ground until they can make a fair start, and in order to get a clear birth for getting under weigh—the first they do very often. The vessel could have anchored at or outside of the Island, without any danger, the weather being fine and the wind out—if the wind were in, she could'nt ride, but of course could sail back again."

Although a length of time has elapsed since the making of the report above alluded to, yet so glaring are its defects, that while putting forth a statement of the causes which induced the Directors to commence and carry on the defence of this action, they cannot omit to make a few observations on the report itself, and for that purpose will first insert the whole of it, except the charge of the Judge at the trial.

"On the part of the plaintiffs, it was proved that the plaintiffs were the registered and acting owners of the vessel, and the parties interested in the insurance. The policy dated 24th September, 1827, was admitted by the defendants, and read in evidence; it was also proved that previous to the sailing of the vessel from Saint John, a Committee of the Directors of the Insurance Company went on board and directed some alteration in the stowage of the timber on deck, and recommended some other trifling matters; which being attended to, they considered her as properly equipped for the voyage. She was cleared out at the Custom-House at St. John on the 13th, and sailed on her voyage to Liverpool on the 14th October, 1827, and was stranded on the shoals of the Isle of Sable on the 20th of the same month. It appeared from the evidence of the Superintendant at the island, and the captain of a Nova-Scotian vessel appointed periodically to visit the island, (whose testimony was obtained under a commission issued for that purpose) that the loss happened from the perils of the sea, and not from any apparent fault, neglect, or deficiency of the captain or crew. The captain and mate with several of the crew left the island shortly after the loss, in the long boat for Nova-Scotia, and were never more heard of, and the plaintiffs did not receive any intelligence of the loss of the vessel until the month of May, 1829, when they immediately gave notice of abandonment to the Insurance Company, who, after some delay, refused to accept the same. This was the case made out on the part of the plaintiffs. The defence set up was that the vessel was not at the time of her sailing from Saint John properly and sufficiently equipped with anchors and cables, nor had a proper compliment of men, and that she was improperly stowed, and was therefore unseaworthy: to support which John Reid, the Branch Pilot, was called; who proved that he was employed by the owners to pilot the ship out. That he went on board between 10 and 12 o'clock at night, on the 13th of October; all hands were then on board, and the vessel ready for sea. She appeared to have every thing necessary on board for the voyage; she was lying in the stream in the harbour, moored with the kedge and small bower anchor, and had a best bower on deck, making three anchors in the whole. The small bower had a chain cable, the best bower a hempen cable. They commenced getting the vessel under weigh by all helping to heave up the kedge anchor, but after every exertion being made, they were unable to get it up, as it had got fast in some way. The pilot then ordered it to be slipped and left with a buoy in the harbour, which was done; they then hove short on the small bower, and proceeded to loosen the sails, and hois ed the jib, after which they hove shorter on the cable until the anchor began to drudge, which the pilot stated to be the usual course of getting vessels out of the harbour; but finding soon after that the vessel was moving with the tide too rapidly, the pilot ordered more cable to be given out, but that not having the effect of bringing her up, he jumped on the cable and found the anchor gone. The vessel was then left with only the best bower anchor on board, which was immediately cleared and let go just in time to prevent the vessel driving on a ledge of sunken rocks below the Breakwater. The vessel was then in a very dangerous situation, and she would have grounded and been lost in a few hours if she laid there. The pilot advised with the captain and his brother James Reid, another Branch Pilot, as to what was to be done, and they agreed the safest course the captain could pursue for all parties was to get the vessel out of her then situation as soon as possible and proceed to sea, as he could not get back up into the harbour, and there was no anchoring ground she could get to but the Roadstead, about half a mile outside of Partridge Island, where it would be very unsafe for her to lay with only one anchor at that season of the year, and as the wind was fair, there was a fine opportunity for her to get clear of the Bay of Fundy when she got under weigh. John Reid thereupon left his brother James to get the vessel out, which was done with some difficulty and danger, and the captain proceeded to sea with a fine fair breeze with only the best bower anchor."

If this be an accurate report of the Trial, it is exceedingly plain that this evidence stated to have been given by Mr. John Reed, is utterly inconsistent with, and contradictory to what he gave before the Solicitor, inserted above, as he there states he went ashore and sent his brother on board to take the vessel out, while he went to take charge of the other vessel, and therefore it was not possible for him, his brother James, and the Master to consult *together* what was to be done and agree upon the safest course to be adopted to get the Echo out of her then situation,—nor for John Reed to leave his brother James to get the vessel out as is stated in the report. Again, if this be an accurate report it is easy to see how much this statement must have influenced the minds of the Jury in bringing in the verdict; if both Pilots consulting with the Master advised this course of proceeding, there was a much stronger case for the Plaintiffs than was ever supposed by the Directors: but how little of this appears on the two statements of the pilots before the Solicitor?

Whatever contradictions may however appear in the different statements and evidence of the Pilots,—one thing is too well known to be passed over by the Directors, which is, that James Reed stated at the trial, that on the evening of the 14th, the day of the ship's departure, there was a most violent gale of wind, and that he had no doubt if she had anchored outside, she must have been lost;—or, to use his emphatical expression, "If the Echo had anchored that morning, such was the violence of the gale in the evening, that she must have gone ashore, and you might have picked her up next morning in a hand basket." So different was the fact, that the whole of that day and night were remarkably fine, and no wind or boisterous weather occurred until the next day at 3 o'clock,—when if a vessel had been at anchor outside, she might have sailed directly into the harbour without any difficulty.

REPORT.—"James Reed the Pilot stated this to be a much safer course than to have brought up in the Roadstead with only one anchor, where she could not in case of a gale have rode two hours. That there were but two alternatives under the circumstances for the Captain to choose;—one was to come to anchor in the Roadstead, with one anchor and lay there until the loss of his other anchors could be supplied from Saint John, which might have taken from 12 to 36 hours. The other alternative was to go to sea—and of the two he considered the latter attended with the least danger and much the most prudent course for the Captain to pursue for the interest of all concerned."

The propriety of this statement of Mr. James Reed, if the report be accurate, may be seen by reference to his statement before the Solicitor—when there appeared no difficulty that morning on which the vessel sailed, in her anchoring outside the Island because the wind was out, and it was fine; and, if it came in afterwards, none whatever in running in again.

REPORT.—"He also stated that as the vessel was bound to Liverpool, she could get an anchor off from thence immediately on making land, by signal, as arrangemets were made by the Agents of Lloyd's for the immediate supply of anchors and cables to vessels going into that Port, on their making signals for the same."

The Report does not here state what Mr. Jas. Reed said a vessel could do coming on the Coast of England in a gale of wind—or, how in such a case anchors could be got off to the vessel.—The Directors do not recollect, whether he said any thing on that point, which is the case when they would be most wanted; but the Directors imagine that in an instance of that kind the vessel would find the rocks much sooner than the signals would be answered or the anchors reach her, supposing they could be got off in a violent gale of wind directly on land! Besides, this is only at Liverpool, what is to become of her while sailing up the whole length and breadth of the Irish Channel? Will anchors be of no service there?

It is easy to believe the impression which such evidence as this must make on the minds of a Jury, coming from a Branch Pilot, and unexplained by such circumstances as the Directors have mentioned, and as ought to have been mentioned by the witness.

In conclusion, the Directors conceive their reasons for defending this case to the utmost, may be considered as summed up in the following positions, viz.:—

That the Master or Pilot of the Echo, whilst she was lying in safety in a snug harbour, on a fine night, and fastened by a kedge and small bower anchor, was not justified in slipping the hawser of the kedge, because a difficulty was found in raising it, when she had no second kedge on board, and when to sail without one, was undoubtedly to sail in an unseaworthy state;—that he was not justified in proceeding any time afterwards to weigh the small bower under the pretence, by *slipping the Kedge, of having begun to sail*,—and of being compelled to do it for the safety of the vessel;—that the cable parting from this anchor, and the vessel consequently drifting rapidly down the harbour, into a dangerous situation, as was said by the Messrs. Reed, till she was brought up by the third and last anchor on board, ought not to have formed a sufficient excuse, (when thus situated by their own wanton act), for sailing on Sunday morning, instead of waiting till Monday, in order to procure two new anchors;—that on a fine morning with an acknowledged good anchorage, *while it was fine, and the wind out*, she ought not to have taken her final departure from the mouth of the harbour, with but *one Anchor*, for the dangerous coasts of England, and heedless also of the rocks and shoals of many shores between;—that drifting down the Harbour of Saint John, should not in their judgment, be called *sailing*, nor *attempting* to get under weigh, amount to actually being under weigh;—nor would slipping the hawser of the kedge have the effect of a *constructive* sailing, or a *beginning* to sail; and consequently that the vessel thus situated, could not be said to have *sailed in a seaworthy state*, and, therefore, the Underwriters were not liable for the subsequent loss!

Impartial men will not hesitate to acknowledge, that the Directors have acted wisely in bringing such important maritime principles as these for a judicial decision;—and, if they have not succeeded in establishing these positions according to their views, and those of their legal advisers, it is *not* because they have not desired to do their duty.

By Order of the President and Directors,
THOMAS HEAVISIDE,
St. John, 14th May, 1830. *Secretary.*

MARRIED,

On Sunday evening last, by the Rev. Dr. Burns, Mr. WILLIAM WALKER, mariner, to Miss CATHERINE WHITTY, of this Parish.

At Dorchester, on the 26th ult. by the Rev. C. Milner, THOMAS KEILLOR, Esq. to Miss ELVINA M'CORMICK, both of that place.

DIED,

On Monday after a short but very severe illness, Mr. WILLIAM WHELPLEY, aged 49 years—He has left a wife and twelve children to lament their severe loss.

In this City, on Wednesday afternoon, after a lingering illness, Mrs. ELIZABETH HALE, aged 55 years.

At St. Andrews, on Monday last, Mrs. JOANNA P. CURRY, eldest daughter of the late Col. WYER, in the 47th year of her age.

On the 4th inst., on board the brig *Pilgrim*, on her passage from Bermuda to St. Andrews, —— MOSSMAN, Esq. of Annapolis, N. S. His remains were consigned to the bosom of the deep.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Sunday, Ship Sir Howard Douglas, Birkett, Demerara, 26 days, R. Rankin & Co. rum.
Briton, Baxter, Liverpool, 36—John Robertson, merchandize and coals.
Brig Isabella, Hipsley, Jamaica, 46—N. Merritt, ballast.
Schr. Industry, Dodge, Charleston, (S. C.) 16—R. Rankin & Co. lumber.
Constellation, Weston, Charleston, 18—R. Rankin & Co. lumber.
Monday, schr Old Hundred, Morton, Norfolk, (Vir.) 9—Crookshank & Walker, staves, &c.
Charles & Samuel, Parker, Norfolk, 9—W. & T. Leavitt, flour, staves, &c.
Thursday, brig Timandra, Robertson, Londonderry, 37—W. Jarvis, pork, &c.

CLEARED.

Ship Dorothy, Dearness, Liverpool, timber.
Percival, Lethaby, Plymouth, *do.*
Airthry Castle, Carling, Bristol, timber.
Brig Albion, Isaac, Cork, timber.
Eliza, Everitt, Barbadoes, lumber.
Julia, Crowell, New-York, plaster.
Bethiah, Harding, Boston, plaster.
Schr. Hannah Smith, Vaughan, Windsor, merchandize.
Joseph, Baker, New-York, Plaster.

Brig Timandra, Robertson, spoke Ship Bee, Baxter, from St. John, in lat. 43 long. 54, out 10 *days*.

Melancholy Shipwreck.—Capt. Darby, who returned from Sable Island on Saturday last, brought up the Mate and one of the crew of the Brig Hannah, Capt. Penn, which vessel sailed from this port on Friday the 3d of December last for Liverpool; on the Sunday following she struck on the N. E. Bar, and shortly after went to pieces, when Capt. P. was washed away; the mate, second mate and crew succeeded in making a raft from part of the wreck, to which they lashed themselves and drifted a considerable distance to sea, but the wind shifting they were driven back, and after nealy reaching the island, five of them, in attempting to swim to the shore were swept away by the surf, the other three reached the island, and after travelling a short distance, fortunately came to a house furnished with fireworks and provisions, where they remained until discovered by some of the inhabitants. They speak in the highest terms of the humane and kind treatment they experienced from Mr. Hudson and his family. The second mate has remained on the island. Three puncheons of rum, some flour and yder, drifted on shore during the winter.—*Hal. R. Gaz.*

Quebec, May 3.—The three masted schr. *Thomas Tucker*, sailed yesterday for Jamaica, she is the first vessel which has sailed for sea this season.

The Trinity Yacht came up from the Traverse on Friday with two anchors belonging to the *Brilliant*, light vessel with iron stocks broken having driven from her moorings in the traverse on Wednesday last. The light vessel put into Crane Island, and was waiting the Yacht's return with new wooden stocks to take her station anew. The Yacht sailed again on Saturday.—*Gazette.*

BRITISH AMERICAN SOCIETY.

A QUARTERLY MEETING of the Society will be held at the *Exchange Coffee House*, on Monday Evening next, at *Seven* o'clock.

By order of the President,
GEORGE D. ROBINSON,
May 15, 1830. *Secretary.*

NEWS-ROOM.

THE News-Room ESTABLISHMENT has been removed from Water-street, to its former situation, in the Coffee-House. That Building has lately undergone a thorough repair, and is now in the possession of Mr. G. SCAMMELL, who will bestow every attention to render the Room in all respects comfortable and convenient.

St. John, 15th May, 1830.

NURSE, WANTED.

WANTED, a respectable WOMAN, to accompany a Family to England.—Apply at this Office. *15th May*, 1830.

BOARD WANTED.

A SMALL genteel Family require Board in a private House for a few months. The apartments wanted would be a Parlour and two Bed Rooms—Beds furnished by themselves if wished. Applicants will please leave their names at the Office of this Paper. *15th May*, 1830.

WANTED—Two steady Lads, of good moral character, as Apprentices to a respectable Farmer, who will treat them as a branch of his family. Apply at the Market Inn, or at the Office of this Paper. *15th May*, 1830.

BOARDING.

MRS. LONGMIRE having taken and fitted up that pleasantly situated House in Charlotte-street, belonging to the Rev. Mr. FFRENCH, can accommodate a few steady Boarders; and hopes, from attention to the wishes of those who may patronise her, and the comfortable accommodations that will be afforded, to meet with encouragement. 8th May, 1830.

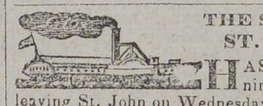
PRIVATE BOARD.

TWO or Three GENTLEMEN can be accommodated with BOARD, in a small family, on moderate terms; if immediate application be made. ☞Reference can be obtained at the Office of the Courier. May 1, 1830.

WILLIAM LIVINGSTONE, Surgeon, Accoucheur, &c. Licentiate of Glasgow University, respectfully intimates to the Inhabitants of St. John and its neighbourhood, that he has commenced practising all the different Branches of his profession; and may be consulted at Mrs. COOK'S Boarding house, Prince William street, every day from 9 *a. m.* to 12 *m.* and from 3 *p. m.* to 7 *p. m.*—Town and Country business attended to.

As MR. L. has studied under the most celebrated Occulists and Aurists of the present day, and for the last five years had extensive experience in diseases of the Eye and Ear, patients afflicted with either of these, or any other of the maladies attendant upon the human system, may depend upon being treated upon the most scientific principles: He has also had wide, and very successful experience in all the different diseases of Women and Children. Teeth extracted with the greatest ease and safety upon the improved plan. Mr. L. is in possession of the most satisfactory testimonials of Professional ability from those whom he studied under, viz. Dr. James Jaffrey, Professor of Anatomy, Dr. John Towers, Professor of Midwifery, &c. &c.

** Persons calling in the evening, will please ring the Bell. St. John, N. B. May 15.



THE STEAM-BOAT ST. GEORGE,

HAS commenced running her regular days, leaving St. John on Wednesdays and Saturdays, and Fredericton on Mondays and Thursdays, precisely at 7 o'clock in the morning.—The Boat will take Freight as usual, at the rate of 5s. per puncheon, and 1s. per Barrel. May 15.

BOAT LOST.

CUT away from alongside of the Ship ORWELL, on Wednesday Night last, a JOLLY BOAT, about 15 feet long, painted green outside and inside, with the Master's name inside the stern, painted over, but visible. Whoever will find the same, shall be handsomely rewarded. ☞Apply to the Master on board, or to THOMAS ROBSON, *May* 15. *Harbour Master.*

☞NOTICE.☜

A BOAT, picked up adrift in the Bay of Fundy, by Messrs. JOSEPH SHAW and JOHN MILLS, passengers in the Schooner *Susanna*, from St. Andrews, N. B. to Annapolis, N. S. and given up to the Coroner at the Port of Annapolis, according to Law.—Any Person or Persons to whom the said Boat belongs, by proving the same and paying the customary salvage, can have her.—The description is as follows: length of keel 14½ feet—planked with pine lapped over—painted on the inside green and red, outside black, with a very narrow white streak, and several holes in her bottom.

PETER BONNETT, *Coroner.*
Annapolis Royal, N. S. May 1, 1830.

FROM THE COUNTRY.

A PAIR of handsome BAY CARRIAGE HORSES, 15½ hands high, rising 7 years old, well bred, very powerful, and so gentle that they may be adapted to general purposes. They will be sold either separately or together, and may be seen on the 20th inst. at Mr. STRICKLAND'S Livery Stables, St. John.—Enquire at this Office. 15*th May*, 1830.

☞REMOVAL.☜

B. THOMPSON,
TAILOR & HABIT MAKER,

BEGS respectfully to return his sincere thanks for the patronage he has experienced at his old stand, and to acquaint his customers that he has removed his business to a Shop on the North-West corner of the Market-Square, and immediately opposite the Shop of Mr. W. O. SMITH, Druggist, where he continues his business in all its varieties, and executes work in the latest fashions. 15*th May*, 1830.

THE SUBSCRIBER

HAVING closed his Business in the DRUG LINE, requests all those to whom he is indebted to hand in their accounts, and all these indebted to make immediate payment to H. Cook, who is authorised to settle the same.

May 8. JOHN COOK.

THE Subscriber having purchased his brother's interest in the Drug Line, will continue it on his own account, at the old stand, foot of King-street.

☞Advice at the Laboratory from 9 A. M. to 8 P. M. H. COOK.

8th May, 1830.

AUCTION SALES.

ON MONDAY, AT 10 O'CLOCK,
WILL BE SOLD BY
JOHN KERR,
At his Auction Room, North Market Wharf—

3 TIERCES and 10 Bbls. SUGAR;
2 Puncheons JAMAICA RUM;
4 Do. Antigua do.; 2 Chests Twan. Tea,
2 Tierces Rice; 2 Barrels Shad;
3 Hhds. Tumblers and Water Bottles;
10 Kegs Lard; 100 Bundles Cotton Warp,
—WITH A VARIETY OF—
DRY GOODS,
consisting of:—
SLOPS, PRINTS, &c. &c. &c.

Also, at 12 *o'clock, at the Store of Mr. John Hammond*:—150 Pieces Grey Cotton, 50 Pieces Prints; 1 Seroon Spanish Indigo; Barragans, &c. *May* 15.

To be sold by Public Auction, by the Subscriber, at the residence of the late HENRY WRIGHT, *Esq. on Saturday, the* 29*th instant, at noon*:—

AN ENGLISH PONY CARR, with double and single shafts, and a double Harness; an entire New Set of CARRIAGE WHEELS; a variety of HOUSEHOLD FURNITURE, SILVER PLATE; GLASS; CHINA, &c.;—a quantity of PAINTS, OIL, and BLACK LEAD, together with several articles of HARDWARE, OLD LEAD and LEAD PIPES; Remnants of ROOM PAPER, EMPTY CASKS, &c. and
A LARGE STOCK OF
VALUABLE WINES,
consisting of—
Genuine OLD PORT; East India Madeira; Bronte Madeira; Champaigne; Constantia; Hock; Rhenish WINES; Mountain, Bourdeaux, and other CLARETS, of the first quality, and finest description & condition.
May 15. E. DEW. RATCHFORD.

VALUABLE LANDS,
In Queen's County, for Sale by Public Auction.

On FRIDAY the 9th day of July next, the following very valuable Properties will be Sold at Public Auction, at Mr. J. BLIZARD'S *Tavern, Gage Town*,—viz:—

6 LOTS of 15 acres each on the Lower end of Great Musquash Island.

8 LOTS of 15 acres each, together with the wild meadows attached to the same, on the little Musquash Island.—*The above will be sold in separate Lots to accommodate purchasers.*

A LOT of about 5 acres, on the upper end of Long Island.

THE FARM containing 400 acres, with the Dwelling House, Barn, and other Out Houses, lately occupied by Carleton Peters, and adjoining the property now in possession of Samuel Peters.

SUNDRY LOTS of Land on the Washademoac Lake, formerly owned by Wm. Peters.

Conditions of Sale as follows:—Ten per cent. of the purchase money to be paid on the day of sale, and fifteen per cent. more on receiving a Deed, the remainder in three years from the day of sale, in equal annual payments, with interest.

HUGH JOHNSTON.
Saint John, May 8, 1830.

IRISH PORK.

Received per Timandra, from Londonderry—
100 BBLS. Prime Mess PORK—for sale by
May 15. CROOKSHANK & WALKER.

ALE & PORTER.

Just received, from Halifax:—
A FEW Hhds. PORTER, and barrels bottled ALE, warranted of excellent quality, and for sale low by E. DEW. RATCHFORD.
May 15*th.*

STAVES, TAR, & PEASE.

The CARGO of the Schr. OLD HUNDRED, from Norfolk—viz:
27 M. R. O. Hhd. STAVES;
10 do. W. O. ditto, and Heading;
52 Bbls. TAR; 136 bags black eyed PEASE;
For sale on very moderate terms, if taken afloat.
May 15. CROOKSHANK & WALKER.

PRINCESS STREET
ESTABLISHMENT!

☞ *PUBLIC NOTICE.* ☜

THE SUBSCRIBER having intimated to many of his friends and customers, that he did not intend taking out Licence for the present year, now begs to say that his Establishment will be continued as heretofore, with an assortment of the choicest
LIQUORS, & SPANISH CIGARS, &c.

N. B.—*Hourly expected from New-York, PICKLED OYSTERS, ALBANY ALE, and CYDER ROYAL.*

CHARLES DAVIES.
St. John, 15th May, 1830.

PROTECTION INSURANCE COMPANY,
OF HARTFORD, CONNECTICUT.

THE Subscriber having been appointed AGENT of the above Insurance Company, in this City, offers to Insure Houses, Stores, Mills, Factories, Barns, and the contents of each, together with every similar species of property, against
LOSS OR DAMAGE BY FIRE.

The rates of Premium offered, are as low as those of any similar Institution.—He will hold himself always in readiness for taking surveys of premises offered for Insurance in any part of the City, free of charge to the assured, and will give every information that may be required.

CHARLES W. TISDALE,
St. John, N. B. May 15, 1830. *Agent.*

TO LET,

TWO good ROOMS, two Bed Rooms, use of a Kitchen, Yard, well of Water, &c. in a pleasantly situated house, in *St. James'-street*, Lower Cove.—Apply at this Office. *May* 15.

FOR SALE,

THAT pleasantly situated FARM, in Norton, King's County, about half a mile above Hampton Ferry, belonging to the Rev. CHARLES FFRENCH, and now occupied by the Messrs. GARDNER.—This Farm has a fine front on the River Kennebeckacis, and contains about 300 acres of Land. It will be sold very low, and a term of years given for the payment of the purchase money. Further particulars made known on application at the Office of
M. H. PERLEY,
St. John, May 15. *Att'y. at Law.*

FOR SALE,

THE LEASE (four years of which are unexpired) of the GRIST and SAW MILLS, very eligibly situated on the Mill Bridge, near the boundary line of this City. These premises are so well known as to render a further description unnecessary.—Possession will be given on the 1st day of July next.

☞If not disposed of by private bargain, previous to Monday the 21st June, the Lease will on that day be Sold by Auction. For particulars, apply to THOMAS BARLOW, or
May 15. ROBERT WELCH.

☞NOTICE.☜

THE HON. MR. HURD, being about to leave New-Brunswick for Canada, requests most particularly, that any persons who may have paid Grant Fees into the Office of the Surveyor General, between the 26th of January, 1826, and the 5th of November, 1829, and whose Patents may not have been issued, will immediately have the goodness to transmit their names, together with a copy of the Receipt for such Fees, to the Office of the Provincial Secretary, in order that their Titles may be put in train for completion without delay.

Fredericton, (N. B.) 1st May, 1830.

THE HON. MR. HURD requests that any persons who may have claims against him, will have the kindness to transmit to him the amount of the same when convenient.

Fredericton, (N. B.) 1st May, 1830.

REMOVAL.

LOWE & GROOCOCK,

HAVE removed their present Stock of Goods from their former stand to the well known Store recently occupied by Messrs. EVERETT & STRICKLAND, where they continue to do Business on their usual low terms. May 15.

NEW GOODS.

The Subscriber has received per Briton, from Liverpool, part of his Spring Supply of
BRITISH MERCHANDISE,
—comprising—

100 KEGS GUNPOWDER;
1 Ton SHOT, assorted;
4 Tons Cordage, from 6 th'd Ratline to 5 inch
1 ditto Bolt Rope; [Hawser;
100 Reams Wrapping Paper, assorted;
10 Tons round, square and flat English IRON;
1 ditto Swedes ditto;
2 ditto SPIKES, assorted, from 4 to 7 inch;
2 Casks and 20 jars boiled and unboiled Linseed
Casks Red and Yellow Ochre; [Oil;
10 Cwt. Red PAINT, in ¼ cwt. kegs;
Casks Copperas and Alum;
1 Chest superior soft INDIGO;
Bales White and Blue COTTON WARP;
Bales SLOPS, assorted; [Lines;
1 Bale containing 50 dozen best blue Mackerel
Bales Cod Lines, and Salmon Twine;
Ditto Shoe Thread, and Bed Cords;
Which, with his STOCK of DRY GOODS and GROCERIES, he offers for sale cheap for Cash or approved credit.

N. B.—*The remainder of his Goods he daily expects per Sarah, from London, and Augusta from Liverpool.*

May 15. CHARLES W. TISDALE.

NEW SPRING GOODS,

Per Briton, BAXTER, *Master, from Liverpool:*

20 CRATES EARTHENWARE, four assortments; 2 tons Swedes Iron;
8 Tons English flat, round and square Iron;
6 Bundles bright Wire, No. 8, 10, 12, 14 & 15;
30 Boxes Tin Plate—IC, IX, DC;
40 Camp OVENS, from 11 to 15 inches;
40 Spare Covers; 25 Casks NAILS, 4d. to 30d;
100 Iron POTS, assorted, from 1 to 18 gallons;
SPIDERS and SAD IRONS;
1 Bale Bed Cords; 2500 lbs. fine salmon Twine;
10 Coils White Rope, from ¾ inch to 1½;
1 Chest fine soft INDIGO;
2 Casks China; 3 casks Hardware, assorted;
An assortment of Irish Spades and Shovels;
Square Shovels, Frying Pans, & Gridirons;
2 Dozen Wire Riddles, for cleaning Grain;
500 Gross Tobacco Pipes, in assorted boxes;
6 Pipes superior old BRANDY;
1 Pipe Hollands GIN;
5 Hogsheads SHERRY WINE;
60 Half Drums fresh Turkey FIGS;
15 Bags black Pepper; 6 bags soft shell Almonds.
—IN STORE—
50 Boxes English Mould CANDLES,
50 Do. Do. Dips,
100 Do. London and Liverpool SOAP.
May 15. WILLIAM HAMMOND.

NEW SPRING GOODS.

The Subscribers have now received the Invoices which should have accompanied their shipment of OIL CLOTHS, &c. per Kent, *from* Bristol, *and which are now offered for sale by the Piece or whole Package—consisting of*

A NUMBER of various patterns of OIL CLOTH for floors, passages, carriages, &c. at 33⅓ advance upon Sterling prices;—Patterns of painted Baize for covering Tables, Pianos, &c.; sets Table Matts; 4 bbls. Lamp Black; 2 do. Ivory do.; 50 jars Linseed and raw Oil; 20 do. Spirits Turpentine; 100 kegs superior White Lead; 10 do. Yellow Paint; 10 do. Red Ochre, or Spanish Brown; 10 do. fine ground Black Paint; 1 barrel Putty; 20 pots fine ground Verdigris; 3 casks fine Linseed Oil; 2 barrels fine Whiting; 2 do. Paris White; 2 do. Red Ochre; 2 do. Yellow do.; 1 cask strong Glue; 15 tins fine Copal Varnish; 15 do. carriage do.; 15 do. Black Japan do.; 2 do. Gold Size; deep Crone Yellow; pale do. do.; deep Prussian Blue; do. genuine Vermillion; packets Chinese do.; real Turkey Umber; Terra de Sienna; Vandyke Brown; Painters' ground Brushes; dusters do.; Sash Tools; Camels' hair Pencils; fine Powder Lythargе; do. Red Lead; do. Orange Red; fine English Umber; red Chalk; Sugar of Lead; scouring Bricks; fine papered black Lead; fine Olympic Green, or Green Verditor; fine blue Verditor; 6 pieces Brussels Carpeting; 175 pairs Blankets; 20 dozen blanketing Drawers; 5 tierces Brown Stout; 100 boxes long and short Pipes; 2 rolls Sheet Lead.

By the Forth, from Greenock:—
5 Hogsheads LOAF SUGAR;
1 Case Silk and Cotton Handkerchiefs;
1 Do. GINGHAMS.

By the Briton, from Liverpool:—
5 Cases Stationery; 22 Hhds. Glassware;
111 Casks Nails; 50 bolts Brown Canvass;
500 Bundles Cotton Warp; 6 bbls. Epsom Salts;
20 Kegs ground Ginger; 20 bags Pearl Barley;
20 Half bags split Peas; 5 chests Cassia;
1 Bag Cloves; 6 bags white Mustard Seed;
8 Parcels Cream of Tartar; 25 bags blk. Pepper,
10 Boxes (¼ lb. bottles) Mustard;
10 Bags Carraway Seed; 5 bags Pimento.

By the Bethiah, from Boston:—
75 Bbls. superfine FLOUR; 69 do. fine ditto;
25 ditto Indian Meal; 3 Tierces Rice;
40 Bbls. Tar; 10 do. Pitch; 39 do. Apples;
30 Kegs (16 hands) Tobacco; [pentine;
12 Nests Washing Tubs; 1 bbl. Spirits of Tur-
18 Barrels Pilot BREAD;
36 Ditto Navy ditto; 81 ditto Ship ditto.
All which will be disposed of at moderate prices.
May 15. J. & H. KINNEAR.

NEW GOODS.

The Subscriber has just received by the Barque *Briton*, from Liverpool:—
PART OF HIS SPRING SUPPLY OF
BRITISH MERCHANDIZE,

COMPRISING a very general assortment; which he offers for Sale, at his Store, in Prince William-street. ☞The remainder of his SPRING GOODS is daily expected.
May 15. JOHN HASTINGS.

NEW SPRING GOODS.

The Subscriber has received per MARGARET, *from London:*

200 KEGS WHITE LEAD;
50 do. Red, Yellow & Black do.;
Pipes Boiled and Raw Oil;
50 Kegs Fine F. GUNPOWDER;
50 Ditto BLASTING do.;
50 Ditto Cannon or Unglazed ditto;
1 Case Fine Liquorish Juice;
Boxes of whole and ground Ginger;
1 Ton Shot—assorted sizes;
10 Barrels Whitening; 1 Box Camphor;
350 Baskets Table Salt;
10 Casks Day & Martin's Blacking;
2 Hogsheads White Wine Vinegar;
100 Bladders PUTTY; 1 Cask Blue Vitrol;
1 Cask Sulphur; 1 do. Roll Brimstone;
20 Kegs Fine Durham MUSTARD;
20 Doz. do. do. do.—in 1lb. & ½lb. bottles;
10 Bags best SCOTCH BARLEY;
1 Cask best Epsom Salts;
1 Ditto Lamp Black—in ½lb. and 1lb.;
850 Pairs Womens' & Childrens' Boots & Shoes; of all description and colors;
1 Bale Summer Slops;
3 Cases Stationary, containing:—100 Reams Pot, Foolscap and Post Paper;
20 Dozen Playing Cards;
Dilworth's and Univeral Spelling Books, &c. &c. &c.

☞The remainder of his Supply hourly expected per *Briton*, from Liverpool.

WILLIAM HAMMOND.
St. John, April 24, 1830.

REMOVAL.

N. M'GLINCHEY,

HAS removed his present Stock of British and American GOODS from his former stand, to that well known Store recently occupied by JOHN HASTINGS, opposite the Market Inn, in King-street, where he continues to do business on his usual low terms. *May* 15.

JAMES KIRK,

Has received, per Brig Spray, Capt. Hume, from Greenock—part of his Spring Supply of
DRY GOODS.
—ALSO—
HOGSHEADS LOAF SUGAR, Crates of Earthenware, Cordage, Canvass, Coal Tar, Oakum, CHAIN CABLES, from 7-16 to ¾ inch.
Nelson-street, May 8.

SHIP STUFF.

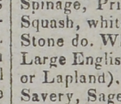
150 BBLS. SHIP STUFF—fresh and good, for Sale in bond very low by
May 8. E. DEW. RATCHFORD.

RUM, SUGAR, & HIDES,

Just received, and for sale by the Subscribers, cheap for Cash. W. & T. LEAVITT.
May 1. kii3w.

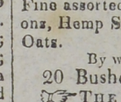
RUM, SUGAR & MOLASSES.

Received per Brig't Superior, from Berbice:
42 PUNCHEONS RUM,
18 Hogsheads MOLASSES,
10 do. SUGAR.
For Sale cheap for Cash, by
DANIEL & FRANCIS LEAVITT.
—*ALSO FOR SALE*—



The fast sailing Brigantine
SUPERIOR,
99 Tons burthen, two years old, and may be sent to sea at a small expense.—Terms liberal. Apply as above. *May* 8.

FOR FREIGHT OR CHARTER,



THE fine new Brig SEA HORSE, burthen per Register, 173 Tons. She is well found, and can be sent to sea immediately. Apply to G. D. ROBINSON, Esq. or at the Counting House of THOS. MILLIDGE & CO.
May 1. *Peters' Wharf.*

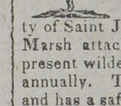
GARDEN, GRASS, and FLOWER
SEEDS.

Just received per Brig BETHIAH, from Boston, A SUPPLY OF
FRESH TIMOTHY GRASS, RED AND WHITE CLOVER, FLAX, KITCHEN GARDEN & FLOWER SEEDS,—For Sale at No. 1, North side of the Market Square.
April 17. WILLIAM O. SMITH.

A LIST OF QUAKER
GARDEN, GRASS & FLOWER
SEEDS.

Which can be had at the Subscriber's Store, second door below the Market-Inn, King-Street, St. John, N. B.

ENGLISH Windsor Beans, Thorburne's favorite do. Yellow six week do. Scarlet runners do. long blood red Beet, Mangel Wurtzel, early York Cabbage, do. Sugar Loaf do. red Dutch do. Early Savoy do. large late drumhead do. early ditto do. fine early Cauliflower, blood red Carrott, Orange Carrott, Lemon do. White Solid Celery, Curled Cress (or Pepper Grass), early frame Cucumber, ears early Golden Sioux Corn—ripens in the United States in 65 days; green curled Scotch Kail, large Scotch Leek, early curled Silesia Lettuce, Imperial do. Cabbage do. Water Melon, Green Citron do. Nasturtian, large Red Onion, do. Dutch Parsnip, Curled Parsley, early Charlton Peas, dwarf Marrowfat do. nimble dick do. Connecticut field Orange Pumpkin, Rhubarb, (for tarts), early Scarlet short-top Turnip Radish, early frame do. long salmon do. round summer Spinage, Prickly or Fall do. early bush Summer Squash, white dutch early Turnip, early Garden Stone do. White Flat Globe do. Red Round do. Large English Norfolk do. Ruta Baga (Swedish or Lapland). Thyme, Sweet Marjorum, Summer Savery, Sage, Mignonette, Rosemary, Lavander, Pot Marigold, Sweet Basil, Bene (Sesamum orientale), Papers Herb Seeds—15 sorts, 200 papers Fine assorted FLOWER SEEDS, Potato Onions, Hemp Seed, Canary do. Flax do. Clover do. Oats.
—ALSO—
By way of Eastport and St. Andrews:
20 Bushels good TIMOTHY SEED.
☞THE above assortment of SEEDS, are of late importation; and the Public may depend on their being fresh and genuine.
May 8. THOMAS S. WARNE.



FOR SALE,

A VALUABLE Tract of LAND, containing One Thousand acres, situate on both sides of the Salmon River, Parish of St. Martins, County of Saint John. There are sixty acres of good Marsh attached to the same, on which, in their present wilderness state, forty tons of Hay are cut annually. This Land is unusually well watered, and has a safe and commodious harbour for vessels of sixty tons burthen; it also abounds with hard and soft wood, suitable for Ship-building or other uses.—The above will be sold together, or in two separate lots of 500 acres each, on liberal terms. For further particulars, apply at the *Courier* Office. 8*th May*, 1830.

BRASS FOUNDRY,
COPPER & LEAD MANUFACTORY.

THE Subscriber returns his sincere thanks to his friends and the public, for their support since his commencement in business, and begs to inform them that he will manufacture articles in his line on the most moderate terms and at the shortest notice;—*viz:* COMPOSITION BRACES, waranted as good as any that can be imported; Hawse, Scupper, Deep Sea, and Hand LEADS; Brass Cocks; Chandeliers; Candlesticks; Andirons; Force Pumps, and other Hydraulic Engines, &c. &c. &c.

N. B.—Mill and Machine Brasses of the hardest composition. JOHN BARRY.
St. John, 8th May, 1830. 4§

PUBLIC BATHS,

Britain-street, near the Marine Hospital.

HENRY TILBE, grateful for the encouragement received last season, begs leave respectfully to inform his friends and the public in general, that his BATHS (