Nova Scotia to the fishing grounds of the Gulf, a voyage which frequently lasts three weeks, and is deemed by Underwriters equally hazardous with a voyage to Europe; but it is not alone the dangers of the voyage which deters them from the prosecution of these Fisheries; it is the great loss of time they occasion, and the expense they create, as these render the adventure, too often, far from profitable.

A Railway from Shediac to the Port of St. John, which is open at all seasons of the year, would enable the various products of the Fisheries to reach a Port of shipment in four hours, and the necessity for the long voyage around Nova Scotia would be wholly obviated. The fishing vessels could winter at any of the Ports on the Gulf shore which they found most convenient; their stores and outfit could be sent up by Railway; and they would, in such case, enjoy the advantage of being on the fishing grounds at the earliest moment in the Spring, and the Fisherman could protract his labours until the Winter had again fairly set in.

The fresh Salmon packed in ice which were sent last season from Saint John to Boston by the Steamers, owing to the facilities of transport in the United States, in two days after they left Saint John, appeared at table, in fine condition, at Albany, Buffalo, Niagara Falls New York and Philadelphia. If the Salmon of the Northern Rivers could be transportad by Railway to Saint John, they would find a ready market in the numerous Towns and Villages of the United States, and the Salmon Fishery alone would prove a perfect mine of wealth to the Northern part of the Province.

The immense products which might be obtained by a vigorous prosecution of the Fisheries for Herring, Cod, and Mackerel, would not only furnish a fruitful source of profit to a Railway, but they would afford such an amount of remunerative employment to all the productive classes, as almost to defy calculation. They would enable the Province to open up and prosecute a successful trade with several Foreign Countries, with which at present the Merchants of New Brunswick have no connection whatever. The Farmer also would be greatly benefitted by the extension of the Fisheries in connection with the Railway, because he would not only find a more ready market for his surplus produce, but he would be furnished with wholesome and nutritious food, at all seasons of the year, on the most reasonable terms,

Aided by Railways, the Fisheries of the Gulf of St. Lawrence, now of so little importance, and such limited value, would take rank as one of the highest privileges of New Brunswick—its unfailing source of wealth forever hereafter. And while the efforts of the people were successfully directed toward securing these bounties of Providence, lavished with such unsparing hand, they would rejoice in the goodness of an all-wise Creator, and offer up humble but earnest thanks to Almighty God for his exceeding goodness and mercy towards his erring and sinful creatures.

M. H. PERLEY,
H. M. Emigration Officer.

Government Emigration Office,
Saint John, March 5, 1849.

The Observer.

SAINT JOHN, APRIL 10, 1849.

ENGLISH MAIL.—The Mail of the 24th March, by the steam-ship *Niagara*, arrived at Halifax on Thursday last, at half-past 2 o'clock, P. M., and the Express, by horse to Granville, and thence by the Steamer *Herald*, reached this City at a quarter past eight on Friday morning. The news was forthwith Telegraphed to the United States, and published in the afternoon from the office of the *New Brunswicker*, in this City.

The Letter Mail arrived in this City on Saturday afternoon, and the Newspapers on Sunday.

Prices of timber and deals were about the same as at the departure of the previous Mail.

LIVERPOOL, March 24.

The general tone of commercial affairs during the last fortnight, although not of an active character, has been satisfactory. Much of the gloominess which had been caused by the news from India, which reached London in the beginning of the month, has been dissipated by subsequent accounts from Bombay and Calcutta. The Cotton market has been quiet, and prices are again a point lower. From the manufacturing districts there are satisfactory reports, and although there has been less activity in the market for manufactured goods, there is not any diminution in the extent of employment. There is still a good demand for Cured Provisions, and most articles brought to market find ready buyers. The intelligence brought by the last Overland Mail is of an encouraging nature. Trade both at Bombay, Calcutta, and Canton had improved, and business generally at all these places was in a healthy state. The supply of Money continues abundant, and of late there has been less disposition to borrow. First class paper is asked after, but of such there is little on offer, and the rates are 2½ to 2¾. On call the bankers will not give more than 2 per cent, and are quite indifferent about receiving it.

A further decline has taken place in the Corn Markets, and Western Canal Flour is selling at the reduced price of 23s. per barrel. This fall produced some speculation in the article for a few days, and an advance of 3d. to 6d. per barrel; but 23s. is now the fair quotation for the above description, as well as for Philadelphia and Baltimore, though for Ohio of prime quality 24s. is obtained. American Wheat 6s. to 7s. per 70 lb.; Indian Corn 27s. for inferior white, up to 29s. per quarter for the best yellow, in moderate demand. Indian Corn Meal 13s. 6d. per barrel.

Cotton had further declined ¼d. per lb, but since the receipt of the Indian accounts has rallied a little, and is now considered to be only ⅛d. lower than on this day fortnight. The sales for the week ended 16th inst. were, 31,690 bales, of which 8,000 was on speculation, and 3,100 for export; and this week's business amounts to 29,290 bales, of which speculators have taken 2,600, and exporter 3,800 bales. The Stock in Liverpool is now about 408,000 bales, of which about 259,000 is American Cotton.

With reference to California, we learn from the American papers received by the Europa, that it is not improbable but that heavy losses will be sustained by those who are now making shipments from England to San Francisco, as it appears tolerably certain that before these shipments can arrive, the markets will be very much overstocked, since we learn that already several cargoes had arrived from Chili, Peru, and China, and over twenty vessels from the United States were daily expected to arrive when the last accounts left. We also learn that in consequence of severe weather the diggings had been suspended, and Gold had, in consequence, risen in value.

The cholera is fast disappearing in England and Scotland. The total number of cases is 14,381, of which more than 12,000 were in Scotland—total deaths, 3464.

With reference to the state of Europe, the *Times* says—"An armistice in Northern Italy, an armistice in Sicily, and an armistice in Denmark were the result of British intervention in three several disputes, and afforded a temporary suspension of the hostilities commenced upon these respective points last summer. The real value of those diplomatic achievements of our agents abroad and at home may now be fairly appreciated. In Italy, in Denmark, and possibly in Sicily, the negotiations commenced on the basis of these conventions, and alluded to in Her Majesty's speech with a confidence we did not share, have proved ineffectual, and war or the preliminaries of war have recommenced under circumstances of increased difficulty. We have never placed the slightest reliance on these "mock mediations." It would indeed have given us unfeigned satisfaction if the well-meant endeavours of the British Government had been crowned with success; but it was easy to perceive that none of the real causes of strife had in any of these cases been removed, and that by interfering to prevent a termination of these campaigns by the ascendancy of the victorious party we were, in fact, postponing the definitive solution, and encouraging the hopes of those who had already shown their own liability to establish their cause by force of arms. There is every reason to believe that if these suspensions of arms had not taken place when they did, the pressure of the Danish blockade of the German ports would have compelled the German Government to withdraw from Schleswig; that Marshal Radetzky would have compelled the Sardinian Government to accept a peace on the *states quo ante bellum*; and that Palermo, like Messina, would have submitted to the King of the Two Sicilies. If the sole, or principal object of the English Government were the restoration of peace and the re-establishment of rights which had been assailed by force of revolt and war, that object has unhappily not only been effected, but it has been rendered more distant and improbable than it was in the month of August of last year."

PARLIAMENT.—The second reading of the Bill for the repeal of the Navigation Laws, took place in the House of Commons on the 12th March. Mr Harris moved an amendment, that the Bill be read a second time that day six months, which was rejected by a majority of 56. There were 476 members present.

The proposal of Mr. D'Israeli to make an inquiry into the peculiar burdens on land, with a view to their relief, has been carried in the Commons by a majority of 280 to 189.

The army and navy estimates have been carried by majorities quite as large as heretofore. The long threatened opposition of Mr. Hume and Mr. Cobden has subsided into the meekest disclaimer in the House of Commons against the present alleged excessive number of troops and seamen; the most insignificant minorities have supported the financial reformers, the vast body of the nation perceiving clearly that Government, with the restricted power it has, is doing every thing to cut down expenses, without impairing the general efficiency of the public service. The events in India have roused the British feeling so long kept in abeyance; and that same spirit of valour which has raised England to her present height of glory is breaking forth only with more ardour, because it has been of late years so much suppressed. It is quite plain that the cry of "ships, colonies, and commerce," was never more popular than at this moment; and Mr. Hume and Sir William Molesworth, who think our colonies incumbrances, have taken especial care to repudiate any intention whatever of parting with any of "the jewels of the British crown," however they condemn the practice of keeping so large a military force for their defence and maintenance.

In the House of Commons, on the 22d, Mr. Gladstone rose, and asked the Under Secretary of State for the Colonies the three following questions:—

1. Whether any instructions have been given to the Governor-General of Canada as to the course which he is to pursue, in the event of its being proposed to him by his advisers to allow them to introduce into the House of Assembly any bill giving compensation to any persons known to have been implicated in the rebellions of 1837 and 1838, on account of the damage sustained by them in those rebellions, or in the event of the passing any such bill through the two Houses of the Provincial Legislature?

2. Whether according to the usage of Canada, if any such bill should have passed through both Houses of the Legislature, and should have become an act by the Governor-General's assent, without a suspending clause, the money thereby authorised to be paid would be payable forthwith, or before her Majesty's servants had had an opportunity of advising her Majesty with respect to the allowance or disallowance of such act?

3. When any official intelligence had been received respecting such a bill; and if so, whether the Government were prepared to lay such intelligence before the House?

Mr. Hawes, in reply to the first question, said that no instructions whatever had been given to Lord Elgin in reference to such a bill, or in contemplation of any such measure.—The Colonial Secretary had entire confidence in the discretion of the Governor General. In reply to the second question, he observed that all colonial bills, whether money bills, or otherwise, having passed through their formal stages, and received the assent of the crown through its representatives in the colonies, came into immediate operation, unless they contained a suspending clause. To the third question, he replied that no despatches whatsoever had been received from Lord Elgin with reference to a measure like that alluded to. He had, therefore, no official information on the subject to lay before the House.

LIEUTENANT GENERAL SIR CHARLES JAMES NAPIER, G. C. B.—The gallant Commander-in-Chief for India will take his departure on Saturday (this day), when he leaves Upper Berkley-street for Marseilles, accompanied by Colonel George Napier, Captain Pitt Kennedy, his extra aid-de-camp and military secretary, and the members of his suite. Lady Napier does not accompany the gallant General to the scene of his future labours.

A splendid Dinner was given to Sir Charles Napier previous to his leaving London, by the Directors of the Hon. East India Company. The Duke of Wellington, Lord Hardinge, and many other distinguished persons were present.

DEATH OF THE KING OF HOLLAND.—We regret to announce the death of His Majesty William II., King of the Netherlands. According to the accounts we have received, he died at the Hague on Saturday last, of inflammation of the lungs. He had only completed his 57th year in October last. He is succeeded by his son, now William III.

MRS. JOHN MITCHELL.—A northern correspondent of the *Southern Reporter* states that Mrs. John Mitchell is about to proceed to the Cape of Good Hope to join her husband there. Her five children go with her.

The *Freeman's Journal* states that a letter has been received by Lord John Russell from Lord Clarendon, in which the latter gives it as his opinion that the rate in aid cannot be collected in Ireland, and strongly recommends an abandonment of the measure.

THE SOUTHERN AND WESTERN RAILWAY.—We congratulate the country upon the result of this great experiment in our Irish Railway system, so far as it is shown in the half-yearly report of the Directors of the Great Southern and Western Railway. Considering the prostrated condition of the country, the realization of a net profit of nearly £52,000 during the six months ending the 31st of December last, is, in our opinion, in the highest degree encouraging.—*Dublin Mail.*

THE CHOLERA.—From the central depot in the South cholera is rapidly spreading into the rural districts, and hitherto with deadly effect. On Saturday there were nine cases of Asiatic cholera in Ennis, and two deaths; and on Sunday morning the number reached fourteen, and the deaths eight. In the miserable district of Ennistymon the disease had also appeared, and so ill-prepared is the population from previous misery and debility, that the disease is likely to find there a wide field,

The west and south of Ireland appear to be in a deplorable state. Several frightful murders are reported. The cholera is committing extensive ravages in Limerick.

DISAFFECTION IN ULSTER.—Lord Londonderry has addressed a remarkable circular to his Lordship's tenantry, in the North. Making reasonable allowance for the due right of remonstrance and petition against an obnoxious tax, the noble Marquis roundly rebukes the tone adopted by certain noble lords at recent meetings in Down and Antrim, adding the following emphatic declaration—"I have perhaps more right to my opinion than many whom I address, as personally the burden will fall heavier on me, and I was at first fully disposed to resist it; but, could I for one moment believe that the advice tendered at the late meetings in Ulster would be followed, and that not only resistance would be made, but that it is proclaimed that it would take 50,000 if not 500,000 men to collect this rate-in-aid, I would not only support the measure with all civil interest and power, but as an old soldier I should consider myself bound to enforce the law against my own tenants and adherents; so firmly and irrevokably am I determined ever to uphold my loyalty to the Sovereign Power and the will of the united Parliament."

EMIGRATION.—Vast numbers are passing through Waterford, from the counties of Waterford, Wexford, and Tipperary, on their way to Liverpool and other English ports, to take shipping for America.

WOOLWICH, March 17.—The Atholl troop-ship, Master-Commander Pearn, embarked three companies of the Royal Artillery for a passage to North America, and proceeded down the river yesterday. The companies consist of Captain M'Coy's, 5th battalion, Captain Tuite's, 4th battalion, and Major Hennis's, 2nd battalion. Captain M'Coy commands the companies during the voyage, Major Hennis and Captain Tuite being on sick leave. Captain Clifford proceeded with the companies, having exchanged with Captain J. Travers, of the 4th battalion. The Atholl is to call at St. John, New-Brunswick, to embark Captain Ormsby's company, 6th battalion, ordered home.

AUGMENTATION OF THE ARMY.—Mr. Fox Maule must set to work to prepare a supplemental army estimate before he has even obtained the sanction of the House of Commons to his ordinary estimates for the ensuing year. The order has gone forth, notwithstanding, as we have already shown, for a halt in the work of reduction, but for a positive increase in the land forces. Seven regiments of infantry (26th, 15th, 30th, 41st, 47th, 49th, and 69th) have received orders to complete their rank and file to 1,000 men each. These corps are the next for foreign service. Happy has it been that the counsels of the Duke of Wellington were allowed at least a portion of influence in the work of reduction. The government were for sweeping away entire regiments, officers and all; but the Commander-in Chief steadily resisted the attempt, and the ministers were thus driven to the diminution of the rank and file, leaving each corps as a nucleus for future augmentations. Even this, however, proved a mistake, and the country must pay for it in a supplemental estimate.—*United Service Gaz.*

LOSS OF H. M. S. SCOUT.—The Scout, 18, sloop, has been wrecked in the river Min, China, by striking on a sunken rock while beating up that remote ocean tributary. The *Columbine*, 18, had proceeded to the relief of her ship's company, and was making efforts to recover the wreck—the *Scout* having slipped off and sank in seven fathoms water.

A NAVAL ENGAGEMENT.—On Wednesday last, a sanguinary conflict took place at Marseilles on board a Spanish vessel called the Leon. Some English sailors of the Ann Ingat went into the Spanish vessel, and insisted on tasting some wine which the Spaniards had on deck. The Spaniards ousted the English, but the latter returned to the attack, whereupon the Spaniards assailed them with knives and hatchets, and a struggle ensued which lasted a quarter of an hour. A picket of national guards and troops went on board, and succeeded in separating the combatants. Two of the English were then found lying on the deck, one with a terrible stab in his bowels, the other with the back of his head cut open. They were both conveyed to the hospital, and the former died shortly after, and the other lies in a precarious position. The Spanish crew were arrested. In the course of the conflict a Russian sailor went on board, and the Spaniards thinking that he was coming to assist the English, attacked him, and pitched him into the sea. He was so much injured that he was conveyed to the hospital.—*Galignani.*

DEATH OF THE BLACK PRINCE.—Louis Christophe, the *soi disant* Prince of Hayti, who figured so prominently towards the close of last year at some of the police courts, died on Sunday last in the workhouse of St. George's in the East, and was buried there on Wednesday. The Black Prince, as he called himself, had been several times committed as a rogue and vagabond, and had been for some time in the workhouse.

Captain Joseph Johnston, late of this port, and late of the ship Columbia, has received from her Majesty a beautiful silver medal, commemorative of his being present at the engagement between the Shannon and Chesapeake.

The West India steamer Dee, which is daily expected, will, there is every reason to believe, bring the largest amount of specie (£800,000 sterling) ever brought to this country by a merchant vessel. The largest amount of specie ever brought to this country by a man-of-war was £1,000,000.—[London News.

William Rankin, a private of the 53d Regt, was last week married to Miss Maclaurin, heiress to £15,000, who was given away by her father.

Public prayers were offered up on Sunday last, in the Dundee churches, for the preservation of Sir John Franklin, and his ships' crews.

WRECK OF THE ACADIA.—The loss of this magnificent steam-ship, 1,600 tons burden, recently one of the North American Ocean Steam Navigation Company's mail steamers between Liverpool and Halifax, was announced on Saturday afternoon in the Merchants' room at Lloyd's. The Acadia, with another of the steamers composing the fleet of the North American Steam Navigation Company, the Britannia, also 1,600 tons' measurement, were purchased about two months since by the Central German Confederation, to be converted, if our information be correct, into war steamers, and for that purpose had undergone at Liverpool, in the Coburg Docks, vast improvements, as regards strengthening, in order to carry heavy guns, &c. The Acadia steamed from the Mersey on the morning of Friday week fully equipped for the service in question, manned by a crew of 60 seamen, officers, &c., under the command of Captain Jackson, the Britannia following last Sunday. The destination of both steamers was Bremen. It appears that on the night of Sunday last the Acadia was steering along the coast of Holland, the weather being hazy, and the wind somewhat boisterous from the North. Towards midnight, from some unexplained cause, the ship struck with great force on a dangerous shoal, known as the outer bank of the Terschelling. All efforts to get her off proved unavailing. She quickly filled, and settled over on her broadside. All hands, together with the representatives of the German Confederation, who were on board, were saved; but from the position of the ship it was apprehended that she would become a complete wreck. The value of the ship and her machinery, with steam engines of 500 horse power, is estimated at nearly £100,000.

SAFETY OF THE ACADIA STEAMER.—*Amsterdam, March* 16.—The Acadia, Steamer, Jackson, from Liverpool to Bremen, which was on shore on the Outer Grounds, near Terschelling, 12th inst., was got off on the following day by the assistance of pilots, and taken into Terschelling, having sustained but slight damage, and will promptly be able to put to sea again.

The steam ship Hermann, at Southampton from Bremen, reports having seen a large steamer going into the Weser, supposed to be the Acadia.

MANUFACTURE OF GOLD.—We have read that Boyle once very nearly succeeded in making gold; that he showed the experiment to Sir Isaac Newton, when both became frightened, and threw away the ingredients. A gentleman communicates to the editor of the *Mining Journal*, that having experimented some ten years ago on the stratification of the earth and the formation of mineral deposits, he believes with truthful results, he turned up one of his old experiments accidentally a few days ago, when he found running in a kind of spiral string through one part a small quantity of gold. No gold was used in the experiment, and the conclusion arrived at is that it has been formed from some of the other substances. This, however, is nothing to what is asserted by an ironfounder of this town. This gentleman must have discovered the true philosopher's stone, which so many sages of the olden time spent their lives in trying to obtain. He declares that he has found out a process by which he can change any quantity of iron into gold. Before three months are over he says we shall hear more of this marvel. He promises to produce gold in tons; in short, in any quantity.—*Liverpool Albion.*

FRANCE.—The intelligence from France continues to be of an uninteresting and unimportant character. The public attention continues to centre in the trials at Bourges, of the political prisoners. The papers contain the details respecting a magnificent fete given by President Bonaparte on Thursday night. Upwards of 2200 persons were present. The *Times* correspondent observes that, "Fetes, concerts, banquets, and balls are becoming so numerous, are given on so large a scale, and attract such crowds, as to almost require the daily labour of a minister for that department alone.—Confidence has made rapid advances in the public mind.

The elections commence on the 13th of May, and the Legislative Assembly meets on the 28th of that month.

The composition of the corps destined for some point in Italy was as follows:—A brigade formed of the 20th and 33d regiments of the line, under the command of General Mollier; a brigade formed of the 36th and 66th regiments of the line, under General Levaillant. A mounted battery of eight guns and a company of engineers are attached to each of the brigades. A company of engineers had arrived at Sisteron, and a battery of artillery, stationed at Aix, was about to march to Marseilles. The order to depart was hourly expected.

It was said that General Arbonville would take the command of the division, which would amount to 12,000 men at the least. There was much mystery as to its destination.

The distress in Paris is almost incredible; 40,000 individuals are out of work, and the assistance given to the poor is to be abridged on the 24th inst.

It is stated that nearly sixty men belonging to the French Frigate Poursuivante, bearing the flag of the admiral commanding in the South Seas, have deserted for the purpose of gold-seeking in California; and it is added that another French ship of war has also lost many of her crew, who have deserted with the same view.

GOLD FROM CALIFORNIA.—"A decked boat, called the Jason, has arrived," says the *National*, "at the Port St. Nicholas du Louvre from Rouen, from which were yesterday landed three small iron-bound barrels, sent from London to Mr. C——, of Paris, a dealer in precious metals. These barrels were filled with gold dust from the mines of California, amounting to nearly a million of francs."

PRUSSIA.—'There is no longer the least doubt,' writes a Berlin correspondent of the *Daily News*, 'that a note has been received here from St. Petersburg declaring the intention of the Czar to interfere in Germany on behalf of menaced sovereignty; and founding the right of interference on the treaties of 1815. The answer from Berlin to the Czar's note is, that the first step of interference on the part of Russia will be the signal for a declaration of war on the part of Prussia. This answer is already on its way to St. Petersburg, and in about ten days we shall have the Russian reply—peace or war. Meanwhile, all the orders for the movements of the troops are ready drawn up and signed, and wait only the date to be issued for fulfilment. Armaments are forming on the most extensive scale.'

RUSSIA AND AUSTRIA.—A Vienna paper gives an account of a grand review at St. Petersburg, where the Czar addressed 40,000 of his troops in the following style—"In the present aspect of affairs in Austria, I hold you bound to assist my friend the Emperor, should the stand in need of further aid." Loud *vivats* for the Emperor of Austria rent the air at the conclusion of this speech.

The *Concordia* of Turin has a letter from St. Petersburg of the 23d ult., asserting that the Russo-Austrian alliance is based on the following stipulations:—A marriage between the Emperor of Austria and the Grand Princess Anne; an offensive and defensive alliance; the reception of Turkey into this alliance; the maintenance of the treaties of 1815; and a guarantee of the claims of Denmark on the Dutchies of Schleswig and Holstein.

Correspondence from Constantinople of the 25th ult. states, that General Bem and the Hungarians had been defeated in Transylvania by the combined Austrian and Russian troops, and that the Russians claim the honor of the victory. The Russians had called for reinforcements.

ROME.—*Preparations for War.*—"Father Prout," writing from Rome on the 4th, says:—"Every activity is displayed in the war department; and, come what may, it will be no child's work to put down this revolution. There are about 130,000 men here with muskets in their hands; there are about 15,000 more armed men in Tuscany; and any intervention that takes place must not be under a force of 40,000 regular troops to be kept here for an indefinite period. Who's to pay?

The principle of the intervention in favour of the Pope, by France, Austria, Spain and Naples, has been settled, so that all to be decided upon now are the proportions to be assigned to each power in the work of re-establishing the Pope.

INDIA AND CHINA.—We have received, in anticipation of the Overland Mail, intelligence from the army of the Punjaub up to the 3d, from Lahore and Mooltan to the 4th, from Calcutta to the 7th, and from Bombay to the 13th of February.

Our letters come down to the 3d of February, at which period Lord Gough was busily occupied in fortifying his camp. Shere Singh's army was about four miles' distance from the Commander-in-Chief's camp. It was generally supposed in Lord Gough's camp that nothing would be done in the way of offensive operations till the arrival of reinforcements from Mooltan and Lahore.

The conduct of the 14th Dragoons had been very freely commented upon. The papers of the north-west teem with letters on this painful subject; both sides are advocated, but as great a mystery hangs over the whole affair now as at the time of its occurrence; nothing short of a most searching inquiry into this business will satisfy the public mind, to say nothing of the wish on the part of the gallant officers concerned to have all doubts cleared up as to the cause of this alleged disgraceful movement.

Lieutenant Bowie, who had been taken in Peshawur, arrived in Lord Gough's camp on his parole on the 27th of January, being the bearer of some proposals from Shere Singh, but nothing had transpired as to their nature. It was understood, however, that Lord Gough would hear of nothing but "unconditional surrender."

It is reported that the detachment of Afghans said to be in Shere Singh's camp is commanded by three Europeans, formerly privates of her Majesty's 41th Regiment, who remained in Cabul, and became Mahomedans.

Major Lawrence had been allowed to join Mrs. Lawrence and family, and they are said to be treated with kindness by Chuttur Singh.

A portion of the Bombay column moved on the 2d of February in progress to join Lord Gough's camp. This consists of her Majesty's 60th Rifles, Bombay European Regiment (Fusileers), the 3d and 19th Regiments of Native Infantry, Major Blood's troop of Horse Artillery, and 500 of the Scinde Horse.

Gen. Whish was advancing with his forces towards the north. On the 31st of January they had crossed the Ravee and had reached Kumbheera, six marches from Huug.

HONG KONG, January 30.—All remains quiet in Canton, and the Chinese new year has passed over easily. We do not hear of disturbances of any kind. The authorities have used every precaution to preserve quiet, and soldiers have been constantly walking their rounds in the back streets. Their unusual appearance may, in some measure, no doubt, be connected with the April question and opening of the city gates. Little or no alarm is at present expressed on the point, though it is generally known that the Imperial Commissioner is to have an interview with Her Majesty's Plenipotentiary next month, when it is thought the naval commander-in-chief, Sir Francis Collier, will take to the Bogue the Hastings, 74, the steamers, and other vessels of war, which may have the effect of preserving quiet.

Of the two staple articles of export, that of tea is about half a million pounds short of last year's at this time; and of silk the falling off amounts to about 3,600 bales compared with last season.

Early this month we had imports of gold from California, which turned out well, and several vessels have proceeded with ventures to that coast.

MECHANICS' INSTITUTE.—Last evening, Mr. Duval delivered his second lecture on *Marine Zoology*, in which, besides making some references to the Zoophytes, which he treated of in his first lecture, he considered the *Infusoria*, a term applied by Naturalists to those microscopic animalcules which are developed in infusions of decayed animal and vegetable matters. He also explained a variety of beautiful Diagrams which had been prepared by Mr. George N. Smith, at the expense of the Institute, for the illustration of his lectures.—This interesting subject is intended to be resumed next season by Mr. Duval.

Next Monday evening, the present Lecture season will be closed by an exhibition of *Astronomical and Dissolving Views, Chromatropes, &c.*

The Legislature of Nova Scotia was prorogued by His Excellency Sir John Harvey, on Saturday the 31st ultimo, after a session of 72 days, having commenced on the 18th January.

The Legislature of this Province was opened on the 31st January, and has now been in session 69 days. It is expected the prorogation will take place on the 14th inst.

Captain AMELIUS CUDLIP, late Master of the whale ship *Canmore*, of this port, was drowned at Sydney, N. S. W., in November last. He had left the ship some time previous on account of ill health. It seems he had gone out to sail in a pleasure boat, when the boat was capsized, and he was unfortunately drowned. His loss will be much felt by his friends in this City.—*New-Bruns.*

The Sydney *Morning Herald* of the 7th Nov. contains the following particulars of this melancholy accident:—

DISTRESSING BOAT ACCIDENT.—About 4 o'clock yesterday afternoon, as Captain Cudlip, of the North American Whaler Canmore, with the Chief Officer, Mr. Cook, were in a sailing boat off Longnose Point, the boat, owing to a sudden gust of wind, upset. The accident was simultaneously observed on board Mr. Wants' boat the Pearl, and at the Magazine on Goat Island, and boats were immediately put from the vessel and from the Island by Mr. Buchanan. The Pearl's boat was the first to reach the scene of the disaster, when the body of Captain Cudlip was picked up within ten minutes after the accident, and Mr. Buchanan's boat coming up at the time, it was conveyed to the Island, where every possible means of resuscitation were tried, but without avail. The body of Mr. Cook was not seen after the accident. Capt. Cudlip, it may be remembered, arrived in this port some few months since with the Canmore, of which he was part owner, and was remaining here for the benefit of his health until the return of the vessel, which he sent on a six months cruise under the command of Capt. Courtenay. Mr. Cook, the chief officer, left her at this port to take charge of the schr. Columbine, but having been succeeded in the command of that vessel by Capt. Sergeant, he was remaining in Sydney to join the Canmore.

Mr. Whitney's fine steamer *Commodore*, Capt. BROWNE, now being fitted out in splendid style, is to run this season between this Port and Portland, Maine, connecting at that Port with Boston by Railroad. She is to leave here on her first trip on the 19th instant.—See advertisement in another column.

The Stock of the North American Telegraph Company from Halifax to Quebec, £16,000, having been all subscribed, it is expected that the line will be completed and in operation between those Cities by September next. The Telegraph Company in this City will probably take steps to connect their wires with the above line at Amherst.

PUBLIC MEETING AT HAMPTON.—Pursuant to notice from the High Sheriff, a Public Meeting took place at Hampton Ferry on Thursday last, to take into consideration the question of Railways in this Province. We learn that a resolution was passed to Petition the Lieutenant Governor to dissolve the House of Assembly at the close of the present Session. Arrangements were made for joining the Railway League recently established in this City, and the meeting terminated after finishing its business in a satisfactory manner. Wm. Wright, Esq., and J. H. Gray, Esq., two of the members of the Executive Committee of the League, were present, and addressed the Meeting.

Last Saturday, a Public Meeting took place at the Court House at Dorchester; and another will be held at Sussex Vale this week, both with respect to the railway question, and an application to dissolve the present House of Assembly.—*N. Br.*

A Meeting has also been held at St. Andrews, and a similar resolution agreed upon.

TRINITY CHURCH.—Yesterday, Easter Monday, being the day appointed by law for the election of Church Wardens and Vestrymen for the ensuing year, a large number of the Parishioners assembled at the Vestry of Trinity Church, and elected the following gentlemen:

Church Wardens—Leveret H. DeVeber, and George D. Robinson.

Vestrymen—Le Baron Botsford, John M. Robinson, Charles Patton, David Waterbery, Robert Bayard, Joseph W. Lawrence, Edward Sears, Thomas R. Gordon, John V. Thurgar, Thomas W. Daniel, William H. Adams, and Benjamin L. Peters.—*N. Br.*

The Alien Passenger Tax on emigrants arriving at New York, Boston, &c., has been recently decided by the Supreme Court of the United States at Washington to be unconstitutional.

NO TAVERN LICENCES IN THE COUNTY OF SAINT JOHN!—On the 31st ult. the Justices in Sessions, by a vote of 18 to 3, came to the determination not to grant Licences for the sale of Spirituous Liquors in the County of Saint John (City not included) during the present year. The division was as follows:—

Against granting Licences—Justices Anderson, Moran, Gallagher, Olive, Ansley, Jacob Allan, DeVeber, Vernon, Tisdale, Alexander Lockhart, Thomas Allan, Sharkey, Travis, Henderson, Needham, George A. Lockhart, Wetmore, and Bond.

In favor of granting Licences—Justices Payne, B. L. Peters, and Keltie.

CHARTER OFFICERS.—The Election on Tuesday last resulted in the return of the same members of Common Council as last year, with the exception of W. O. Smith, Esq., as Alderman of Queen's Ward, in the place of Alderman Lockhart, who resigned; and John C. Littlehale, as Assistant of Guy's Ward, in place of Assistant Dunham, who resigned his seat about two months ago. The following is a list of the returned officers:—

King's Ward.—W. H. Needham, Esq., Alderman; Joseph Fairweather, Assistant; John Nixon, Constable.

Queen's Ward.—Wm. O. Smith, Esq., Alderman; W. H. A Keans, Assistant; George Stockford, Constable.

Duke's Ward.—Thomas Harding, Esq., Alderman; Wm. Hagarty, Assistant; Robert McKelvey, Constable.

Sidney Ward.—Gregory VanHorne, Esq., Alderman; Thomas M'Avity, Assistant; Alexr. Downes, Constable.

Guy's Ward.—Josiah Wetmore, Esq., Alderman; John C. Littlehale, Assistant; John Stackhouse, Constable.

Brook's Ward.—George Bond, Esq., Alderman; Joseph Beatteay, Assistant.

At the Common Council, in the evening, Thomas Merritt, Esq. was re-appointed Chamberlain, and his Worship the Mayor re-appointed James Stockford High Constable.—The following additional Constables were appointed by the Board:—

King's Ward.—John Langrill, Hugh M'Garey, and Wm. Smith. *Queen's Ward*—Ebenezer Herrington, Geo. Noble, and B. Murray. *Duke's Ward*—John Budge, and John M'Coskey. *Sidney Ward*—John Nixon, the 2d, and John Daley. *Guy's Ward*—Charles Pidgeon. *Brook's Ward*—John Sweet.

[From the Royal Gazette, April 4.]

PROVINCIAL APPOINTMENTS.—Robert Duncan Wilmot, Esq., to be Mayor of the City of St. John; Charles Johnston, Esq., to be High Sheriff, and William Bayard, Esq., M. D., to be Coroner, in and for the City and County of St. John, for the ensuing year.

James W. Chandler, Esq., to be a Justice of the Common Pleas for the County of Charlotte.

The following persons are appointed Sheriffs of the several undermentioned Counties, for the ensuing year, viz.: Benjamin Wolhaupter, Esq., for the County of York; John F. W. Winslow, Esq., Carleton; John Hazen, Esq., Sunbury; Nathaniel H. DeVeber, Esq., Queen's; LeBaron Drury, Esq., King's; Thomas Jones, Esq., Charlotte; William A. Black, Esq., Northumberland; Joseph Wetmore, Esq., Kent; Henry W. Baldwin Esq., Gloucester; John Lambert Barberie, Esq., Restigouche; Thomas Gilbert, Esq., Albert.

GOVERNMENT NOTICE.—A Certificate under the Act 11 Victoria, cap. 62, of the due Ordination of the Reverend JOHN THOMSON, as a Minister of the Free Church of Scotland, has been regularly transmitted to this Office and filed therein.

By His Excellency's Command.
J. R. PARTELOW.
Secretary's Office, 31st March, 1849.

THE NEW MAYOR.—We publish to-day the official announcement of the appointment of R. D. Wilmot, Esq., (one of the Representatives of this County in General Assembly,) to be Mayor of this City for the ensuing year. In giving place to Mr. Wilmot, Mr. Street has the satisfaction of knowing that his official acts have been approved of by the Executive.

It is a strange coincidence, that Mr Wilmot should reside on the Western side of the harbour, in the house occupied by the first Mayor of the City, (Hon. Gabriel G. Ludlow,) in 1785, and that of all the gentlemen who have held the office, they—the *first*, and probably the *last* to be appointed by the Executive—should reside in the *same* building, and be the only ones living on the Carleton side of the City.—*Courier.*

NEW-BRUNSWICK IRON.—We have had our attention called to some further specimens of this precious production, (more so even than California Gold,) and which has just come from Boston, where it had been sent for the purpose of being converted into malleable bars. We have already spoken of the very superior quality of the pig iron; but we were not prepared to be informed that in both states, cast and malleable, it is superior to any known in the world. A bar was taken and wrought out cold into all imaginable shapes, without the least sign of crack or break in its appearance, and in such way that the very best Russia and Swede iron in the market could not withstand; and its superior toughness is such, that orders have been given to furnish the iron work for some large ships, of this native production, which is to be of not much more than half the weight now used for that purpose.—*Chronicle.*

We have received, from the author, a pamphlet issued during last week from the press of Mr. W. L. Avery, entitled "Observations on Dr. Bayard's mis-called 'Statement of Facts, as they occurred at the late Annual Meeting of the Diocesan Church Society;' by WM. WRIGHT, Esq. A.B., Advocate General." The title fully explains the publication, and those who take an interest in the controversy at present existing, will doubtless obtain a copy of this pamphlet, which may be had at Mr. Avery's.

By the steamer *Maid of Erin* from Eastport, on Saturday, we received New York papers of Wednesday, and Boston of Thursday last, brought to Eastport by steamer *Admiral*, and Gunnison's Express.

ST. GEORGE'S SOCIETY.—At the Annual Meeting of this Institution, held at the St. John Hotel on Monday the 2d inst., the following gentlemen were elected Office-bearers for the ensuing year:

John H. Gray, Esq., *President*; H. P. Sturdee, Esq., *Vice President*; Mr. S. L. Logrin, *Treasurer*; T. E. G. Tisdale, Esq., *Secretary*.

Messrs. H. Chubb, E. W. Greenwood, and L. W. Durant, were appointed the *Charitable Committee*.

GAS COMPANY.—At a Meeting of the Directors on Tuesday last, the applications for the Secretaryship of the Company (thirty-five in number,) were read and considered, and Mr. Robert Britain was elected to the office.

CITY OF FREDERICTON.—At a Meeting of the Council on the 2d inst., John Simpson, Esq., was unanimously re-elected Mayor for the ensuing year.

STEAM SHIP CANADA.—The Halifax Recorder of Saturday last says: The Royal Mail Steamer Canada arrived yesterday afternoon from New York, in the shortest passage that was ever made. Owing to her chain cable getting foul, she was detained until 4 o'clock on Wednesday afternoon, before she could fairly start, and before 4 o'clock yesterday she appeared in sight off this harbour.—The number of passengers reported on the list is 146, but we have heard that some 15 or 20 took passage besides, though there were no spare accommodation for them.

The steam ship Niagara brought sixty passengers from Liverpool, among whom were Messrs. F. A. Wiggins, G. E. Snider, E. E. Lockhart, James Doherty, G. Sutherland, John A. Venning, J. H. Waugh, and Mr. Bowman, of St. John, several of whom arrived last evening from Halifax, via Digby.

DOMINICA, Feb. 28.—A very violent shock of earthquake was felt in this town at about 20 minutes to 12 last night, which in point of severity has been surpassed by none which we have previously experienced. Fortunately its duration was very brief indeed. There is scarcely an individual who was not startled from his or her sleep, such was the severity of the shock. We have not been able to ascertain whether any damage had been effected thereby; but we hope not. We are told that another slight tremulous vibration was felt between 3 and 4 o'clock this morning, but of this we had no personal experience.

SIDNEY, C. B. March 17.—The utmost destitution, as usual, again prevails in this devoted section of the Province