CHAMBER OF COMMERCE.

At a General Meeting of the Members of the Chamber of Commerce of this City, held agreeably to public notice, at the Exchange in the Market-House, on Wednesday, the 29th inst.

JOHN KERR, Esquire, in the Chair, and I. WOODWARD, Secretary to the Meeting,—

The Annual Report was read, received, and ordered to be published, and sundry Resolutions relating to the Society passed; Members then proceeded to ballot for a Committee for the ensuing year, when Lauchlan Donaldson, Hugh Mackay, E. DeW. Ratchford, James Whitney, William Walker, John Wishart, Wm. Mackay, Simeon L. Lugrin, Harrison G. Kinnear, John Walker, John Duncan, John Kerr and Samuel Gould, Esquires, (with the Members of the House of Assembly for the City and County, *ex officio* Members of the Committee,) were elected.

The Committee then unanimously elected LAUCHLAN DONALDSON, Esq., *President*; HUGH MACKAY and ELISHA DEW. RATCHFORD, Esqrs., *Vice Presidents*; and I WOODWARD, Esq., (*ex officio* member,) *Secretary*.

ANNUAL REPORT.

The Committee of the Chamber of Commerce beg leave to submit the following Report of their proceedings, during the past year, to the General Meeting of the Chamber, agreeably to the rules of the Society.

Deeply impressed with the conviction that great and permanent good would result to this, and to all the North American Provinces, from the construction of a Canal to connect the waters of the Bay of Fundy with those of the Gulph of St. Lawrence, your Committee, following in the steps of their predecessors, considered it their duty not to pause in their exertions; they accordingly forwarded, through His Excellency the Lieutenant Governor, to the Queen's Most Gracious Majesty a Petition praying that a competent Engineer might be sent from Great Britain to survey the various routes proposed; an answer to which was returned through His Excellency, from Lord John Russell, Secretary of State for the Colonies, dated 30th October, 1839, declining to engage a person for such survey, for the following reasons, viz: 'I have to observe that as I should not wish to 'recommend the Lords Commissioners of Her Majes-'ty's Treasury to defray the expense which would at-'tend the survey from the Revenues of this country, 'it is necessary, in the first place, that it should be as-'certained that there is some local source from which 'it can be secured. If the House of Assembly of New 'Brunswick singly, or the Provinces which may be 'supposed to be mutually interested in such a work, 'jointly, will make, or guarantee a provision for the 'remuneration of the person to whom the survey 'would be entrusted, I shall be happy to do every 'thing in my power to secure the services of some one 'for the work thoroughly conversant with the sci-'ence of Civil Engineering. You will therefore take 'such measures as may appear to you most convenient 'for ascertaining this point, by communicating, in the 'first place, with the Chamber of Commerce of Saint 'John, and if it should be necessary, with the House 'of Assembly of New Brunswick, and the authori-'ties of the Province.'—His Excellency the Lieutenant Governor brought the matter under the notice of the Legislature by message, and a grant of one thousand pounds was made for the purpose of the survey, contingent on appropriations of the other Provinces interested being made for the same service. We believe this to be the commencement of such a combined effort as will result in what this Body has so perseveringly urged, and they are pleased to observe that at a late Public Meeting at Quebec the measure was held out as one of vital importance.

The plans of the Home Government, undertaken to be carried out by the Hon. Samuel Cunard, in running Steam-Packets every fourteen days between England and Halifax, being so nearly completed, your Committee thought it their duty to petition the Legislature of this Province, and invite influential gentlemen in Halifax, to adopt such measures as would result in a daily mail being sustained between this City and Halifax.—Their petition to the Legislature was referred to a Committee to report upon, who recommended that Commissioners should be appointed to meet Commissioners who might be selected by Nova Scotia for this purpose.

Your Committee did themselves the honor of addressing to the Hon. Samuel Cunard, when in this City, last November, a vote of thanks, for the enterprise evinced by him, conscious of the vast benefit which must result from the establishment of his line of Steamers to the North American Provinces; that Mr. Cunard may expect private advantages from this great undertaking is probably true, but he is nevertheless entitled to the best thanks and gratitude of all the Colonists for embarking in an enterprise, which to them, at all events, if not to him, must be invaluable, by introducing such a change in their intercourse with Great Britain. A petition has been prepared and forwarded through his Excellency the Lieutenant Governor to the Right Honorable the Earl of Litchfield, Postmaster General, praying that the rate of postage on letters passing between this City and Halifax may be reduced "merely as an experimental measure, to be subsequently extended throughout the Provinces if the benefits expected to arise from the measure should be realized;" and stating various reasons for our belief that the Post Office Department would gain largely by such a change.—If this were effected, about forty thousand letters to Great Britain would go annually via Halifax, so soon as the Steamers commence running every fourteen days; and your Committee hope that the very important nature of their petition will insure it a favourable consideration from the high functionary to whom it is addressed.

The officer appointed by Government to make a survey of the Bay of Funday has not yet finished his labours in the Saint Lawrence, but it is more than probable that 1840 will complete his labours in that quarter, and that next year he will be enabled to commence the survey of this Bay.

No additional information has been received regarding the extension of the transite system to our Coasting Trade, while conveying articles, the produce of Nova Scotia and New Brunswick, between those Colonies—and your Committee have only to hope that so material an arrangement for the general benefit will not be delayed, and the more so as the Committee are aware that the measure has been strongly recommended by the Collector of Her Majesty's Customs at this Port.

The Deck Load Law (so called) early attracted the attention of your Committee, and on ascertaining that the opinion of the principal Officer of Her Majesty's Customs, at this Port, was different from theirs, in the construction of the Act of Parliament, your Committee immediately applied to His Excellency the Lieutenant Governor, praying His Excellency would be pleased to direct the opinion of the Crown Lawyers to be had on the subject, which was complied with, and it was confirmatory of the opinion given by the Collector, but different from the view taken by the Crown Lawyers and Collector of the Customs at Halifax. It has appeared to your Committee that the Collector and Crown Lawyers at Halifax are fully borne out in their views, while the construction held in New-Brunswick, will not, in the letter, apply to the European trade, and neither in the letter nor spirit, apply to the intercourse between those Colonies and the West Indies. As any matter affecting the form of building or regulating the navigation of Vessels must deeply affect this Colony, your Committee considered it their duty to urge on Members of the Legislature the necessity of addressing the Colonial Secretary on the subject.—They are at the same time aware that the Merchants of this city are most anxious that such measures may be adopted by Government as will result in the greater safety of mariners and property; it is therefore to be hoped that a new and permanent Law will be passed by Parliament in consequence of the representation sent home by the Legislature of this Province, obviating the difficulties now experienced.

A Petition (at the recommendation of His Honor Judge Parker, and the Grand Jury of January last) was sent to the House of Assembly by your Committee, praying that some proceedings should be had on the subject of the enormous evils experienced by this sea-port from the degraded condition and habits of Seamen, arising from the high rates of run-money paid on voyages to Great Britain, &c. This is a subject which has long and deeply interested this community, and many expedients have from time to time been suggested to do away with an evil which so greatly affects the value of the Shipping and Cargoes of the Province. An Act has just passed the Legislature, and although it does not meet the views of your Committee, as expressed in their Petition, it will at all events in time, and, by degrees, probably lead to a Legislative cure for what (with strangers particularly) materially injures the character of this Port, and hurts the shipping interests of this Province.

While your Committee freely admit that the Chamber of Commerce are not the parties to decide to what extent the Province shall or ought to be taxed, they nevertheless cannot refrain from stating that the revenue is exceedingly large, as contrasted with the population paying it—and that several of the duties are of such a nature as to affect the trade of the Country, to say nothing of the effects produced in a country strictly of a manufacturing and not an agricultural character, by the duties on Provisions, your Committee are perfectly aware that a contraband trade to an alarming extent, and now, assuredly on the increase, has been created and fostered by the high duties collected on Rum, Gin, Brandy, and low-priced Wines, and they would respectfully urge their successors in office at the next meeting of the Legislature to petition for a reduction of these duties.

No assistance has been given to the Fisheries by the Province during the late Session of the Legislature, and it will probably be some time before the parties for grain and fish bounties will come to an arragement on this important subject, especially as the labouring population of the country are in other ways so fully employed as to leave them little desire to embark in the toilsome, and to those unacquainted with it, so disagreeble employment, as a mode o procuring subsistence, however profitable it may be.

Your Committee were about to apply to the Home Government for an Act of Incorporation for the Chamber of Commerce, as held by such bodies in the Mother Country, but they concluded to allow the matter to rest for a time, in hopes that the Bill which has twice passed the Assembly, and was twice rejected by the Legislative Council, will yet become a Law; —they urge their successors to persevere in endeavouring to procure a Charter, and are of opinion that the perseverance of the Chamber of Commerce in promoting objects of public utility entitle them to the regards of the inhabitants of the Piovince, and to the attention of the Legislature.

To His Excellency the Lieutenant Governor the Committee are under obligations for the attention His Excellency has always shown to any representations of the Chamber, on forwarding their Petitions, and promoting on all occasions their views having for their end the public good; they must also tender their thanks to the Collector of the Customs at this Port for his uniform attention to their applications; also to the Postmaster and others, with whom your Committee have had to communicate. They would recommend also keeping up a correspondence with similar bodies to this, in the neighbouring Colonies, which now so happily exists.

L. DONALDSON, *President.*
I. WOODWARD, *Secretary.*

St. John, N. B. 29th April, 1840.

To the Right Honorable the EARL of LITCHFIELD, Postmaster General, London.

The Petition of the CHAMBER OF COMMERCE of the City of St. John, Province of New-Brunswick;

MOST RESPECTFULLY SHEWETH,—

That your Petitioners, in common with all their fellow subjects in the British North American Colonies, hail, with feelings of the most lively gratitude, the boon conferred upon them by Her Most Gracious Majesty's Government, in the completing an arrangement for the transmission of the Colonial Mails by steam conveyance to and from Great Britain and Halifax, Nova Scotia; and they are thereby encouraged to bring under the notice of your Lordship, (as in connection therewith,) the wants and wishes of the mercantile body, and the community generally, of this Commercial City, as regard a reduction in the rates of inland Postage on Letters passing to and from St. John and Halifax and other Towns and Settlements in New Brunswick and Nova Scotia.

That the subject matter of this petition has already been communicated to the Deputy Postmaster General at Halifax by a Committee of this body; and your Petitioners would now most respectfully submit, for the consideration of your Lordship, the data upon which they base their views and deduce their conclusions, in anticipation of a favourable assent to the prayer of their Petition.

That the City of Saint John contains at this time a population estimated at twenty-two thousand souls; that the average number of Emigrants arriving at the Port from Great Britain and Ireland, for the preceding ten years, are four thousand souls, annually; that the Trade of the Port comprises an active intercourse with Great Britain, the sister Colonies, the West Indies and the United States, and, partially, with Continental Europe, Africa, the East Indies, China and South America; also, that the Southern Whale Fishery is prosecuted to a considerable extent; that the registered tonnage of the Shipping arrived and sailing out of the Port, on the 1st of January, 1840, was 81,145 tons; that the arrivals at the Port for the year 1839 were 1814 Vessels, admeasuring 191,596 tons, navigated by 9595 men; that the departures for the same period were 1850 Vessels, of 220,723 tons, and 10,537 men; that the new vessels built and registered at the Port for the year 1839 numbered 63, of 22,423 tons; that the arrivals from Great Britain alone, for the same period, were 193 Vessels, of 57,013 tons, and 3301 men,—and the departures thereto, 324 Vessels, 129,123 tons, and 4744 men.

That this statement, coupled with the fact that the intermediate country between Saint John and Halifax is densely peopled and highly cultivated for a new country, will no doubt impress upon your Lordship's mind that an extensive correspondence must grow out of so wide a field of enterprise and commercial activity, and that the ordinary sources of information, cannot afford data, for ascertaining either the amount of that correspondence, or the revenue derivable from it; your Lordship's Petitioners estimate that on an average each Packet sail arriving from, and departing for Great Britain, from this Port, brings or carries away 80 letters, numbering, for 1839, say 41,360 letters, a twentieth of which number does not pass through the Post Office of Saint John; and that the almost daily opportunities afforded by Vessels departing for Great Britain induce our mercantile men to forward all their correspondence by these conveyances, in preference to transmitting their letters to Halifax, there to await the sailing of the Falmouth Packets once a month, and that too at an expense of 9d. for each single letter—a mode both dilatory and expensive.

That the high rates of postage exacted throughout the Provinces causes innumerable letters to be forwarded by private conveyances and by individuals travelling—an evil which it is impossible for the Post Office Department in a new country to curtail or restrain; and that while 9d. currency is the charge for a single letter passing from Saint John to Halifax—a distance of 175 miles—a single letter will pass from one extremity of the neighbouring Republic to the other, say 2000 miles for 1s. 3d.; and by the late arrangement of the Imperial Post Office, a letter from Halifax will pass to the mostremote Hamlet of Great Britain for 1s. 1d. sterling.

That as the line of steamers between Halifax and Great Britain will afford a more certain and speedy mode of communication between the two countries, so it will tend to quadruple the social as well as commercial correspondence of the inhabitants thereof, respectively; that your Petitioners are well assured, from their knowledge as mercantile men, that the whole of the immense correspondence now forwarded by private conveyances to Great Britain from this Port would be forwarded by the Mail Steamers, via Halifax, provided the rates of inland postages are reduced, and they advisedly assert that their estimate of the amount of that correspondence would be doubled within twelve months after the reduced rates would take effect.

That in the opinion of your petitioners, a rate of Postage of *three pence*, currency, for single letters (and in proportion for double and treble letters) passing between Saint John and Halifax and the Townships and Settlements on the respective routes between these two places, would effect the object hereby contemplated; and they would also submit, that the privilege of franking letters by whomsoever enjoyed, might be done away with, with advantage to the public interests and the Post Office Revenue; and further, that any changes your Lordship might decide upon and order, should take place as soon after the arrival of the Steamers at Halifax as practicable.

Your petitioners therefore humbly pray that your Lordship would take this Petition into your favorable and early consideration, and command such alterations in the rates of Postages on Letters passing between St. John and Halifax as you may deem expedient or advisable; and your Petitioners as in duty bound will ever pray.

L. DONALDSON, *President.*
I. WOODWARD, *Secretary.*

Saint John, N. B. 29th April, 1840.

The Railroad Bridge across James River, Virginia.—The April number of Silliman's Journal, in an excellent article on the construction of bridges, gives the following particulars respecting the splendid bridge across James' River:

"The great bridge across James river at Richmond, for the accommodation of the Richmond and Petersburgh Railroad, may justly be considered as one of the greatest works of its kind in this country, or perhaps in the world. There are longer bridges of less altitude, and higher bridges of shorter span; but when the altitude and length of span of this bridge are taken collectively, there is, perhaps, not its equal in the world.

The location of the bridge is across the falls of the James river, a few hundred yards above tide water, where the velocity of the current is exceedingly great. It is constructed of substantial lattices, upon lofty granite piers, with a floor upon the summit of the lattice frame. The stoutness of the flooring corresponds with the general strength of the design, and it is rendered water and fire proof, by a strong coat of pitch and sand. The entire length of the span of the bridge is 2,900 feet, and the span between the piers 160 feet. The entire width of the floor is 22½ feet, (wide enough for a double railroad track,) being wider than, and projecting over the lattice frame, 2½ feet on each side; the framework is therefore, 17½ feet wide, on the top of the piers. The piers are 18 in number, founded in the rapids, upon the solid bed of granite rock that lies beneath. The elevation of the piers above common water is 40 feet, and their dimensions 4 by 18 at the top, increasing one foot in width, and one foot in thickness, for every 12 feet in the descending scale. The masonry consists of regular courses of heavy stone, hewn to a joint on their fitting surfaces; but on the showing faces of each pier, the stone is rough as it came from the quarry.

The whole structure was designed with a view to as much economy as was thought consistent with a just regard to strength and durability. Its execution was commenced in December 1836, and the work was finally completed on the 5th of September, 1838, at an expense of $110 000. I doubt whether any bridge of the same gigantic dimensions and substantial character, composed of such choice materials and rare workmanship, has ever been constructed at a smaller expense. This work was projected by Moncure Robinson, Esq., chief engineer, and executed under the direction of himself and his principal assistant. The work itself stands like a mighty Colossus, bestriding the ancient Powhatan, destined to hand down to posterity both itself and its authors; and those piers of imperishable granite, will remain as proud monuments to remote generations of the present State of Virginia, and her sons, as connected with the sciences and the mechanic arts."

WEST INDIES.—We are sorry to learn that the Small Pox was still raging at Barbados, and that several deaths therefrom had occurred in Bridgetown. The Legislature had passed an Act forbidding the dissemination of that disease by inoculation with small-pox virus.—The Proclamation which the Governor had found it necessary to issue relative to incendiarism, has had a very wholesome effect—Complaints of the idleness of the laborers are pretty general. The Governor has been obliged to address them by proclamation on the subject. Agriculture in general presented a pleasing appearance.—Severe shocks of Earthquakes were experienced at Antigua, on the morning of the 15th, and on the night of the 16th March. The first was very alarming. The weather for several days previously had been very warm, and the crops were very much kept back, owing to calms and irregularrity of the wind.

The exports from Grenada for the year ending 31st December last, as compared with the table for the year 1838, show a deficiency of 5,484,677 lbs. of sugar, and 219,782 gallons of rum. The Maltese Emigrants at this Island, are represented as being a dirty, slovenly race, and that the man or priest was worse than all. Very heavy rains in the windward parishes of Grenada, had stopped for the present, the progress of the manufacture of sugar.—St. Vincent had suffered much from drought, the crops are said to be "irretrievably ruined." This report, however, is dated so long back as the 16th February, and as there have since that period been copious falls of rain in the adjacent island, it is reasonable to suppose that St. Vincent has also been visited by refreshing showers. Immigrants continue to arrive at Trinidad, not only from the neighbouring Islands, but also from New York and Philadelphia. The spirit of fire raising had, however, made its appearance; several magass houses had been destroyed.

We learn that immigration has had most beneficial effects on the Agricultural population both of Trinidad and Demerara; these people finding that if emigrants continue to be imported that they would be left without employment and without comfortable habitations, "are now returning by fifties and sixties to their accustomed plantation work."—An association for the culture of the Grape Vine has been formed at Montserrat; capital, £5,000 sterling, in shares of £5 each.—An Ordinance was passed by the Legislature of St. Lucia, for the purpose of changing the Island currency from livers, sous, and deniers, to pounds, shillings and pence.—The Supply Bill of Tobago has been disallowed; the objection has been taken to the capitation tax. Trade is reported as being in a bad way.—The Island of Auguilla is in a most wretched state; this is attributed to their deportation of labourers to Demerara.—*Bermuda Royal Gazette.*

Two Missionaries Eaten by Savages.—The New York Observer publishes an extract of a letter dated Sidney, New South Wales, December 1, 1839, which states that two missionaries, named Williams and Harris, connected with the London Missionary Society, had been killed and eaten by the natives of Ewomango, one of the New Hebrides Islands. They had gone to the Island for the purpose of communicating with them on the subject of religion; but they had no sooner come in sight of the savages, than the warcry was raised. Mr. Harris being sickly and feeble, and Mr. Williams an old man, they were overtaken and pierced through with spears. A third person, who was with them, Mr. Cunningham, being of stronger frame than either of the others, succeeded in making his escape.

An on dit runs that Prince Albert's brother, Ernest, is very sweet upon the Princess Augusta, eldest daughter of the Duke of Cambridge. This young lady is about 18, very pretty, and cousin to the Queen, who is said to be extremely anxious that this marriage should take place, and, it is said, has even gone the length of saying that, if it does, the bride shall have a portion out of the public money.

Bishop Gleig, an eminent prelate of the Scottish Episcopalian Church, died on the 9th March, at Stirling, Scotland, at an advanced age. He was ordained a priest in 1773 and consecrated Bishop of the Diocese of Brechin in 1808. For some years past he had retired from active life.

In the case of Mr. Parker, a bankrupt, who was a well known patentee of lamps, and formerly resided in Argyl street, Regent street, a final dividend was declared. The debts proved amounted to upwards of £23,000, and the dividend declared was *thirteen-sixteenths of a farthing*, leaving six pence and three-sixteenths in the hands of the accountant.

The Ambassador of his Highness the Rajah of Sattara, Yeswunt Row Rajey Sirkey, Bhugmunt Row Wittul, and Chitkojee Row Survey, paid a visit to the Times office, to inspect the printing department and printing machines, with which they appeared much gratified.

The Jews.—A Hamburg paper, the Dorpzeitung, says, "the Jews of Constantinople, have, with their Rabbi, declared that they will not wait any longer than another year for their Messiah. If within that time he does not appear, they will conclude that he has already come, and then they will try to discover by what religion he is already recognized. The Rabbi is entirely of this opinion, and has even proposed to his congregation to profess Christianity forthwith.

The mines of the Hartz Mountains, in Hanover, produce annually from 4 to 5 lbs. of gold, about 2,540 lbs. of silver, upwards of 80,000 quintals of iron, about 3,000 quintals of copper, 50 quintals of tin, 100,000 quintals of lead and litharge, 200,000 quintals of salt, and 2,260,000 *bailles* of coal.

The Nestor of the French army, Antoine, Delpeuch, lately died at St. Cernin, in the 120th year of his age. Delpeuch had served during the succession war of Austria, under the orders of Marshal Saxe. On the 11th of May, 1745, he fought at Fonteray, where his entire company, commanded by Jean de Calonne, was destroyed, with the exception of himself and four others.

THE OBSERVER.

ST. JOHN, TUESDAY, MAY 12, 1840.

News by the Great Western.

The Great Western arrived at New-York on Sunday the 3d inst. in 18 days from Bristol, bringing English dates to the 15th April. We have made extensive extracts from the papers.—The *British Queen's* day of leaving England was the 1st of May; and Mr. Cunard's steam boat *Unicorn* it is stated would leave on the 15th.

From the Boston Daily Advertiser, May 6.

TWELVE DAYS LATER FROM EUROPE.—The Great Western, which arrived at New-York on Sunday morning, has brought London papers to the evening of April 14, containing news of considerable importance. An order in Council, which is a virtual declaration of war against China, was issued on the 3d of April, and laid before Parliament on the 14th. It is given at length below. It announces that orders have been given that satisfaction and reparation shall be demanded from the Chinese Government for the late injurious proceedings of its officers towards the officers and subjects of the British Queen, and that to obtain such satisfaction and reparation the vessels and cargoes of the Emperor and his subjects will be detained, and if satisfaction be refused, they will be confiscated and sold.

Late news had been received over land from India and China, viz. from Calcutta to Feb. 19, Bombay to 29th, and Canton to the 7th. The state of affairs in China was not materially changed. The introduction of British goods by American ships was entirely stopped, and the American and other captains, before being permitted to enter their vessels, were obliged to give a bond to the following effect:

"If we have got on board the goods or merchandize of any ship belonging to the English nation, no matter whether taken on board within or without the Grand Ladrone Island, or on the high sea, or at Singapore, or at Penang, or at Manilla, or while touching at any other of these foreign possessions. If any thing of the kind be found on board, we are hereby perfectly willing that both ship and cargo be confiscated."

Captain Elliot had applied to Lin, the high Commissioner, for permission for the wives and families of British merchants to remain at Macao, but he received a very uncorteous refusal. There was not the least prospect of the Chinese government changing their purpose of stopping the British trade, unless compelled by force.

A detachment of the British army in Affghanistan had taken by storm the fort of Peshoot, with the loss of 16 killed and 34 wounded.

The debate in the House of Commons on Sir James Graham's motion to censure Ministers for imprudence and neglect in the affairs of China, terminated in a vote of 262 to 271, being a majority of 9 in favor of Ministers.

Lord Auckland arrived at Calcutta on the 11th of February, and was actively engaged in forwarding and completing the preparations against China. The expedition was to be ready by the 1st of May, and was to consist of the following troops:—

The 21st and 24th regiments, with two regiments of Native Infantry from Bengal, one regiment of the Line, four of Native Infantry, one regiment of Artillery, and one of Engineers from Madras, and one regiment of the Line from Ceylon, making in the whole a force of about 10,000 men, which was to be ready to proceed to its destination by the 1st of May.

That destination was supposed to be the Island of Formosa, but it was the opinion of the best informed persons that the object of the Governor General was rather to alarm than to subdue the Chinese, and to bring them to a proper sense of the value of English commerce and friendly relations. The whole armament was to be placed under the command of Lieut. Gen. Sir R. Arbuthnot, while Generals Oglander and Walker would act under his orders.

The Island of Formosa, which is said to be the place of rendezvous of the British force destined against China, is situated about 100 miles from the continent, 450 miles east of Canton. It is an island of 200 miles in length, and although little known, is said to be a rich and productive island.

The last quarterly return of the Bank of England showed a small increase of £89,000 in the amount of bullion, an increase of £140,000 in the circulation, and a dimunition of £192,000 in the deposites.

The debate on the corn laws proved a failure. The friends of the repeal, desparing of carrying the resolution, avoided coming to a vote on the main question by an adjournment, without fixing a day for the renewal of the debate.

The quarterly account of the revenue was published on the 6th. There was an increase on the revenue of the year, compared with that of the year ending April 5, 1839, of £243,969 On the quarter there was a decrease of £15,213, compared with the corresponding quarter of the preceding year. The decrease was however exclusively in the produce of the post office, in consequence of the great reduction of the rate of postage.—The total income of the year ending April 5, 1840, was £44,985,166.

The London money market was easier—there had been no recent exportation of specie.

LIVERPOOL, April 14.—Business in Cotton for three weeks past rather extensive. On Saturday the business was estimated at 4000 bales, and yesterday about 5000. The prevailing winds have, with partial exceptions, been unfavourable for arrivals for some time past, and very many cotton ships now due; still the import since 1st January amounts to 391,000 bales against 260,000 to same period last season; the supply from the U. States is 326,000, against 254,000 at same period last season; stock of American about 176,000, or 30,000 less than it then was.

The duty on Wheat is now reduced to 16s. 8d. per qr. and on Flour to 10s. per brl. There is not any appearance at present of the duty going lower. Flour in bond declined to 28s—demand limited.

LONDON, April 14.—Foreign Sugar—Yellow Havana meets with attention from both shippers and refiners, and easier prices are accepted; 207 boxes offered by public auction all sold at and after the sale, fair greyish yellow, rather soft, at 25s. 6d. to 26s., very soft at 24s. 6d. to 25s., and strong low yellow at 23s. 6d. to 24s. per cwt. For white no buyers, and its value is yet nominal; 141 boxes at public sale being bought in, good middling at 34 to 35s., and low and soft at 31s. 6d. to 33s. per cwt.

Oil 23s. 9d. per cwt. and dull. Sperm would scarcely bring £105 at the moment.

We find nothing of any importance in relation to the Boundary question.

The Duke of Wellington—The London Sun of the 14th, says:

We understand that as the Duke of Wellington was riding down Drury Lane to-day, about 2 o'clock, he was suddenly seized with a violent fit, and would have fallen off his horse but that his servant and a sergeant of the police, who was near, came to his assistance. They carried, rather than assisted, the Duke to the nearest medical assistance.

The general collection for the Incorporated Society for the Propagation of the Gospel in Foreign Parts, under the authority of the Queen's letter of last year, amounted to £40,000, a large portion of which, it is understood, will be applied to the Provinces of British America.

It was rumoured that Lord Abinger was about to retire from the Judicial Bench, and that his place was to be supplied by Lord Brougham.

The story of the elopement of Mrs. Heaviside of Brighton, with the venerable Dr. Lardner, proves to have been but too true. The guilty pair were pursued by the injured husband to Paris, where they were discovered by him at breakfast, and the learned Dr. was visited with a severe flaggellation, before the French police could interfere. The faithless wife was seized and sent to her father's house.

Cape of Good Hope papers to the 9th February state that the accounts from the frontiers continued favourable.

Mehemet Ali was continuing his extensive preparations for war with Turkey.

The massacre of the Rev. Messrs. Williams and Harris in New Zealand is confirmed.

GREECE.—Letters from Greece represent the Russian influence to be as great as ever, and that country seems to be torn by contending factions.

The large English War Steamer Locust, was to be launched at Woolwich Dock Yard some time this month—and the line of battle ship Trafalgar of 120 guns early in July next.

The ship of war Gemappes, of 100 guns, was launched at L'Orient on the 2d of April.

The ship of war Friedland, of 120 guns, has been launched at Cherbourg.

The King of Hanover had been dangerously ill. For several days his death was hourly expected. He was still very ill, but better. The King of Prussia was dangerously ill.

The radical and aristocratic parties in the Upper and Lower Valais, in Switzerland, had come to blows, 7 or 8000 men on each side having taken the field and fought near Sion. Several men were killed and wounded on both sides.

It was said that a reconciliation between the King of Prussia and the Pope was about to take place.

A heavy fall of snow took place at Rome on the 25th of March. Such an occurrence, so late in the season, it is said, has not happened there since the year 1595.

The news from Algiers is not important. General Valee returned to Algiers from Cherchell on the 22d of March, having fully succeeded in his enterprise. The Duke of Orleans and the Duke d'Aumale, the French King's sons, left Toulon for Algiers on the 10th.

A serious disagreement has arisen between the courts of Great Britain and Naples, arising out of a contract made by the latter with a French company, for a monopoly of the sulphur produced by the island of Sicily. The British government alleges that this French contract is in violation of the treaty, which engages to put the trade of that country on a par of facilities with that of the most favored nation. It is stated that Mr. Temple, the British Minister, has demanded and received his passports, and the following circular has been issued by the British Consul at Naples, to the British merchants there residing:

"NAPLES, April 2, 1840.

"I am ordered by the Hon. Mr. Temple, Envoy Extraordinary of her Britannic Majesty at the Court of Naples, to inform all British merchrats residing in this kingdom, that circumstances have occurred which will most probably place the naval forces of her Britannic Majesty in the case of exercising reprisals against vessels sailing under the flag of the Two Sicilies; and in consequence of this caution, said merchants will use their own discretion, as far as the shipping of goods on board said vessels be concerned.

"I hasten to communicate to you this information, and if ulterior measures, tending to affect British commerce, should be judged necessary, I will take care immediately to communicate them to you."

The Irish Registration Bill has passed the Commons, by a vote of 250 to 234.

The French Ministry have recommended to the Chamber of Deputies liberal grants in favor of several lines of railroad, either by loans or by a subscription to one fifth of the stock; viz. to the Orleans railroad, 16,000,000 francs; to the Strasburgh and Basle 12,000,000; the Andreux and Roanne, 4,000,000; the Montpellier and Nismerl, 14 000,000; and the Valenciennes and Belgium, 6,000,000.

Accounts from Khiva had been received by way of Constantinople, which state that the Russians had made an attempt to make themselves masters of a fort in that country, and that a succession of cold and tempestuous weather had come on, by which they had sustained immense losses of infantry and cavalry; so much so that the object of the Russian expedition againt Khiva was considered to be completely frustrated for the present year.

THE RUSSIAN EXPEDITION TO KHIVA.—The following letter from St Petersburgh of the 21st ult., which we find in the Quotidienne of Saturday, puts the affair of Chiva in a very different light from the reports circulated in other quarters: 'A courier has arrived to day, bringing accounts of the taking of the Fort of Kaurinhyean Bey, at 15 leagues from Chiva, by Colonel Mahommed Bey commander of the advanced guard of General Perowski. General Fresk, at the head of 7000 men and 24 pieces of cannon, had occupied Astrabad, and was to march directly through the country of the Ousbedks to join the column of General Perowski. Orders have been sent from St. Petersburgh to hasten the taking of Chiva.—(Morning Post, April 6 h.

CHOLERA IN SUMATRA.—Accounts from Sumatra to the 17th January, state that the Cholera had broken out on the eastern Pedier-coast, and was making fearful ravages among the inhabitants.

LONDON, April 14.—An express arrived on Monday from India; the dates are to the 29th Feb. from Bombay, 19th Feb. from Calcutta, and the 7th from Canton. The tenor of the intelligence is very warlike—active preparations were being made in all the British dominions against China. The trade between the Chinese and British was still suspended, without a chance of its being renewed. It appears that there is not the least foundation for the report that the Chinese Commissioner Lin (who was at Canton when these accounts left) had been degraded by the Emperor, as at the latest date, he was much in favor, and had received several marks of esteem from the Emperor, who highly approved of the course he had adopted towards the British. This it would seem gave Lin increased confidence, another decree having been issued by him, prohibiting the importation into the Chinese ports of British goods of any kind, whether in native or Foreign ships. This edict also requires a bond from every vessel entering the port, that it does not contain goods transhipped from any British vessel, and consenting to the confiscation of the ship and cargo, should anything of the kind be discovered on board.

ORDER IN COUNCIL.

Presented to Parliament by Command of Her Majesty, 14th April, 1840.

At the Court of Buckingham Palace, the 3d day of April, 1840. Present, the Queen's Most Excellent Majesty in Council.

Her Majesty having taken into consideration the late injurious proceedings of certain officers of the Emperor of China towards officers and subjects of Her Majesty; and her Majesty having given orders that satisfaction and reparation for the same shall be demanded from the Chinese Government; and it being expedient that, with a view to obtain such satisfaction and reparation, ships and vessels and cargoes, belonging to the Emperor of China and to his subjects shall be detained and held in custody; and that if such reparation and satisfaction be refused by the Chinese Government, the ships and vessels and cargoes so detained, and others to be hereafter detained, shall be confiscated and sold, and that the proceeds thereof shall be applied in such manner as her Majesty may please to direct. Her Majesty, therefore, is pleased, by and with the advice of her privy council, to order, and it is hereby ordered, that the commanders of her Majesty's ships of war do detain and bring into port, all ships, vessels, and goods belonging to the Emperor of China or his subjects, or other persons inhabiting within any of the countries, territories or dominions of China; and, in the event of such reparation and satisfaction as aforesaid having been refused by the Chinese Government, to bring the same to judgment in any of the Courts of Admiralty within her Majesty's dominions; and to that end her Majesty's Advocate General, with the Advocate of the Admiralty, are forthwith to prepare the draft of a commission and present the same to her Majesty at this board, authorising the commissioners for executing the office of Lord High Admiral to will and require the high court of Admiralty of Great Britain, as also the several Courts of Admiralty within her Majesty's dominions, to take cognizance of, and judicially proceed upon all, and all manner of captures, seizures, prizes, and reprisals of all ships, vessels and goods, that are, or shall be taken, and to hear and determine the same according to the course of admiralty, and the laws of nations, to adjudge and condemn all such ships, vessels and goods, as shall belong to China, or subjects of the Emperor of China, or to any other inhabiting within any of his countries, territories, or dominions; and that such powers and clauses be inserted in the said commission as have been usual, and are according to former precedents; they are, likewise, to prepare, and lay before her Majesty at this board, a draft of such instructions as may be proper to be sent to the Courts of Admiralty in her Majesty's foreign governments and plantations, for their guidance herein; and the said commissioners are to give the necessary directions herein accordingly. C. C. GREVILLE.

LONDON, April 14.—A letter addressed to one of the most eminent houses in this city, and dated Macao, January 7, adverting to the last decree of the Emperor of China, confirmatory of all the acts of Commissioner Lin in regard to the stoppage of the trade with the English, makes the following observations:—

"No further doubt can now remain in our minds as to the intentions of the Emperor towards the English; that he has already carried his edict into effect is certain, and that he will continue to enforce it for the future we have now no manner of doubt, until compelled to retrace his steps by the force of British arms. No attempts at bringing about a renewal of trade by treaty can, in our opinion, be attended with the slightest chance of success; they would prove but a mere waste of time. Trade with the Chinese is as effectually gone as with the Japanese. We have seen what that people (the Japanese) can do and have done, China and the English will be but a repetition of the experiment. We reiterate that the trade of England with the Chinese is for ever gone, if she is not prepared with more effectual means than embassies and negotiations.

"Such is the result of Captain Elliot's absurd proceedings as a superintendent since we left Canton, beginning with an attack on defenceless junks at Canton, and ending with an attack on the Emperor's fleet at the Bogue, both of a character not calculated to bring about consequences of the least benefit to the English. The trade is now entirely in the hands of the Americans, and with them we shall have to negotiate for the sending into Canton of the remainder of our goods now lying at Tonghoo—that is, sending them in as American property by transhipping them at Manilla, through the custom house, in American bottoms. This course seems to be indicated by "Abbott on Shipping," as the most proper under the circumstances of the case, though not to be acceded to unless under protest. Your course in England will now be clear—an entire abandonment of all further hopes of trading with the Chinese, or an appeal to force, for the use of which England has had heretofore no just pretence, assured of the fact that the Emperor of China will persevere in the course he has adopted till compelled to turn from it. We trust to hear from this time that there is an union of all the British Chambers for the attainment of this one great measure."

From the Boston Mercantile Journal.

LATER FROM CHINA. The arrival at Philadelphia, direct from Canton, of the ship Levant has brought intelligence from that place to January 11th, seven days later than received by Great Western, via England. In consequence of the capture and detention of Mr. Gribble, a British merchant, at Canton, of the firm of Gribble, Hughes & Co. Capt. Elliott has announced his determination to BLOCKADE THE RIVER AND PORT OF CANTON! the blockade to commence on the 15th, after which date no vessel will be allowed to pass up.

An imperial edict has been received in Canton, approving of the proceedings of the Commissioner, and ordering still more decided measures, in consequence of which, Lin has issued a proclamation, setting forth all agressions of the 'barbarians,' and forever prohibiting their trade with China.—This curious document concludes as follows:

'This most unprincip'ed procedure of their's, showed people who had no fear before their eyes, and plainly demonstrates that it is the said English who have put themselves out of the pale of the laws. At this present time then, even were these said English to repent of their crimes, and beg for mercy, and be willing to give the duly prepared bond, yet even then, we, the commissioner, viceroy, and fooyuen, could not upon any account memorialize the Emperor in their favor. This then is brought about by the said English themselves. They have out-lawed themselves, and the case has no reference to any of the foreigners of other countries.

Do you then, oh! all ye foreigners of other nations look up with awe to the great Emperor, and as you receive his foolishly tender and unbounded goodness in permitting you to continue your commercial intercourse as of old, know that, in order to preserve in safety your persons and properties, ye must reverently observe the laws and prohibitions. If ye dare however clandestinely to give ear to the insidious counsels of the English, or convey up the goods brought on in their ships, or dispose of the said goods, (for them) the moment that such clandestine proceeding is discovered, will your crime be visited with the severest punishment. We shall also duly memoralise the Emperor, that the trade of the said offending nation be in a like manner put a stop to. What then will your after repentance avail you? Let every one tremble and obey! Do not oppose!

A special proclamation!

Taouk