

# The Observer.

SAINT JOHN, MAY 15, 1849.

The intelligence by the English mail of the 25th ult. was received in this city on Friday morning, via Granville, by express steamer *Herold*, and published in the afternoon in our extra *Nor-Braz* from which, and other sources, we extract the following summary of the news, which however is not of very great importance.

The Bill for the repeal of the Navigation Laws has passed the House of Commons and was read first time in the Lords on the 25th April, without opposition. The second reading was fixed for the 7th May.

The grain trade has again become depressed owing to the improved state of the weather, and also to the report that the Danish blockade is not very strictly kept up. At Liverpool 23s. per barrel was the quotation for Western Canada as well as Philadelphia and Baltimore, and 22s. 6d. to 24s. per barrel. Indian rice, Meal 14s. per barrel.

LIVERPOOL, TUESDAY, APRIL 28.—Two cargoes of St. John Pine, averaging 19 and 20 inches girth, realised 18s. and 19s. per foot; one cargo Dalhousie, 13 1/2, per foot; one of Restigouche, 14 1/2, per foot. The stock on hand at present consists of 1,170,000 feet Quebec yellow Pine, 577,000 feet St. John Pine, and 135,000 feet other Pine.

BIRTH.—For a lot of St. John, with cargo 15d. has been paid, and for two lots of Miramichi, 13s. 6d. per foot. The stock, which is old and inferior, consists of 20,000 feet.

PINE AND SPICE PLANKS.—One cargo of St. Stephen's has been sold in the yard at 28s. 6d. per standard; one of St. John 27 1/2; one of Miramichi Pine at 28 1/2, with Spruce and Fir, which cargo of St. John Spruce by auction, brought 28 1/2, and Boards 210 G. 31, per standard.

RAILWAY SHARES.—From a variety of causes, the principal being the exposure of Mr. Hudson's doings as Chairman of the Eastern Counties Railway, the description of property has greatly depreciated in value during the week.

HOUSE OF COMMONS.—The *Navigation Laws*.—On Monday the 23rd April, Mr. Labouchere moved the third reading of the Bill, and on a division a majority of 61 appeared in favor of the motion. The vote stood for the third reading, 275, against it, 214.

The chief speakers in favor of the old law, on the present occasion, were Mr. Horner, Mr. Wallace, and Mr. D'Israeli; but their arguments were fully unavailing and were overruled by the eloquence of Sir Jas. Graham, who boldly avowed himself the champion of "onward progress" in legislation, and declared that he considered all the commercial changes in favor of free trade which had recently taken place, could not have a fair chance without this "crowning" measure of repeal of the Navigation Laws! The concluding remarks in Sir Jas. Graham's address are worthy of record, and are as follows:—

"This measure, which we are now discussing, is, in my opinion, the capital necessary to crown the work we have already done. I say that without it, what we have already done is incomplete—it will not be complete until it is done. It is not a mere measure, it is a principle. It is a principle which will be early undone. Here, therefore, issue is fairly joined. This I regard as the battle field on which the struggle must take place between reaction and progress. I am now dealing with the political part of the question, compared with which, in the present juncture of affairs, all the commercial and historical parts of it are as light as dust. I have had time, calmly and deliberately, to reflect upon the changes to which I have been a party, and articles of measures which I took my humble share in advocating and passing; and so far from regretting that, I state my firm conviction that the safety and tranquility of this country, and the safety of our institutions in the year which has just passed, are mainly attributable to the measures to which I allude. I am satisfied that to attempt to go back upon prohibitory duties—to adopt a system of protection, enhancing the price of grain and articles of the last necessity consumed by the great body of the people, would be a dangerous experiment, leading, as I think, inevitably to confusion and to the most fatal consequences. As all the interests which I have been a party to, and which I am opposed to reaction, I am in favor of progress, tempered by prudence and discretion—and it is on these grounds, I give my cordial support to the third reading of the Bill, and I am most anxious that, without unnecessary delay, it should become the law of the land."

MR. DISRAELI AND THE NAVIGATION LAWS.—In the course of the debate on the Navigation Laws, Mr. Disraeli addressed the House in a lengthy speech, and alluded in strong terms to the discontent prevailing in the Colonies.—After alluding to other Colonies, the hon. member said,—The important case of Canada remained behind, which had been treated in the present manner, and which the people of England should know the opinions of one of the greatest of their public men, that they should be prepared for a rebellion in the colonies, and that they should be prepared to lose the most valuable possessions of the Crown, mainly because the people of Canada had been deprived of all protection to their home industry.

THE RATE-IN-AID BILL FOR IRELAND.—The question whether a Rate-in-Aid has now been fairly discussed, upon a Division is now being fairly discussed. Upon a Division the proposition of an Income-tax for Ireland was rejected by a majority of 194 to 146. It is worth remarking perhaps, that Sir Robert Peel and Sir James Graham, and other Ministers against the Income-tax; whilst Lord Lincoln, Mr. Goulburn, Mr. J. G. Smyth, and Mr. Gladstone voted with Mr. Herbert and the Tory party, in the minority. The Irish members generally absented themselves out of 105 Irish members 40 only voted on the Income-tax question, the remaining 65 avoided voting. Of the Irish Liberals 21 and 3 Tories voted against the Income-tax; whilst 10 Liberals and 10 Tories voted in its favour. Upon the main question of the Rate-in-Aid these 10 members divided down to 34. Of these 10 Liberals voted for the Rate-in-Aid, whilst the 3 Tories voted against it. The Income-tax being rejected, the Rate-in-Aid was approved by a majority of 301 to 106. Several Irish members who voted against the Income-tax equally opposed the Rate-in-Aid.

SIR JOHN HOBHOUSE in the House of Commons, and the Marquis of Lansdowne in the Lords, have severally made a vote of thanks to the Governor-General of India, the Commander-in-Chief, and the officers and soldiers of the army in India, for their brilliant services in the recent battles. It is superfluous to say that the votes of thanks were carried by acclamation in both Houses, with commendatory speeches from Lord Stanley, Lord Granby, Sir Robert Peel, Sir R. Inglis, and men of all parties.

There is a report that Lord Denman, now in his 71st year, is about to retire from the office of Lord Chief Justice.

CHOLERA IN IRELAND.—In the county of Limerick a number of the middle class have fallen victims to this disease. In the county generally, the mortality has been confined to the poor and destitute. As yet the cholera has made no great progress in the West; but from the extent of destruction, calamitous results are feared. The *Mass* Convention says—"This mortality in the work house is awful. What with fever, dysentery and cholera, the people are dying like rotten sheep. The average deaths in Westport post-house, are 100 per week."

The pestilence has also broken out with great violence in the workhouse of Ballinacree, and as there are not less than 16 of these receptacles of destitution crowded into that small town, the most serious consequences are apprehended.

The Irish Liberal press continues, with one voice, to demand a change of men and measures, and according to the organs of public opinion, the selection of the country now rests with Sir Robert Peel alone.

THE LIKUTENANTS OF THE ROYAL NAVY.—We have been credibly informed that out of 2,000 Lieutenants who have replied to the Admiralty Circular recently issued, 1,500 have declared themselves unable to serve.—*United Service Gaz.*

THE ROYAL VISIT TO GRIMSBY DOCKS.—Great preparations are being made by the various official authorities for the reception of His Royal Highness Prince Albert on the occasion of his visit to Grimsby, Lincolnshire, on the 18th inst., to lay the foundation stone of the stupendous docks being formed at that port. The Admiralty intend to send down their Steamers *Beet*, *Arcturion*, and *Arcturion*, and several war steamers, under the command of Vice-Admiral Elliot, Commander-in-Chief at the Midway; and the different yacht clubs have received a notification of the shore they may expect in the festivities to commemorate the commencement of these important works. All the pomp and circumstance of war, will be peacefully employed. Bands of music, artillery, and the local militia and district soldiers will be in attendance; and the counties of Lincoln, Derby, Nottingham and Lancashire may look forward to a highly interesting and festive ceremony on this first occasion of His Royal Highness visiting the eastern coast.

ARMY.—We have heard with great pleasure that the vacancies occasioned in the 24th Regiment, by the dreadful slaughter in which they were exposed in the action at Chillianwallah, on the 13th of January, are to be filled up by officers of the corps, and that, in consequence, Major Hayward and Brevet Major Harris, succeeded to the Lieutenant-Majors, and Captains Macleod and Brown to the Majorities. Brevet-Major Harris is one of the oldest captains in the army, with less than forty-two years of full pay service, and by this arrangement he will obtain the usual but well merited promotion of two regimental steps in the same Gazette.

THE TAXES ON LIGHT, AIR AND HEALTH.—From a parliamentary return, just issued by order of the House of Commons, it appears that the total amount of window duty assessed in the year ended April 5, 1848, was £1,880,235; of duty received, £1,811,724; the number of houses charged, 493,143; and the number of surcharges made, 27,000.

DESTRUCTION OF AN IRON LIGHTHOUSE.—An iron lighthouse, to be erected on the Fastnet Rock, about 6 miles from Cape Clear, has been completed, and is fast filled up with solid masonry-work, and secured with a 1000 ton weight. It is 10 feet in diameter, and is intended to raise it to 75 feet to the summit of the lantern. The tower is of cast-iron, in large pieces, and screwed together—beautifully cast, and of amazing strength.—*The Architect.*

A British Naval officer has promised a plan of fitting a steam vessel with sails, and to be worked by the shaft of the engine, for the purpose of navigating the polar seas.

According to the latest official returns, the number of cholera cases in Paris amounted to 2250, and the deaths to 1741.

TURKISH OFFICERS in the English Navy.—Messrs. Ahmed Effendi, Hossain Effendi, Arif Effendi, Rassin Effendi, Ali Effendi, and Mamed Effendi, Turkish gentlemen, who have been for the past two years studying in England, have been appointed to the rank of Midshipmen, on board the *Porpoise*, and will eventually join other ships in Her Majesty's service.—*Morn. Chron.*

LETTERS from Toulon of the 23d inst., state that the entire French fleet in the Mediterranean, under the command of Admiral Baudin, is assembled in the bay of Toulon, and will remain in the bay of Corsica, and will remain there in order to be at hand in case events should render its presence necessary on the coast of Italy.

The Roman Government has had announced its intention to take refuge at Ancona. The Pope, it is understood, will remain for the present at Grotto, but his return will in all probability, be not long delayed.

A well-informed circle to-day that the French Government has notified to the Austrians that the occupation of Alessandria by the Austrians will be considered as a *casus belli*, and that in such an event a French army will forthwith enter Piedmont.

ITALY.—Greece is restored to liberty and order. All the barricades have been removed, and workmen are employed in repairing the streets.

ROME.—On the 14th inst., in the Constituent Assembly, the following proposition was agreed to:—Whether the Spirit that it breathes will be manifested in presence of the French bayonette which have gone to aid in the restoration of the Pope remains to be seen. It is a question which the Roman Constituent Assembly declares as follows:—The Roman Republic, the asylum and bulwark of Italian liberty, will neither give way nor consent to the restoration of the Pope, and will triumphantly swear it in the name of God and the people. The country shall be saved.

All the cities and towns of Tuscany, Leghorn alone favours the Republicans; but that place, it is expected, will be long in the hands of the army, by expressed will of the rest of the country.

THE WAR IN DENMARK.—The war between the Danes and the Germans still goes on, but without any preponderance on either side likely to influence the event. The German troops are in considerable force in the island of Als, in considerable force, and it is said that active preparations are being made to "storm" the island of Als.

HEAVY ARTILLERY is being brought to the coast.—Our readers will be surprised to hear that the presence of the Germans by land, whilst the Danes with equal success are making captures on the sea wherever they can. But hostilities languish. Every one feels that this war is entirely subordinate to other political projects now going on. The Germans have it in their power to crush Denmark, but their whole strength is not put forth. Matters are not quite ripe.

POLAND.—The success of the Hungarians has again kindled the spirit of independence in the Polish people. Letters from Wallachia, published in the English papers, state that Ben, Dembinski and other Hungarian leaders are agitating, in their respective commands, the question of marching into Poland.

THEATRICAL RIOTS IN NEW YORK.—The subjoined accounts give all the particulars yet received of the fearful and disgraceful theatrical riots in New York, growing out of a dispute between the *Wells* and the *Wells*, and Mr. Forrest, the American Roscius, the beginning of which misunderstanding commenced during the last visit of the *Wells* to the United States. During Mr. Forrest's engagement in England, sundry newspaper notices and criticisms appeared against his style of acting and speaking, in the London papers, and attempts were made to lose him of the stage, which Mr. Forrest attributed, (wrongly, it appears, however) to Mr. Macready; but which in reality, it is stated, proceeded from the friends of Mr. Dick, as an offset for the abuse of "Baz" by the American newspaper reviewers; but Mr. Forrest testifies fairly and impartially, and on that gentleman's late arrival in the United States, Mr. Forrest commenced the "war" against him in the newspapers, consisting of personal abuse, threats, &c., in the most ferocious manner, to some of which attacks Mr. Macready replied.

The *N. Y. Herald* says—"We have never believed that Mr. Macready originated or stimulated the attacks on Mr. Forrest in London. The whole difficulty arose as we have stated, and Mr. Macready will, in a few days, publish letters from Porter, Plonkauer, Bulwer, and others, giving testimony to that effect. In fact, Macready tried to stop these criticisms against Forrest, but he was unsuccessful. Forrest is perfectly innocent on that score, notwithstanding Forrest's belief and interminable letters in bad taste to the contrary."

DREADFUL RIOTS IN NEW YORK.—TWENTY-FIVE KILLED, AND THIRTY OR FORTY WOUNDED.—A dreadful riot took place at the Astor Place Opera House, New York, on Monday night, 7th inst. The friends, or ruffians, and the police, took possession of the house, and drove Mr. Macready from the stage. The New York Express says—"A continual shower of missiles, from parquette and gallery, upon the stage, whilst from one to thirty people were on it,—an unintermitted display of libellous placards, in the hands of men plainly visible to every body in the house,—and the throwing of four chairs in quick succession from the most conspicuous part of the gallery, at a number of whom were females,—were acts that certainly could not have been attributed to the general temper of an audience like that, any more than they could have been overlooked by an efficient police," under the direction of a competent and vigilant chief.—The leading people of New York, headed by Washington Irving, have published a card, calling upon Mr. Macready to play out his engagement, and he shall be protected from the mob. Mr. Macready has complied.

By the steamer *Commodore*, from Portland, we received New York papers of Thursday, and last night of Friday last, containing the following particulars of the continuance of this disgraceful riot on a subsequent night:—

NEW YORK, MAY 11.—A terrible riot occurred last night at the Opera House, on the re-appearance of Mr. Macready.

The Police took possession of the house at an early hour, a disturbance being anticipated. The mob collected in great numbers outside; it is calculated that 20,000 spectators were assembled.

The mob attempted to break down the back of the Astor Place Opera House. The Police at first ejected water upon them, but without arresting their riotous proceedings.

A company of firemen were sent upon the spot; but were driven back, and the mob, with the aid of Companies of infantry arrived, and were received with stones and other missiles. A portion of the regiment under Colonel Borden, with a portion of the Light Artillery, were on the spot.

Among the killed were one or two women, and several were badly wounded and carried off. Orders were given to fire. Most of the guns were loaded with ball, and were fired, and several were killed, and several were wounded. One or two were killed and several wounded. The rioters not dispersing, the second, third, and fourth rounds were fired, with balls, by which some ten or fifteen persons were either killed or mortally wounded. Several citizens who were spectators, were unfortunately either killed or wounded, some of them at a considerable distance from the scene of action.

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NEW VESSELS.—A line ship called the *Brent*, 300 tons, built at Lincolnton, was pitched upon by the builder, Mr. John Clark, was launched at Carlton on Wednesday.—A superior ship of 700 tons, called the *Catharine*, was launched from the building-yard of P. & J. Radlock, Portland, on Thursday; she is owned by W. Carvell, Esq.—A fine new vessel of 300 tons, called the *Speed*, was brought from Clare, N. S., last week. She was built by Mr. F. Borneau, for Adams & Ketchum, of this city.

ANOTHER FIRE.—We have again to record another fire in this city. About 12 o'clock, Friday night, the *Bathhouse* of Mr. Robert Lerner, in front of his Dwelling in Bussell-street, was discovered to be on fire, and so great a headway had the flames gained at the time, that immediately afterwards his house and the contents were destroyed. The fire was caused by a candle, which had been left burning in a box, and which had fallen upon the floor, and which had been extinguished by Mr. Lerner's wife.

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NEW VESSELS.—A line ship called the *Brent*, 300 tons, built at Lincolnton, was pitched upon by the builder, Mr. John Clark, was launched at Carlton on Wednesday.—A superior ship of 700 tons, called the *Catharine*, was launched from the building-yard of P. & J. Radlock, Portland, on Thursday; she is owned by W. Carvell, Esq.—A fine new vessel of 300 tons, called the *Speed*, was brought from Clare, N. S., last week. She was built by Mr. F. Borneau, for Adams & Ketchum, of this city.

ANOTHER FIRE.—We have again to record another fire in this city. About 12 o'clock, Friday night, the *Bathhouse* of Mr. Robert Lerner, in front of his Dwelling in Bussell-street, was discovered to be on fire, and so great a headway had the flames gained at the time, that immediately afterwards his house and the contents were destroyed. The fire was caused by a candle, which had been left burning in a box, and which had fallen upon the floor, and which had been extinguished by Mr. Lerner's wife.

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