The Courier.

SATURDAY, JUNE 5, 1852.

We have this week intelligence of the arrival of two Steamers at New-York from Liverpool—the *Arctic*, (of the Collins line,) which left Liverpool on the 19th ult., arrived on Sunday morning; and the *Asia*, (of the Cunard line,) which left Liverpool on the 22d, arrived at New-York on Wednesday morning. The latter brought fifty-five passengers, and $122,000 in specie. The *Arctic* brought ninety-nine passengers.

The Liverpool Cotton market, on the Wednesday following the sailing of the *Arctic*, experienced a decline of ⅛d., but the *Franklin's* advices restored confidence in a measure, and ⅛d. of the decline was recovered, the decline being in all for fair. Sales of the week, 89,000 bales, speculators taking 29,000, and exporters 14,000.

James M'Henry's Circular quotes Flour firmer, but the demand had been checked in consequence. There are no buyers over 20s. 6d., while sellers ask 21s.; Wheat rules more active, and prices firmer. Indian Corn is much wanted; white is worth 29s. 6d. and yellow 30s. 6d. to 31s.

London Markets.—Tea steady and firm; Coffee commands full prices. Iron active, with upward tendency—many makers are realizing an advance of 5s. to 10s. per ton.

St. John Spruce Deals, per hundred, 12 ft. 3x9, £15 to £17 10s.; first quality Pine Deals, per st. hd £12 to £16; seconds, £11 to £12; thirds, £9 10s. to £10. Pine Timber, per load, £2 15s. to £4; Birch, £2 5s. to £3 10s.

In the House of Lords, on the 18th, the disabilities repeal act was read a third time, and passed on the 21st.

The Earl of Derby reported the denial of any present intention on the part of the Government to propose any change in the Maynooth endowment. The Earl of Winchelsea made a violent attack on the Catholic priesthood, who, he said, were endeavouring to subvert the power of the Queen, but he expected the next Parliament would remedy the evil by the Emancipation Act.

In the House of Commons, on the 19th, Mr. Hume asked whether the correspondence between this country and the United States, respecting the navigation of the St. Lawrence, would be laid upon the table, and whether the difference upon the subject between the two Governments had been settled. Sir J. Pakington said he would give an answer on a future day.

Colonial Bishops' Bill.—On Wednesday evening, Sir John Pakington replied to the arguments urged on a former evening by Mr. Gladstone, contending that the Bishops had already too much power in the Colonies; and he therefore thought there ought to be a change in the law, as was evident from what had occurred in the Australian colonies. The attention of the Archbishop of Canterbury had been called to the subject, and he immediately held communications with the Bishop of Sydney, who undertook to consult his clergy and laity, with the view of framing a proper measure for legislation on the subject. Under these circumstances, he thought it would be most unadvisable to attempt to legislate until they should have in their possession the results of the conference of the Clergy of Australia, and that therefore his Right Hon. friend (Mr. Gladstone) should postpone his bill for the present session. He believed, if the bill should pass, it would place the Church of England in a dominant position, such as it never before occupied in the colonies—that it would also break it up into a number of small and separate churches, and, finally, that it would destroy the supremacy of the Crown. The Right Hon. Baronet then proceeded to canvass the clauses of the bill, which, he said, were so drawn, that he believed no two lawyers would be likely to come to the same conclusion as to their true meaning. The last clause of the bill was the most important of any, for it substituted, in all cases of ordination, the oath of allegiance for the oath of supremacy, being, as he was advised, the first instance in which it was ever attempted to enable any person to hold preferment in the Church without having first taken the oath of supremacy. It was impossible that he could assent to a bill which thus assumed that the supremacy of the Crown did [illegible] the Crown. [illegible] House should pass to the other orders of the day, which, after a few remarks from Hon. Members, was adopted.

On the 20th, Sir J. Pakington said that the Government had received despatches from the Governor of Vancouver's Island, stating the fact that gold has been discovered in Queen Charlotte's Island, and, as had been reported to him, of considerable extent. The Government had also been informed that some American ships had, in consequence of those discoveries, proceeded to Queen Charlotte's Island, and it was expected that more would follow. Having received this information, Government had sent out directions to the Admiral in command of the station, directing him to send naval assistance to the island to preserve order.

In the Commons, on Monday, the Colonial Secretary stated, in an answer to Mr. Hume, that the government was devising means for assisting the starving Highlanders and distressed hand loom weavers of Scotland to emigrate.

A deputation has been sent from Yorkshire to urge the attention of Government to the critical state of Australian labour; when Sir John Pakington said the principal difficulty that existed was the scarcity of ships.

A numerous deputation waited upon the Lord Lieut of Ireland, at the Castle, on Monday, to ask for his intercession on behalf of Smith O'Brien and his colleagues. He refused to recommend the prayer of the memorial to the Queen for the liberation of the patriots, on the ground that they had not expressed contrition for their crimes, or loyalty or gratitude towards their Sovereign.

The weather in Ireland has been propitious beyond the best hopes of the farmers. In England, seasonable rains have revived the crops, previously suffering from drought.

London, May 21—Evening.—A Cabinet Council was held to-day, at the Foreign office. It is supposed to have met to consider the position of Government, the time for a dissolution, and Lord Palmerston's question respecting the rumored assault of the Queen of Spain upon the constitution of that country.

The London Stock market remains very firm. Consols at opening touched par, being 99⅞ to 100 for money and account; at 12 o'clock but little business was done in foreign, and prices remained almost unchanged. At 2 o'clock, there was a slight reaction in English stocks, and Consols were 99⅝ a 99⅞. Bank stock 220½.

The fact that money is rapidly accumulating in the Bank of England, shows how great is the difficulty the capitalists of the country find in obtaining a profitable and safe channel for its employment, for it must be remembered that the Twenty Millions sterling and upwards now in the Bank coffers does not all belong to that institution, but to depositors; and if to this sum be added that placed with the bankers and discount houses on call, the total capital of the public which at the present moment finds either no employment at all, or is comparatively limited, must be considerable. It is therefore likely that ultimately there will be an increased demand for the stock. Consols are now steady at 99⅞ to 100.

A meeting of English capitalists and contractors was held to-day in the Palace Yard to make arrangements for the starting a line of steamers between Dublin and Kingston, Jamaica; and a Committee was appointed to carry out the plan. This project will give a renewed impetus to the Galway route.

The Commons to-day are engaged on the Militia Bill. Lord Palmerston's question concerning the affairs of Spain, almost came to nothing. Mr. D'Israeli, in his reply, said he had no fear of disturbances in Spain.

There is no fresh news from India, and but little from the Continent. M. Chavegnac, in his reply to M. Mole, treats the veteran statesman with great insolence; he asserts he could name the person to whom Count Mole mentioned a plot against the Government in which he was engaged, but he omits to do so, and concludes with the simple reply that M. Mole has a bad memory.

To the surprise of every one, Mr. Chas. Dain, an ultra Red Republican, and ex-representative of the Mountain, has been appointed to the Court of Appeal of Guadaloupe.

Three hundred more political prisoners have been removed from Paris to Havre, for transportation.

A bill has been presented by the Government to the Council of State, modifying the customs laws. The import duty is to be removed from all articles used in ship building, and the prohibition to import earthenware is to be repealed.

Broglie and Odillon Barrot have refused to take the oaths of allegiance to the President.

General Lamoriciere, General Bedeau, and others, refuse to take the oath of allegiance to Louis Napoleon. The refusals, many of them, are couched in spirited language. Gen. Lamoriciere recapitulates his services in his country's cause, and closes as follows:—

"Thus the sword which I had devoted to the service of France is about to be torn from my hands. What could I do with it under such a government? But if—which God forbid—our frontiers should be threatened, I would hasten to resume it, and to fight for national independence; for history sufficiently tells me that, in presence of extreme dangers brought about by ambition, despotism does not require an oath from brave men who march in the defence of the country."

All parts of the Continent are nominally quiet. The Emperor of Russia, with his family, are at Dresden, and many speculations in regard to this imperial family visit are entertained.

ITALY.—Letters from Turin report the resignation of the whole Cabinet, which the King had accepted, and ordered the formation of a new one.

Another British subject has just been deprived of his British passport, and unceremoniously dismissed from Rome via Ancona. He is an Ionian, and a priest, so that some ecclesiastical mystery is probably at the bottom of the affair.

THE DROUGHT still continues, and it is now beyond doubt that the Hay crop, especially on uplands, will be a short one. There is yet time to supply the deficiency by sowing a greater breadth of Carrots and Turnips, which form an excellent substitute.—Unless we have heavy rains very soon there will probably be a short supply of Saw Logs, the price of which has already advanced considerably.

THE ELECTION.—It is rumored that the election in this County in the room of John Johnston, Esq., appointed Police Magistrate, will take place next month. We understand John Jordan, Esq., of Loch Lomond, who was formerly one of the County Representatives, has announced his intention of being a candidate on the occasion.

ST. ANDREWS AND QUEBEC RAILROAD.—Since the arrival at St. Andrews of Mr. Brookfield, the agent of the contractors for the remaining portion of the line to Woodstock, there is every appearance of the work being finished without loss of time. By our latest advices from there we learn that operations were to be commenced yesterday, and that the Lady of His Honor the Administrator of the Government was expected to turn the first sod under the new contract. A champagne lunch was to be given on the ground to a large party, who had been invited, and the festivities of the day were to finish with a ball in St. Andrews.

FREE PORT.—The Port of Harvey, in the County of Albert, has been opened by the Provincial Government as a Free Port for Foreign trade, and Mr. James Brewster has been appointed Deputy Treasurer and Controller of Customs and Navigation Laws there.

On the arrival of the small American built Steamer *J. D. Pierce*, about two weeks ago, at this Port, her new owners, Messrs. J. S. & D. Glazier, had her registered as a British vessel, and as this was the first instance of a foreign vessel being registered in this Province, the question arose as to whether she was liable to the Provincial duty of 8½ per cent, as an unenumerated article, the word *ships* having been struck out of the list of exemptions in the present tariff when the new Navigation Law came into force. The Province Treasurer considered her liable to the duty, which would have amounted to about £150, but the owners, acting under legal advice, neither paid it nor gave bond for it, but proceeded with her up the river where she is to trade. The case was then laid before the Provincial Government, who decided, on the advice of the Law Officers of the Crown, that it would be repugnant to the spirit of the Imperial Act to levy duty on foreign vessels on their being registered in this Province.

About two years ago a merchant of this City having been informed at the Treasury that a [illegible] of Customs in London enquiring whether levying such duty would not be repugnant to the British Navigation Laws, to which they replied that a question of an analagous nature had arisen in Great Britain, and that Her Majesty's Government had decided that foreign built ships and steamers, duly registered as British ships, arriving in the Ports of the United Kingdom for the purpose of conveying goods, in the ordinary course of trade, were *not* liable to the Import duties imposed by the Imperial Act, but in the event of such vessels being subsequently broken up and the certificate of British Registry cancelled, the materials, upon being sold and brought into consumption, would be charged with the ad valorem duty attaching to ships broken up.

The decision of the Provincial Government in the instance alluded to of the Steamer *J. D. Pierce*, will place foreign built vessels, on their purchase by British subjects in this Province, on the same footing as if they were registered in the United Kingdom. This is the only instance however, that has occurred in New-Brunswick since the repeal of the Navigation Laws, which took place on the 1st January, 1850.

LAUNCHED, on Thursday last, from the Shipyard at Long Wharf, Portland, a handsome modelled round-sterned ship of 1279 tons register, named the *Imperial*. She is constructed of hackmatack, oak and pitch pine, is copper fastened, thoroughly iron-kneed, and built in conformity with Lloyd's regulations for a seven years classification. The *Imperial* is altogether one of the best specimens of our naval architecture, and reflects great credit on her master builder, Mr. Francis Smith, Sen., for the superior mercantile skill displayed in her construction. She is owned by Messrs. J. & R. Reed, of this City, and commanded by Captain D. Bannerman.

A very handsome barque, called the *Havana*, measuring 277 tons, N. M., was recently towed down from the Oromocto, where she was built by Mr. W. W. Hicks, for Messrs. J. A. Crane and E. F. Raymond, of this City, and is intended for the West India trade.

A Brigantine, called the *Fox*, of excellent model, materials and workmanship, measuring 156 tons, was recently towed over from St. Mary's Bay, where she was built by Mr. C. Specht, for Messrs. Thos. McHenry and George Eaton, of this City.

We learn that Mr. Nyles, another of the men scalded on board the Steamer *Anna Augusta*, died last night; and that a man named Murray, a butcher, who was likewise injured, is not expected to recover.

☞ In addition to other favors, we are indebted to an attentive correspondent in Boston for London papers to the evening of the 21st ult., received yesterday, through Favor's Express, by the Steamer *Admiral*, from Portland, in advance of the Mail for this City by the *Asia*.

QUARTER SESSIONS.—The June Sessions were opened on Tuesday. His Worship the Mayor and His Honour the Recorder, presiding. The business is of the most trifling description. There is no Calendar, and but two cases were entered on the civil docket. The Grand Jury elected Thos. Parks, Esq., their foreman. The address amounted only to this—that they had little to do. His Honour referred to the presentment of the last Grand Jury, which embraced a variety of objects, many of which did not come within the jurisdiction of that court—the return from the Country Market, regulation of the Fish Market, &c. These matters were all under the control of the Common Council. Still the presentment was useful, as giving expression to the opinions of men of experience on these subjects, and he believed their suggestions were attended to. The Presentments complained of incumbrances on the streets; offences of this nature could now be dealt with summarily, under the Police Law, and it was the duty of the Police Force to attend to this. During the past year he believed that duty was somewhat neglected, but he hoped it would be more carefully discharged in the future. The late Jury had presented several parties under the Building Act, and indictments had been prepared against these, which would be tried at the present sessions. They had also visited the Gaol, Penitentiary, Alms House and Asylum, and the present Jury could visit these establishments also, if they chose, and make such presentment respecting them as they thought fit. During the last Session of the Legislature, as they were aware, a law had passed to put a stop altogether to the traffic in intoxicating liquors. This was to come into operation in June 1853: in the meantime it was their duty to carry out the existing law. He then pointed out what description of houses it would be their duty to present, and requested that if they wished any Bills of Indictment prepared, they should make presentment by Thursday.

Some licences were granted to parties in the Parish of Portland, who had lodged their money some time before with the Common Clerk. Mr. Simonds protested against this mode of proceeding as likely to produce evil consequences. The Clerk said he was under the direction of the Court, but his opinion was that the parties would sell whether the money was taken or not, and £100 was by this means added to their contingent fund, which they would not otherwise get. The Court soon after adjourned.—*Freeman.*

Three cases for infringement of the Building Act have been tried, but only one of the parties, named Leonard, owner of a house in Drury Lane, was convicted.

At a meeting of the Presbytery, held in this city on Friday evening, the Rev. Robert Irvine, was freed from his present charge, to be translated to Toronto, Canada. We lament this circumstance, because as a man, a scholar, and a clergyman, Mr. Irvine is highly and justly esteemed. We sympathise whith this congregation in the loss they must sustain by the departure of so respected a pastor.—*Times.*

MEYER'S UNIVERSUM.—We have received Part I. of this superb work, which, when completed, will undoubtedly form one of the most beautiful and useful works extant. Its publisher, Herrman J. Meyer, New-York, has evidently spared no expense or exertion to render it what it has been pronounced to be, viz., "the most elegant, the cheapest, and the most instructive and amusing work in the whole world, and deserving of universal admiration and patronage." The work will be issued in half-monthly parts, price 25 cents, and subscribers can be supplied with it by entering their names at our Book Store.

(From the New-Brunswick Royal Gazette, June 2.)

PROVINCIAL APPOINTMENTS.

The Hon. J. R. Partelow to be a Commissioner of the Lunatic Asylum.

John Johnston, Esquire, to be Police Magistrate for the City of Saint John, under the Act 12 Vict. cap. 68.

Leonard R. Coombes, Esq., to be Supervisor of the Great Road from Grand Falls to the Canada Line, in the room of Michael Tighe, deceased; also of

The Great Road from the Lower Landing at Grand Falls to the American Boundary.

John Hagarty to be Supervisor of the Road between the Baptist Meeting House, Upham, and the English Church in Sussex, King's County.

Obadiah Purdy to be a Coroner for King's County.

John Ferguson and Thomas H. Carman, Esquires, to be Commissioners of Buoys and Beacons for the Port of Bathurst.

William Napier and John Ferguson to be Commissioners of the Sick and Disabled Seamen's Hospital at Bathurst.

Nathaniel Hubbard, Esq., to be Commissioner for the Road leading from the Oromocto to Gagetown.

Richard M. Dalton to be Commissioner to expend the Grant for the Indian Town Road, St. John.

John Jordan, Esquire, to be Commissioner for the Road leading from Tisdale's Farm to Loch Lomond.

Walker Tisdale, Esq., to expend the Grant from the St. John Cemetery towards and past Tisdale's Farm House.

James Ellis to be Commissioner under the Labour Act, 12 Vict. cap. 19, for the County of Charlotte.

The following Persons to be Inspectors of Schools under the Act 15 Vict. cap. 40:—

John Davidson, Jr.,	for the County of York,	
Charles H. Connell,	" "	Carleton,
J. C. Pinguet,	" "	Victoria,
William P. Dole,	" "	St. John,
Patrick Clinch,	" "	Charlotte,
George T. Taylor,	" "	Sunbury,
Samuel J. Scovil,	" "	Queen's,
Hugh T. Parlee,	" "	King's,
Thomas S. Sayre,	" "	Westmorland,
Albert Steeves,	" "	Albert,
James Wheten,	" "	Kent,
William Wilkinson,	" "	Northumberland,
James Smith,	" "	Gloucester,
George B. Cowper,	" "	Restigouche.

By His Honor's Command.

J. R. PARTELOW.

Secretary's Office, 29th May, 1852.

GOVERNMENT NOTICE.

The Fourth Story or Garret of the Fire Proof Building, North Market Wharf, St. John, occupied by Thos. Hayward and Thos. Gilchrist, and situate between the Stores occupied by John M'Grath and John V. Thurgar, is appointed and approved as a Bonding Warehouse, under the Act; also

Part of Charles Kennedy's Store, in the Town of St. Andrews, is approved as a Bonding Warehouse at that Port.

J. R. PARTELOW.

Secretary's Office, 29th May, 1852.

ERRATUM.—R. Hutchinson, Esq., to be a Commissioner for Light Houses in the *Gulf of St. Lawrence*, not the *Bay of Fundy*, as previously Gazetted.

The following Warrants have been issued, and are now payable on demand at the Treasury:—

No. 185, Comprising 12 Grants to Indian Commissioners

208, 18 Grants for Return Duties.

213, 31 Grants to old Soldiers of the Revolutionary War, and Widows of old Soldiers.

215, 24 Grants to Trustees of Schools.

J. R. PARTELOW, *Prov. Secretary.*

Secretary's Office, May 31, 1852.

NEWFOUNDLAND.—The following is the copy of a despatch recently laid before the Legislature of the Island, on the subject of Responsible Government:—

Downing Street, 6th April, 1852.

[illegible] solutions passed by a majority of the House of Assembly of Newfoundland on receiving his Lordship's reply to the Address in favour of Responsible Government.

I have to thank you on the part of Her Majesty's Government for the assistance which you have afforded them by your clear and able statement of the circumstances under which these Resolutions and the Address were passed, and of the present political state and prospects of the Colony.

Her Majesty's Government see no reason for differing from the conclusions at which their predecessors had arrived, on the question of the establishment of Responsible Government, and which were conveyed to you by Lord Grey in the Despatch already mentioned. I consider, on the contrary, that the wisdom and justice of these conclusions are confirmed by the accounts since received from Newfoundland, and especially by the contents of the Addresses from the Chamber of Commerce at St. John's, and from the majority of the Bar, enclosed in your present despatch.

I concur, also, in your own general views on this subject, and approve of the liberal and conciliatory principles by which your personal conduct and your distribution of patronage have been guided.

Her Majesty's Government will entertain no disinclination to place Newfoundland on the same footing as to Responsible Government as the North American Colonies, whenever it shall appear that such a boon can be conceded, with the general concurrence, and for the general advantage, of all classes. But whatever objections are felt to this concession under present circumstances, can only be increased by the unhappy dissentions, aggravated by religious differences, by which the community has been, and continues to be, distracted.

It is impossible, for instance, for Her Majesty's Government not to notice with deep regret that the Roman Catholic Prelate of the Island according to his own declaration of his sentiments through the Press, is disposed to take the part of a Political Leader, rather than to instil into the minds of members of his persuasion the duties of forbearance and Christian charity. They will not, however, refuse to entertain a hope that the Bishop may yet be brought to see the impropriety and injurious consequences of such a course.

Should the event of a collision between the Executive and Legislative powers in the colony unfortunately occur, Her Majesty's Government will depend upon your meeting such a crisis in that judicious and temperate but at the same time firm and decided spirit which characterises your despatch. While you continue to act in such a spirit you may rely on the support of Her Majesty's Government; and if the necessity for such a course should unhappily arise, they will not hesitate to recommend to Parliament such measures as in their judgment the case may require, in order to insure the better government of the colony. I have, &c.,

JOHN S. PAKINGTON.

Governor Sir J. G. LeMarchant, &c.

FREDERICTON.—George N. Segee, Esq. has been appointed City Clerk, by the Council, in the place of J. Henry Phair, Esq., resigned. The selection could not be better.

The City Council have refused License to the Butchers of this City to sell Meats out of the respective Markets.—*Reporter.*

NOVA-SCOTIA.—James McNab, Esq. has been removed by the Executive from the office of Collector of Excise at Pugwash, on the ground of having on several occasions opposed the election of the Government candidates to the Assembly—but especially for his recent opposition to the Hon. Mr. Howe and Mr. Fulton. The Halifax *Chronicle* attempts to justify Mr. McNab's removal, and publishes an extract from a despatch on the subject, sent out some time ago by the Colonial Minister.

The Troop-ship *Resistance* sailed from Halifax on Monday last for Scotland, with the 42d Regiment. Their place has not been supplied in that garrison, and the soldiers on guard have consequently been reduced. At the jail the guard has been withdrawn altogether.

PRINCE EDWARD ISLAND.—The Lieut. Governor has provisionally appointed the Honorable Robert Hodgson Chief Justice of the Island, in the place of the late Honorable Edward James Jarvis, deceased: and the Hon. Charles Young Surrogate and Judge of Probate of Wills for the Island, in the place of the Honorable Robert Hodgson, who has been provisionally appointed Chief Justice.

FATAL EXPLOSION.—A very melancholy calamity occurred at New-York on Saturday afternoon, on board the new Steamer *Eastern City*, lying at the foot of Grand-street, East River, caused by the bursting of a portion of her boiler, by which five persons, including Capt. Stearns, were scalded fatally.

The Eastern City was built for the Calais Steamboat Association, of Maine, to ply between Boston and St. John, N. B. She had received her machinery at the Allaire Works, and at the time of the accident was making preparation for a trial trip. The machinery was set in motion at 2 o'clock, and was found to work very satisfactorily. At 4 o'clock, the boiler had 14 inches of steam, when one of the iron sheaths on the top of the boiler was blown off and driven through the deck. The cause of the accident is supposed to have been an unobserved flaw in the iron. Neither the engine or the boat was injured. The explosion did not occur from an extra pressure of steam, as the boiler was intended to carry 36 inches. Mr. John B. Curtis, under whose superintendence the machinery was constructed, was instantly killed. Capt. Wm. H. Stearns was badly scalded, and died the same night. Charles W. Gorman, engineer of the boat, and Charles Hall, of Maine, also died the same night. Francis Mayo, fireman, of Hallowell, died on Sunday morning.

James Smith, scalded on the arm and hand, and was taken to his residence in Mangin street. Some few others about the boat at the time of the explosion, received slight scalds, but not of sufficient magnitude to record.

The *New York Commercial* has the following comments on this affair:

"The damage to the steamer was trifling. Most of the morning papers have asserted that the calamity was unavoidable, and that no one is to blame. But Mr. Joseph Curtis, one of the Government inspectors of steam boilers at this port, has addressed a communication to the *Tribune*, alleging that the owners of the Eastern City had declined an inspection of her boilers. It is the opinion of those best informed on such subjects, that no steam boiler should be used until its strength has been thoroughly tested by hydrostatic pressure, and it is well deserving of thought whether legislation to compel the adoption of such a test is not expedient."

The coroner's jury rendered the following verdict:—

"We find that the deceased, William H. Stearns, John B. Curtis, Charles Gorman, Francis Mayo and Charles Hall, came to their deaths from being scalded by an explosion of the boiler on board the steamboat Eastern City, and also that the explosion was caused by a flaw in one of the iron plates of which it was constructed."

It does not appear, from the evidence, that the flaw which had escaped the notice of the workmen could have been discovered by the inspector—especially as the inspection is in many cases but little more than a matter of form.

NEW YORK, May 28.—Thos. Francis Meagher, the escaped Irish patriot, arrived here on Wednesday in brig Acorn, from Pernambuco. He made his escape from Van Dieman's Land about the first of December, and proceeding indirectly to the coast of South America, arrived at Pernambuco in April. Mrs. Meagher was unable to accompany him in his flight. He says that when he escaped, his fellow prisoners, O'Brien and Mitchell, were in good health. He declines making public the means by which he escaped, because he is unwilling to compromise others.

The Steamship *Northern Light* arrived at New-York on Wednesday evening, from San Juan, *via* Aspinwall, with three hundred passengers and a small amount of specie. She brings dates of the 6th of May.

The Steamer *Columbia* sailed from San Francisco on the 5th of May, with 181 passengers, and $1,836,000 in gold-dust, and the U. S. mails.

At San Francisco a limited business was doing. The weather had been favourable for mining, and the accounts from the diggings were generally satisfactory.

Intelligence from Shasta reports the killing of 150 Indians by the whites, who were infuriated by the murder by the former of a Mr. Anderson.

The Steamer *United States*, from Aspinwall, May 25, *via* Kingston, 5 days 10 hours, arrived at New-York on Thursday morning, with 300 passengers, $70,000 on freight, and $150,000 in the hands of passengers.

☞ The Rev. Mr. SOMERVILLE, A. M., will preach in the Reformed Presbyterian Church, Princess-street, to-morrow evening at six o'clock.

☞ The Mail for England, *via* Halifax, will in future be closed at the General Post Office in this City.

Deposited in May, - - -	£1296 0 6
Withdrawn in do. - - -	1493 18 11

Acting Trustee for June, Mr. EDWARD SEARS.

MARRIED,

In this City, on the 2d instant, by the Rev. E. McLeod, Mr. John Wright, to Miss Dorothy M. Ferdinand, both of Studholm, K. C.

In the Brussels Street Church, on the 30th ult. by the Rev. Samuel Robinson, Mr. Zeno Hide Lewis, steward of the steamer *Creole*, to Miss Mary Brown, of this City.

On the 2d inst., by the Rev. A. McLeod Stavely, Mr. Robert Williams, of Petersville, (Q. C.) to Miss Mary Anne Killen, of this City.

On the 3d instant, by the Rev. Charles Mackay, at the residence of the bride's father, Mr. John W. Sulis, to Sarah R., daughter of Mr. James Marsters, all of this City.

At Musquash, on the 27th ult., by the Rev. Thos. W. Robertson, Mr. James T. Clark, of St. John, to Miss Sarah Marshall, of the former place.

At Sussex, King's County, on the 24th ult., by the Rev. L. O'Regan, Mr. William Monaghan, to Miss Elizabeth J. Doyal, niece of Mr. Samuel Gosin, all of the Parish of Studholm.

At Saint Anne's Chapel, Fredericton, on Wednesday morning last, by the Rev. Mr. Ketchum, Oliver Jones, Esquire, Moncton, County of Westmorland, to Miss Catherine Garden, second daughter of John Simpson, Esquire, Queen's Printer of this Province.

At Fredericton, on the 20th ult., by the Rev. J. M. Brooke, Mr. John Duncan, late of Rothsay, in the County of Bute, to Miss Grace Macfarlane, late of Crieff, in the County of Perth, Scotland, now residing in Fredericton.

On the 27th ult., by the same, Mr. Edward Harris, to Miss Margaret Steers, both of the Parish of Southampton, and County of York.

At Sheffield, on the 24th ult., by the Rev. Wm. Smithson, Mr. Charles B. Barker, to Miss Caroline Perley.

On the 29th ult., at St. Mary's, Bryanstone-square, London, the Rev. W. H. Shore, LL.B., only surviving son of the late Hon. George Shore, Member of Her Majesty's Council in New-Brunswick, to Frances Anna, youngest daughter of the late Charles S. Putnam, Esq., Barrister at Law.

At Boston, on the 28th April, by the Rev. Mr. Crowell, Mr. C. W. Sutton, of Brooklyn, New-York, to Miss Susannah A. Gillis, of St. John, N. B.

DIED.

On Saturday last, Charles, youngest son of Capt. Alexander Elder, aged two years and nine months.

On the 31st ult., Lucy Jane, wife of Mr. Joseph Y. Sweetser, in the 20th year of her age.

On Monday evening, after a lingering illness, Mr. John Adrian, in the 21st year of his age.

On Tuesday morning, after an illness of two days, Jane, wife of Mr. James McCutcheon, in the 69th year of her age, deeply and deservedly regretted.

On Wednesday afternoon, 2d instant, at her son's residence, Union-street—sustained during her illness by bright hopes of future immortality—Mrs. Jane, relict of the late Mr. George Wilson, at the advanced age of 88 years. The deceased was of that company who, actuated by principles of uncompromising attachment to the institutions of Fatherland, sought in this Province a home, and the *Ægis* of that Constitution under which it was their desire to live, and for which they made so many sacrifices.

On Thursday, 3d inst., of gastric fever, Isaiah, eldest son of Mr. Alexander Boone, aged 18 years and six months.

On Thursday afternoon, of hooping-cough, Bertha Mulgrave, fourth daughter of Mr. Joseph Crouch, aged one year and eleven months.

At the residence of her son in Carleton, on the 29th ult., Mrs. Jane Nase, relict of the late Henry Nase, Esq., of Westfield, King's County, in the 86th year of her age. This venerable female was a native of this Province, and has left behind her a goodly character and pure example well worthy of respect and imitation.

In Portland, on Thursday morning, after an illness of three weeks, Nelson, second son of Mr. Absalom Titus, in the 13th year of his age.

In Portland, on Thursday night, Bridget, twin-daughter of Mr. John Weekes, aged nine months.

At Indian Town, on the 26th ult., after a long illness, Anna, wife of Mr. Charles Logan, aged 48 years, leaving a husband and eight children to mourn their loss.

At Mispeck, on Monday morning, of brain fever, Elizabeth, youngest daughter of Mr. Daniel Thomas, sen., in the 16th year of her age.

At Dorchester, on Saturday the 29th ult., Alice Maud Mary, infant daughter of Mr. James Harris, Portland, St. John.

At her residence in the Parish of Wickham, (Q. C.) on the 25th ult., after a lingering illness, Susannah, relict of the late Mays Case, aged 77 years, leaving a large family and circle of acquaintances to mourn their loss.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Sunday—Barque Corinthian, Spence, Carthagena 60 days—Kirk & Worrall, ballast.

Brig Albion, Leslie, Halifax, 5—R. Rankin & Co., merchandise.

Schr. Iris, Gunn, Alexandria, 14—J. & R. Reed, wheat.

Charles, Simpson, Halifax, 3—G. & J. Salter, assorted cargo.

Monday—Ship North Atlantic, Cook, Boston, 2—John Robertson, ballast.

Barque Ambassador, Patterson, Boston, 2—S. Wiggins & Son, ballast.

Kepler, Krudrop, New-York, 4—John Robertson, ballast.

Schr. Hellespont, Elwell, Mount Desert, 1—Master, ballast.

Tuesday—Schr. Gazelle, Frost, Halifax, 4—Chas. McLauchlan, assorted cargo.

Cuba, Kavanagh, Boston, 3—Master, tobacco, &c.

Richmond, Scott, Boston, 2—Master, flour, &c.

Franklin, Mussels, New Haven, 6—Master, ballast.

Ellen, McDonald, Charlotte Town, (P. E. I.) 12—Master, oats, potatoes, &c.

Steamer Admiral, Wood, Boston—George Thomas, passengers and merchandise.

Wednesday—Barque Swan, Tunbridge, New-York, 8—R. Rankin & Co., ballast.

Brig Calcutta, Clark, Boston, 6—Master, ballast.

Gleaner, Fuller, New-York, 7—Geo. A. Lockhart, general cargo.

Brigt. Syria, Francis, Baltimore, 12—B. Tilton, flour, corn, &c.

B. M. Prescott, Heard, New-York, 9—T. McHenry, flour, &c.

Schr. Exemplar, Smith, New-York, 7—Geo. A. Lockhart, general cargo.

Mary Jane, Elkin, Providence, 4—Geo. Eaton, mill machinery.

Thursday—Brigt. Portland, McAlmon, Philadelphia, 9—F. Clerke, coals, &c.

Friday—Ship Hungarian, Patterson, New-York, 8—J. W. Cudlip, ballast.

Schr. Ori, McMullin, Bath, 3—Thos. McHenry, ballast.

Steamer Maid of Erin, Belyea, Portland—Thomas Parks, passengers and merchandise.

Admiral, Wood, Portland—Geo. Thomas, passengers, &c.

COASTWISE.

Saturday—Schr. Friends, Calhoun, Harvey, deals.

Amanda, Wells, Harvey, deals.

Edwin, Stewart, Harvey, deals.

Jane, Smith, Sackville, deals.

Laurel, Brinton, Wilmot, fish and eggs.

Victoria, Campbell, Maitland, deals and cordwood.

Mariner, Woodman, Parrsboro, deals and oats.

Challenge, Mahoney, Musquash, deals. [deals.

Sunday—Schr. Mountaineer, Fitzgerald, Shepody,

Onslow, Higgins, Shepody, lathwood.

Victoria, Campbell, Maitland, deals and cordwood.

Neptune, Pangburn, Black River, deals.

Laleah, Cochrane, Wilmot, deals.

Linnet, Cline, Welchpool, ballast.

Zephyr, Beeler, Granville, fish and potatoes.

Monday—Schr. Vanguard, Morris, Parrsboro, deals.

Mary Ann, Roberts, Parrsboro, deals.

Jim, Minness, Aylesford, staves and dried meat.

Steamer Maid of Erin, Belyea, Digby and Annapolis, cattle. [fish and potatoes.

Tuesday—Schr. Peeler, Leary, St. Mary's Bay.

Lark, Eldridge, New Edinburgh, potatoes, &c.

Gazelle, Frost, Yarmouth, molasses.

Alert, Campbell, Sackville, deals.

Jane, Coldfleet, Windsor, plaster.

Spray, Balson, St. Andrews, brass cannon.

Dart, Smith, Yarmouth, ballast. [ballast.

Wednesday—Schr. Susan, Lord, St. Andrews,

Pearl, Eastabrooks, Sackville, butter, potatoes, &c.

Margaret, Yates, Cornwallis, potatoes.

Bee, Haines, Westport, dried fish.

Str. Commodore, Belmour, Windsor, merchandise.

Friday—Schr. Star, Webber, Westport, fish, &c.

Pilot, Slocomb, Annapolis, cheese, eggs, &c.

Wilmot Packet, Harris, Wilmot, potatoes, &c.

Digby Packet, Turnbull, Digby, oil, fish, &c.

George Noble, Lake, Apple River, deals.

CLEARED.

May 29th—Barque Louise, Kinney, Liverpool, timber and deals—Chas. Brown; Schr. Fowler, Cox, Boston, alewives—John Dunham; Eliza Ann, Ramsdell, Eastport, boards, plank and hackmatack timber—Wm. Thomson.

31st—Ship Samuel, Gray, Liverpool, timber and deals—S. Wiggins & Son; Barque Blanch, Salter, Liverpool, deals—Kirk & Worrall; Commerce, Watterson, Dublin, timber and deals—S. Wiggins & Son; British Queen, Cabina, Londonderry, deals—R. Rankin & Co.; Florence, Coxhead, Limerick, deals—R. Rankin & Co.; Brig Thetis, Kenealy, Dundalk, deals—W. & G. Carvill.

June 1st—Brigt. Three Brothers, Knowlton, Sydney, (C. B.) ballast—Master; Schr. Richard Cobden, Morrison, New-York, fish, oil and [illegible] Edwards, potatoes, &c.—John Robertson; Caros, Ketchum, Barbados, lumber, fish and flour—Joseph Fairweather.

4th—Brig Dalston, Davidson, Wisbeach, timber and deals—S. Wiggins & Son; Schr. Franklin, Mussels, Boston, boards, &c.—E. D. Jewett & Co.

5th—Brigt. Grenada, Kelley, Barbados, lumber, fish and flour—J. & T. Robinson.

Steamship Asia, at New-York, passed on the 30th ult., lat. 44 48, long. 57 43, ship Sea Bird, of St. John, for Liverpool.

Spoken, 12th ult., lat. 43, long. 45, barque Eliza, from St. John, for Belfast; 15th, lat. 28 20, long. 86 17, ship Avon, 48 hours from Mobile, for Liverpool; 18th, ship Mary Caroline, do.; 23d, lat. 33 26, lon. 77 13, ship Boadicea, from Mobile, for Liverpool.

Ship Riversdale, Maxwell, from Liverpool, bound to St. John, to load for Valparaiso, arrived at New-York 31st ult. to land passengers.

The Ship State Rights, at New-York, from Liverpool, fell in with, on May 10th, lat. 41 46, lon. 36 52, the wreck of the herm. brig Alpha, of St. John, N. B., lumber loaded, dismasted and water-logged, and appeared to have been abandoned some time; took from her a quantity of harpoons and lances, such as are used in whale ships.

[The A. was abandoned last November, on her passage from St. John to Boston.]

Left at Cienfuegos, May 16th, brig Violet, Crowell, for St. John, in five days, and Rio Grande, Eldridge, for do. in eight.

Sailed from Alexandria, May 29th, brigt. P. I. Nevins, Boddie, St. John.

Cleared at New Orleans, May 20th, barque Prince of Wales, Brown, Liverpool.—At Mobile, 23d, ship Great Britain, Hare, Liverpool.—At Charleston, 24th, ship Thomas, Calhoun, Liverpool.—At Savannah, 29th, ship William Vail, Wishart, St. John.—At Philadelphia, 29th, barque Camilla, do.—At New-York, 27th, barque Brothers, Doran, do.; 31st, ship Falcon