

The Queen has conferred the honor of knighthood upon Captain George Back, R. N. ; and appointed Captain John Ross, R. N. to be Her Majesty's Consul at Stockholm.

Sir Thomas Harvey is appointed to succeed the late Sir C. Paget in the command on the West India and North American Stations, and was to proceed immediately in the Winchester, Captain John Parker.—Sir Thomas is a Vice Admiral of the White.

The Corn Laws excluded almost every other subject in both Houses of Parliament during the two weeks ending on the 18th. On the 15th, in the course of a debate on the subject, the Duke of Richmond declared that if the Corn Laws were repealed, he would sell his property and depart with his capital and retainers to some happier land ; and Lord Melbourne affirmed, that the proposition to abolish restrictions on commerce was the maddest and wildest that was ever conceived.

In the House of Commons, in reply to a question of Mr. O'Connell, whether capital executions in Canada were about to cease, Mr. Labouchere said he was happy to inform the House that communications had been received from Sir John Colborne and Sir G. Arthur, in which those gallant officers stated that they did not imagine any further capital executions would be necessary.

In the House of Lords, on the 18th, information was called for respecting the effect of emancipation in the West Indies. Lord Normandy declared his willingness to produce the papers.

In the House of Commons, a long debate arose on the subject of the French Blockades in South America, but it resulted in nothing.

A Bill to take away the Constitution of Jamaica, and empower the Governor to administer the public business of the Island, is prepared for the House of Commons by Mr. Labouchere.

The British Government are on the point of sending out an expedition to the Antarctic circle, for the purpose of making magnetic observations in the Southern hemisphere.

The murderer of Lord Norbury is still undiscovered.

The committee of the Wesleyan Missionary Society, have purchased a vessel, to be employed exclusively under their direction. She has been examined by competent persons, and pronounced in all respects suitable to the service in conveying missionaries and stores between the colonies of New South Wales and Van Dieman's Land, and the Friendly Islands, the Pejees and other groups and islands of the Great South Pacific Ocean.

GREAT WESTERN STEAM COMPANY.—A half yearly meeting of the proprietors of the Great Western steam ship, was held in Prince's street, Bristol, last week. Mr. Maze took the chair. Mr. Claxton read the report, which stated that the company's first ship had disproved all unfavourable auguries, and promptly rewarded the enterprise of the projectors. It was impossible to speak too highly of the qualities of the Great Western steam ship ; after having run 35,000 nautical miles, and encountering 36 days of heavy gales, her seams required no caulking, and when she was docked she did not show a wrinkle in her copper.

The average of her passages out was 15½ days, and home 13 days ; the shortest passage out was 14½ days, and the short at home 12½ days. About 1000 passengers had gone in the ship. After alluding to the great expense necessary to combine speed, security, and enjoyment, it expressed a hope that through the liberality of the American Congress, the duty of 2d. per bushel on coals would be given up, and thus a saving of nearly £1000 a year would be effected. The company have decided on constructing their next vessel of iron, for which the preparations are far advanced. It appeared from the statement of accounts,

that after paying £2000 for additions to the ship, and insurance to October next, £1,500 for goods damaged in the hurricanes in October last, and upwards of £3,000 being set apart for a reserve fund, there remained from the profits sufficient for a dividend of 5 per cent, making with the former one of 4 per cent 9 per cent. for the year. The report was unanimously adopted.

We observe by a notice from the General Post Office in London that the Postage upon Letters to be forwarded by Packets to North America is reduced to one shilling single.—two shillings, double, &c., and that the letters for New Brunswick and the Canadas, so reduced, are not to be burthened with any internal postage tax.

London, March 29.

The intelligence from Nova Scotia, which appears in another column, shows with what alacrity the Legislature and people of that colony have resolved to assist, to the full extent of their means, the sister colony of New Brunswick in repelling the hostile and aggressive movements of the State of Maine. Should Sir John Harvey have determined to regulate his conduct by the very pacific memorandum of Mr. Forsyth and Mr. Fox, the warm and zealous patriotism of the colonists of British America will be an embarrassment to him rather than a support. It is plain enough that these really brave and sensible men do not understand why the British jurisdiction over the disputed territory should be permitted to fall into abeyance, merely because the Americans have taken it in their heads to dispute the right. Their inability to comprehend this is shared by many persons in this country, and among the rest by ourselves. It is scarcely necessary to remark that the feeling so promptly and warmly and, we will add justly, expressed by the people of Nova Scotia tends to diminish the possibility of an amicable adjustment of the dispute.—*Post.*

Monsieur Bedard had an interview with the Marquis of Normanby yesterday at the Colonial Office.

Despatches from Sir John Harvey, Governor of New Brunswick ; from Sir Colin Campbell, Governor of Nova Scotia ; and also from the Governor of British Guiana, were received yesterday at the Colonial Office.

Greenock, March 26.

Steam Communication to America by Her Majesty's Mails.—We formerly announced the contract entered into for conveying Her Majesty's mail to America, and since, we have been informed the liberal and enterprising contractor has far exceeded his engagement with Government. The ships, as finally determined on, are to be upwards of 1200 tons register, propelled by engines of 430 horse power, all of the most substantial and approved construction, combining speed, safety, and easy sea-going qualities. The work is already commenced, and there is now no doubt of their being ready to start for Boston and Halifax on the 1st April, 1840. There will be splendid accommodation for about 70 cabin passengers, with room for carrying a limited quantity of goods. A most important advantage gained by the route to Halifax arises from the ships not requiring to carry any more coals than absolutely necessary to serve the engines to that port, where coals of first-rate quality and in abundance can at all times be had from the General Mining Association's establishment there, who, by the way, are erroneously stated in the Falmouth papers to be the contractors. It is not that company who are the contractors, but an individual intimately connected with them. Passengers to Canada and New Brunswick, immediately on the arrival of the steam ship at Halifax, will be conveyed by coaches to Windsor and Pictou ; from Pictou other steam vessels will be ready to start for Miramichi, Quebec,

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