DISCOVERIES IN THE ARCTIC REGIONS.

(From the London Athenæum.)

Our readers know that in July, 1846, the Hudson's Bay Company despatched an expedition from Fort Churchill, in Hudson's Bay, under the command of Dr. John Rae, for the purpose of surveying the unexplored portion of the Arctic Coast at the north eastern angle of the American continent; and last week we announced the successful termination of this expedition,—and its issue in establishing the fact that Boothia Felix is a peninsula, and expelling from geography the imaginary passage of Sir John Barrow and Commander Ross. A report, dated Sept. 21, 1847, addressed by the leader of the party to the Company in question, gives the details of the journey and its results, from which we will quote largely for the information of our readers:—

"The expedition under my charge left Churchill on the 5th of July, 1846 for the purpose of tracing the coast of America between Dease and Simpson's furthest, and the Strait of the Fury and Hecla, and returned in safety to this place on the 6th inst., after having, by travelling over the ice and snow in the spring, surveyed the coast from the Lord Mayor's Bay of Sir John Ross to within eight or ten miles of the Fury and Hecla Strait, thus proving that that eminent navigator was correct in stating Boothia Felix to be a portion of the American continent. After leaving Churchill, the crews of the boats were divided into watches, so that we continued under sail day and night whenever the weather was sufficiently moderate. On the 23d, we made the traverse from the south to the north side of the entrance of the Wager River with some difficulty; and holding on our course towards Repulse Bay, about 7 p. m. on the 24th we rounded Cape Hope and sailed up during the night to within eight miles of the head of the bay, where we cast anchor for a few hours under shelter of a small island near its south shore. At 3 p. m., on the 25th, we entered Gibson's Cove. From a chart drawn by one of the party, I inferred that the Arctic Sea (named Akkoolee,) to the west of Melville peninsula, was not more than forty miles distant, in a N. N. W. direction, and that about thirty five miles of the distance was occupied by deep lakes; so that we would have only five miles of land to drag our boat over—a mode of proceeding which I had decided upon, even had the distance been much greater, in preference to going round by the Fury and Hecla Strait. Having unloaded the boats, and placed one of them, with the greater part of the cargo, in security, the other was hauled three miles up a rapid and narrow river, which flowed from one of the lakes we were to pass through. On the 27th we reached the lake, which was six miles long, and varied from half a mile to two hundred yards in breadth, its depth being in some places upwards of thirty fathoms. After traversing several lakes, and crossing over six "portages," on the 1st of August we entered a shallow stream flowing to the northward. Following this we arrived at the sea at 5 p. m., in lat. 67 deg. 13 min. N.; long., by account, 87 deg. 30 min. W.

"Early on the morning of the 2d, we carried the baggage a mile further down the stream, and afterwards, with much trouble dragged our boat over some shoals. We were now afloat in a salt water lake of a few miles in width, and we steered towards the only apparent opening bearing north.—After tracing the shore for eleven miles, we passed a steep rocky point, which was named Point Hargrave. At 11 a.m., on the 3d, we rounded a high bluff cape, which was called after the lady of Sir John Henry Pelly, Bart. Governor of the Hudson's Bay Company. It is situated in latitude 67 deg. 27 min. N.; longitude, by account, 87 deg. 40 min. W. With much exertion, we advanced three miles beyond the Cape, when we were enclosed by the ice, so that we could neither advance nor retreat. The shore still kept its north-west trending, and presented a succession of low muddy points and alternate bays. There was a fresh breeze off shore on the 5th, which had but little effect on the ice. I therefore determined on returning, and, if possible, crossing over to Melville Peninsula for the purpose of tracing its shores to the Fury and Hecla Strait. By chopping off some pieces of ice, and pushing aside others, after much exertion we succeeded in getting our boat among ice somewhat less closely packed. During our detention, the weather had been so foggy, that no observations of any value could be obtained; our clothes were all the time either quite wet or damp, our fuel was nearly expended, and we had much difficulty in finding water that was drinkable.—Working our way among the ice until a mile or two past Point Hargrave, there now appeared to be sufficient open water to allow us to cross over to Melville Peninsula, the nearest point of which bore N.E. (true) distant ten miles. We completed the traverse in five hours, amidst torrents of rain, accompanied by thunder and lightning, the wind having shifted from S. W. to E. There was a thick fog with rain all the night of the 6th, but about 6 o'clock on the morning of the 7th, a fresh breeze from S.E. dispersed the mist. As soon as the weather cleared up we started, but our progress was very slow; in four hours we gained as many miles, and were again stopped by our constant enemy. Early on the 8th, it became calm; and so slight had been the effect of the late gale, that the ice had nearly surrounded us before we got our anchor up. The boat could not be placed in safety here; I therefore decided on running back to our starting point, and there waiting some favorable [illegible] but the ice followed close in our rear—and before we had been half an hour under shelter, every spot of open water was filled up. I prepared to walk across to Repulse Bay to learn how the men left there were getting forward with the arrangements for wintering. Leaving three men in charge of the boat, I started on the 9th in company with the other three, and reached our destination on the following day, at 2. p.m. After mature consideration, I determined on giving up all hopes of prosecuting the survey at present. On the 11th, retaining one man with myself, to guard our stores and attend the nets, the remaining six were sent to assist in bringing over the boat. They returned on the 15th, having been only two days in crossing. Two Esquimaux had accompanied them to assist, and also to act as guides; three of the "portages" were thus avoided, and the party had likewise the advantage of a fine fair breeze in the lakes. The Esquimaux had wrought well, and were liberally rewarded. All hands were now busily occupied in making preparations for a long and cold winter.—To build a house was our first object, and there being no wood, stones were collected at a favour able spot, in a hollow on the north side of the river, a quarter of a mile from the sea. On the 2d of September our house was finished. Its internal dimensions were 20 feet long by 14 feet broad; height in front 7½ feet, sloping to 5½ at the back. The roof was formed of oilcloths and morse skin coverings, the masts and oars of our boats serving as rafters. The door was made of parchment deer skins stretched over a frame of wood. It was named Fort Hope, and it was situated in latitude 66 deg. 32 min. 16 sec. N.; longitude (by a number of lunar distances) 86 deg. 55 min. 51 sec. W. The variation of the compass on the 30th August, 1846, was 52 deg. 50 min. 30 sec. W.; dip of the needle, 83 deg. 14 min.; and the mean time of 100 vertical vibrations in the line of declination, 226 sec. The winter was extremely stormy, indeed so much so that frequently we could not move fifty yards from the house for several days together.—Towards the end of February, preparations for our spring journies were commenced.

"On the 5th of April, I left Fort Hope, in company with three men, the Esquimaux, Ibit-chuk, and Ouglibuck's son, as interpreter. Our bedding and provisions were placed on two sledges, each drawn by four dogs. For two days our route was the same as that by boat through the lakes last autumn. On the 7th, when two miles from the sea, we struck across land to the westward, and built our snow house on a small lake four miles from Point Hargrave. This being the last fresh water lake we were likely to see for some days, our sled-runners were re-iced. A strong breeze of head wind with thick snow drift, impeded our progress on the 9th—but we nevertheless advanced seven miles beyond Cape Lady Pelly before encamping. The 9th proved fine, and the ice was less rough than that passed over the previous day; but our dogs began to fail, and one of them having become quite useless, was shot. About mid day on the 10th, we arrived opposite a rounded point, which was named Cape Weynton. Our course now lay across a bay about six miles deep, and ten wide, which received the name of Colville, in honour of the deputy-governor of the company. The north point of the bay, which we reached the following forenoon, was called Beaufort, after the learned and scientific hydrographer to the Admiralty. Our next encampment was in Keith Bay, situated in lat. 68 deg. 17 min. N., long. 88 deg. 22 min. W. The coast here took a sharp turn to the eastward, and our Esquimaux companion informed me, that by crossing overland, in a north-west direction, to a large bay which he had formerly visited, we should shorten our distance considerably. I decided on adopting the plan proposed, and left the coast on the morning of the 12th. On the 15th, which was very stormy, with a temperature of 20 deg. below zero, we arrived at the steep mud banks of the bay spoken of by our guide, and called by him Ak-ku-li-gu-wiak. As the dogs were now nearly useless, I determined on leaving them here with some of the party, including the Esquimaux, for the purpose of recruiting their strength, and, if possible, to kill seals, which were numerous, whilst I, with two of the men, proceeded to trace the remainder of the unexplored coast. The 16th was so stormy that we could not attempt to cross the bay; but early on the morning of the 17th I set out in company with two of the men for the purpose of following the coast to some point surveyed by Sir John Ross—as I now felt confident that that veteran discoverer was correct in his opinion as to Boothia Felix being part of the American continent. We directed our course to the furthest visable land, which bore N.W. (true) The weather was beautiful but cold, and the ice being smooth, a brisk walk of seventeen miles brought us to the point towards which we had been proceeding, in time to obtain a meredian observation of the sun. Cape Berens is situated in lat. 69 deg. 4 min. 12 sec. N., and long. 90 deg. 0 min. 35 sec. W. It is formed entirely of granite, partially covered with moss. Thirteen miles beyond this, we arrived at two narrow points in the small bay. The shore still trended to the N. W. and we had not travelled more than four leagues on the 18th, when the coast took a sharp turn to the eastward. We had been tracing the west side of a deep inlet, which was named Halkett, after one of the members of your Hon. Board.

"As we were now near the latitude and longitude of Lord Mayor's Bay of Sir John Ross, I struck across land nearly in a north direction; and at noon, when passing over a considerable lake, the latitude 69 deg. 26 min 1 sec. N. was observed. Advancing three miles beyond this, we reached another lake; and as there was yet no appearance of the sea, I ordered my companions to build a snow hut, and search for fuel, whilst I went to look for the coast. A walk of twenty minutes brought me to an inlet not more than a quarter of a mile wide. This I traced to the westward for three miles, when my course was again obstructed by land. Ascending some high rocks, from which a good view could be obtained, I thought I could distinguish rough ice in the desired direction. With renewed hopes I set out at a rapid pace, plunging among deep snow, scrambling over rocks and through rough ice until I gained some rising ground close to the beach. From the spot where I now stood, as far as the eye could see to the north-west, lay a large extent of ice covered sea, studded with innumerable islands. Lord Mayor's Bay was before me, and the islands were those named by Sir John Ross the Sons of the Clergy of the Church of Scotland. The isthmus which connects the land to the northward with Boothia Felix is one mile broad, and, to judge by the number of stone marks set up on it, appears to be a favourite resort of the natives. Its latitude is 69 deg. 31 sec. N., longitude by account 91 deg. 29 min. 30 sec. W.

"On the following morning, after taking possession of our discoveries with the usual formalities, we proceeded on our return, following as nearly as possible, the same route as that by which we had passed in the opposite direction, and arrived at Repulse Bay on the 5th of May, all safe and well, but as black as negroes, from the combined effects of frost bites and oil smoke. At our winter quarters everything had gone on prosperously. Having still to trace the west shore of Melville Peninsula, I started for this purpose on the evening of the 13th of May, intending to travel by night with a chosen party of four men. Our course to the sea was nearly due north, through a chain of lakes; and on the 16th we built our snow hut on Cape Thomas Simpson, in latitude 67 deg. 19 min. 14 sec. N., long. 87 deg. W., a rocky point which I had visited last autumn in the boat. From this place I sent back a fatigue party of three men and a sledge of dogs that had assisted us thus far. As the dogs were of little use during the last journey, I took none with me now. We left our snow hut on the evening of the 16th. We advanced only twelve miles the first night. On the 17th we crossed a bay eighteen miles wide, and encamped at its north point; opposite to which, and within two miles of the shore, there is a large island, which was honored with the name of his Royal Highness the Prince of Wales. A small island to the south of this was called Sabine Island. The general trending of the coast was now N.N.E., near the shore the banks being high and steep. On the 20th we were detained twenty-four hours by stormy weather, at Cape Lady Simpson, a long point, in latitude 68 deg. 10 min.N., longitude 85 deg. 53 min.W. We rounded Selkirk Bay (called after the noble Earl of that name) on the 21st, and, after passing a number of small points and bays, we encamped on what at first appeared to be a part of the main land, but which was afterwards found to be an island. Our snow house, on the 25th, was built in lat. 68 deg. 48 min. N., long. 85 deg. 4 min. W. near a small stream, frozen (like all others we had passed) to the bottom. Leaving two men to endeavour to fish and shoot, I went forward with the others, and crossed Garrey Bay, passing inside a number of islets. Our course on the following night lay to the westward of north,—the coast being high and rocky, and indented with numerous inlets. After accomplishing twenty miles in a straight line, we encamped. Our provisions being nearly exhausted, I could proceed only half a day's journey further northward, being obliged to return the same night to our present quarters. Leaving one of the men I set out with the other. The snow fell fast, and the walking was extremely fatiguing. After advancing ten miles the land turned sharp to the eastward; but as the weather was thick, I could not see how far it trended in this direction. When we had waited here nearly an hour, the sky cleared up, and I discovered that we were on the south shore of a considerable bay, and could trace the coast to the northwards for about twelve miles beyond it. To the most distant visible point (lat. 69 deg. 42 min. N., long. 85 deg. 8 min. W.) I gave the name of Captain Ellice; the land where we stood was Cape Crozier, and the intervening bay received the name of Parry Bay.

"Finding it hopeless to attempt reaching the strait of the Fury and Hecla, from which Cape Ellice could only be a few miles distant, we retraced our steps, and after an absence of eleven hours joined our companion. Early on the morning of the 30th, we arrived at our snow hut of the 25th. The men we had left here were well but very thin,—as they had neither caught nor shot any thing eatable except two marmots. Had we been absent twelve hours more, they were to have cooked a piece of parchment skin for supper. Nothing of importance occured during our journey homeward. Our several "cachots" of provisions were found safe, and some partridges that were shot aided our short commons. At 8 20 on the morning of the 9th of June, we arrived at Fort Hope, all [illegible]

"During the remainder of our stay at Repulse Bay, the whole party were occupied in procuring food, collecting fuel, and preparing our boats for sea. The ice in the bay broke up on the 11th of August. On the following day, after bidding farewell to our good-humoured friends (who were loud in their wishes that we would soon return to them) we left our dreary winter quarters. Head winds and stormy weather retarded our progress much, so that we did not reach Churchill until 31st of August. We were detained in Church ill River by a gale of wind until the 3d of September; when the weather became more moderate, and we were able to continue our voyage towards York Factory—at which place we arrived late on the evening of the 6th."

This narrative of the survey of a considerable portion of the North American Continent by a small land party will be perused with great interest; and our readers will recollect that by the same simple means Mr. Thomas Simpson surveyed the distance from Point Turnagain of Franklin to a small stream a few miles N.E. of Cape Britannia on the eastern shore of the great Fish River Estuary. When we reflect on the uncertainty—which now grows painful—as to the fate of Sir John Franklin, who commands an expedition by sea on a large scale—for the party comprises one hundred and twenty-six souls—we feel that facts like the above give weight and significance to the arguments in favour of polar land journies over polar sea expeditions which have been so long and often urged by Dr. King. The circumstances now before the public undoubtedly suggest a comment favourable to the views of that traveller—one of two officers sent out, as our readers know, by the Government in 1833 in search of Sir John Ross;—and we shall feel it only just to him to make next week, such an application of them as may place him before our readers in his true relation to the present state of the questions affecting Arctic discovery.

Damage in Nova Scotia by the late Freshet.—The heavy rains in the early part of December did great injury in some parts of Nova-Scotia. A letter from Westchester, dated the 9th instant, states that the roads and bridges in that vicinity are much injured—the Portaupique bridge was thrown down, and the bridge over the East branch of River Philip was carried away. The saw mill of J. G. Purdy was much injured, and some flour was lost by the freshet in his grist mill. The saw-mill of John D. Steel was driven out of its place and broken down, and 500 logs carried adrift out of his pond. Thomas Johnson's saw-mill was driven down the stream, and became a total wreck. Robert Donkin's fine saw-mill was rendered useless—the river forcing a passage around the old dam of nearly eight feet wide, and twenty feet deep, leaving the mill dry. His loss is very heavy. Asa Fillmore's mill-dam was also much injured, and his mill left nearly dry. There were one or two mills broken down in Wallace; and but few mill-dams that escaped injury. Mr. Peppard's mills were much injured, and forty feet of his dam carried away. Mr. Mayhan's saw-mill is broken down and a complete wreck. Mr. McKenzie's mill-dam was carried away at Little Bear River, and a saw-mill destroyed at Castlereagh. The bridge on Wallace river, near Angevin's, was carried away, and numerous other injuries done, which will be long felt. The saw-mills were in a great measure the main dependance of the people in the neighbourhood.

Post Office Department,
Washington, 2d Dec. 1847.

Sir,—The course pursued by the British Government in persisting to cause all matter conveyed to their shores in the U. S. line of Mail Steamers to be charged with double postage, notwithstanding our earnest but friendly remonstrances, and in a spirit so very different from the liberal provision which we had made for conveying their mails over our routes between the Mother Country and her Provinces on this Continent, has, as you are aware, compelled us to avail ourselves of the privilege mutually reserved in the late postal arrangements between the two countries, to terminate the arrangements.

Nevertheless, it had been confidently hoped, on our part, that ere this, and in pursuance of our strenuous, recent, and persevering endeavours for the purpose, new postal arrangements would have been perfected between the two countries, or, if this were not done, that, at least, the citizens of each country would have been content to let their respective mails take the course which they uniformly had taken previous to the existence of any postal arrangement between them.

In both respects, however, our expectations, evidently so just and reasonable, have been disappointed. Not only is no postal arrangement yet agreed to by the British Government, but it seems that the people of her Canadian Province at least have determined on establishing a Mail Communication of their own with the Mother Country, *by conveying their Mails through our territory, and across our Mail routes.* By an advertisement in the Montreal Gazette, a copy of which is here with sent you, it appears that an establishment called 'Cridge's Boston Express' has been organized for the avowed purpose of conveying Canadian Mail matter across our Country to the B. M. Steamer at Boston. It is true that the advertisement in question specifies only a single trip, which has already been performed, but these trips will doubtless be repeated as fresh Steamers depart.

An undertaking of this kind, so illegal, uncourteous, and regardless of our national rights, cannot be tolerated by us for a moment, and the most prompt and energetic measures within the pale of the law, must be adopted for endeavouring to put it down.

You are accordingly enjoined to be vigilant in your endeavours to detect and thwart the further operations of either the above or any other Express attempting thus to set our laws at defiance. You will, if practicable, ascertain beforehand the day or days on which it will hereafter leave Montreal or arrive at Montpelier, a description and the name or names of those having it in charge; and upon the arrival at Montpelier of any person or persons thus illegally conveying Mailable matter, Government will immediately cause him or them to be arrested and safely held for trial, for the offence thus committed. In every such case you will promptly make to me a full report of your proceedings, and of the facts and evidences upon which they are founded. Your's respectfully,

C. JOHNSON.

The Journal of Commerce makes the following remarks upon the Postmaster General's conduct relative to the postal difficulties with Great Britain:—

MR. CAVE JOHNSON is certainly one of the great men of the age. He has one remedy for everything, and that is more illiberality. The way he worked John Bull, about reciprocity, is a caution. John paid the U. S. Post Office Department some quarter of a million of dollars annually, for taking the Cunard mails across to the colonies. The postage, however, was not paid until after the service was done, as all the mail service of our country is paid. But Mr. Johnson, to be up with Bull for charging so much on the Washington's letters, and saying he would do so again, proclaimed that the postage on the colonial letters must be paid to our post office in advance. But did not choose to advance the money, and so the letters are all sent from Halifax through the colonies, and we get nothing at all, neither before nor after the work is performed. This is glorious retaliation. Soon the Cunarders are to come to New York, and the Colonial postages would have been much increased. But Mr. Johnson has brought it about that even the steamers bound to New York, must put in at Halifax, to deposit the Colonial mails. Besides, Mr. Johnson is infested with Canadian ponies running through the country with letters. To smuggle the letters on board at Jersey City, in bales of Buffalo robes, would be just like these half civilized Canadians. Mr. Johnson cries out for more law! "My kingdom for a"—law! It must be interesting to see a great man in a brown study over the adverse working of everything in this world. Change your policy, Mr. Johnson. Be liberal. Seek to make the Post Office a great public accommodation, to this country and all countries, and you will find things to go more smoothly.

Ex-Chancellor Kent, the celebrated American jurist, died at New York on the 12th inst. at the age of 85 years.

The British Royal Mail Steamer Teviot arrived at Ship Island (below New Orleans) on Sunday, the 5th inst. from Southampton, which port she left on the 2d ult.—She is the first of the monthly line of steamers between Southampton and New Orleans. She left on the 6th for Vera Cruz.

BRITISH MOVEMENT IN CENTRAL AMERICA.—We understand that the British Government under certain pretexts, has seized upon St. Juan de Nicaragua, a town situated at the mouth of the river Nicaragua, which flows from the lake of that name, into the Atlantic. This town is claimed by the government of Guatemala, in opposition to the British.

This act of the British government in that quarter of the world, may have been precipitated by the possession of the capital of Mexico by the victorious armies of the United States. At all events, the authorities of Guatemala, or Central America, have entered into an important correspondence with our Government at Washington upon this subject, and we have every reason to believe that the American government is determined to stand firmly upon the ground taken by Mr. Monroe in his message of 1817, and subsequently reiterated by Mr. Polk, not to permit any European government to make any more colonial settlements upon this continent.—*N. Y. Herald.*

NEW REPUBLIC OF LIBERIA.—At the Tabernacle, on Sunday afternoon, a drawing showing the flag of the new Republic of Liberia, was exhibited. The flag consists of six red and five white stripes horizontal, with a small blue square at the upper side next to the staff, containing a single star.—The new Republic, it is known, has been formed from the Colony of colored persons from the United States, and others, recently under the care of the colonization Society, which Society, by a resolution in January last, agreed to resign all further control of its municipal affairs. The new Republic comprises 300 miles, in which are Monrovia and other towns.—*New York paper.*

EMANCIPATION IN FRENCH GUIANA.—The French Government has passed a law looking to the emancipation of the slaves in its Colonies, with the consent of the Colonies. The legislature of Guiana has accepted emancipation, the freed slaves to continue on the estates for fifteen years, provided the government will indemnify for the slaves to their full value, two thirds the amount to be paid to the masters, and the remaining third go to form a fund for procuring *bound laborers* from Asia and Africa, of which each proprietor is allowed to receive as many as he has slaves.

England pays annually to Holland, Belgium, and Holstein about £700,000 for butter.

One of the two Archbishops of England, receives ten times the amount per annum, which is given to the Prime Minister of the whole British empire, and eighteen times the amount of the salary of the President of the United States. The joint Episcopal revenues, amount, according to the Church's own statement, to no less than £180,000 a year; the revenues of the Cathedral to £350 000; and of its benefices to £3,255,000; to which must be added £3 000,000 claimed in commutation, thus making a grand total of £6,785 000, exclusive of what falls into the lap of the Church of Ireland. These, however, are very far from being the real revenues of the church. Assuming the land in tillage to be 31,795 000 acres, and valuing the tithe at 5s. 3½d. per acre, according to returns made to the circular inquiries of the Board of Agriculture, we have £10,267 000; from which deduct one-third for lay tithes, and tithe free.

The secretary of northern light houses has addressed a letter to Lloyd's, pointing out several serious errors in the description of Scotch lighthouses given in five different charts used by navigators.

The Bath Journal states that "among a quantity of property belonging to the town of Congleton, brought under the hammer, was the old pillory. The lot was put up at 6d., and knocked down at 8d."—Alas, for our venerable institutions!

TO BE LET for one or more years:

THAT large and commodious BRICK HOUSE in Prince William Street, owned by the subscriber, admirably suited for a "Lloyd's Coffee House Establishment," or a General Boarding House, from being situated in the immediate neighbourhood of the Post Office, Custom House, and the contemplated new Steam Boat Landing. There is a never failing well of pure spring water on the premises, with Stabling and other conveniences, and the lower flat of the building can be easily fitted up as a Shop. In addition to the above, the premises afford great advantages for the establishment of PUBLIC BATHING ROOMS, where *hot and cold salt water baths* could be supplied at all seasons.—Immediate possession will be given. Rent mode rate. (Oct. 23.) WM. MACKAY.

TO BE LET

For a term of years from 1st May next:

THAT BRICK STORE, 30 by 50 feet, on the North Market Wharf, now in the occupation of John Kirk. For particulars apply to JAMES VERNON, Esquire, Administrator of the Estate of T. L. Nicholson, Esquire, or to
October 23. CHAS. JOHNSTON.

LOTS to Lease.

TO be leased for a term of years—FOUR valuable BUILDING LOTS situate on the corner of Union and Coburg Streets, in front of the Attorney General's Stone Building in this City.—Enquire at the Office of EDWARD B. PETERS, Esq. Barrister at Law. Sept. 18, 1847.

New Leather & Finding Store,

Sign of the Side of Leather,

No. 26, North Side of King Street.

SOLE LEATHER, both Foreign and Domestic—oak and hemlock tannage; Upper Leathers, Neatch, Kipps and Calf Skins; Morocco, Kids, Binding and Lining SKINS—by the skin, half skin, or dozen.

Webbing,	Awls, Pincers,	Hook Bills,
Galloons,	Shoe Threads,	and Scivers,
Prunella,	Steel Tacks,	Nippers,
Linings,	Heel Plates,	Hammers,
Laces,	Peg Brakes,	Buckles,
Hardash,	Patent Screws,	Iron Nails,
Brushes,	Long Sticks,	Brass do.
Blacking,	Size Sticks,	Knives,
Varnish,	Colts, Bristles,	Steel Kitt,
Pinches,	Cork Soles,	and Wheels.

Patent Peg AWLS; Counter size Sticks, &c. Boot Trees, Crimps, Clampss, and Lasts.

WHOLESALE and RETAIL.

☞ *City and Country Orders promptly and faithfully executed.*

JAMES J. CHRISTIE.
May 22. Sign of the Side of Leather.

WHOLESALE AND RETAIL WAREHOUSE,

Prince William Street,

J. & J. HEGAN,

Have received from London, Liverpool, and Glasgow, a general assortment of FALL and WINTER GOODS—consisting of

FLANNELS, Blankets, Counterpanes, &c. Pilot and Beaver Cloths, Cassimeres, Buckskins, Doeskins, Fancy Trowserings, Rich VESTINGS, &c.
Gala Plaid, and all Wool CLOAKINGS,
Maude & Plaid Wool Shawls, H'dkfs. Scarfs, &c
Orleans, Coburgs, Delaines, and Cashmeres,
Ottomans, Cambrian Stripes, and Lama Cloths,
Black & col'd Velvets, Silks, Sattinets, & Satins,
Ribbons, Gloves, Hosiery, Laces, & small Wares,
Grey, White, and Printed Cottons, Ginghams,
Scotch Homespuns, Shirting Stripes, Muslins,
Linen and Cotton Tickings, Linen Sheeting, &c.
Osnaburg, Canvass, Duck, Hollands,
Linens, Lawns, Diaper, Huckaback, &c.
Lambswool and Merino Shirts and Drawers,
Gent's. H'dkfs. Stocks, Scarfs, & MUFFLERS in great variety, Cotton Warp,
Worsted & Woollen Yarn, Knitting and Sewing Cotton, Linen Thread,
Victoria and Damask MOREENS, with Fringes and Trimmings to match,
Red and Green Baize, Printed Druggets,
Hearth Rugs, Patent Tapestry, Brussels and other Carpetings, Travelling Bags, Carpet Thrums, &c. &c. &c.—Which, with a variety of other Goods, will be sold either Wholesale or Retail at the lowest Market prices.
Saint John, N. B. 23d October, 1847.

FALL GOODS!

THE Subscriber has received by ships *Mountaineer*, *Themis* and *Howard* from Liverpool, and *William Carson* from London, a large and varied supply of FALL GOODS, purchased in the English market for cash; and he flatters himself that, on inspection, his numerous friends and customers will find them as low as any ever offered in this market. They consist of

Superfine BROAD CLOTHS of every shade and color; Cassimeres, Doeskins & Tweeds
Beaver, Pilot and Flushing CLOTHS;
Lambs' wool and Gala Plaid CLOAKINGS;
Welsh, Lancashire and Union FLANNELS;
BLANKETS from 8-4 to 12-4;
Horse Rugs, Collar Check, &c;
COBURGS, Merinos, Cashmeres and Orleans;
Printed Calicoes and Furniture Prints;
Striped, White and Grey SHIRTINGS;
Alice Maude SHAWLS, Hdkfs, &c.;
Woollen Hosiery and Gloves;
Jaconet, Mull, Swiss, Book and other Muslins;
SILKS, Satins, Satinets, and PERSIANS;
Edgings, Laces, Gimps, Fringes and Ribbons,
3 *bales best COTTON WARPS*, assorted Nos.
October 23. JOHN HASTINGS.

LONDON HOUSE,

MARKET SQUARE.

Winter Importations!

Per *Commodore, Mountaineer* and *Lion*, from London, Liverpool and the Clyde—

AN extensive Stock of SHAWLS, SCARFS, Hdkfs, *Cloakings, Silks, Satins, Satin Turcs*, Silk and Satin Handkerchiefs and Neck Ties, *Velvets, Ribbons, Gloves, Hose,* Laces, Cashmeres, Coburg and Orleans Cloths, Tartans, Camlets, Paramatta, Moreens, Aprons, Gent's Mufflers, Doeskins, Kerseys, Tweeds, *Pilot, Beaver and Broad Cloths,* &c. A large quantity of *Prints*, Grey and White *Cottons*, Ginghams, Furnitures, Linings, *Linens*, Lawns, Diapers, Muslins, Moleskins, Ticks, SHEETINGS, Shirtings, *Flannels, Blankets,* Quilts, Counterpanes, Duck, Dowlas, Padding, Canvass, Cotton Warp, &c. Also, a variety of FURS.
Oct. 9. T. W. DANIEL.

SIMMONS BROTHERS & CO.

Importers & Commission Merchants, PURVEYORS

to Her Majesty's Hon. Board of Ordnance,

at London, and at Halifax, N. S.

S. B. & CO. beg most respectfully to inform the Merchants, Storekeepers, and public in general, that they have taken a Store in King-street, *next to Foster's Corner*, which they intend opening shortly, in FANCY and STAPLE Merchandize, with a well assorted stock to suit this present FALL TRADE, to arrive per the "William Carson," and "Commodore," from London, and "Mountaineer," from Liverpool:—

20 cases of Manufactured FURS,

consisting of Russian, German, Siberian, French, Hudson's Bay and British SKINS, in every description of Ladies', Gent's, and Children's articles;

Eight cases of FUR CAPS, GLOVES, and GAUNTLETS, COAT LININGS, SLEIGH COVERS, and MATS;

SIX BALES AND CASES

Superior LONDON CLOTHING,

Two cases of SILK GOODS, consisting of Gros de Naps, Sarsanet, Persian, Brocaded, Paris Check, and Silk Bandanas;

Three Cases of CLOTH CAPS,

Mauder, Military, Navy, and Cadet shapes;

Eight cases of Superior Ladies' & Children's

BOOTS AND SHOES,

Six cases of SILK HATS; Leather Hat Cases, CARPET BAGS, and other Merchandize, One case of TIME PIECES & TELESCOPES, FURS, and FUR CAPS, of every description and quality made to order on the shortest notice.
☞ *CASH—and the Highest Price, paid for FUR SKINS.* Sept. 11.

More NEW GOODS.

Per Themis from Liverpool:—

JAMES McDONNELL has received on Consignment, per Themis from Liverpool, a further Supply of Seasonable Goods, consisting of WOOLLENS, LINENS, COTTONS, FLANNELS, HABERDASHERY, &c. &c., which he offers at very low prices for approved payment.
Prince Wm.-Street, Oct. 23.

Chains, Anchors, &c.

For Sale, ex Ship Themis, from Liverpool—

100 FATHS. best short-link CHAIN—each 5-16, ⅜, 7-16, ½, 9-16, ⅝, 11-16, ¾, ⅞, and 1 ins.;
10 best Iron-Stock ANCHORS, ass'd, 4 to 9 cwt
5 tons IRON SPIKES, 5 ins. to. 9 ins.

—ALSO—

Expected by first ship from Clyde, and per "Howard" from Liverpool—

200 bolts Gourock CANVAS;
100 coils ditto CORDAGE, assorted, 6 thread to 8 ins.;
100 coils 2 and 3 Yarn SPUNYARN;
20 do. 4 Yarn do.
Coils MARLINE, HOUSLINE & HAMBRO' LINE;
20 barrels COAL TAR;
5 tons OAKUM;
30 tons English BOLT IRON, assorted ⅛ in. to 1¼ inches.
October 23. ROBERT RANKIN & CO.

Chairs, Sofas, Glass Ware, &c.

ON CONSIGNMENT.

JAMES McDONNELL has received on Consignment, per schr. *Margaret* from Boston:
30 dozen Cane-seat CHAIRS, 4 dozen Cane-seat Rocking Chairs, 4 dozen Wood-seat ditto,
8 dozen CHILDREN'S CHAIRS;
2 very superior SOFAS, 4 plain ditto,
12 mahogany Rocking Chairs, a superior article;
12 casks assorted GLASSWARE. For sale low.
October 23.

Flour, Meal, Molasses, Tea, &c.

Received per schr. *Exemplar*, from New York:

150 BRLS. S'fine FLOUR, fresh ground. To arrive per brig *Syria*, from New York, and schooners *Josephine* and *Flora*, from Philadelphia:—375 Barrels Superfine and Fine FLOUR; 75 barrels CORN MEAL; 68 Hhds. Cuba MOLASSES, in Bond or Duty Paid.

—IN STORE—

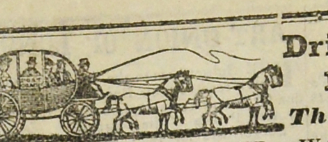
25 chests TEA, fine Congo;
15 boxes Honey Dew TOBACCO;
40 boxes No. 1 Liverpool SOAP; for sale by JAMES N. THAIN,
Oct. 9 *South Market Wharf*

Sugar, Molasses, Tea, Flour, Pork, &c. &c.

The Subscriber has now landing and in Store, the following Goods, which he offers to the trade at the lowest market rates, viz.:

Ex schs. *Ida & Chief Sachem* from Philadelphia:
770 BRLS. Superfine Wheat FLOUR, 210 ditto CORN MEAL,
140 do. Rye Flour, 10 tierces best RICE,
40 boxes Tobacco, assorted qualities,
Ex brig *Belle* from New-York:
100 barrels Heavy MESS PORK, 15 do. TAR, 15 barrels PITCH.
Also per late arrivals from Cuba—
60 hhds. & 10 tcs. best Muscovado Molasses,
550 hhds. & 30 tierces good retailing ditto,
25 hhds. very bright Muscovado SUGAR,
Also—to arrive—
150 chests of good Congou and Souchong TEAS,
A. S. PERKINS,
May 1. South Market Wharf.

Driving to Frank Neill's ESTABLISHMENT,



The Emporium of Fashion!

OLD STAND—WATER STREET.

Just received at the above Establishment, per ships *Themis* and *Howard* from Liverpool, and *William Carson* from London, a large supply of—

BLUE, Brown and Drab BEAVER and PILOT CLOTHS; Superfine Double Milled CASSIMERES;
Buck and Doeskins and Tweeds—of various shades and texture, newest patterns and latest style—the choicest in the city;
400 Superfine, Brown and Blue Beaver, Pilot, Duffild, and CANADA CLOTH Frock and Over COATS—richly trimmed and made in the establishment;
200 Superfine Frock and DRESS COATS—of various shades and textures;
100 Cassimere and Tweed Sporting Coats;
20 dozen of Satin and Silk Velvet VESTS;
Ditto Beaver and Superfine Cassimere, Broad Cloth and Tweed;
Beaver, Pilot, and Duffild Reefing JACKETS—warranted the best got up in the city, both durable and cheap;
Superfine Broad Cloth JACKETS;
YOUTHS' CLOTHING, of every description.

SEAMENS' OUTFITS,

Suitable for all Climates;

White, Red, & Blue Flannel Shirts & Drawers,
Lambs' Wool Shirts and Heavy Drawers,
Silk, Rockspun, and Cotton Handkerchiefs,
Regatta and Heavy Striped Shirts,
White Shirts, with Linen fronts,
HOSIERY—in great abundance,
Gentlemen's FUR and CLOTH CAPS, of every description,
Silk and Beaver HATS; Felt and Covered ditto,
Trunks, Travelling Bags; UMBRELLAS,
MACKINTOSH COATS,
Combs, Brushes, Powder Flasks, &c. &c.

☞ Gentlemen wishing to purchase in the above line, would do well to call before purchasing elsewhere, and they will find that there is no empty puffing, like my neighbour in the upper street.—Persons desiring to have their cloth made to order, in the best style, equal to any establishment in the City, will be attended to with despatch.

☞ *Twelve Journeymen Tailors wanted immediately, to whom the highest wages will be given.*

FRANCIS NEILL.
November 27, 1847.

SELLING OFF AT AND BELOW COST!

THE WHOLE STOCK OF WINTER CLOTHING AT THE NEW-BRUNSWICK CLOTHING STORE,

Water Street—Third Door from Tisdale's Corner.

THIS STOCK IS THE LARGEST IN THE CITY.

Purchasers have now an opportunity of buying cheaper than ever was sold in Saint John.

SAMUEL NEILL.

P.S.—This is not a newspaper puff—for all parties examining will pronounce it to be the truth, as the reduction will be marked in plain figures. *December* 11, 1847.

Which is the best Clothing Store in Saint John?

THE VOICE OF THE PEOPLE ANSWERS

THE CITY CLOTHING STORE,

South Side of the Market Square.

JOHN ANDERSON, PROPRIETOR,

HAS received per recent arrivals from London, Liverpool, Glasgow, &c. a large and varied assortment of GOODS suitable for a GENERAL OUTFITTING STORE—namely, BEAVER CLOTHS in Black, Blue, Brown, Drab, and invisible colours; PILOT ditto in Blue and Drab; CASSIMERES in Black, Blue and Drab; DOESKINS, BUCKSKINS, TWEEDS, &c. of the most fashionable patterns; Superfine BROADCLOTHS, wool dyed, in all colours; REGATTAS, Heavy Striped, and White Cotton Shirts, with linen trimmings; MUFFLERS, Comforters, Scarfs, and Handkerchiefs; Blue and White FLANNEL SHIRTS, Blankets, Counterpanes and Rugs; Kersey and Flannel DRAWERS, FUR CAPS, a splendid assortment of Cloth ditto; Silk Covers; Lambs' Wool Shirts and Drawers—middle and extra sizes; GUERNSEY SHIRTS in White and Spotted; Fur Gloves and Hosiery; low crowned Beaver HATS in Black and Drab; Glazed Hats—a superior quality; Mackintosh & Co.'s Patent Coats and Capes, warranted water-proof—from 20 to 30 shillings—the best in the market.

And having had his workmen employed for the last two months in making up WINTER CLOTHING suitable for all classes, and cut by a first rate Foreman according to Barnett & Good's latest style of fashion, he can with confidence offer them to the public as being the best and cheapest assortment of Clothing ever offered for sale in St. John—and he is particularly desirous that parties wishing to purchase anything in the above line, and more so those that are in the habit of trying elsewhere, should call and examine the above stock of Goods.

SEAFARING MEN will find it much to their advantage by calling at the above Store, as the Proprietor keeps constantly on hand a large supply of SAILORS' CLOTHING, made up in a substanti_l manner—and as every article is marked in plain figures he runs no hazard in paying two prices for an article, which is too frequently the case in this City.

Persons wishing to have their Clothes made to order can have them done so expeditiously, and in a superior manner, as the Subscriber keeps constantly in his employment the best of workmen.

☞ *Remember—SOUTH SIDE of the MARKET SQUARE.* Nov. 13, 1847.

FALL IMPORTATIONS!

LEEDS HOUSE, Prince Wm. street.

A LARGE assortment of Gala and Woollen PLAIDS, Striped Orleans and Coburg Cloths, Plain Orleans Lustres and Coburgs, Anglo and French MERINOS in various colors, Tweeds, Doeskins, Broadcloths and Kerseymeres; Welsh, Saxony, Lancashire and Serge FLANNELS; Checked Saxony Flannels; Printed Orleans, Saxonies and Merinos; Poil de Chevre and Henrietta Cloths; Albion Checks; Vestings; Printed Cottons; Grey and White Cottons; Twilled and Swansdown Cottons; Plain, Fancy and Checked MUSLINS; Furniture Prints; Dimities; Moreens; Damasks; Fringes; Dometts; Sheeting Cottons; Cotton and Linen Ticks; Osnaburgs; Silesias; Embossed and Figured Lining Cottons, with a large quantity of other DRY GOODS.

Also, Bonnets and Trimming; Silk VELVETS; Cap and Bonnet Ribbons; Bonnet and Cap Flowers; Velvet and Batiste Flowers; Cap Borders; Gimps and Fringes; Velvet Ribbons; Colored Braids; Cashmere, Kid, Thibet, Cloth and Berlin Gloves; Linen Collars, Fronts and Cuffs; Pembroke Ties and Boas; Mufflers; Children's Gloves in sizes; Men's White and Colored Kid Gloves, Stocks, Opera Ties, Shirt Fronts, and Collars; Ladies' Neck Ties and Mitts; Men's Wool and Merino Vests and Drawers; Hearth Rugs; Door Mats; Carpeting; Lustre Aprons and Vests; HOSIERY generally; Fancy Satins; Sarsnets; Black Striped Moreen and Oriental; Cambric and Silk Handkerchiefs; Braces; Ruches; Blinds; Laces, Irish Linens; French Cambric & Lawns; Diapers; Moleskins; Cotton Velvets; Crapes and Lisle Gauzes; Red Flannels;

FURS, BLANKETS, SHAWLS;

are offered, wholesale and retail, at the lowest Cash prices. BENJ. CROWTHER.
Nov. 13.—Chron. Obs. MNws. 2m.

Iron, Copper, Spikes, &c.

Now landing ex ships Belmont, Mountaineer and Lion, from Bristol, Liverpool, and the Clyde:

120 TONS Bolt IRON, assorted, ⅜ to 1¼ inch;
140 bolts COPPER, assorted ⅜ to 1¼ inch;
200 do. Yellow Metal, ass'd ⅜ to 1¼ inch;
150 bundles Sheet IRON, Nos. 20 to 26;
12 tons Iron SPIKES, 5, 6, 7, 8 and 9 in.;
30 boxes Tin PLATES, IC. and IX.;
50 Tons No. 1 Gartsherrie PIG IRON.—
For sale low, by WM. CARVILL.
October 23

Iron, Spikes, Anchors, &c.

Now landing ex ships *Howard* and *Thetis* from Liverpool—

124 TONS best refined Iron, well ass'd; 225 bags Spikes, from 4 to 10 in.;
185 bundles SHEET IRON, Nos 19 to 24;
16 wood and iron stocked Anchors, from 1 to 9 cwt. each. For sale by
THOMAS F. RAYMOND,
October 30. *Nelson Street.*

Chains, Anchors and Iron.

RECEIVED by ships Commerce and St. Clair from Liverpool: 7 Wood Stock ANCHORS, from 5 to 12 cwt.; 10 CHAIN CABLES, from ½ inch to 1¼ inch; 90 Tons Common & Refined Bar and Bolt IRON; 100 Bundles SHEET do; 10 Tons SPIKES.
ALEXANDER YEATS,
Sept. 11. Dock Street.

CORDAGE, &c.

Received per ship "Hirundo," from Glasgow:—

20 TONS CORDAGE, assorted, from one inch to eight and a half inches,
1 bale Seaming TWINE,
1 bale containing Herring and Shop TWINE,
1 bale Log LINES—which they offer for Sale low while landing.
Nov. 13. MORRISEY & SHIVES.

To the Fishermen.

THE American Net and Twine Manufacturing Company offer for sale to the Fishermen of the British Provinces, all the varieties of NETS, SEINES and WEARS or HEDGES, adapted to their wants. For Gilling, a superior flax and cotton twine is made use of; for Wears cotton is exclusively used, as it is less expensive and will do more service, and is not so liable to rot. Persons in want of any kind of Twine, Nets, Seines, or Wears, can learn all particulars and receive samples per mail, or otherwise, by applying for them. WM. STOWE, *Agent*
American Net and Twine Manufacturing Co.
No. 12, Commercial street, BOSTON.

☞ *Persons will find a sample of Twines and Netting at Mr. ISAAC NOBLE'S, in Carleton, (St. John,) at Manufacturers' prices.*
Oct. 2.—7w.

SOLE LEATHER!

20,000 SIDES Light, Middling, and Over-weights;
2000 sides suitable for Inner Soling;
2000 " Limed for sewing.
For sale by AMBROSE DAVIS,
No 50, Fulton Street,
October 16.—2mo *Boston, (Mass.)*

BEEF and PORK.

Landing ex Exemplar, from New York:

50 BARRELS Prime PORK, } a new
50 do. do. BEEF, } article.
For sale by [Nov. 20] J. M. HAMILTON.

JAMES M'DONNELL,

Auctioneer & Commission Merchant,

PRINCE WILLIAM STREET.

Attention given to out-door Sales of Merchandize, Household Furniture, or Real Estate.
☞ Liberal Cash Advancements made on Consignments. Oct. 16, 1847.

HOOLE, STANIFORTH & GRAY,

Steel Converters and Refiners,

Manufacturers of RAILWAY SPRINGS,

Improved Cast Steel

ENGINEERING AND MACHINE FILES,

MILL AND CIRCULAR SAWS,

Sheffield.

AGENT—CHARLES C. COLLET,

At the Store of JOHN V. THURGAR, Esq.—where samples may be seen, and orders received.
August 14, 1847.

Fancy HAT, CAP, and FUR Store.

BLAKSLEE & CO.

King-street, St. John, N. B.

HAVE just received a large assortment of Gents, and Youths' London Beaver, Silk, and Gossamer HATS; FUR CAPS, in Nutria, South Sea Seal, Otter, Dog, Lamb Skin, and Sealett—newest styles; Misses Black and Drab Beaver BONNETS, CAPES, VICTORINES, MUFFS, Round and Flat BOAS, in Sable, Fitch, Fox, Wolf, Silesian squirrel, Stone Martin, Ermine, &c.;
An extensive assortment of Gents, Youths' and Boys' CLOTH CAPS, of every description and style:
Gents Silk Neck and Pocket HANDKERCHIEFS; Satin Scarfs, Shirt Fronts, self-adjusting Stocks; Collars, Mufflers, Comforters, UMBRELLAS, TRUNKS, of every description;
Gents' Travelling Bags, Ladies Travelling ditto; A large assortment of *Buffalo Robes*, Wolf Robes, swansdown Lamb Skins;
Also—Manufactures every description of Glazed Lawn, and Elastic Glazed Hats;
Silk Hats, American Fall style;
10 Cases *India Rubber Shoes*, a first rate article and latest style.
The above Goods will be sold at their usual low rates. Wholesale and Retail. Orders from the Country punctually attended to.
Nov. 13—2m.

TOBACCO.—10 boxes *Morris'* superior 8's, ex *Robert* from New York.
Dec. 11. BERTON DROTHERS.

MERCHANT'S EXCHANGE,

BOSTON.

THE Subscriber begs leave to inform the gentlemen of St. John, who are in the habit of visiting BOSTON, and who have heretofore patronized this Establishment—that he has re-opened it, after fitting it up, and improving it and putting it in most excellent order. Those gentlemen who may think proper to patronize the Establishment, will find every thing conducted equal to the best regulated Hotels in Boston, or New York. In proof of this he merely asks a trial.

Perhaps it would be as well to state, for the benefit of strangers, that the Merchant's Exchange is situate in the very centre of business. The Post Office is in the same building—and it is surrounded by all the Banks and Insurance Offices. The situation, indeed, is the most convenient, for the man of business, of any other in Boston.

In conclusion, the Subscriber expresses his earnest hope, that his friends in St. John, will give him a call whenever they visit Boston.
HENRY DOOLEY.
Boston, August, 1847.—6m.

VULCAN FOUNDRY,

Main Street, Lower Cove,

SAINT JOHN, N. B.

THE Subscriber begs leave to inform the Public, that he is ENLARGING the above named Establishment, and having also recently increased his facilities for manufacturing STEAM ENGINES, and other Machinery, BOILERS, IRON DOORS, SHUTTERS, &c. &c. he is now prepared *to take New Contracts for Work in any department of the Iron Foundry and Blacksmith Business.*

He has on hand a large assortment of Cooking STOVES and FRANKLINS, of the most approved patterns, and is constantly manufacturing further supplies of these articles; which, together with MILL and SHIP'S CASTINGS, &c. &c. will be sold at lower rates than any other of equally good quality in this Market.
Aug. 7. GEORGE CRAIG.

New Boot and Shoe Store,

King Street, three doors below Foster's Corner

THE subscriber respectfully invites his friends and the public generally to call and examine his Stock of BOOTS and SHOES, at his NEW STORE, South side of King Street, where he intends manufacturing and keeping constantly on hand all kinds of work in his line, which for style of workmanship and durability shall not be excelled by any in the City. J. VAUGHN.

N. B.—BOOTS with *Elastic Spring Shanks*, and Boots with *In or Outside Cork Soles*, made in the most improved style and at the shortest notice.

WANTED—Three of the first class Workmen, to whom the highest wages and constant employment will be given. June 5.

Just received per "Commodore," at

E. MAGEE'S,

Market Square,

A large assortment of FALL and WINTER GOODS, consisting of

CHECK'D, Water'd and Plain Brocaded and Plain French Satin, Gros de Naps, Barathea, Spun Silk and Orleans, Satinets, French Cashmere, Coburgs, Jenny Lind Checks, Alpaca and Orleans CLOTHS,
Gala and all wool PLAID CLOAKINGS, with colored Fringes to match,
Plaid Scarfs, Shawls, Hdkfs, in great variety,
Silk, Satin and Velvet NECK TIES,
Saxony, Welsh, Lancashire, and patent Flannels,
FURS—in Russia, French, and Mock Sable, Stone Martin, Fitch, Squirrel, Lustre, Mock Ermine,
FUR CAPES (large size),
Trimmings and Cloak Linings,
A large assortment of Black and Color'd Velvets, Feathers and Flowers to match,
Ladies' and Gent's black, white and colored French Kid Gloves;
Ditto ditto ditto Cashmere ditto,
Girls', Maids' and Women's HOSIERY,
French and English white and colored STAYS,
Ditto Sewed Muslin Collars,
Habit Shirts, Chemizetts, Cuffs, Insertions, and Edgings,
Babes' Worked Robes, French and Scotch Cambric CAPS,
4-4, 5-4, 6-4 BLACK CRAPE,
Crape, Muslin and Goffered Mourning Collars and Cuffs,
Black and White 4-4 and 5-4 BLONDE,
Blonde, Edging, Goffered Blonde and Ruches,
Black German, Brussels, Mohair and Cotton LACES,
Black Silk, Bullion and Fancy FRINGES,
Gimps, Ribbons, Fringes, Dress Buttons, &c.

HABERDASHERY,

With a large assortment of Imported Velvet, Beaver and Black Straw Bonnets;
Velvet Capes, Mantillas, Polkas, Cloaks, Children's Dresses, &c. &c.
☞ All Orders in the Millinery and Dressmaking Department punctually attended to.
Remainder of Stock expected by ships [illegible] *son, Howard, and Themis.*
October 16th, 1847.

A CARD.

The Misses Millar & Lyon,

(Lately in the establishment of Miss Magee,)

WOULD respectfully intimate to the Ladies of St. John and vicinity, that they have commenced the

MILLINERY & DRESS MAKING BUSINESS

in all its branches, and, from their long experience in this line, as well in Great Britain as in this City, they hope to render themselves worthy of the support which they respectfully solicit.

☞ *Residence, above the Store of Messrs. Doherty & M'Tavish, South side King-street.*
Saint John, October 9, 1847.—3m

NEW FALL AND WINTER GOODS.

J & H. FOTHERBY

Have received per "Lion" from Glasgow, and "Mountaineer" from Liverpool, part of their Winter Stock, consisting of

PILOT, Beaver and Broad CLOTHS; Buckskins, Doeskins and Tweeds;
ORLEANS, Coburgs and CASHMERES;
Satin, Strip'd and Check'd Orleans & Cashmeres
Grey, White and Printed COTTONS;
Red, White and Blue Flannels and Serges;
BLANKETS, Rugs, Quilts and Counterpanes;
LINENS, Lawns, Hollands and Diapers;
Jaconet, Book, Mull and Swiss MUSLINS;
Gala and All-wool Plaid and Fancy Cloakings,
Plaid, Maude, Cashmere and other fancy SHAWLS;
HANDKERCHIEFS in great variety;
Fancy Cashmere, Mohair and other DRESSES;
LACES, EDGINGS, NETS;
Striped Shirtings, Apron Checks and Hosiery;
OSNABURGS, Canvass and Padding;
HEARTH RUGS and CARPETS;
Cloth, Fur and Scotch CAPS;
COTTON WARPS, &c. &c.
Also per *William Carson* and *Commodore*, from London, and *Howard* from Liverpool—
CAPES, MUFFS, BOAS and CUFFS, Squirrel, Sable, Stone Martin, Fitch, [illegible]
Gro de Naps, Satins, and Satinetts,
VELVETS, Bonnet Silks and Flowers,
Lambs' wool and Thibet Hosiery and Gloves;
Fancy Dresses and Cloakings in great variety;
GIMPS, Fringes and Trimmings,
Tailors' Trimmings, &c. &c.
Which are offered at the lowest prices wholesale and retail, for Cash only.

FALL IMPORTATIONS.

JAMES M'DONNELL,

PRINCE WILLIAM STREET,

Has just received on consignment per brig [illegible] from Glasgow, and ship "Mountaineer" from Liverpool, part of his FALL SUPPLY of

BRITISH MERCHANDIZE, consisting of

87 BALES and cases containing an assortment of Goods suitable for the FALL TRADE, among which are—
BROAD CLOTHS, BEAVER and PILOT CLOTHS, in every variety of shade;
TROWSERINGS, in great variety;
BLANKETS, COUNTERPANES, and
Red, White, and Yellow FLANNELS;
Gala and Fancy CLOAKINGS,
Maude, Tartan, and Cashmere SHAWLS;
Fancy HANDKERCHIEFS, in great variety;
Grey and White COTTONS,
Twilled and Plain Regatta SHIRTINGS;
Black and Coloured Cobourg and Delaine,
Cachmeres, and Mouseline Delaines,
Lambs Wool SHIRTS and DRAWERS;
PRINTS, in newest styles,
UMBRELLAS, STOCKS, SHIRTS;
With a general assortment of Goods suitable for the Country Trade.
☞ Remainder of Fall Stock expected per *Howard, Themis, Oromocto,* and *Prince of Wales.*
Oct. 16, 1847. JAMES M'DONNELL.

CORDAGE & CANVAS.

THE Subscribers offer for sale—20 [illegible] son's CORDAGE, 8½ inch to 2 [illegible] yarn; 70 bolts Gourock Bleached Canvas imported expressly for a Ship of 770 [illegible] ral credit can be given. Also, a 1½ inch [illegible] 90 fathoms. WM. & JAMES LAWTON.
Aug. 14.

BOLT IRON.

Received per ship *Royal Mint* from [illegible] and *Delta* from Newport—

150 Tons BOLT IRON,

(ASSORTED.)
ALEXANDER [illegible]
Dock-street, August 21. 18[illegible]

IRON, STEEL,

Anchors, Chains, Tin Plates,

The Subscriber has in Stock, [illegible] on reasonable terms, at his [illegible] Nelson Street—

650 TONS best refined (Hunt's) and Common BAR IRON—all sizes;
20 ditto Swedes BAR IRON, assorted;
35 tons small round Refined Iron, [illegible]
10 ditto SHEET IRON, No. 16 to [illegible]
12 ditto best BOILER PLATES—5 feet by 2 feet;
8 ditto Hoop Iron—assorted sizes;
10 ditto Plough Plate Iron, 2 to 5 [illegible]
5 ditto best ANGLE IRON, for [illegible]
6 do. CAST STEEL, for Axes—Brothers & Co. and Naylor's;
5 do. best Blister Steel, hoop L [illegible]
5 do. Spring and Shear STEEL,
30 Anchors, Iron & Wood Stocks—[illegible]
20 CHAIN CABLES, ⅜ to 1⅛ inch, [illegible]
5 tons best close-link CHAIN, [illegible]
20 do. Spikes, well assorted, 4 to [illegible]
10 tons Parish picked OAKUM;
5 ditto Bolt COPPER, ⅜ to 1¼ [illegible]
115 bolts Extra Navy CANVASS;
150 boxes TIN PLATES—1C, DC, DX, DXX;
100 dozen Griffin's SCYTHES;
125 pieces best Irish LINEN;
600 Share Moulds and Anchor Palms
15 Warranted Anvils; 20 best Stock [illegible]
6 pairs Blacksmiths' BELLOWS;
50 dozen long handled SPADES;
50 ditto Ballast SHOVELS;
400 boxes Liverpool SOAP;
10 tons HOLLOW WARE, consisting of Pans, Griddles, Camp Ovens, [illegible]
150 Tea Kettles, Nos. 1 to 6;
30 half Register GRATES, handsome [illegible]
50 bundles Iron WIRE, Nos. 6 to 18;
12 bags Horse and Ox NAILS.
And per Lady Caroline—
10M. Fire BRICKS;
40 dozen Long Handled SPADES;
40 bundles SHEET IRON, Nos. 20 [illegible]
1350 bars Bolt Iron, ⅜ to 1⅛ inch;
40 dozen Spade Plates;
2 casks Miners' SHOVELS;
12 pairs Blacksmiths' BELLOWS,
102 bolts best Navy CANVASS, N[illegible]
July 10. WM. C[illegible]