles, New ... From Liverpool, 3d, Douglas, Hubert, Charle... Transit, Maxwell, New Orleans; 6th, Orbit, ... bile; 7th, Montezuma, Leavitt, New Orleans... leans, Bogart, do.—From Limerick, 4th, brig ... Crosby, Yarmouth.—From Rothsay, 11th, ... Wishart, Saunders, Boston.—From Greenoc... Charlotte, for Mobile.

Loading at Liverpool, Dec. 15th, ship D... Philadelphia; Boadicea, Leavitt, New O... barque Princess, Crosby, Boston.

Ship Digby, Corney, (late Taber,) from ... Queenstown, for London, with a cargo of ... the Pan Sand Patch, near Margate, on t... on the 9th she had thirteen feet water in ... after about 150 tons of cargo had been th... and part of the remainder, with ship... put into barges, she was got off on th... ceeded up the river.

Ship Chester, Hunter, of St. John, f... Liverpool, ran on shore on the morn... inside the North and South Rock... (Ireland,) and filled with water. ... charged on the 11th, and it was thou...

Destruction of an Emigrant Ship.—The ship Caleb Grimshaw, Capt. Hoxie, from New-York, has been destroyed by fire, S. B. of the Island of Flores, one of the