April 17.—William, brig. 140 tons, Captain Levitt, from Auckland the 2nd instant. Passengers—Dr. Clifford, and Mr. W. Moore.
April 17.—Thomas Lo-d, schooner, 70 tons, Aptain Jones, from Port Phillip the 11th instant. basengers—Mr. Ross, Mr. Steele, and Captain Inines.

Steines.

April 18.—Munford. schooner, 169 tons, Captain Thomson, from Mania the 27th of January.

April 19.—Phanix, steamer, 108 tons, Captain Wiseman, from the Charence River the 17th instant. Passengers Mr. S. A. M'Kenzie, Mr. Bridges, Mr. Mitchell, and ten in the steerage.

April 19.—Cumet, schooner, 92 tons, Captain Cork, from Wellington the 8th, and Queen Charlotte's Sound the 11th instant. Passenger—Mr. J. J. Peacock.

April 20. - Star of China, 100 tons, Capt. Woods, from Nelson the 9th instant April 20.— Nar of Came, 100 tons, Capta om Nelson the 9th instant, in ballast. April 20.— Raven, brig, 170 tons, Captain Bell, om Launceston the 14th inst. Passengers—Mrs.

Bell and child.

April 20.—Velocity, schooner, 138 ions, Captain Kirrsopp, from New Hebrides the 17th March, and Boyd Town. Twofold Bay, the 16th instant Pasengers.—Mr. Brown and three natives of New Hebrides.

DEPARTURES.

April 17 .- Ann Grant, barque, Captain Forean, for London.
April 20.—Aden, berque, Captain Waddell, for ingapore. Passengers—Easign Tighe, 58th re-inent, Mrs. Tighe, son and three daughters, two insen Tighe, Master Tighe, and Mr. Richard Lewis. April 20.—Secret, schooner, Captain Boyle, for

m Bay. il 20. — John Bull, schooner, Captain Tuohey,

CLEARANCES.

April 19. — Bermondeey, barque, 507 tons, Cap-tain Baines, for Guam, in ballast. April 20. — Wittiem Hyde, barque, Capt. Steward, for London. Passengers—Mrs. Drury and daughter, Mrs. Wison and son, Miss Thomas, Mr. Singleton, Mr. Daniels, and Mr. Thomas. Mr. Daniela, and Mr. Thomas. April 20.— Mayflower. American barque, Captain Gillord, for the south Sea Fishery.

IMPORTS.

April 19.— Munford, schooner, Captain Thomson, from Manila: 110 chests hysonskin. 300 coils rope, 91 casks beer, 4 hog sheads rum, 6 boxes cau de Cologne, R. Camphell, Tertius; 4038 bags sugar, 81 bags coilee, Flower, Salting, and Co.

April 19.— William, brig, 121 tons, Capt. Lovett, from Auckland: 10 kegs tobacco, J. Macnamara.

April 19.— Comet, schooner, Captain Cork, from Weilington: 9 anchors, 1 cask pork, 2 bales wool, 7 bundles sheepskins, J. J. Peacock.

April 20.— Raven, brig, Captain Bell, from Launceston: 100 cases fruit, J. W. Gosling; 1 bale skins, Hebblewhite; 1 case fruit, Doan; 3 cases apples, Dowsett; 12 bags wheat, Reily; 1 case fruit, Muaphy; 1 case fruit, 1 case plants, Turner; 5 cases fruit, Nicholson; 5 cases preserves, 3 casks fruit, Cape; 3258 bushels and 581 bags wheat, 124 cases fruit, 1 bale skins, Order.

April 20. — Magflower, American harque, Captain Gifford, for the Whale Fishery: 1800 barrels black oil. 100 barrels sperm oil, 11,353 lbs. whalebone, original cargo.

The brig William reports that the American ship Robert Pu sford, and the Emma, hence, had arrived at Auckland on the 31st uit. The schooner Ann left the latter place for Tahiti on the 27th ult., and the Tracer for Waiake, to load timber for Melbourne.

The Machine Land Company of the State of the State

Comet reports having spoken, on the 7th instant, the whaling brig Pryde, fourteen days from Hobart Town, clean.

The brig British Queen will be the next vessel for London. She will clear at the Customs to-day, and leave Geelong on Friday or Saturday next, with the following carge -376 bales wod, 93 casks tallow, 3 cases mutton hams, Strachan and Co.; 113 bales wool, 27 casks tallow, E. Willis; 5 bales wool, F. Champion; 30 bales wool, I case skins, J. S. Hill; 2 casks salamoniac, W. Sharp; 531 bales wool, Pearson; 11 bales wool, I case skins, J. S. Hill; 2 casks salamoniac, W. Sharp; 531 bales wool, 10 casks tallow, W. Timms; 7 casks tallow, Dalgety and Co.; 66 casks tallow, B. Willis, No passengers.—P. P. Heratal, April 13.

The schooner Suson, arrived from the Clarence on Monday last, with 90 bales wool, &c. She reported the schooners William and Jane, honce to Moreton Bay, off Smoky Cape, on Friday last.

Loss or rine schooners "Ann Many."—The Suson reported that on Sunday last she fell in with a schooner, bottom up, between Bird Island and Bangare's Nore, and about fourteen miles from land. Captain Freeman made fast a warp to her. and succeeded in towing her to within a mile and a-half of the Sydney heads, when the warp broke, and the wind biowing fresh at the time he was compelied to let her drift with the wind. The steamer Cornubia left the Circular Wharf in search of the vessel about six p.m., on Monday evening, and was made fast to her by three warps in three quarters of an hour from leaving the heads. The steamer could not however, succeed in towing her, both her anchors being down in about 23 fathoms water. Captain Taggart remained by her till yested by morning, when the name of the vessel proved to be the Ann Mary, with a cargo of cedar from the Tweed River. Sine is about 19 tons, nearly a new vessel, and was built at Like Macquarte, and is the property of Messrs. J. Curits and M. Cafery, of Sydney. The crew it is fared, must have perished, as in all probability she eapsited in the night. She lies at

The Star of China brings no particular news; she has made a quick trip, being absent from Sydney only twenty-nine days.

The William Hyde cleared at the customs, and hauled from the wharf yesterday. It is expected she will proceed on her voyage to London during the day.

only twenty-nine days.

The William Hyde cleared at the customs, and hauled from the wharf yesterday. It is expected she will proceed on lest voyage to London during the day.

The Rowen spoke the Cheerful, hence, off Jervis Bay on Sunday last, and two hours previous saw the schooner Phace, hence.

The schooner Brothers, hence, arrived at Launceston on the 7th instant. Also the Union, brig. from Adehide, and the Mary Hoy. from Hobart Town. The barque Union was at George Town when the Rowers sailed, and may shortly be expected.

The Endowr, from the Mauritius, arrived at Hobart Town on the 6th inst. Cargo: 10 half-tieres wine from the Cape of Good Hope, and 3327 bags sugar from the Patent Slip to Kellie's Wharf on Monday last, where she will commence loading immediately for Launceston. The same day the whaling barque Proteus was launched from the Patent Slip to Kellie's Wharf on Monday last, where she will commence loading immediately for Launceston. The same day the whaling barque Proteus was launched from the Patent Slip, and her place taken by the brig Portenia, to have a false keel and her bottom repaired. The Velocity arrived yesterday from the New Hebrides. She put into Boyd Town, where she remained seven days, and landed sixty-five natives of the New Hebrides for Mesars. Boyd and Co.; sixty-two of whom were forwarded from three to the Murray to act as shepperds, the other three were brought on to Sydney. The Velocity brugs 126 bales wool from Boyd Town, at which place the Lody Mary Fitz Roy was loading for Sydney. The Fesny Morris, hence to Port Phillip, was three wind bound. The Awon left Leefoo, 13th March, with 66 tons of sandal wood on board.

MAURITUR.—By the Endorn we have intelligence from the Mauritius to the 10th February. The weather had been done either to the plantations or the shipping. A new journal, the Murritius Mail, states, "The damage done to the plantations or the shipping. A new journal, the Murritius Mail, states, "The damage done to the plantations or the shipping. A new journal, the

April 20.— Reven, brig, Captain Bell, from Lamecston: 100 cause froit, J. W. Gosling; 1 bels skins, Hebblewhite; 1 case fruit, Doan; 3 cases applex, Dowsett; 12 bags wheat, Rell; 1 case fruit, Muzphy; 1 case fruit, 1 case plants, Turner; 5 cases fruit, Nicholson; 5 cases preveryes, 3 cass fruit, Cape; 3259 bushels and 561 bags wheat, 124 cases fruit, 1 bale skins, Order.

EXPORTS.

April 17.—John Bult, schooner, Captain Tuohey, for Auckland; 2 pipes rum, J. Lord; 1 package; gigars, H. Dickson; 3 cases cigars, 10 rolls matting, 1 case paper, 1 case preserves, J. H. Asher; 15 puncheons B. P. rum, C. Frith; 8 kegs tobaces almon, George Thorne; 11 hogsbeads Bengal rum, 2 hogsbeads and 25 cases Geneva, Smith and Campbell, 80 bags sugar, 10 balf-chests congon, Robert; 110 bags maize, 1 cask hams, George Small; 3 casks hardware, 4 bundles fryingpans; 6 cases 1 box and 1 bale merchandise, 132 canpovens and covers, L. Iredale; 1 case books, Griffiths, Fanning, and Co.; 1 case, 2 bales wook, 9 cases oilman's stores, Sheppard and Alger, 138 bags sugar, J. Lord; 49 acks maize, 6, and 1 bale merchandise, 1 cask under for London; 500 bales wool, 4 casks tallow, Copf. Steward, for London; 500 bales wool, 4 casks tallow, 25 bundles whalebone, Lyall, Scott, and Co.; 23 bales wool, 1 and 8. Syper; 3 blase wool, 4 casks tallow, 25 bundles whalebone, Lyall, Scott, and Co.; 23 bales wool, 1 case wool, 1 20 bales wool, 20 hides, 7. S. Mort; 21 bales wool, 1 case wool, 10 bales wool, 1 bales wool, 1 from the long bales wool, 1 cases and 1 case certenandise, 1. S. Willie; 1 case paper, 1 case paper, 1 case portains, 1 case wool, 2 cases and 1 case merchandise, 2. Janks and 1 piece word; 1 case books, 1 case ool, 100 bales, 7. S. Mort; 21 bales wool, 1 case ool, 100 bares, 3 sarren oil, 1 case vol; 18 case ool, 100 barrels agern oil, 1 Lord; 33 bars wallow, 41 hides, 1500 borns, 140 books, R. Garrett; 75 casks at llow, 3 bales wool, 4 casks aperm oil, 1 case corterious, 1 case corter have, 2 cases and 1 case certhandise, 1. Smith; 6 ho

AUGRLAND, - Arrived: March 26. Sunflower, barque, from Twofold Bay, 12th instant, via Bay of Islands, with 185 head of cattle. W. S. Grahame,

The brig William reports that the American ship Robert Pus ford, and the Emma, hence, had arrived at Auckland on the 31st ult. The schooner Ann left the latter place for Tahiti on the 27th ult. and the Twarer for Waiske, to load timber for Melbourne.

The Munford has had a tedious run from Manils of eighty days, having encountered a typhono to the southward of Java, in which she sprung her bows sprit, carried away her jih-boom, and split the greater portion of her sails. The brig Richard and William, hence, arrived at Manils 14th January, after a passage of forty-two days. The barque Materniche was to sail the day after the Manford for Sydney, to be followed by the Richard and William.

The cargo of the Phanix consists of 145 bales wood, 7 casks tallow, 12 bundles sheepskins, 4 hides, 12 keeps butter, see.

The Conset has been eleven days only on the passage from Port Nicholson, including a detention of twenty-four hours at Queen Charlotte's Sound, where she was compelled to seek shelter from a heavy gale of wind, the brig Bee was to sail from Port Nicholson for Sydney on the 9th instant, the whaling brig Pryde, fourteen days from Hobart Town, clean.

The brig British Queen will be the next vessel this island. While on the west coast she rode out a hard N.E. gale in Jackson's Bay, but lost an anchor. On the 15th June last, while cruising on the N.W. fishery, the Peruvian nearly ran upon one of the Fox Islands, in a fog, at midnight. The fog suddenly cleared away, and revealed a rocky shore directly ahead. On the following day Captain Brown stood in and examined the island, which he found to be laid down too far to the S.S.E. The island appeared sterile, and covered with snow.—Note Seatunder, March 27.

CIRCULAR QUAY-SYDNEY COVE. CIRCULAR QUAY—SYDNEY COVE.

The following rules for the regulation of the Circular Quay in Sydney Cove, Port Jackson, having been made by the Justices appointed to execute the duties of Police Magistrates within the city and port of Sydney, and approved by his Excellency the Governor, in terms of the Act of the Governor and Council, 5th William IV., No. 13, are published for general information in lieu of the rules contained in the Government Gazette of the 7th July last, which are accordingly supersaded.

By his Excellency's command,

By his Excellency's command, E. DEAS THOMSON.

E. DRAS THOMSON.

1.—That wheresoever the word Quay is used in the following regulations, the same shall be held to mean all that space within two hundred and forty-nine feet of the outer or water's edge of the top step of the Circular Wharf. Sydney Cove.

2.—That no wessel shall be moored off the Circular Quay, except in such position as shall be determined by the Port Master or other person acting under his direction, and in conformity to these regulations.

under his direction, and in conformity to these regulations.

3.—That no warp, hawser, or cable shall be made fast within fifteen feet of the top step of the landing place, nor shall any part of any such warp, hawser, or cable pass within that distance of the top step, nor shall any warp, hawser, or cable be so placed as to impede the free access, either by land or water, to such landing place, nor shall any part of the hull of any ressel be placed or remain within 10 feet of either end of the landing place, nor in any manner to impede the access thereto.

4.—That no carriage, dray, or barrow shall stand or remain within fifty feet of the front of the public landing steps referred to in rule No. 3.

5.—That no boat plying for hire shall remain at the steps after landing passeagers, nor lay of in

front of the steps in such manner as will obstruct the passage to and from such landing steps.

6.—That no such boat (excepting the boat of the waterman next in turn for a fare) shall remain nearer than ten feet of the top step of the landing place.

7.—That no boat shall ply for hire at the Circular Wharf except at the steps nearly opposite the Custom House.

Wharf except at the steps nearly opposite the Custom House.

8.—That no merchandise shall be landed or shipped at the public landing steps referred to in rule No 3.

9.—That any person who may commit a breach of these regulations, or any one of them, shall, on conviction before any Justice or Justices of the peace for the city of Sydney, forfeit and pay a penalty not exceeding one pound.

10.—That all penalties imposed under the foregoing regulations, together with costs, shall be paid forthwith, or within such time as the convicting Justice or Justices shall direct, or in default of such payment, shall be levied by distress and sale of the odiending parties' goods and chattels, by warrant under the hand and seal or hands and seeds of such Justice of Justices as a foresaid, and should sufficient distress not be found, then the offender or offenders shall, by warrant under the hand and seal or hands and seals of such Justice or Justices, be committed to the common gool at Darlinghurst for any time not exceeding one calendar month.

CHARLER WINDEXTERS. SEN., P.M.

CHARLES WINDEYER, SEN., P.M. GEORGE ALLEN, P.M. H. H. BROWNE, P.M.

SH PS IN HARBOUN.

SH PS IN HARROUN,

she d'Alliance, French ship, 313 tons, Morecan at Campbell a What f, relating for the acoust sa: alama Joutert and
Muphy, agents.

Antumna, Jarque, 502 tons, White, at f ampbell a Whatf,
loading for London, Brown and Co., agents.

Ann Mila, barque, 564 tons, Thoms, at the f reular Whatf,
loading for I ondon, Glichrist and Alexander, agents.

Alexander, ship, 502 tons, Phillipson, at Moore's A Larf, dis
charging, Thecker and Co., agents.

Avager, cutter, 15 tons, Levis, at Woore's Whatf loading for
the Fouth Ses Islands, Thacker and Co., agents.

Bermondary, barque, 507 tons, Baines, at 6 ampivil's Whatf
of scharging, Flower, Falking, and Co., agents.

Brankensor, barque, 507 tons, Cr., in the Cows, Inding
for London, Griffithe, Fauning and Co., agents.

Framble, H.M.S., 4 gains, Liout, Yale, in Farm Cove, re
fitting.

fitting. Jacoureum, barque, 383 tons, Irvine off Moore's Wharf, re-

Siting, M'Gas, agent.

Castlyragh, H.M. sobooner, 96 tous, I jeut. #iid, in Furm

Cove, refitting. ove, refetting. na. brig, 150 tone. Devlin, at Fotheringham's Wharf, loid

Blized-th Jone, schooner, 49 t na, L'unsford, at the Flour

Figures, and hid on for London, Flower, Salting, and Co., agents,
Froile, schooner, 78 tons Pilfold, at the Qu-en's Wha f, londing for Port Nichaison, J. Ch. Sanham, agent.
Fame, borque, 202 tons, Keru, at Loyd's Wharf, dischargingFoyd and Co. owners
Garland Grove, barque, 483 tons, I chaon, at Fhaworth
Wharf, haid on for I ondon, Smith and ampbelt, agents
Hondaras, barque, 392 tons, Cayzer, at Lamb and Parbury's
Wharf oading for London, Flower, Salting, an I Co.,
accuta.

Wharf onding for London, Flower, Salting, and Co., agents.

Jano, stemmer, 384 tous, off Milne's Wharf, refitting, Captain Forbos, agents.

Lonias, high, 182 tous, Millton, refitting and laid on for Hohart Town at the Queen's Wharf, J. Mactivanars owner.

Lindsage, barque. 214 tous, Williamson, at Moore a Wharf, discharging, F. Mitcheil and Co., spents.

Maid of Cashmers, schooner, 177 tous, Voore, at Kellis's Wharf, los ling for Lamoeston, 'hoppard and Alger, agents.

Magdonery, American ship 330 tous, Gifford, in the Cove recuting. S. Wilkinson, junior, agent.

Maukin, brig. 104 tous, Cooney, at Botts Wharf, los-ling for Anckland. W. Wright, owner.

Manyford, schooner, 164 tous, Thompson, in the Cove, dis-

Munford, schooner, 164 tous, Thompson, in the Cove, dis

Munford, schooner, 164 tons, Thompson, in the vore, se-charging, Irdg. 221 tons, on the Patent Sip, rediting, Royd and Co., agents.

Protess, is que, 202 tons, Elliott, off Fotheringham's Wharf, rediting for the South See Fishery, A. Fotheringham, agent. Retves, brig. 174 tons, Fell, in Darling Harbour, about to descharpe, the Captain agent. Senhorse, steamer, 213 tons, hild up in Johnson's Bay. Boyd and Co., owners.

and Co., owners, Icensander, brig. 200 tons, at Fotheringham's Wharf, Fo-theringham, agent.

Spre, schooner, 173 tons, Burns, at Campbeil's Wharf, loading for the Bay of Islands and Auckland, Smith and ampbeil

for the Bay of Islamas now was among an agents.

Ren Nymph, harque, 406 tons, Grange, at the 1 lour Compa ny's " harf, discharging, and laid on for London, John Smith, agent.

Sourvair, schooner, 64 tons, Jecutaga, at Towns' Wharf, londing for Port Philip, "happard and Alpre, agent.

Sir John Byng, brig 168 tons, Forbes, off Moore's Wharf, refitting, the capta n agent.

Star of China, schooner, 101 tons, Wood, in the s'ream—

Gibbett, access.

Rydoney, heaven, 245 tons, White, at the Circular Wherf, loading for London. Gilchrist and Alexander, agents.

Thomas Lord, schooner, To tons, Jones, at the Flour Company's Wharf, loading for McDourne, Sheppard and Algor,

agents.

B'anderer, R.Y.S. schooner, 15 guns, B. Boyd, Esq., in Neutral Ray, refitting, B. Boyd and Co., accests.

B'illiam Hyde, burque, 55z tons, Neward, off Campbell's Wharf, ready for I condon. Lyall. Sct. and Co., agents.

Woodlark, barque, 234 tous, Clarkson, off Campbell's Wharf.

refitting for Mantia, Donaldson and Co., agents.

Billiam Hill, brig. — tona, Browning, at the Flour Company a Wharf, fitting out for Batavia. E. S. Hill, owner.

Billiam, brig. 140 tons, Levett, at the Flour Company's
Wharf, discharging and laid on for Lamoustan, Captain Thom, agent.

Thom, agent.

Filectig, schooner, 138 tons, Kirappp, in the s ream, about to discharge. Boyd and Co., agents.

Fixes, schooner, 45 tons, Sterens, at the Circular Wharf, leading for Moreton Bay, W. Brundl, agent.

VESSELS EXPECTED.

VESSELB EXPECTED.

FROM LONDON:

Rattlemalo, H.M.S. 26 guns, Captain (). "tanley, Pro.

Mount Stuart Elphinstone, 987 tons, Thymnon, 1'ee 15

Thomas King, barque, 515 tons, Lirmysstone, Ben, 19

Midlothian, barque, 414 tons, Morrison.

Bradicro, barque, 427 tons, Jan. 5

Reymond, barque, 438 tons, Bart

Prince of Wales, barque, 308 tons, Jan. 15

FRUS LITERPOSA.

Dyson, berque, 257 tons.

PROM PORT PHILLIP.

Christino, brig, 126 tons Saunders

Shamrock, steamer, 200 tons, Gilmere

I Don t Know, schooner, 65 tons, Waterlily, schooner, 155 tons, Post P autom, brig. 157 tous, Fox.

FROM PORT ALBERT. Harlequin, schooner, 62 tous, 110

Markquin, schooner, of tous, Hovendon-FROM MORETON BAY. Tamer, steamer, 130 tous, Allen. Marriell, outter, 24 tons, Thomas. Jane, schooner, 51 tens, Steele William, schooner, 62 tens, Freemen FROM MORTH AUSTRALIA

Maid of the Mill schooler, Section Bride, schooler, Seem, cutter, 32 ton, Gardner Bride, schooler, 61 ton-

Calypso, brig, 105 tons, Harrold Wanderer, schooler, 131 tons, Crosten. Banderer, 20100197, 131 tons, Cresten.
Orabests, schooner, 91 tons, NoisBrook China.
Stafesmen, berque, 315 tons, Mowell
Lightning, briz, 198 tons, Mellish
Orwell, harque, 305 tons, Tinley
Naurod, burque, 324 tous, resporte
Marian II aton, schooner, 146 t-un, Rich
Centaur ship, 740 tons, Woods.

Giraffe, brig, 253 tons, Robinson Haterwitch, burgue PROM SINGAPORE Sophia, brig, 150 tons, 7 snort.

Melampes, H.M.S. 42 tons, Captain Campbell COLONIAL WHALERS AT SKA, WITH THEIR LASS

Australian, barque, 306 tons, Wiles; sailed March 18, 1847
Cooper and Holt, agents.
Clarkstone, barque, 244 hone, Nicken, and d Looper and root, agents.

Markatone, barque, 244 tons, Nickson, salled December

1846; spoken by the American ship Groupe Champtin,
the 19th January, with 150 barreis sperm cil. Fotherir
ham owner.

renti, brig, 16s tons, t liver; sailed 24th March, 1847. A

Fotheringham, owner.

Inc., 1845; put into he Pay
of Islands 5th, and sailed 5th Feb., 1845; put into he Pay
of Islands 5th, and sailed again 17th February; with 850
barrels sperm oil, banuel Lyons, owner.

Inc., harque, 221 tons, Fowler; sailed detober 27th, 1845.

Jane, harque, 221 tons, Fowler is alied Getober 27th, 1845; spoken by the Coquette, on the 20th Feember, 1841 with 36 barrels sperm oil. Fotheringhum, onser.

Juno, barque, 212 tons, Hayes; sailed November 10, 1840; spoken by the interious ship La Grange, on the 1st Jan-, with 180 barrels sperm oil. Boyd and Co, owners.

Lucy Ann, 213 tons, barque, Barr; sailed June 16, 1846; spoken by the Kébarrd, on the 2nd of December, 1846, with 40 barrels sperm oil. Boyd and Co, owners.

Lady Blackwood, barque, 230 tons, Cooper; sailed the 21st March, 1847. R. Toens, owners.

Maryaord, bru, 184 tons, Jamisson 18th Spdney, 30th March, 1847. Boyd and Co, owners.

Nelson, barque, 247 tons, Burel'ng; sailed May 22, 1846; spoken by the Pochitinghum, on the 11th June, 1846, clean; J. otheringhum, owner.

otheringham, owner, things of the first June, 1960, clean; otheringham, owner, thingson, burque, 204 tons, Holger; sailed Nov. 17th, 46. Walter and Co., owner, the control of the first owner, the first

spoken by the Genti, on the 25th of November, with 17e barries sperm oil. Boyd and Co., owners. (tiffiam, burque 334 tons, Sargeant; sailed March 18, 1847. Boyd and to., agents.

SHIPS' MAILS.

Mails will be closed at the Post Office as follow:—

For Auckland, per Maukin, this evening, at six.
For Manila, per Woodlark, this evening, at six.
For Post Phillip, per Souvenir, this evening.

ng, at six.
For United States, per Magflower, this evening, at six.
For Launceston and The Cape of Good Hofe, per Maid of Continuere, Friday evening, at six.
For Pour Nicholson, per Froir, Friday evening, at six.

TO CORRO SPONDENCS. All communications intended for publication this Journal are to be addressed (post-paid) to Editor, No. 133. King-atreet East. No commu cation will be attended to unless it is accompan by the name and address of the writer; not publication, but as a guarantee to the Editor of authenticity.

TANIATION OF T		KERMON	# FRE, N.	•
IONDAT 19	61	71 70 68 66 72 7 7 66 76 74	N.K. N.R. N.E. N.E.	Clear Ditto Cloudy Ditto D tto Ditto
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SYDNEY CARONICLE.

WEDNESDAY, APRIL 21, 1847.

MAGNA EST VERITAS ET PRÆVALEBIT.

EDUCATION. WE are glad to perceive that our Maitlan

on temporary has taken up the su'ject of public education, and we feel not a little surprised that this highly important question has not been more generally entertained by the press of this Colony.

The subject is so vitally important, that in our opinion it ought not any longer to be overlooked or forgotten; and the more it is agitated the better will it be understo

The Maitland Mercury is thoroughly opposed to the "denominational" system, and thinks that no other plan but that recon mended by the Legislative Comprederised which will be sufficiently comprenended by the Legislative Council can be Colony. Our contemporary readily admits that "in the larger towns the denominational system may secure for the children some amount of education:" but that in the thinly peopled districts of the Colony this system will never answer, and nothing will do there but a general system which will admit "of the children of every religious denomination meeting on a common ground to receive a secular education."

In our last article on this subject we demonstrated, we think, pretty clearly, that education to be of any avail at all, must be education to be of any avail at all, must be based upon religious instruction, and we also showed that it was thoroughly hopeless to attempt to stamp the tender minds of youth with solid and lasting impressions of a religious nature without training them up in the belief and practice of the peculiar doctrines of the Christian religion. To attempt religious instruction without doing this, is only as we before said, to create a species of religious indifferentism, as fatal to the moral and spiritual well being of the

nunity as downright infidelity itself.ion, or in other words Christianity, its in the belief and the practice of certain peculiar doctrines, as well as in the exercise of certain duties necessarily flow-ing from the belief of such doctrines, and unless these doctrines are inculcated from infancy upwards, they will never take root in the mind, and consequently will have no in the mind, and consequently will have no influence on the actions of after life.

At the same time we must confess that we are utterly unable to see how the general system of education, so much admired by certain members of the Legislative Councertain members of the Legislative Council, and, as it would seem, by our country contemporary, can be made available in those districts where the population is so widely scattered, any more than the denominational. Unless some plan can be devised by which the children of those far off districts can be congregated together in one spot, we do not see how either the denominational or the general system can be brought to bear upon them. The difficulties attendant upon establishing one of these systems is in our mind equally as great as with the

We do not, however, despair upon some plan being devised which may accomplish this desirable object, and at the same time meet the approbation, not only of the parents of the children themselves, but also of their pastors. All that is wanting is, that each party should come earnestly and in good faith to the work—that there should be no stubborn prediliction in favour of peculiar, and, perhaps, long cherished opinions, but that each should be willing to accede to that which, though perhaps it may not be the test, may be the most expedient; trusting to time and experience to make improve-

with respect to the instruction in the towns not being "so efficiently er rried on as it might be if religious and secular edu-cation were separated," we beg leave to Even under the present system, bad as it confessedly is, bad, not on account of re-ligious and secular education being combined, but because of the scanty remunera-tion awarded to teachers, by which men o takent and capability are deterred from engaging in this honourable occupation; even, we say, under this wretched system, even, we say, under this wretched system, we question much whether the education imparted to the youths of our towns, as far as it goes, could be very much improved: and certainly, in our opinion, if a general system was instituted, if education was to become nore secularised, and the same amount of encouragement only was given to it as at present, it would be deteriorated.

Our contemporary, in order to enforce his views, presents his readers with a long extract from an article in the Edinburg Journal, written by William (hambers, on the state of education in Hel'and. This article was written, it seems, after a tour through Holland in the year 1838, and the writer states that in the Netherland's there existed a system of universal instruction which possessed the rare merit of being acreligious sects whatsoever. We shall show shortly that, however much the various "religious sects" in Holland acquiesced in this general system of instruction, that it was no means viewed with so much favour the members of the Catholic Church. before we do this, we must observe that Mr. Chambers appears to have been totally ignorant of the Dutch language, consequently his inquiries could not be of a very extended nature, and those which he did make appear from his own showing, to have been extremely superficial.

It appears that Mr. Chambers visited a . aarlem, which, by the way, he selects to furnish an example, and having through an interpreter, he found that one was a Catholic, another belonged to the "Reformaire," a third was a Jew, a fourth a Baptist, and a fifth a Lutheran; upon which he exclaims, "I am now perfectly satisfied; I see that there is a thorough mixture of all seets in the school. But may I ask if they ever taunt or abuse each othe I ask if they ever taunt or abuse each other on account of their religion?" "No," re-plied the teacher, "they never, to my know-ledge, do such a thing; in all my experience I never heard of such a thing."

Why he might have seen the same thing, have made the same inquiries, and received precisely the same answers in Sydney where e only system that exists is the denominathat he has founded his assumption that the system of instruction adopted in Holland is acceptable to "every class of politicians, and all religious sects whatsoever.

This system of education was amongst other amendments in the fundamental law or constitution of the country, protested against by eleven members of the second Chamber of the States General, and of these eleven protestors seven were Catholics. The substance of this protest was that there should be es ablished "a more popular system of election;" "full and entire religious liberty;' and full and entire liberty of in-struction." This protest having been made by the Catholic deputies, completely refutes the assertion of Mr. Chambers, and shows most clearly that the system of instruction established in Holland, and which he lauds so highly was anything but acceptable to the members of every religious denomina-

We quote that portion of the protest which relates to this subject in order that our readers may be convinced of the egre-gious error Mr. Chambers has fallen into, and whither our contemporary has followed

him:—

"The maintenance of our vicious fundamental law, with its insignificant modifications, has been adopted without the concurrence of the nation, and against the wishes of the nation, by a great majority of an assembly of men who call themselves the representatives of the people; but who have not been elected by the people, and therefore, in no way represent the people. The slightly modified fundamental law has, therefore, not been adopted by the people, but has been imposed upon them with much ceremony and at great cost. The question, which we will not attempt to solve, is this—under these circumstances, is the fundamental law binding upon the conscience, or is the people not dispensed from the obligation of submitting to it? As the organ of our Catholic countrymen, we can at least protest, and we do protest, in order to save the principle, against the unconstitutional manner in which the modified law has been adopted; we protest likewise against the refusal of the modifications necessary to the recognition of a full and entire religious liberty, and the liberty of instruction. Lastly, we protest

abuses,
"We call upon all the independent journals of
Holland, and upon all foreign Ca holic journals, to
make mention of this our protest."

Here is another instance, clear and palpable of the failure of a general system.— It is in fact a system which can never give universal satisfaction; it is a system which no truly religious community can wish to see established amongst them, and should it be attempted during the ensuing session, to force it upon us, we trust the Colonists will meet it in the same determined manner that they have done before.

THE SOUTHERN CIRCUIT. WK perceive by the following proclamation

which appeared in the Government Gazette of yesterday, that the long looked-for Circuit Court at Goulburn is at length about to be established. This will not only effect a great saving to the Government in the items of Witnesses Expenses and Escort charges, but will materially advance the ends of public justice. A majority of the cases hitherto tried at Berrima, are those brought either from the neighbourhood of Gouli-urn or from the settlements to the south of that town, and as Goulburn is nearly 50 miles from Berrima, the witnesses have been compelled to proceed that distance from their homes, and to remain there from day to day until their cases are disposed of. The travelling expenses allowed by the Government are materially insufficient even for the purpose of meeting the charges upon the road, and much less so charges upon the road, and much less so when a party has to remain for several days at a public inn, in a small assise town, where accommodation of every description is at a premium. The natural consequence of this state of things was, that many indi-viduals were but too happy, when they could do so with safety, to suffer an offence to go unpunished, rather than incur the expense and inconvenience of a prosecution nder such circumstances. By the establishment of periodical sittings at Goulburn, Justice will be brought, as it were, to the doors of the residents in the south, and as we perceive that there will still be a Court at Berrima for the trial of such cases as may arise within that district, the conve-nience of all parties will be suited.

PROCLAMATION.

nience of all parties will be suited.

PROCLAMATION.

By his Excelency Sir Charles Augustus Fitz Roy,
Knight Companion of the Royal Hanoverian
Guelphic Order, Captain General and Governor
in Chief of the Territory of New South Wales and
its Dependencies, and Vice Admiral of the same,
&c., &c.
Whereas by an Act of the Governor and Legislative Council of New South Wales, passed in the
fourth year of the reign of her present Majesty
Queen Victora, initialed, 'An Act to provide for
the more effectual administration of justice in New
South Wales and its Dependencies,' it is amongst
other things enacted, that it should be lawful for the
Governor of the said Colony, by preclamation under
his hand issued and published from time to time, by
and with the advice of the Executive Council of the
same, to direct Circuit Courts to be holden in or at
such towns or places within the colony, as he should
by the advice aforesaid think fit to appoint: And
whereas a certain proclamation bearing date the fifth
day of Cotober last, was issued by ne as such Governor aforesaid, appointing Circuit Courts to be held
as follows:—that is to say: at Berrma, on the third
day of February, and the first day of September; at
Maitland, on the twelfth day of February, and the
teenth day of September; and at Bathurst, on the
twenty-account day of February is and the twententh
day of September. And whereas it is expedient that
in addition to the said Courts so appointed to be
held, Circuit Courts should also be appointed to be
held at the town of Goulburn: Now, therefore, I,
the Governor aforesaid, with the auvice of the calExecutive Council, do hereby direct and appoint that
Circuit Courts for the trial of criminal a. well as
civil issues, shall be holden at the town of Goulburn
on the sixth day of February, and on the fourth day
of September in each and every year. I round
that, whenever either of those days shall happen on
a Sunday, the Court shall be holden on the day next
following.

g. en under my hand and seal at Governmen House, Sydney, this fourteenth day of April, in the year of Our Lord one thousand eight hundred and forty-seven; and in the tenth year of her Majesty's reign.

CHARLES A. FITZ ROY. By his Excellency's Command,
E. DEAS THOMSON. GOD SAVE THE QUEEN.

Law Entelligence.

SUPREME COURT. SATURDAY. Before his Honor Mr. Justice Therry.

This was an application for an injunction to re-strain Mackenzie from issuing execution against Cummings for *2.600. The former held four pro-missory notes from the latter, upon the two first of which he had sued, and had obtained judgment by default. In respect of this judgment, execution was now acought to be issued for 2,6004, but an injunction against the issue of execution was demanded upon the ground that the amount of the notes in question had been paid, and that money was due upon the two other notes only, in respect of which no such judgment had been obtained.

other notes only, in respect to when ment had been obtained.

Mr. BROADBURST appeared in support of the motion for an injunction, and Mr. Gonnox shewed cause against it.

His Honox reserved judgment until Monday.

Before their Honors the three Jugdes.

In this case the parties had been unable to agree before the Master, as to the form in which the minutes of the decree should be drawn up. The judgment of the full Court, on appeal, had been in favour of the plaintiff, and the conveyance to the latter of certain properties was directed, but in the judgment delivered by their Honors, no mention was made as to the taking of an account before the Master relative to the properties which were to be so conveyed. The question now at issue between the parties was, whether in the minutes of the decree there should be a format direction for such an account.

Mr. BROADWAST appeared for the plaintiff, and Messrs, Gosdon and Donkrelly for the defendant.

Their Honors were of opinion that a direction to the Master for an account was really necessary to norder to carry out the principle of their former decision.

MONDAY.

Before his Honor Mr. Justice Therry. MACKENZIE V. THOMAS CUMMINGS

MACKENZIE V. THOMAS CUMMINGS.

His HONOR pronounced judgment in this case, expressing his opinion that Cummings had made out a case entitling him to relief from the court. Acting upon the report of the Master, as to the amount due, his Honor directed that Cummings should pay into court a sum of 5964. 9s. within a certain period, and in the event of his failure in this respect, Mackensie might issue execution, but such execution was to be limited to the said sum of 5984. 9s.

Before their Honors the three Judges.

This was an appeal from the decision of the present Primary Judge in Equity, Mr. Justice Therry, as to the guardianship of Rosias Wilson, as infant. The guardianship of the infant was claimed by Mr. Norton on the one hand, and by Mr. J. K. Heydon on the other; and the Master had reported, in the first intrance, in favor of Mr. Heydon, but, on the second occasion, in favor of Mr. Norton. On the latter occasion, there was an argument before the Primary Judge, and his Honor was of opinion that

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