

Doctry.

THE GAMBLER'S HEARTH-STONE.

Dark is the night!—no light!—no fire!
Cold on the hearth the last sparks expire!
Shivering she watches by the cradle side
For him who pledged her LOVE! LAST YEAR, A
BRIDE!

'Hark! 'tis his footsteps!—No! 'tis past 'tis gone!
Tie! tie! how wearily the time rolls on!
Why should he leave me thus—once was kind
And I believed 'twould last. How mad! how blind!

Rest thee, my babe; rest on—'tis HUNGER'S cry!
Sleep, for there's no food! The fount is dry!
Famine and cold their wearing work have done
My heart must break! AND THOU!—The clock
strikes ONE!

'Hush! 'tis the dice-box! Yes! he's there, he's there
For this—his love! he leaves me to despair
Leaves love! leaves truth!—his wife—his CHILD!—
for what?

The wanton's smile—the villain—and the sot!
Yet, I'll not curse him—no, 'tis all in vain!
'Tis long to wait, but still he'll come again;
And I could starve and bleed him but for you!
My child, his child! Oh, FIE! The clock strikes
TWO!

Hark! how the sign board creaks! The blast howls by
Moon! moon! a dirge swells through the cloudy sky!
'Ha! 'tis his knock!—he comes once more!
No! 'tis the lattice flaps! My hope is o'er.

Can he desert us thus? he knows I stay
Night after night in loneliness to pray
For his return,—and yet he sees no tear!
No! no! It cannot be! he will be here!

Nestle more closely, dear one, to my heart,
Thou'rt cold!—Thou'rt FREEZING! but we will not
part!
Husband! I die! Father!—it is not he!
Oh God! protect my child!—The clock strikes
THREE!

Miscellaneous.

NAVAL COMMANDERS AT ACRE.

ADMIRAL STOPFORD.

ADMIRAL the Hon. Sir Robert Stopford, G. C. B., third son of James, second Earl of Courtown, by Mary, his wife, daughter and co-heir of Richard Powys, Esq., of Hushesham Hall, in Suffolk, was born the 5th of February, 1768, and entering the navy at an early age, served some time in the Prince George, bearing the flag of Rear Admiral Digby, on the American station. In 1790 he obtained post rank; and in that year commanded the Lowestoffe frigate, then employed in the Channel. His next appointment was to the Aquilon, of 32 guns, stationed in the Mediterranean, which, in 1794, acted with the fleet under Lord Howe, and repeated the signals of the rear division on the memorable 1st of June. In the following autumn Captain Stopford was removed to the Phoenix, 38; and in 1795 joined the squadron destined to escort the Princess Caroline of Brunswick to England. Shortly after returning to the grand fleet, the Phoenix formed part of Admiral Cornwall's detachment, which fell in with the French squadron, and, by a series of masterly manoeuvres, effected a retreat as honourable to those concerned as the achievement of a brilliant victory. Stopford subsequently drove on shore L'Ecluse, of 28 guns; and, in company with the Anson, captured La Daphne and La Flore. In 1798, the Phoenix cruised under Sir John Borlase Warren of L'Isle de Dien, assisted at the capture of several vessels laden with naval stores and provisions, and rendered much essential service by the destruction of many armed ships and privateers. In 1799, Captain Stopford was appointed to the Excellence, of 74 guns, in which ship he took L'Archetuse, a national cutter, and several merchant vessels; and after remaining for some time with the western squadron, sailed to the Leeward Islands, whence he returned with a broad pendant in the summer of 1802. In 1803 he commanded the Spencer, of 74 guns, at Plymouth; in 1804 he joined Lord Nelson's fleet in the Mediterranean; in 1805 received the appointment of a colonel of Marines; and in 1806 acted a gallant part, and was wounded in Sir John Duckworth's victory of St. Domingo. We next find this enterprising seaman employed in the expedition against Copenhagen, and, in 1808, having obtained the rank of Rear Admiral, appointed to a command in the Channel fleet. In this distinguished position, his active exertions, his participation in the attempt to destroy the French shipping in the Aix Roads, the attack on the enemy's fleet in the Basque Roads, &c., elicited the unequalled commendation of the Commander in Chief, Lord Gambier, and a vote of thanks from parliament. In 1810, the Rear Admiral was nominated to the command of a squadron employed at the Cape of Good Hope, and while on this station conducted the naval part of the armament which subjugated Java, a service which obtained for him, once again, the thanks of parliament. In 1812 he became Vice Admiral; in 1813 returned to England; in 1815 was created a Knight Commander of the Bath, and has since been made Admiral of the Red and a G. C. B. His admirable conduct of the operations on the Syrian coast are too fresh in the public memory to require any notice here. Sir Robert married in 1809, Mary, daughter of Commissioner Fanshawe, of the Plymouth Dock-yard, and has several children.—*Glasgow Courier.*

COMMODORE NAPIER.

Of the heroic services of the brave and daring Charles Napier, no statement can be so interesting, or so characteristic as his own, contained in his address to the burgesses of Portsmouth, at the election in 1833:—
"In the course of my own canvass (said the gallant officer), I have been asked who I am? I'll tell you; I am Captain Charles Napier, who 25 years ago commanded the Recruit brig, in the West Indies, and who had the honour of being 24 hours under the guns of three French line of battle ships, flying from a British squadron, the nearest of which with the exception of the Hawk brig, was from five or six miles astern, the greatest part of the time. I kept flying double-shotted broadsides into them. One of these ships, the Hautpout, on'y, was captured by the Pompey and Castor, the other two escaped by superior sailing. Sir Alexander Cochrane, my Commander in Chief, promoted me on the spot into her. At the siege of Martinique, the *Eolus*, *Cleopatra*, and *Recruit*,

were ordered to beat up in the night, between Pigeon Island and the Main, and anchor close to Fort Edward; the enemy, fearing an attack, burnt their shipping. At daylight in the morning it appeared to me that Fort Edward was abandoned; this, however, was doubted; I offered to ascertain the fact, and with five men I landed in open day, scaled the walls, and planted the Union Jack on the ramparts. Fortunately I was undiscovered from Fort Bourbon, which stood about 100 yards off, and commanded it. On this being reported to Sir Alexander Cochrane, a regiment was landed in the night. Fort Edward was taken possession of and the mortars turned against the enemy. I am in possession of a letter from Sir A. Cochrane, saying that 'my conduct was the means of saving many lives, and shortening the siege of Martinique.' I had once the misfortune of receiving a precious licking from a French corvette; the first shot she fired broke my thigh, and a plumper carried away my main mast. The enemy escaped, but the British flag was not tarnished. On my return to England, in command of the Jason, I was turned out of her by a Tory Admiralty, because I had not interest; but, as I could not lead an idle life, I served a campaign with the army in Portugal as a volunteer, when I was again wounded. At the battle of Busaco, I had the honour of carrying off the field my gallant friend and relative, Colonel Napier, now near me, who was shot through the face. Busaco was not the only field where he shed his blood; at Corunna he was left for dead; but thank God he escaped with six wounds. On my return to England I was appointed to the Thames, in the Mediterranean; and if I could bring the inhabitants of the Neapolitan coast into this room, they would tell you, that from Naples to the Faro Point there was not a spot where I did not leave my mark, and brought off with me upwards of 100 sail of gun-boats and merchant vessels. I had the honour of running the Thames and Furiense into the small mole of Ponza, which was strongly defended; and before they could recover from their surprise, I captured the island without the loss of a man. I was then removed to the Euryalus, and had the good fortune to fall in with two French frigates and a schooner. I chased them in the night close into Calvi, in the island of Corsica, passing close under the stern of one, plumping her as I passed; and though we were going eight knots, I tried to run aboard her consort, who was a little outside, standing astern my lance; the night was dark, the land close, and she succeeded in crossing me, but I drove her ashore on the rocks, where she was totally wrecked, and her consort was obliged to anchor close to her. The Euryalus were round, and got off, almost brushing the shore as she passed. These ships were afterwards ascertained to be *armee en flute*, mounting 22 guns each, and the schooner 14. From the Mediterranean I was ordered to America; and if my gallant friend Sir James Gordon was here he would have told you how I did my duty on that long and arduous service up the Potomac; he would have told you that in a tremendous squall the Euryalus lost her bowsprit and all her topmasts, and that in 12 hours she was again ready for work. We brought away a fleet from Alexandria, were attacked going down the river by batteries, built close to what was the residence of the great Washington, and I was again wounded in that action in the neck. On the peace taking place, I went on half-pay, where I remained till I was appointed to the Galatee, which ship I commanded for three years on this station; and I hope and trust that I have faithfully done my duty during that period to my King and Country."

In addition, we may mention that, in 1833, Captain Napier succeeded Admiral Sartorius in the command of Don Pedro's fleet, and achieved a signal victory over the more numerous and powerful squadron of Don Miguel, which the gallant Englishman, with his British followers, captured at a single blow, by boarding. He now commands the Powerful, of 84 guns, with the rank of Commodore, on the Syrian coast. The intrepid and enterprising sailor is the eldest son of the Hon. Charles Napier, R. N., of Merchiston Hall, in the county of Stirling; was born on the 6th of March, 1786, and married Eliza, widow of Lieut. Edward Elers, R. N.

EXTRAORDINARY PRESERVATION FROM SHIPWRECK.

We noticed, a fortnight ago, the providential deliverance which is more fully detailed in the following article from the *Hants Independent*:

"On the 31st of October last, the brig *Nerino*, laden with oil and canvas, sailed from Dun Kirk for Marseilles, Pierre Everard, master. Her crew consisted of seven persons, including the master and his nephew, a boy about 14 years of age. At three o'clock in the afternoon of the 16th of November, they were forced to leave to in a gale of wind, about ten or twelve leagues south-west of the Scilly Islands. At seven o'clock in the evening, a heavy sea struck the vessel and she suddenly capsized, turning completely bottom up. There was only one man on deck at the time, and he was immediately engulfed in the ocean. In the fore-cabin were three seamen, named Vincent, Vantuare, and Jean Marie; the two former, by seizing hold of the windlass-bits, succeeded in getting up close to the keelson, and so keeping their heads above water. Poor Marie was not so fortunate; he must somehow have got entangled, and, after holding fast by the heel of Vantuare, soon let go and was drowned; the other two finding that the shock of the upset had started the bulkhead between the fore-cabin and the hold, and that the cargo had fallen down on the deck, continued to draw themselves on their knees (for it could not be called on their hands and knees, for want of height), towards the stern of the ship, where they thought they heard some voices. At the time of the accident, the master, mate, one man, and the boy, were in the cabin; the master caught the boy in his arms, thinking that the last moment had arrived. The mate succeeded in wrenching open the trap-hatch in the cabin deck, and clearing out some casks which were jammed in the lazarette (a sort of small triangular space between the cabin floor and keelson, where stores are generally stowed away;) having effected this, he

scrambled up into the vacant space, took the boy from the hands of the master, and then assisted the master to follow them. In about an hour they were joined by Vincent and Vantuare, from the fore-cabin. There were then five individuals closely cooped together, as they sat they were obliged to bend their bodies for want of height above them, whilst the water reached as high as their waist; from which irksome position one at a time obtained relief by stretching at length on the barrels in the hold, squeezing themselves close up to the keelson. They were able to distinguish between day and night by the light striking from above into the sea, and being reflected up through the cabin skylight, and then into the lazarette, through the hatchway into the cabin floor. The 17th and 18th passed without food, without relief, and almost without hope, but still they encouraged each other, endeavouring to assuage the pangs of hunger by chewing the bark stripped off from the hoops of the casks. Want of fresh air threatening them with death by suffocation, the mate worked almost incessantly for two days and a night in endeavouring with his knife, to cut a hole through the hull; happily the knife broke before he had succeeded in accomplishing his object, the result of which must have proved fatal, as the confined air preserved the vessel in a buoyant state.

"In the dead of the night of the 18th the vessel suddenly struck heavily; on the third blow the stern dropped so much that all hands were forced to make the best of their way further forward, in attempting which poor Vincent was caught by the water and drowned, falling through the cabin floor and skylight. After an hour or two, finding the water to ebb, Galls got down into the cabin, and, whilst seeking for the hatch, which was usually kept there, was forced to return again for shelter to the lazarette to avoid being drowned, the sea rising on him with great rapidity. Another hour or two of misery succeeded, when they had the inexpressible joy to see, by the dawning of the day, on the 19th, that the vessel was fast on rocks, one of which projected up through the skylight.

"The master then went down into the cabin, and found the quarter of the vessel was stove; and, looking through the opening, he called out to his companions,—'Thank God, my children, we are saved; I see a man on the beach.' Immediately after this the man approached, and put in his hand, which the master seized with joy beyond description. Several people of the neighbourhood were seen assembled; the side of the cabin was cut open, and the four poor fellows liberated from a floating sepulchre, after an entombment of three days and three nights in the mighty deep.

"The spot where the vessel struck is called Porthellick, in the island of St. Mary's, Scilly. Not the least remarkable of our narrative is, that in the afternoon of the 18th the wreck, floating bottom up, was fallen in with, about a league and a half distant from the islands, by two pilot boats, which took her in tow for about an hour; but the tow ropes breaking, and night approaching, with a heavy sea on, and every appearance of bad weather, they abandoned her, not having the least suspicion that there were human beings alive in her, floating with little more than her keel above water! The hull is a complete wreck. About 50 casks of oil and the canvass have been saved.

THE LAW OF DEODANDS.—The state of the law as to the penalties paid by way of deodands and their application, is very properly engaging public attention. At present if from any negligence of the driver or the proprietors of a stagecoach or a railway train the loss of life ensues, and a penalty is imposed upon the delinquent party, that penalty is given by the law to the King or Queen, or to the Lord of the Manor, instead of the parties more immediately affected by the death of the sufferer, namely, his wife or children, or near relations, although the consequence of the bereavement may be to reduce his family to beggary. It is true, indeed, that the State has an interest in the life of every one of its subjects, but it is not a pecuniary interest; it is a political interest. The enforcement of deodands, so far as they induce caution over persons intrusted with the lives of the people is highly salutary in producing caution, and therefore we would not repeat but amend the law, by making it conducive, as far as it is possible, to repair or to alleviate those sufferings which neglect frequently occasions, but which no amount of penalty can, in some cases, adequately compensate.

The first toll in England for amending the highways was imposed in the reign of Edward III.; this was raised to meet the expenses of repairing the road between St. Giles's and Holborn Bars, London.

DEAF AND DUMB PRINTERS.—A curious account is given from Tubingen, in Wurtemberg, of a new printing establishment, lately opened by M. Theodore Helgerad. All the compositors and pressmen, 196 in number, eleven of the former being women, are deaf and dumb; and have been educated at his cost, for the employment in which they are now engaged. The King had conferred on M. Helgerad the large gold medal of the order of civil merit, for this great reclamation from moral waste; but M. Helgerad has received a higher recompense for this remarkable labour of love, than medals can mark or monarchs bestow.—*Athenaeum.*

Bank of British North America.

THE Court of Directors hereby give Notice, that a Half Yearly Dividend of Twenty Shillings sterling per share, will become payable on the shares registered in the Colonies, on and after the 23d day of February next, during the usual hours of business, as announced by circular to the respective parties. The Dividend is declared in sterling money, and will be paid at the rate of Exchange current on the 23d day of February, to be fixed by the local Boards.

The Books will be closed preparatory to the Dividend on the 8th day of February, between which time and the 23d day of February, no transfer of Shares can take place.

By order of the Court.
G. DEB. ATTWOOD, Secretary.
London, 10th December, 1840.—3w.

SCORBUTIC OINTMENT.

THIS OINTMENT is made from a Recipe of the late celebrated Professor, JAMES HAMILTON, of Edinburgh, who was a member of that bright constellation of the Eighteenth century, which illumined the whole Medical World, and, in fact, there is scarcely a Physician of any standing or talent at present who has not been taught by them.

When Dr. Hamilton gave the writer of this his Recipe, he stated that an English Nobleman who had two sons sorely afflicted with ringworm, had sent them to London and put them under many of the most eminent Physicians of that City, without any benefit; he heard of his celebrity, and sent them to Edinburgh, and in a few months he sent them home perfectly sound by the use of the above Ointment.

This excellent Ointment is far superior to anything hitherto used, for those who are afflicted with eruptions of any part of the body, but particularly the young of both sexes, when they arrive at the age of puberty; they are often troubled with eruptions of the face, which are very obstinate of cure. The face may be injured and the countenance entirely destroyed by freckles and other skin diseases. The patient has only to use a box of the above Ointment with a box of the pills, to be convinced of the invaluable nature of both. Ladies who are bilious and their faces of a dark or yellow hue, will do well to use the Ointment and pills, as they will invariably turn the complexion to its proper colour and agreeable whiteness.

The above Medicines will never fail in inducing a healthy action of the whole frame, without which no person can enjoy a good state of health; in fact the very lustre of the eye, as also the muscles of the face are lost and destroyed in sickness. The old adage is certainly true "a sound mind in a sound body is surely preferable to any other situation in life," but to see the young, who shall always be gay and cheerful, suffering, and who cannot often go into company on account of some deformity of the face, is really dreadful in the extreme. In vicers of the lower extremities (which is often the case in old people,) it will be found a valuable remedy.

Children afflicted with skin diseases of the head will find it answer better than any other application whatever; and in cases of bald head, the Ointment induces a healthy action of the scalp, when the hair grows beautifully.

The writer of this has been abroad for 25 years, and during that period he has never failed in one instance in making the most complete cures.

The Ointment and pills may be had at No. 6, Belvoir Terrace, Vauxhall Road, near the toll bar, Pimlico. All orders from the country punctually attended to by addressing A. B. Manson.

A work on the diseases of Children (addressed to Parents and Guardians of Children,) will be published in a few weeks, by a Physician of 25 years' standing, and whose practice has been very extensive amongst the young of both sexes. Also, two Works, one on Yellow Fever and the other on Asiatic Cholera.

The Advertiser has for sale 3,000 acres of fine Land in Nova Scotia, North America.

JOHN ADAMSON, M. D.
London, 6 Belvoir Terrace, Vauxhall Road,
Pimlico, November 24, 1840.

A CARD.

MR. JACKSON begs leave to tender his sincere acknowledgments to the respectable travelling community in this Province and elsewhere, and more particularly to the Gentlemen of Fredericton and its immediate vicinity, for the kind and liberal support they have afforded him during the time he has conducted his present Establishment in this place.

Mr. J. would not wish to make a parade about the principles upon which his Hotel is founded; but it is well known that he by refusing accommodation to any person that may present himself, unless he bears the impress of respectability, deprives himself of a great amount of profit. The grand governing principles of "JACKSON'S HOTEL" is "the accommodation of respectable persons," and the Proprietor flatters himself that this is fully carried out in the detail.

As it is in Mr. J.'s contemplation to close his present line of business the ensuing Spring, and to commence another here, he hopes to receive the patronage of a Community so well acquainted as this is with him; but should he still continue his services to the Public in his present line, he begs them to understand that he will do so upon a larger and improved scale.

H. JACKSON.
Jackson's Hotel, 14th Dec., 1840.

All the Editors of Papers to which Mr. Jackson is a Subscriber will please insert the above.

NOTICE.

THE Subscriber begs to intimate to the Public generally, that owing to his intention of quitting his present line of business in the ensuing Spring, and having on hand a larger stock of choice Wines than he will probably be able to dispose of by retail during the Winter, offers for sale the following Wines at the following prices:—
Old Port, @ 42s. 6d. per dozen.
L. P. Maderia, @ 44s. do.
Brown Sherry, @ 37s. 6d. do.
Claret, @ 40s. 20s. do.
Sautern, @ 45s. do.
Champaign in 1 doz. Baskets, @ 80s. do.
Champaign in 3 doz. Cases, @ 75s. do.

A large quantity of London Porter both in quart and pint bottles.

H. JACKSON.
Jackson's Hotel, 14th Dec., 1840.

Younger's Own! Younger's Own!

THE Subscriber having now commenced manufacturing ALE in his new Brewery in Dock Street, shall be most happy to receive a visit from any of his friends who may feel disposed to give him countenance. He will warrant that they shall be treated to the best of his abilities.
GEO. YOUNGER.
Dock Street, St. John. N. B.
9th January, 1841.

POST OFFICE.

Fredericton, Dec. 5, 1840.

List of Letters remaining in Office at this date.

B
John Barry, James Barker, Domanick Bradley, Mary Ann Burns, John Barker, Susan Bartlett, John Banks, Isaac Blether, Wm. H. Barney, Bridget Borland, Duncan Barber, (2,) Lawrence Bent, Messrs. J. & A. Blake, Nathaniel Blake, Susanah Bradley, M. A. Brewer, Walter Britt, (2,) David Burpie.

C
Wm. Clarke, James Campbell, (2,) Wm. Campbell, Wm. Corrie, John Coffee, George Corrier, Hannah Coursar, Catharine Coulter, Widow Condon, Stephen Carlisle, Sylvia Curvell, Joseph Corring, John Cocklan, Peter Carey, George Clarke, Carrier & Tredwell, Richard Carman.

D
Daniel Donovan, Michael Driscoll, Robert Davis, Isaac Devin, Andrew Doherty, Jacob Dow, Nancy Daonvan, Eliza Daly, Henry Devere.

E
Thomas Edgar, Wm. Esty, Samuel Esty, Wm. Egan.

F
John N. Foster, Wm. Friar, Edward Farrell, James Faulkner, Mary Foirely.

G
Wm. Graham, Wm. Grieves, Jas. Gallens, Capt. James Hartley, Thoma Gill, (2,) Hillare, Gagnon, James Groves, Nehemiah Gilman, Thomas Gault, Joseph Gilman, John S. Gilman, Jane Gagnon, James Gorden, Joseph Gibson, Denis Godfrey, George Garner.

H
Thomas Hartin, John Hayes, (2,) Ebenezer Hartin, James Harrison, Benjamin Hanson, Michael Hilly, (2,) James Hayes, George Hickson, Daniel Hossack, George Haines, Aaron Hart, Thomas Heney, Wm. Harper, Mary Horrigan, Bartlett Hallett, George W. Hamilton.

I & J
Able S. Jordan, Lieut. Jonette, Charles Ingraham, John Irving, Samuel Jonett, Chas. Jamison, James Ingledon, Sophia Jackson.

K
James Keleher, John Kingston, Patrick Kelly, Cornelius Keohane, W. Kirk, Mary Ann Keeley, Mr. P. Kay.

L
Rev. W. Leggett, Miss Jane Longhry, Andrew Love, John Leslie, William Lewis, Thomas Little, James Louney.

M & M.
Messrs. Miles & Smith, (9,) Anthony McMalon, (2,) J. & D. Murphy, Richard McKeen, Lejance McCre, Thos. McGreery, Robt. Michael, Edward Mann, Samuel McNurt, J. Mullins, Catherine Mullin, F. Miller, J. L. Marsh, Geo. Marsh, James Moody, John Morrell, Michael Molloy, Robt. McLaughlan, Cornels. Macdonnell, Edward McCole, John Murphy, Betty Melhoilan, Andrew Murray.

N
Chas. Nevers, Wm. S. Nevers.

O
Robt. O'Kane.

P
Eber. Porter, Richard Pugh, Jas. Petty, Samuel Peters, David Pickard.

R
Robt. Rosborough, Ally Roen, Thos. Reid, Jas. Reed, Mrs. Rogers, Bryan Rody, Wm. Roberts, D. Riordan.

S
Robt. Slowman, P. Smalls, J. W. Smith, John Sulton, J. Sauer, J. W. Scribner, J. W. Smith, Moses Starrit, Mr. Stevens, J. Stone, B. D. Smith.

T
Wm. Turner, J. H. Tarler, Wm. Treadwell, Miss E. Tanfred, J. S. Taylor, John Thomas, Geo. A. Treman, Wm. H. Taylor, Mrs. M. Thompson, Rev. W. Tropp, Mrs. M. A. Treadwell.

W
Mary Wilkins, Alex. Wilson, B. Wheeler George Wulls, Thos. Welsh, John Watters, Alexandria Wilson, Jas. Williamson, Jos. Whittaker, Thos. White.

Y
Thomas Young.

N. B. Persons asking for any of the above Letters, will please say they are advertised.
W. B. PHAIR, Post Master.

VALUABLE ISLAND LOTS

FOR SALE.

On Tuesday the 16th February, 1841, at 2 o'clock, P. M., at the Room over Mr. Hatheway's Store, in Fredericton, will be sold to the highest bidder, the following Valuable Island Properties, being part of the Real Estate of the late PETER FRASER, Esquire, viz:—

FOUR LOTS on Sugar Island, containing 10 acres each, opposite the residence of Mrs. Manson. Thirty eight Lots on the Madame Keswick Island, containing 42 acres each, including the Little Keswick Island.

Also—A College Lot, containing 12 acres, situate on the College Hill, on the South side of the Road leading past the College, subject to a rent of Twelve Shillings per annum. The rent can be redeemed, and the purchaser obtain a title or fee simple on payment to the College of Ten Pounds.

Terms:—25 per cent. on the day of Sale; the remainder in 4, 8 and 12 months, upon the purchaser giving unexceptionable security for the payment, with interest.

B. ROBINSON, Executor.

Fredericton, 19th Sept. 1840.

The following Properties will also be sold at an early period after the above: Persons wishing to purchase any part thereof, are recommended to examine the premises, and make application to the undersigned, at Saint John, or to D. L. ROBINSON, Esquire, Barrister, in Fredericton:—

1200 acres near the Mouth of the Restook.

The Farm at the Woodstock Ferry, containing 850 acres of excellent Land, with Stock, &c.

The Island at Woodstock, known as Griffith's Island, containing 63 acres, with 200 acres on the bank of the River, opposite.

120 acres on Long Island, in the Parish of Prince William, being the principal part of said Island.

The whole of the above may be classed with the richest Land in the Province, and is well worthy the attention of the public.

B. R.

DEEDS, LEASES,

Bonds and Mortgages.

For sale at this Office.