LATEST NEWS.

LIVERPOOL, February 25.

DREADFUL STORMS.—Heavy gales, attended with much damage to property and great destruction of life occurred last week in various parts of England. At Scarborough, a hurricane from the N. W. commenced on Tuesday night and continued with little intermission, till Thursday morning. On Wednesday, fifteen men volunteered to go in a life boat to the assistance of a vessel in distress, and eleven of them were drowned, in consequence of the upsetting of the boat. On the same day two vessels foundered within a few hundred yards of the pier, and all hands perished. Several other vessels, it is feared, are lost. The Spa has been much injured, and the damage done to the shipping in the harbour and the property in the ship yards, raff yards, and the houses next the sands is immense. Scarborough is in a greater state of confusion than the oldest inhabitant ever before recollects. At Hull, on Tuesday, and Wednesday, there were a succession of Gales from the N. W., and the tide was the highest known since 1815. A Hull paper says—"The country, for miles, is covered with water. The shore is strewed with wreck, and the keel of a sloop has been found in a field, a mile from the boundary of the sea."

Dover, Feb. 17.—We have this day been visited by one of the highest tides experienced for many years. The pier heads and quays have been completely overflowed, the stone head buried under the water, and boats floating under the Custom house quay; the lower apartments of the houses in this situation were also filled by the swelling tide to the depth of some feet, fears are entertained that, should the wind not abate, the next tide will cause additional, if not serious, inconvenience.

The storm prevailed with great violence in London and the neighbourhood. A London paper of Friday says,—"The storm has done great mischief, particularly on the river, where numerous tiers of shipping have broken their moorings, and numbers of barges and boats have been swamped. Some of the steamers and many vessels homeward bound had not arrived, as expected, yesterday; and it is feared the hurricane has caused the loss of many ships on the coast. In the afternoon the tide rose to an extraordinary height, and half an hour before high water the banks of the Thames were overflowed on both shores, the water rushing into the ground floors and cellars, committing sad havoc with property of all descriptions."

The Leeds Mercury mentions that Lord Brougham was still at Brougham Hall with little prospect of being able to encounter the fatigues of a parliamentary campaign. The unceasing exertion, mentally and bodily, to which he has subjected himself in the cause of his country for many years, has produced considerable debility, which is now aggravated by inflammation in the prostrate gland. The Hull Advertiser says, it is understood he has virtually retired from public life.

We are very happy to find from all quarters accounts so favourable as regards the prosperity and flourishing state of trade, and particularly the iron trade, for in addition to the very exorbitant advance in the price of iron, we understand a proportionate advance has been made in wages, and particularly in the nail manufactories:—in wages alone since the 15th inst. there has been an advance of at least 15 per cent throughout a large part of Lancashire.

Hawick.—Trade is very brisk here at present, and the manufacturers have far more orders than they can execute. Wool is on the advance. Notwithstanding the great quantity of blankets made here, an honest bride from the country wishing to have the ordinary providing, went to round most of the manufacturers of that article the other day, and could not be supplied.

Parliament was actively engaged in various important matters, and exhibiting a diligence in the public business worthy of the gratitude of the country. On the 19th of Feb. a debate took place in the House of Commons, on the subject of Russian encroachments, in which much excitement was shown—it is certain that the people of England are fully sensible of the alarming attitude assumed by the Colossus of the North within the last few years, more especially since Turkey has been made the victim of Russian ambition and aggrandisement. The Secret Treaty which compelled Turkey to exclude all vessels of war from the Dardanelles, except those of Russia, has of necessity alarmed and disgusted every maritime state in Europe. The motion on which the debates was founded, did not, it is true, prevail in all its parts, but enough was done to show the temper of Parliament, and of the British people generally—a demonstration that may possibly have a salutary effect at St. Petersburgh.

Police of the Metropolis.—From the Criminal Return of the New Police, just issued by the Commissioners, it appears that the total number of persons taken into custody during the last year was 63,464; of whom 32,544 were discharged by the Magistrates. 21,794 were apprehended for drunkenness alone. 27,817 were summatily convicted or held to bail; 3,113 were committed for trial, of whom 2,237 were convicted and sentenced; against 267 bills were not found. The decrease in apprehensions, as compared with 1834, was 795, and, as compared with 1831, 9,350; from which it would appear that there has been a gradual improvement in the morals of the people, and that the greatest benefits have resulted from an efficient police.

The Lord Bishop of Durham died on the 20th February.

Madame Marie Letitia Bonaparte, the mother of Napoleon, died at Rome Feb. 22, in the 86th year of her age. She had resided at Rome since 1814.

The sales of the cotton market were extensive but prices rather lower at Liverpool. At London, Coffee was lower—Grain in better demand.

The advices from the Manufacturing Districts represent them to continue in a flourishing condition.

It was stated that Munoz, the *husband* of the queen Regent of Spain, was dead.

The Portsmouth (England) Telegraph states that eight sail of the line are immediately to be put in commission. Various speculations are afloat as to the object of this armament.

Bell's Messenger of 27th Feb. contains the particulars of the most distressing death that human ingenuity could invent. An infant only 17 months old, was actually murdered by its own mother, who gave it boiling water to drink!!

From Spain we learn that Mina had taken a fortress in Catalonia, situated on a precipitous rock, called Santuario del Hort. He found 300 prisoners, Carlists and Catalonian rebels, there; all of whom he had caused to be shot. This slaughter was perpetrated in revenge for the cruelty practised by the garrison on 150 Royalist prisoners, who were thrown over the walls of the fortress down the rock, and dashed to pieces.

The Foreign news given in the Paris papers refer solely to the affairs of Spain, which promise to assume a very interesting aspect shortly. All the private accounts received from that country in the French capital are of a character most unfavourable for the Queen; the question of intervention was again under consideration by the French Government.

We received last night the Paris papers of Monday. Their contents are of considerable interest.

The French Ministry is at length re-constructed.—The Moniteur of Monday, in its official portion, publishes the following appointments.

M. Thiers to the Presidency of the Council, and Minister of Foreign Affairs, in the room of Duc de Broglie.

M. Sauzet, Minister of Justice, vice M. Persel.

Count Montalivet, Minister of the Interior, vice M. Thiers.

M. Passy, Minister of Commerce, vice M. Duchatel.

M. Pelet de la Lozero, Minister of Public Instruction, in the room of M. Guizot.

From this announcement it would appear that M. D'Argout retains the Ministry of France, Marshal Maison, that of War; and Admiral Duperre, that of Marine; and that M. Martin (de Nord) remains Attorney General. That this modification is, as far as it goes, for the better is obvious, but we shall not be surprised if it be carried further.

RUSSIA.—Important intelligence, through a good channel, has been received from Circassia, from which it appears that these brave mountaineers have again signalized themselves by success against the common enemy. Not satisfied with repelling the Russians in their late inroads beyond the Couban, of which I wrote you an account two months since, they formed the spirited resolution of acting on the offensive, and making reprisals. Having accordingly assembled a force of from 6000 to 7000 cavalry on their north-eastern frontier, they made an irruption into the Russian territory, and advanced rapidly against Stavropol, a town some distance in the interior, and one of the most important in Southern Russia. The town and garrison having been taken by surprise, offered but feeble resistance, and the conquerors, after securing a rich booty, returned from their foray with 300 of the principal inhabitants and officers, as prisoners. These subjects of the Czar may be ransomed at leisure, as every attempt to subjugate the Circassians has proved abortive. The conquest and pacification of the warlike and independent tribes, whose country has been nominally ceded to Russia, has proved a task beyond the power of her arms to accomplish.—*Correspondent of the Morning Chronicle.*

TURKEY.—From Constantinople our private intelligence comes down to the 27th ult. A part of the Turkish squadron had returned to that capital, where things were beginning to wear a less warlike appearance. The King of Bavaria had arrived in Smyrna, on board the British steamer Medea, and after stopping two days in that city, had set sail to go and visit the plain of Troy. On the 21st ult. Sir John Campbell, our last Minister in Persia, arrived from Trebisonde in the Turkish capital. Mehemet Ali had sent Suleiman Padha to Beyrout, to remove the commercial restrictions in Syria, complained of by the British Government.

POLAND.—The Russian Government still proceeds in the course of oppression and confiscation which it has adopted since the suppression of the late insurrection. The Prussian State Gazette, under date of Warsaw, Feb. 1, gives the following: 'Our journal to-day gives a farther list of donations of estates by the Emperor, to several distinguished military and civil officers. Besides those already mentioned, there are nine, each of the annual value of 5000 florins.'

Death of a famous Waterloo Hero.

The famous horse Copenhagen, which bore the Duke of Wellington so nobly on the field of Waterloo, died of old age on the 12th February. He was remarkable for gentleness and spirit united. He lost an eye some years before his death, and had not been used for any purpose during the last ten years. By the orders of his Grace, a salute was fired over his grave, and thus he was buried, as he had lived, with military honours. This horse had long been a great attraction to strangers, who were accustomed to feed him over the rails with bread, and the Duke himself preserved a special regard for him, which cannot be wondered at, upon considering that he bore him for sixteen hours safe through the grandest battle that has occurred in the history of the world. The late Duchess was likewise particularly attached to him, and wore a bracelet made of his hair.

COMMUNICATION.

St. John, 18th April, 1836.

MR. CAMERON.—Sir: A person under the signature of "A Trader," in the *Courier* of the 16th instant, seems displeased with various Wharf proprietors in this City, for having formed an arrangement to charge certain specified sums on such goods as may, after the end of this month, be landed on their respective wharves. As this is a subject where the very many are interested against the very few, and one not probably heretofore much considered of by the public, I beg leave to make some observations. That water property has proved less lucrative than any other, and that the purchase of a lot, with the cost of erecting the necessary wharves, bridges, &c, would, even at this day, afford no adequate compensation for the outlay of capital, is universally admitted—particularly when the constant repairs, and the 10 per cent. paid for collecting the wharfage, are considered. Such being the case, it is reasonable to expect that owners of wharves, like the owners of any other property, should endeavour to make their premises more productive. If the rates to be charged were unreasonable, or disproportioned with a fair remuneration for the capital, "A Trader," and others might have cause to complain, but I am certain no one will say such is the case; nor have I a doubt that the wharf owners would with pleasure submit the consideration of the whole matter to half a dozen Merchants, as the difficulty is, not that the water property owners are now remunerated, or should not be so, but how they shall have such returns, without a charge being made by them on the very parties interested in discouraging this claim.

Different ports allow for wharfage and dockage in different ways; some by a charge on vessels only, as here and at New-York,—some by a charge on all goods landed on, or shipped from, the various wharves, with nothing on vessels, as at Montreal and Boston,—at Halifax, a charge is made on all goods landed, or shipped, and also a charge on the vessels,—while, by the agreement above spoken of, the parties here will only charge on the goods *landed*, and, by the Law of the Province, the established dockage.

The only questions between the wharf owners and public, are,—*First*, Is the charge about being made for wharfage, unreasonable, unusually high, or excessive, for the accommodation afforded,—and *Secondly*, Can parties charged such, be made to pay.

As to the first, I have before stated that wharves here do not, and never yet have paid a fair compensation, and that, to procure such, *and such only*, is the object now in view. In N. York, water property is exceedingly valuable, as vessels cannot long remain at anchor in the rapid stream and narrow space between the City and Brooklyn, and could not safely discharge their cargoes, if they were allowed to do so, into lighters, so that they *must go* to the wharves, which are *always* full, and consequently pay their owners well—and the outward cargoes are of such a nature as to make it necessary that the vessels shall remain at the wharves, in place of loading (as Timber cargoes) in the stream.

In Boston, 4 cents per barrel are charged for every one landed on, or shipped from, any of the wharves, and other articles pay in proportion,—so that a small vessel landing 1000 barrels of any sort of goods (save flour, which is at 2 cents,) and taking on board another cargo, would yield to the wharf owner, according to the exorbitant Boston scale, £20,—while here, on the contrary, the only compensation heretofore had, would amount to some 4 or perhaps 5 days wharfage, at 3s. 6d.—14s. to 17s. 6d.

In Halifax there is no *Law* establishing dockage or wharfage, but the practice is of long standing—there the charge is on goods landed, on goods shipped, and a rate of dockage on the vessels rather higher than that established by Law in this Province.—It appears to me that this is the most correct mode of any, as the charge is *pro rata* with the service; and the only thing to be guarded against is, that the owners of water property shall not exact a larger amount, than will fairly repay them for the outlay of capital.—The Law of 1814 makes ample provision for the wharf owners, if the nature of our trade was such as to make it necessary for vessels in all cases to resort to, and remain at, the wharves while in port, but not otherwise; and, such being the case, it is but fair that parties using the wharves should be made to pay in proportion to the accommodation given.

The Importers of Goods here, land on the wharves some Hundreds of Thousands of Pounds of various articles, annually, and pay not one farthing in compensation; while the small but unequally borne charge of Dockage has all to be paid by the Shipowner. The goods should in all cases pay the principal amount, but *the* charge, or *a* charge, should also continue, as in Halifax, on the Vessel; otherwise ships laid up, ships taking in cargoes, and new vessels, would cling to the wharves, to the exclusion of various craft about to land goods, and so hold an unjust advantage over the wharf owner.

Having thus noticed the justice and moderation of the claim set forth in the schedule, and shown how little the practice and claim in New-York will apply to this city, and how unequally the instance of Boston will hold, in respect to the sums here paid; I beg to notice to "A Trader,"—*Secondly*, That the parties to the agreement have satisfied themselves as to its legality, as well as justice and moderation. If any party charged wharfage shall entertain doubts, the question should be tried amicably—nor can it be of any service to use harsh language on the occasion, as few are convinced by abuse. If the few wharf owners are not remunerated, while, at same time, they have the power to secure such from persons *voluntarily* using their property, after due notice of the consequences, it is to be expected they will not hesitate—if they have not power to enforce payment, they must yield, & here rests the whole matter.

Before concluding, I beg to notice what is said by "A Trader," about the wharf owners making public landings of their wharves, and thereby ceasing to have power to lay a tax at their own will—as also, whether the wharves are not mainly erected on ground leased from the Corporation at a *nominal* rent, for the accommodation of the public.

That the owners of water property can lease, or build on such, and so shut it up from public use, unless they have an undertaking with the Corporation or some individual, to the contrary, is certain, and thus the first observation is answered.

That parties holding leases from the Corporation (whether at a nominal or heavy rent) of ground beyond low water mark, can obstruct such by placing buildings on the wharves erected on such land, or by converting such wharves into lumber yards or the like, is asserted by none, as all Corporation leases provide to the contrary;—but in what way the "accommodation of the Public" is narrowed, by the lessees having placed wharves there, in order that ships may discharge their cargoes while water borne, I am yet to learn. The leases were given in order that wharves should be built,—they are built, and the public are accommodated thereby; but surely the lessees cannot be prevented from securing themselves of any good