persevering man. He (the Chief Justice) was now unfit for the efficient discharge of his duty, while he was enjoying a salary of £1200 per annum. This was a burthen on the Province.—He (Dr. W.) would do away that burthen by withdrawing the salary altogether. He was of opinion that three judges were enough for the Province. He was for reducing the Salary of the Master of the Rolls, and for making that officer take part in the duties of the Circuit Courts; when he divided the time judges were on the Circuit, he found that each was not occupied more than two months in the year. He thought that £600 would be a sufficient salary for any of the future Judges, and £400 for the future Attorney General.

Hon. Attorney General followed in a speech which occupied nearly two hours. He commented in eloquent and forcible terms on the speech of the Master of the Rolls, and went for a general reduction in the public expenditure, and for local control in all local affairs.

Mr. R. D. Wilmot was ready to go for a reduction of salaries to a degree compatable with the means of the Province, but he did not believe that any reduction that could be made in the salary of the Master of the Rolls, or that of all the other public officers put together, was going to do much good to the Country, while nothing was done for general improvement.

Mr. Street next rose and made a very lengthy speech. He condemned the idea of reducing the salary of the Master of the Rolls, as he considered it would be a breach of the contract. He dealt heavy blows at the Government for not bring forward measures that might be of real and permanent good; and charged them with barking every question of importance enumerated in the Governor's opening speech.

It was now about 5 o'clock, and a motion was made for reporting progress, and to resume the debate on Monday morning, which motion was carried. After which, Mr. Ansley asked for and obtained leave to bring in a Bill to amend an Act for imposing a duty for raising a Revenue. The principles of the bill are, that all goods coming to any port in this Province, being of British Manufacture, should be treated as the productions of Foreign countries, if brought in foreign vessels.

Hon. L. A. Wilmot brought in a Bill to reduce the Judges' salaries; also a Bill for the reduction of the salary of the Master of the Rolls; also a Bill for the reduction of salaries therein mentioned. The state of the Province is to be resumed on Monday.

Monday, April 22d.

After the reading of the journals the House went into Committee on a Bill to reduce the fees on Militia Commissions.

Mr. Barbarie moved an amendment, that the fees be abolished altogether, which was lost.

Mr. Barbarie then moved that the further consideration of the Bill be postponed for three months. Negatived.

The House then went in'o Committee on a Bill to provide for the opening of Roads and construction of Bridges in the Province.

The Hon. Mr. Partelow rose and said, he held in his hand a very important petition signed by 1417 of the most intelligent, respectable and wealthy inhabitants of the City of Saint John, praying that measures be adopted to encourage the construction of a Rail Road from Saint John to Shediac.

Mr. End would like to know what steps the Hon. Secretary intended to take in the matter.

Hon. Mr. Partelow said, he had a Resolution which he intended to move, and which he hoped would pass. He believed that 14,000 could be found to sign the petition as easily as the number who had signed it. The petition which he had the honour to present showed that the people of Saint John were in earnest, and that they felt convinced, the contemplated Rail Road would pay. He (Hon. Mr. P.) had seen that a gentleman in Saint John had taken stock to the amount of £500, and he was willing to do all in his power to further the work. He was satisfied the Line would be a paying Line, notwithstanding all that had been said to the contrary. The hon. member then moved the following Resolution:—

Whereas this House has passed a Bill giving facilities to construct that part of the contemplated Railway from St. John to Shediac, lying between the Bend of Petticodiac and Shediac, which Bill has been carried in the Legislative Council, and whereas it is deemed of great public advantage that that part of the line comprising these sections of the said sections of the said Railway commencing at St. John and extending into King's County, from the City twenty-eight miles, as per Report of the Civil Engineer, should also be commenced with the least possible delay—

Therefore Resolved, That as soon as £62,000 be subscribed towards the last mentioned part of the line, being one half the estimated cost thereof, the Province should take Stock in the same to the same extent of £62,000, which shall be raised by the issue of Scrip, payable with interest, at a rate of six per cent. per annum, redeemable in thirty years; such Scrip, or the monies arising therefrom, to be appropriated towards the erection of the said road in sums of £2500 to every £2500 that the Shareholders of the said Railroad may subscribe, raise and pay up towards making the said road.

Mr. Ritchie felt much pleasure in seconding the Resolution. It went to carry out a measure which he had the honour to submit on a former occasion, and which met the view of hon. colleagues.—He was sorry however that while he and his colleagues were doing all they could in the House to further the construction of the Rail Road, their constituents had not shown more activity at an earlier period. He believed the same would apply to the other constituencies, who were deeply interested in the matter.

He felt sure that all who signed the Petition would subscribe more or less, according to their abilities, and he had not the slightest doubt that the £62,000 would be raised in the Province. Nothing would be asked from the Province until after stock had been taken to the amount of £62,000, and according as that was expended an equal amount would be asked from the Province. He was convinced this Line would pay if any in the Province would pay, and he would go as far as his means would allow, to promote the undertaking.

Mr. Vail also spoke in favour of the Resolution.

Hon. Mr. Rankin next spoke against it.

Mr. End would go against the Resolution, first, because there was no money to spare, and secondly, because he did not think the Line would pay.—The Country had a heavy Civil List. Roads, Bridges, and Schools, were too important to be neglected for any other consideration. This Rail was only to extend to King's County, and he could not see what there was to create a paying trade. The woman might have a few pairs of socks, a few dozen of eggs and a tub of butter to send to market, but was that sufficient to pay.—The hon. member spoke at some length and expressed his intention to vote against the Resolution.

Messrs. Brown, Thompson, Street, Gilbert, Wark, and Fisher, made speeches against the Resolution.

Messrs. Jordan and Hannington contended for the Resolution, and expressed their conviction that the Line would pay and be of great importance to the Province: the Resolution was then put and negatived. The following is the division:—

Yeas—Hon. Messrs. Partelow, Hannington, and Wilmot; Messrs. Jordan, Ritchie, R. D. Wilmot, Ansley, Woodward, Landry, Steves, Vail, S. Earle, and Botsford—13.

Nays—Hon. Messrs. Rankin, Fisher, and Montgomery; Messrs. Cranney, Barbarie, Street, Wark, Gilbert, J. Earle, Hayward, Miles, Taylor, Baillie, Connell, Read, Thomson, McLeod, and Brown—18.

The House then went into Committee on Dr. Earle's Resolution touching the Legislative Council—

Dr. Earle said the question before the Committee was one of very great importance as it involved the principles of changing the constitution of the Province.—He had formerly been opposed to electing the Legislative Council; but he saw now an urgent necessity for the adoption of such a course. That necessity had grown out of the changes which had taken place in the Government of the Province. In all free Governments it was necessary to have a connecting Body, as a check upon the Executive on the one side and the House of Assembly on the other. By the changes which had taken place in the Government of this Province, the first and second Branches of the Legislature have lost their independence, and the Governor was only an officer whose duty it was to carry out the views of the Executive Council, and the Legislative Council to introduce their measnres. All power was centered in the Executive Government for the time being. By the present system, if the Government feared being left in a minority in the second Branch, they could insure their success by appointing, from among their partizans, an additional Member to that Council. That plan had been acted upon twice in Nova Scotia within a few years; and in Canada so late as last winter in order to carry the obnoxious Rebellion Losses Bill through the second Branch, and it could be done here under the present system whenever the Executive deemed such a step necessary.

Her Majesty had surrendered her prerogative to appoint gentlemen to the Council and had sent out blank writs of mandamuses to be filled up by the Executive with partizans of their own. The independence was thereby destroyed and while that was the case the liberty of the subject was in danger. There was another objections to the present system, but that he considered of minor importance when compared with others of greater magnitude. That objection was, that the Legislative Council as at present constituted did not represent the varied interests of the people. The Members of that body were selected from a few localities to the prejudice of three fourths of the people. Five Members of the present Legislative Council belonged to York County, four to St. John, and four to Westmorland, making thirteen from three Counties out of the nineteen who compose the Council. King's had not been represented in the Council since the death of the Hon. George Hazen. Kent was an old County; yet it had no Representative in the second Branch. Gloucester, Restigouche, Queen's and Carleton had none, and Sunbury only very lately got one.—Such a distribution was partial, unjust and unsatisfactory to the public. An Elective Legislative Council with increased qualifications and franchise would remedy these evils. His plan would be, that the Members be elected to hold seats six years, one third to go out every two years; and not subject to be dissolved by the Government. By this system the Legislative Council would form a Conservative Body between the Government and the Lower House. It would place that Branch in an independent position and give them a respectable bearing. This in the last Session of the present House and the political existence of every Member of the Assembly is drawing to a close. The subject under discussion is one of very grave importance to the Country and it was right that an expresion of opinion should be given by Hon. Members before returning to their constituents.

Mr. Barbarie said the subject before the House was very much like the Petition for the Shediac Rail Road. It had come up too late in the Session. However he was disposed to go for the Resolution. From the mode in which the Government was constructed he thought the course recommended by the Resolution was necessary. (The Hon. Member spoke at considerable length condemnatory of the working Responsible Government in this Province and in Nova Scotia.)

Hon. Mr. Fisher next spoke and expressed his opinion that the people in the several Counties were as capable of choosing persons to represent them in the Council as any Government could be.—His plan was similar to that by which the Senate of the United States are appointed. He would have the qualification double that required for a Representative in the Assembly, and that one third of the Members should retire every second year, and one third every third year. Several other Members spoke, after which the Resolution was put from the Chair and was carried by a large majority; *only five voting in the minority.*

The non-contents—Messrs. Rankin, Street, Montgomery, Cranny and Thompson. A committee was then appointed to prepare an Address to Her Majesty in accordance with the Resolution.

A Bill for the construction of a Rail Road from Shediac to the Bend of Petitcodiac, and a Bill for the erection of a Suspension Bridge over the Falls at St. John have passed the Council. The House went into Committe on a Bill to reduce the Salaries of the Judges, which passed a second reading. The House adjourned.

NOTICE.

To those interested in the Lumber Trade.

THE Subscriber having taken the well known TIMBER POND, WHARF, and BLOCKS in the Parish of Portland, formerly occupied by James P. Payne, Esq., intends carrying on the business on his own account, and solicits from those engaged in the trade a share of their patronage. The Pond being roomy and convenient will enable him to put a large amount of Timber in Shipping order in very short time; every attention will be given to cause despatch to vessels loading.

The Wharf is very convenient and well adapted for piling Deals or Coals on, the charges will be moderate.

Vessels of the largest description can lie on the Blocks for the purpose of being examined or repaired.

Any orders left at the Office near the Pond, will be promptly attended to.

CHARLES SORRELL.

St John, N. B., 5th April, 1850. 5t

THE CHRONICLE.

SAINT JOHN, APRIL 26, 1850.

THE English Mail of the 6th, arrived in this City on Saturday last. Messrs. James Smellie, E. Hippesley, John Anderson, of this City, and Joseph J. Johnson, of Indian Town, came passengers in the steamer. The news is unimportant. We subjoin the principal items of intelligence.

LIVERPOOL TIMBER MARKET, April 6.—*Pine Timber*—Of St. John, one cargo of 20 inches average was sold from the yard at 19½d; by auction, 240 logs at 18d, to 18½d, per foot; and by private, 62 logs at 17¾d to 20½d, according to diameter. *Birch*—The demand is brisk for good quality fresh. A parcel of St. John, in the yard, was sold at 17d, to 17½d, and some by private sale at 20d per foot. *Deals*—St. John Spruce, on the quay, was sold by auction an average of £8 3s 3d per standard. By private a cargo at £7 7s 6d, and a parcel at £7 12s 6d per standard.

There had been an advance of ½d to ¾d on Cotton. Sales of the fortnight, 66,600, and exporters 3500.

The Flour Market has advanced about one shilling per barrel. The quotations are Baltimore 23s per barrel. Philadelphia 22s 6d and Western Canal 18s to 21s 6d.

Freights still continue high; Shipping scarce.—The Money Market during the fortnight has been fluctuating. Consols closed yesterday at 95¼ for money and 95 1-8 ⅞ for acc. Bullion still increasing in the Bank. There is now above 17½ millions.

The returns of the Quarter's Revenue were made on the 5th of April to the end of the financial year. The leading results had been anticipated by the Chancellor of the Exchequer in the statement lately made in Parliament. As compared with the quarter ending 5th April 1849, the quarter now closing shews a falling off in the Customs of from £100,000 to £200,000. With the exception of a trifling decrease in the stamps arising probably from the transition to a lower scale of duties at the close of the present quarter, all the other items of receipts of the revenue will shew an improvement upon the corresponding quarter of last year. The Excise—the great criterion of the activity of trade and of the great comfort of the lower classes, will shew an increase sufficient to counterbalance the the loss upon the Customs. The increase in the property tax amounts to near £100,000.

CHINA.—We have perused a very interesting letter, dated Amoy, January 8, 1850, in which a detailed account is given of the recent fire there, which destroyed 400 houses, and upwards of 800,000 dollars worth of property, besides the injury to the merchandise when removing it to a place of safety on board the boats in the harbour. Her Majesty's screw-propeller steam-sloop *Reynard*, Commander P. Cracroft, arrived at Amoy on Saturday, Dec. 22, 1849, from Hongkong, and her Officers and Crew proved of most essential service at the fire, which broke out on shore at 3,30 P. M. on Sunday, Dec. 23. The word was immediately given on board the *Reynard* to man and arm boats all hands on shore. The Officers and men obeyed the call with the greatest alacrity, and Engineers volunteered their services and were accepted, on getting on shore. The Consul and the Mandrains, being anxious to stop the progress of the fire, which was rapidly approaching the English Hongs, gave consent to pull some houses down, and the Officers and Crew of the *Reynard* then set to work and soon made an entry by cutting through the doors and windows, much against the wishes of the Chinese inhabitants, who could not be prevailed upon to leave their houses, even when on fire, and many lives were lost owing to their obstinacy. The sailors emptied the contents of the houses into the street, and then commencing with the roofs soon levelled the houses to the ground. The portable ship's pump being rigged, the Purser and Engineer, with the branch pipe cleared the way of the Chinese men who were crowded in the narrow street, and succeeded in reaching the fire; but, finding it of no use to play on the fire, it was considered most judicious to well saturate the wood and combustible materials of the houses which had been pulled down, to prevent the fire spreading, and succeeded in stopping its progress in that direction.

At that time there were 200 houses burning, and finding it impossible to stop the fire without blowing up some houses, the attention of the Officers and Crew of the *Reynard* were directed to saving and protecting the property of the British merchants whose warehouses and houses were guarded by them while the Chinamen carried the merchandise out to the boats, and to the various merchant ships in the harbour for protection. While thus engaged the head Mandrain, with his retinue, came to visit the British Consul, and was surrounded by a number of men carrying large painted lanthorns on the head of long poles, and strongly guarded by China Soldiers. His object was to consult with the Consul about blowing some of the houses up, as was proposed by the officers of the *Reynard*, and gave his consent if the people living in them would agree; but, when he went to them, they would not allow their houses to be touched, but preferred remaining in them until the flames compelled them to leave, and the Mandrain did not appear to have any power to remove them. One old bronze or priest would not leave the temple, or gess-house, but remained and was burned. Captain Priestman invited several of the Officers of the *Reynard* to view the fire from the top of his house, and the sight from that position was awfully grand. There were not less than 300 houses in the best part of the town in flames at that time, containing all the rich silk shops, and the whole of them were destroyed with one exception. The cracking of the burning timber, and the roar of the flames, with the crashing in of roofs, was a most terrific sight from Captain Priestman's house, which was within 200 yards of the fire. On the following day Amoy still continued on fire, and 400 houses were reported as having been burnt down.

LIEUTENANT-GENERAL SIR JOHN MACDONALD, G. C. B.—This gallant Officer died on March 28, after a short illness. He entered the Army as an Ensign on 15 April, 1795, was promoted to Lieutenant 2 Feb. 1796, to Captain 22 Oct. 1802, Major 28 Feb. 1805, Lieutenant-Colonel 17 March 1808, Colonel 4 June, 1814, Major General 27 May 1825, Lieutenant-General 28 June, 1838, and Colonel of the 42nd Highlanders 15 Jan. 1844. He served with the 89th Regiment in Ireland during the Rebellion of 1798, and was present at the battles of Ross, Vinegar Hill, and other principal actions. In 1799 and 1800 he was at the siege of La Valetta, and capture of Malta. In the three following years he served in Egypt, and was present in the action on the landing on the 8th March and also in the two other general action fought on the 13th and 21st March, 1801. In 1807 he was employed as Military Secretary to Lord Cathcart, whilst his Lordship commanded the King's German Legion as a distinct Army in Sweedish Pomerania, as well as during the subsequent attack upon and capture of Copenhagen and the Danish Fleet. In 1809 he served in the Walcheren expedition, and had charge of the Adjutant-General's department of the reserve, commanded by Sir John Hope. The following year he was employed as Deputy Anjutant-General to the Force allotted to the defence of Cadiz, under Lieutenant-General Graham, and was present at the battle of Barrosa. In 1813-14 he was employed in charge of the left wing of the Peninsular Army, and in that capacity was present in the actions of the 9th, 10th, 11th, and 12th Dec. 1813 upon the Nive, and in the affairs which attended the closing of the blockade of Bayonne, and at the action brought on by the general *sortie* from that Fortress. Sir John received a medal for services in Egypt, and the gold medal and one clasp, for Barrosa and the Nive, as recorded in Hart's *Army List*. The decease of the brave Officer has creased a general feeling of regret as he performed his duties most efficiently, and with the greatest urbanity to those under him and to all who had to approach him on matters connected with the Army. By his death the offices of Adjutant-General at the Head-quarters of the British Army and the Colonelcy of the 42nd Highlanders are vacant.

THE BISHOP OF EXETER'S LETTER TO THE PRIMATE.

The Bishop of Exeter has just published a Letter to the Archbishop of Canterbury, occupying 90 pages, in which he not only impugns the recent decision of the Queen in Council, but arraigns the Primate himself as having, instead of leading, misled those whom he was to instruct, not only by mis-stating the matters on which he advised, but also by misquoting all, or almost all, the authors cited by him in confirmation of his statement The Bishop concludes his Letter as follows:—

"Meanwhile, I have one most painful duty to perform. I have to protest not only against the judgment pronounced in the recent cause, but also against the regular consequence of that judgment. I have to protest against your Grace doing what you will be speedily called to do, either in person, or by some other exercising your authority. I have to protest and I do hereby solemnly protest, before the Church of England, before the Holy Catholic Church, before Him who is its Divine Head, against your giving mission to exercise cure of souls, within my diocese, to clergyman who proclaims himself to hold the heresies which Mr. Gorham holds. I protest that any one who gives mission to him till he retract is a favourer and supporter of those heresies. I protest in conclusion, that I cannot without sin—and, by God's grace, I will not—hold communion with him, be he who he may, who shall so abuse the high commission which he bears."

The pamphlet transcends, in presumption, arrogance, and virulence any of Dr. Philpott's former productions. But, some people may think, the worse the better. Matters will be sooner brought to an issue. The same Church cannot long hold the contending parties, or hold together under the intestine strife. The Tractarians seem resolved at all events, that Mother Church shall no longer wear the aspect of a Bi-faced Janus, and her gates be closed by peace. The armistice between the Sacramentarians and the Low church conditional ritualists is at an end; and who is to be the mediating power? The Convocation! That were to make confusion worse confounded,—to induce a battle of crosiers, a knocking together of mitres.—Imagine Henry Phillpots raging and cursing in Convocation, or in the language of the *Daily News*, "dancing round the venerable and inoffensive Primate with all the fierceness of a savage Mohawk." No, no, this will never be allowed.—*The Patriot.*

PRESENTATION OF COLOURS.

The new colors presented by Major General Prince George of Cambridge to the 55th, in Dublin were consecrated by Rev. C. Hort, garrison chaplain. As soon as the benediction had been pronounced his Royal Highness dismounted, and placed the new colors in the hands of the senior Ensigns, Quantelle and Macdonnell, and addressed the Colonel, non-commissioned officers, and privates. He commenced by recounting the services of the regiment in almost every quarter of the globe; he passed a high encomium on its value, steadiness, and discipline, and concluded by addressing Col. Warren, and observed, that should he (H. R. H.) ever be called upon to command a portion of the British army in any part of the world where bravery and skill were required, he knew no regiment he would sooner lead into action than the 55th, headed by the gallant Colonel.—Lieut.-Col. Warren, who seemed to labour under emotion, replied to the speech of his Royal Highness in a few comprehensive remarks, in which he paid a marked compliment to the gallant veterans who stood by his side, Major O'Leary and Major Danbeny. The old colors are to be deposited in the parish church of Kendal, in Westmorland, the 55th having been originally raised in that county. His Royal Highness was entertained at dinner in the evening by the officers of the regiment. Nothing seemed to gratify the men more than to have their new colors at the hands of his Royal Highness, who is looked upon by all ranks as the good soldier's best friend.

NEW AND EXTRAORDINARY PRINTING MACHINE.—An account is given of a new machine, exhibited on Monday week, at Paris, that promises to throw the printing machine of the *Times*, hither to the wonder of the age, into the shade. The following is a description:—"It consists of a series of lateral cylinders, and occupies little more than half the space of the American machine with which the *Patrie* is printed, costs less than half the money paid for that, and it is free from the cords and tapes which so frequently throw the machine out of action. The number of men employed for each of these new machines is only three. The printing is from stereotype, not from the metallic type, and the number of copies thrown off by one machine per hour is 15,000. Each cylinder carries a continuous sheet equal to 2,000 copies of a journal, and each copy is cut off by the machine and folded. The paper is not damped; the impression is superior to any produced on damp paper. The stereotyping is an almost miraculous process. In the ordinary course of stereotyping several hours are required; here it is the work of fifteen minutes A few sheets of tissue paper are placed together, and passed upon the forms containing the types.—Thus the mould is formed, the metal is poured upon it, and as soon as it is cold, the stereotypes are ready for the cylinder. Thus the wear and test of the type is avoided, and a fount of type will of course, be as perfect at the end of a year as at the commencement of it. The total cost of one of these machines, ready for action, is 25,000 francs."

A SHIPMASTER NOT BROUGHT UP TO THE SEA.—A correspondent writing to us says, that in the seaport town where he resides it was resolved by some tradesmen in the place, a few years back to get up a ship; and subscriptions were entered into for the purpose. A very good vessel, of about 190 tons register, was brought in Liverpool; but the money was rather scanty for the outfit. In this dilemma, a corn dealer in the town, whose business was not very prosperous, offered to invest 300l. in the vessel, *on condition that he was to be master of her.* The bargain was immediately closed and in the course of a few weeks away went the corn dealer in command of the ——, to seek a cargo in St. Domingo. He was a shrewd, intelligent man, about forty years of age; and although he had never been at sea before, except making a passage in a steamer, he brought the vessel safely to its destination, with the aid of a mate, who was in some degree qualified. But, *mirable dictu*, he really turned out a very good shipmaster, and made voyages to the Pacific and elsewhere abroad, without meeting with any accident. Perhaps this may be adduced as an instance that it is not necessary for a man to be brought up to the sea, or to possess any nautical information, to command a vessel, and therefore it is quite unnecessary, to insist upon the examinations proposed by Mr. Labouchere's Mercantile Marine Bill. We arrive at a different conclusion: the case is purely exceptional, and we only refer to it to show that such a test is absolutely required. Our correspondent represents this person to have been a man of good abilities, but had he been the greatest dolt that lived he would have had the command of the vessel on paying down his three hundred pounds. —*Shipping Gazette.*

DESTRUCTION OF ST. JOHN'S CHURCH LIMEHOUSE.—This splendid structure, one of Sir C. Wren's, undoubtedly the finest ecclesiastical building in the East End of London, and which formed so prominent an object for miles down the river, was, we regret to state, totally destroyed by fire on Monday morning. As may be generally known, the sacred edefice stood at the extremity of the Commercial-Road East, on the south side, and adjacent to the Blackwall Railway. About nine o'clock an alarm was raised by some persons who were passing outside the burial ground in the Commercial-road, that the roof of the splendid pile was on fire, a body of smoke being seen to arise from that part of the building nearest the belfry or tower. The fire engines were speedily on the spot, but not in time to prevent the entire destruction of the building.

It is the impression in the best Parisian circles that the President of the Republic is so deeply in debt that nothing but the possession of the imperial crown can extricate him.

FIRST CONVICTION UNDER THE PROCESSIONS ACT.—On the night of the 16th, while a party of police from Ballybridge was patrolling in the townland of Ballyvarney, they discovered a rendezvous of Ribbonmen, evidently preparing for a manifestation of St. Patrick's day, with drums and music. They instituted a search, and in a field found a man concealed, having in his possession a drum, painted green, with the name "Ballyvarney" inscribed thereon, and a fife. This fellow, with three others, was taken into custody, and convicted under the new act, before a special session at Bandbridge, when the drum-bearer was sentenced to a penalty of 5*l.* or a month's imprisonment.—*Banner of Ulster.*

YEOMANRY CAVALRY IN GREAT BRITAIN. According to a return just issued, the number of Regiments of Yeomanry in England, from 1843 to 1849, has ranged from 274 to 261, the number of Officers from 950 to 996, and the number of Men from 15,853. The years furnishing this *minimum* and *maximum* are respectively 1848-9, and 1846-7 The services of the yeomanry were required in aid of the civil power in 1843-4, when four Troops 10 Officers, and 192 Men were called out. The number of days service was 116. In 1845-6, one Troop and three Detatchments, 15 Officers, and 227 Men were employed in aid of the civil power. The number of days of service was 27. 1847-8, 10 Troops, 12 Officers, 1,418 Men acted in aid of the authorities, and the days of service were 83. In 1848-9, 64 Troops and one Detatchment, 197 Officers, and 3,260 Men were called to assist the civil power, performing 79 days service.

The Archbishop of Canterbury will hold a special visitation in the diocese of Exeter, in his capacity as metropolitan, for the purpose of instituting the Rev. Mr. Gorham.

The Bishop of Exeter declares he will not hold communion with the Archbishop of Canterbury, should his Grace attempt to give Rev. Mr. Gorham a heretic, a mission in the above diocese.

In Mayo county there has been a fall of snow several feet deep.

A petition against the abolition of the Lord Lieutenancy is being numerously signed in Tralee.

The Lord Lieutenant has stated there is no idea of removing the law courts to London.

A letter received from St. Petersburgh announces the death of Gardoni, the celebrated tenor.

THE CITY POLICE.—The establishment of an efficient police in the City of St. John, is decidedly the most prominent benefit which has resulted from the adoption of the new charter. A few years ago, the person of no one was safe, whose business or inclination induced him or her—as the case might be—to walk through many of our public thoroughfares after dark. The bodily injuries, the desperate assaults, and the attempts on life, which were wantonly, brutally, and murderously manifested, almost nightly—as reference to the newspapers of the time will abundantly prove—induced our well disposed population to believe, that St. John had actually retrograded in the march of civilization, whilst strangers, adopting the account which the local journals gave of the condition of this City and the neighbouring village of Portland must necessarily have arrived at the conclusion, that all municipal law was abolished, that the far famed common law of England had never reached the country, and this section of the *Blue noses* required the preliminary preachings of the Christian missionary, before they would be prepared for the reception of those wholesome laws and regulations, which are so well maintained in most civilised communities.

Night after night, gangs of brutal and blood thirsty ruffians, had full possession of York Point, and its detestable purlieus. No decent person could pass by them, without incurring the risque of gross insult, or bodily injury, unless he or she was "*one of the right sort*," and could make good the claim of exemption from injury, by some cabalistic words and idolatrous signs, so well known, and so fully comprehended, by the "company of the *faithful!*" Neither age nor sex were spared; it was sufficient for these brutes in human form, to know that the way-farer was a stranger to their tribe, language and worship,—and then, they were fully justified in carrying out their hellish purposes. We need but to refer to the condition of Portland, when Messrs. Briggs, Gowarth and Allingham were murdered, to bring back, and very vividly, to the minds of our readers the period when MURDER, in that community, could be committed with impunity!

Shortly after the organization and *arming* of the police in Portland, the records of the police office have fully showed *who were* the nightly marauders of that once quiet village, whilst the establishment of the watch itself has produced the most happy results. The penetentiary records of late, merely exhibit the incipient attempts at villiany, arrested by an armed police. Of the murders and murderous assaults of bye-gone days in Portland, we have no *judicial* account, by reason of the absence of that police.

Without dilating upon the usefulness and efficiency of the police force in St. John and Portland, we have the high gratification of recording the fact, that at the present time, through their instrumentality—peace and good order, safety of person and property, and the *absence of ruinous fires*, strongly mark the character of both communities. When crime is now committed, detection and conviction, follow and whilst it is our occasional lot to deplore the presence of iniquity, we enjoy the satisfaction of knowing, that it cannot—as formerly—exist with impunity, and we have the further gratification of being apprised, of the names of the offenders, and the race which they spring from.

The above remarks naturally suggested themselves, on being recently informed, that an attempt had been made in the Common Council, to reduce the city police, and thus destroy its efficiency!—And so to lower the now moderate salary of the Captain of the watch, as to induce that respectable individual, to throw up his office in disgust!—What object has the promoter of this scheme in view? Does he expect that when villiany again becomes rife, consequent on the reduction of the police force, that the citizens will voluntarily deprive themselves of their natural rest, and again "keep watch and ward," as they were compelled to do in the winter of 1841 and 1842, when Trinity Church, the Mechanics' Institute, and several private buildings, were simultaneously fired! We can tell the Common Council, that when we are again reduced to this exigency, "curses loud and deep" will be the portion of those in authority, whose official conduct may lead to it.

Perhaps "an indiscrimate arming" of the populace may be contemplated, with a view of saving the watch tax. Such a project was at one time suggested for Portland. And well do we recollect the horror and dismay, with which the *scheme* was viewed by the well disposed of the community. It was happily looked upon, however, in its true light, and sternly denounced accordingly, and abandoned by the then Lieutenant Governor of the Province, as fraught with the most imminent danger.

The present peaceful state of the community is justly attributed to the establishment of the police, but what assurance have we that the unconvicted ruffians and murderers of old, are not still lurking among us, and again ready to maim and destroy, when they can—as formerly—do so with impunity?

In a word,—when the members of the Common Council are requested, by petition signed by a majority of *freeholders* of this City, to reduce or even to modify, the character or pay of the police Force, it will then be time enough for them to act. At present, we can only look upon any effort to interfere with our police force, as a mere *individual* manifestation of opinion, and influenced by certain ulterior motives, which, when discovered, we shall not hesitate to expose, and if needful, to denounce in terms proportionate to the extent of their wicked selfishness.

OUR NEXT MAYOR.—Who is to be the Chief Magistrate for the ensuing twelve months, after the first Tuesday in May, it would at the present moment be useless to predict. The present system of leaving this matter to be decided by the Common Council, and the members of it, to elect from their own body, is decidedly as wrong in principle, as it is unpalatable to the community at large.

In common with very many of our friends, for whose opinions we entertain a just regard, our decided conviction is, that the Mayor should be annually elected by the Citizens, irrespective of the Common Council altogether. Were this principle adopted, the great chance would be, that a more efficient and competent individual would be chosen to the office of Chief Magistrate, than can possibly be obtained, so long as the present narrow and restrictive system prevails.—Local and little pedlington influence, almost inevitably exists in all small elective bodies, whilst in larger ones there is more freedom of action, and these two penny prejudices are thus neutralised. As the case now stands, the most insignificant ward in St. John exercises precisely the same amount of elective influence, in the choice of a Mayor, as the most populous ward in the City. The system cannot be otherwise than rotten, where such a strange anomaly prevails.

One objection to the election of a Mayor, without the previous *Aldermanic* qualification, need only to be named to shew its weakness and absurdity. The *argument* stands thus:—"if a Mayor is elected directly by the people, who has not previously served as an Alderman, he may not possess that *parliamentary* knowledge, which is so requisite to enable him to preside at the board." In reply to this objection we would ask these questions,—how did the Mayors hitherto, who were invariably appointed by the Crown, encounter this ordeal? And again, supposing an Alderman to be elected under the present system, and who is decidedly the most clever fellow of the twelve, and the most desirable man to be elevated to the chair, is he to be *tabooed*, and the people to be disappointed, because he was never in the Common Council before? The objection has no weight whatever, in our opinion, upon any ground; the common clerk, who keeps the run of the business, being continually at the elbow of his worship; and as to *parliamentary* attainments, all that can be required will be mastered at half a dozen sittings.

It is a well known fact, that wards in the city have returned members to the Council, who, with the Citizens *at large*, would not stand the shadow of a chance of being elected to *any office whatever!* In case of a Mayor, if the system were as we are desirous it should be, the influential and respectable, throughout the City, in spite of the narrow mindedness, which prevails in mere localities, would unite and make common cause, and elect such a man as the whole community would be proud of, but such a result can rarely be obtained, if the present mode of *double* election is suffered to continue.

High minded men may be prevailed to stand as candidates for the Mayoralty, if the election is direct, who will not descend to encounter the uncertainty and *diversified* chances which now prevail. In Halifax, our present system obtained for some time, when it was found to be defective, and the one we now contend for has been adopted in its stead; now that the evil is apparent here, let us therefore shew, at the proper period, that we are not less wise than our neighbours, by taking the same mode of annihilating what has turned out to be vicious.

THE GULF FISHERIES.—We alluded some time ago to a project in contemplation by one of our leading mercantile establishments to embark in the deep sea fisheries. We have now to announce that the brigantine *Sarah*, 106 tons, Johnston, Master, cleared yesterday at the Custom House on a fishing voyage to the Gulf of St. Lawrence and the coast of Labrador, fitted out by Messrs. R. Rankin & Co., of this City. As they have been at a very heavy expense in this undertaking, the stores and supplies amounting to £350, we trust it will prove successful to the parties interested, and thereby introduce a new trade into the Province, the advantages attending which are clearly laid down in Mr. Perley's Report on the Fisheries, which was laid before the Legislature the present session.—*Courier.*

PORTLAND POLICE OFFICE.—On Saturday morning Peter Hall was brought before the Police Magistrate, Jacob Allan, Esq., for having grossly assaulted James Woods Policeman, on Friday afternoon last, and sentenced to pay a fine £20, or to be kept at hard labour in the Provincial Penitentiary for ten months.

Hugh McAnulty, for endeavouring to rescue the prisoner Hall, to pay £10, or five months in the Provincial Penitentiary.

Patrick Lilley, for partially aiding McAnulty, fined £5. This fine was paid.

Towed into the Harbour, last evening, by the steamer Conqueror, from St. Martin's new Ship "*Robert A. Lewis*" of 650 tons, Benjamin Vaughan, master. The R. A. L. is a fine specimen of naval artichecture, and will be a credit to the commercial marine of this port: she is owned by Messrs. Alexander Lockhart & Co., of St. Martin's, and was built under the direction of Mr. Henry Smith.

LAUNCHED—On Wednesday last, from Sandall's wharf, Lower Cove, a beautiful little vessel of about 60 tons, named the *Eliza*. She is owned by Mr. Daniel Hatfield, and intended to be employed as a Pilot Boat for the Bay.

Major Edwards, in giving a sketch of his life in India, at a public entertainment given him recently in Shrewsbury, said he owed his success to Lord Gough, who advanced him upon his staff when a subaltern. "Here, then," said the gallant gentleman, "was I at one placed in a position to study war practically, on the largest scale, and under the greatest advantages, at the right hand of the British general. And I can tell you that the man who rides by the right hand of Hugh Viscount Gough, through a campaign, as the Irishman would say, is 'in a mighty convenient place to see a good dale of it.'"

We have received the Revd. R. Irvine's valuable lecture on the Evidences of Christianity, recently delivered, entitled—"Christ the Messiah of the Pentateuch."—For sale at the Phœnix Book store.

On Sunday week, Dr. M'Neile, at Liverpool, commenced his sermon by offering his "sincere congratulations to his Christian brethren," and expressing "humble thankfulness to Almighty God" for "the recent judgment pronounced by the highest Court in this realm."