The Courier.

SATURDAY, MAY 22, 1852.

The United States Mail Steamship *Atlantic*, Capt. West, arrived at New-York on Sunday night last, from Liverpool, bringing English dates to the 5th of May, and sixty-nine passengers.

TRADE.—The accounts of the state of trade in the manufacturing districts during the past week are all satisfactory. At Manchester there has been a steady business at firm prices, and the anticipation that Cotton is likely to remain for a long time without any great variation for existing rates, gives stability to future prospects. Birmingham continues to afford every practical sign of increasing prosperity. At Nottingham, the temporary change in the weather produced the activity that was expected, and the orders received from America have also been very good. In the woollen districts the course of trade, although still comparatively quiet, is apparently much more favourable than would be supposed, from the complaints in which the manufacturers have indulged for some months past. The Irish linen market is without alteration, but there has been a fair amount of transactions, with a slight tendency towards an advance in quotations.—*Shipping Gazette, May* 4.

In the House of Commons, on the 3rd, Sir James Pakington, the Colonial Secretary, moved and obtained leave to bring in a bill giving a Representative Constitution to the Colony of New Zealand. The peculiar geographical and other circumstances of New Zealand made it impossible (the Secretary said) to give it a constitution exactly similar to that of other colonies. The proposal was to establish Councils for the management of local matters, and a Central Legislature for the disposal of general or larger questions. Of the members of this Central Council part will be nominated by the British Crown, but the majority by the European and native population who possess a property qualification, namely, a freehold worth £50, the occupation of a house worth £10 in a town, or in the country £5 per annum. Mr. Hume, Mr. Gladstone, Sir W. Molesworth, and Lord John Russell approved, in general terms, of the motion.

The House went into committee on the Militia Bill. Mr. Cobden made a long speech against the bill, and moved as an amendment a return of the effective force of the Navy. In reply, it was asserted that the resolution could have been made only for the purpose of delay, as all the information asked for could be got in an authentic shape from the Navy List. Several members opposed the bill with earnestness, and others expressing a desire to be heard, an adjournment of the debate was agreed to.

In the House of Lords on Monday, Lord Derby stated that government had no present intention of removing the Trans-Atlantic American Mail Steamers from Liverpool to any other port.

The Militia bill was taken up in committee of the House of Commons, and debated throughout that day and the following, and then adjourned till Wednesday.

In the House of Lords on Tuesday, Lord Lyndhurst offered a bill repealing all disabilities upon persons refusing to take the oaths of adjuration, etc., referring especially to the case of Mr. Solomans, which was read once.

On Monday, a deputation waited on Mr. Lawrence, the American minister, to seek his aid in behalf of the subject of the reduction of international postage. Mr. L. expressed himself in favor of the project, and said he would lose no opportunity to further its advancement.

The news from France is not important, with the exception of some revelations in reference to the relations which had been entered into between the French President and the Austrian Government, under Prince Schwarzenburg, which appears to have been somewhat disturbed by the death of that Minister.

It is announced that orders had been given by the Minister of War for the formation of a camp at Compeigne, and that officers of the staff are making the arrangements for it.

The fearful accounts of famine in Germany are exciting much attention in England. Whole villages in Southern and Central Germany are being deserted for want of food. Trade is stag[illegible] 12,000 looms, in a single Province of [illegible] vers, not half [illegible] ively inhabited by wea[illegible] a rapidly spr[illegible] people are [illegible]

Accounts from Turin confirm the report of fearful loss of life by an explosion of [illegible] The following are some [illegible]

"The powder exploded at the moment when the workmen were quitting their work, viz., at a quarter before twelve. The fire began spontaneously in a mixture of blasting powder, communicating itself to two magazines, each containing 5,000 killogrammes of powder; thence it passed to cases filled with 2,000 killogrammes, and then to 3,000 killogrammes, spread in the open air.

The explosion of the latter set fire to two magazines, containing gunpowder and blasting powder, exceeding in quantity 10,000 killogrammes. It is supposed that the victims amount to 300, among them being many of the powder makers and soldiers, whose barracks, situated close up the magazines, were overturned and destroyed. A great many of the adjacent houses have been destroyed, and several received serious damages, the walls being cracked in a fearful manner. One wing of the hospital Contolergo was overturned, and many of the sick inmates buried in the ruins."

CAPE OF GOOD HOPE.—There had been two arrivals from the Cape of Good Hope, the *Agincourt* bringing advices to March 10th, and the *Maidstone* to March 17th. There is information of unimportant military movements, in which a few men had suffered, but without any decisive results. The new Commander in Chief had not arrived.

Colonel Yarborough, of the 91st, has been slightly wounded; Ensign Hibbert, of the 91st, wounded; Capt. Branley, of the Cape Corps, wounded; and twenty-six soldiers of the 91st and 74th Regts. killed and wounded. These casualties occurred among a patrol who had successfully attacked some Kaffir kraals in the Waterkloof, and who were themselves attacked on their return (as usual, by combined Kaffirs and Hottentots). This affair occurred between the 1st and 17th March.

INDIA.—The papers from India, by the Overland Mail, contain details of some interest, particularly in relation to the expedition ordered against Burmah. This enterprise had encountered unexpected delays, which, it was apprehended, might retard operations until the setting in of the monsoons, which might prove extremely detrimental to it. One cause of delay arose from the fact that a portion of the native troops are enlisted on the condition of not being liable to be sent beyond sea. Four regiments of this class of troops were ordered for Burmah, of which only one was enlisted for the general service, and it immediately embarked; but the other regiments so enlisted were at too great a distance to be available; and three volunteer regiments being ordered out and requested to embark, they refused to go. One regiment was ordered off by land, by way of Chittagong, under a doubt whether it would arrive in season to be of any service, independently of the apprehension that they would mutiny on the way.

In the upper country, Sir Colin Campbell had left Peshawur for the Ensufzaie districts, with 2500 men, against the hostile tribes, by whom he had been attacked, and the battle lasted three hours, with the loss of 100 men on both sides, in consequence of which he had sent for more troops to Peshawur.

By Telegraph to the News Room.

ARRIVAL OF THE AFRICA.

BOSTON, May 20.

The *Africa* has arrived at New-York with Liverpool dates to the 8th inst.

Cotton had advanced one-eighth penny.

Flour had declined six pence per barrel.

It is still supposed that the Empire will be declared in France, by the 10th May or soon after.

There had been another action at the Cape of Good Hope, and a number killed. It is stated that the Kaffirs are perpetrating horrid cruelties upon the unfortunate captives who fall into their hands.

Mr. Meagher's escape is not confirmed.

The *Europa* sailed from New-York, on Wednesday, with 170 passengers, and $575,000 pr[illegible]ally in silver.

On Monday last, our newly elected Mayor, William O. Smith, Esq., entertained the members of the Common Council, a number of Magistrates of the City and County, several members of the Executive, and various heads of public departments, and a number of his citizen friends, in all about one hundred, with a luncheon at the St. John Hotel. The entertainment was furnished by the Messrs. Scammell, in their usual good style; and no expense was spared by His Worship on the occasion, the tables being supplied with abundance of champagne. After a number of appropriate toasts had been drunk and responded to, and ample justice had been done to His Worship's hospitality, the company separated, still further convinced of the judicious choice made by the Common Council in the election of their Chairman.

CIVIC ELECTION.—The election of an Alderman for Queen's Ward, to supply the vacancy occasioned by the elevation of Alderman Smith to the Mayoralty, takes place next Monday.

That the public property of the citizens of St. John has been sadly mismanaged in past times, is known to all. We will not now stop to comment on the want of prudence or foresight on the part of those in whose hands a noble property was wasted, and a rich Corporation embarrassed, but we think it our duty to warn our fellow citizens, on the eve of an election, to recollect that it was mainly owing to their own apathy and carelessness, in placing men in charge of public affairs who failed in their duty that the present embarrassment was brought upon them,—so it will depend on the prudence exercised in future elections, whether by economy and good management the City property shall produce enough to defray the necessary expenditure; or whether the whole shall be given up to our creditors, and ourselves and children taxed for the deficiency.

We hope the time has gone past when waiters upon Providence, and men who had proved themselves notoriously unfit to manage their own business, were thought good enough to serve the public. We trust that our citizens will in future give their suffrages only to men of unblemished character and known business abilities. They may then reasonably expect to have their business properly done.

THE WEATHER, &c.—We have had another week without any rain of consequence and we understand that grass lands are now beginning to suffer. The seed has been mostly got in, in this part of the country, and if we are favored with warm rain soon, the season will be quite as forward as usual. A very large breadth of Potatoes has been planted, and we have heard of several fields of Wheat and Oats in this neighbourhood being well brairded.

Potatoes and Oats continue very scarce and high in the market—the former bringing 5s. per bushel freely, and the latter, of common quality, 3s. to 3s. 6d., while good seed oats have sold readily at 4s. to 5s.

GASPEREAUX FISHERY.—We are informed that the Gaspereaux Fishing in our Harbour is unusually good this season—much better than for many years past. The catch indeed is stated to be so great, that the quantity of fish far exceeds the number of vessels prepared to hold them, and we have been told that in some cases scows have been employed to salt them in.

The bounties of Providence seem to flow upon us, and ought to be received with thankfulness.

STEAMBOAT COLLISION AND EXPLOSION!—We regret to have to notice an occurrence of this description, which took place near Harding's Point, on the River St. John, between one and two o'clock yesterday morning, attended, we are pained to add, with loss of life. The steamer Anna Augusta on her downward trip from Fredericton, and the tug steamer Transit, bound upwards, both going at full speed, came into collision—the Transit, which is scow-built, striking the Anna Augusta with great force on the starboard bow, abreast of her boiler, which is situated on that side of the deck, and causing it to explode, the boiling water and steam forcing their way in all directions, and scalding a number of persons. The boiler was forced from its place by the concussion, and had not the Anna Augusta's main shaft checked the Transit, it is thought she would have been cut through. As it is she has sustained great injury, while the Transit is but slightly damaged.

From a lengthy account of the disaster, in the [illegible] fearfully scalded, and, [illegible] will scarcely recover. Another of the crew named Nyles is scalded on the head, back and legs, and is in a precarious state. Bryson, a passenger, had gone down a few minutes before to light his pipe and he is also severely scalded, the jet of boiling water having struck him. Harkins, one of the crew, has both hands dreadfully scalded, and a boy named Campbell, steward's assistant, has both feet injured. A butcher named Murray, is also much injured. He was near the boiler at the time, and a Mr. Hamilton, from Sheffield, who slept in the saloon on the upper deck, has one foot scalded.

The Transit took the sufferers and some of the passengers on board and returned to Indian Town. A number of medical gentlemen from the city proceeded over at once, and all possible attention was paid to those who needed it.

There were about thirty passengers on board the Anna Augusta, and only one female.

That this collision could have been avoided is certain if due precautions had been taken, and the blame as usual is attributed to both parties.

ST. ANDREWS AND WOODSTOCK RAILWAY.—We learn from St. Andrews that the prospects of the Railway are at present in a favourable position, and that there is every appearance of the undertaking being carried out without delay. The contract, we are informed, has been duly made; and Mr. Brookfield, the agent of the Contractors in England, arrived at New-York on Thursday last, in the Steamer *Africa*, on his way to St. Andrews. The rails for the ten miles already graded are to be forthwith laid down, and we may expect to see the remainder of the line built during the next eighteen months. Captain Robinson, R. N., and M. P. P., has been elected President of the Board of Directors in this country, in the room of John Wilson, Esq., who has resigned being a Director. The contract has been received at St. Andrews.

WESTMORLAND ELECTION.—The polling took place on Tuesday last, and resulted in the return of a new candidate. A Telegraphic despatch from Shediac, received at the News Room this morning, states that Albert J. Smith, Esquire, Barrister, of Dorchester, has been declared duly elected, by a majority of 114 votes. Numbers as follows:—Smith, 610; Chapman, 496; Gilbert, 474.

SOUTH BAY BOOM COMPANY.—At the Annual General Meeting of the Stockholders of the South Bay Boom Company, held on Monday the 10th inst., the following Gentlemen were elected Directors for the ensuing year:—Hon. John Robertson, and F. A. Wiggins, John Wishart, N. S. Demill, A. McL. Seely, Edward Allison, and George Young, Esq'rs.

And at a subsequent meeting of the Directors, A. McL. Seely, Esquire, was unanimously re-elected President.

THOMAS McMACKIN,
Superintendent, Secretary and Treasurer.

The Halifax papers state that information has been received from Rome, of The Very Rev T. L. Connolly, V. G. of Halifax, having been appointed to succeed the late Dr. Dollard, as Catholic Bishop in New-Brunswick.

It is added that letters were received last week in Halifax, from Rome, announcing that Bishop Walsh had been raised to the dignity of Archbishop over the Eastern Colonies of British North America, Newfoundland excepted.

THE LONDON QUARTERLY REVIEW for April (reprinted from the London issue, by Messrs. Leonard Scott & Co., New-York,) has been obligingly handed us by Messrs. McMillan, of this City. Having received it very recently, we can but enumerate the articles which compose it; but we opine, from their attractive character, that a persual of the present No. of the *London Quarterly Review* will prove unusually profitable:—1. Sir Roger de Coverley; 2. Walpole's Garland—1761; 3. Diary of General Patrick Gordon; 4. Recent Epics; 5. Progress of Comparative Anatomy 6. Bohemian Embassy to England, Spain, &c. in 1466; 6. The Cannon, the Musket, and the Rifle; 7. California *versus* Free Trade; 8. First Ten Years of the Reign of George III.; 9. Lamartine on the Hundred Days; 10. The Old and New Ministries.

☞ The *J. D. Pierce*, a small American Steam Propeller, to run between Woodstock and the Grand Falls, arrived to-day from Eastport.

WAR OFFICE, April 30.—72d Regt.—Quarter-Master Sergeant McDonald to be Quarter-Master, vice Boden, who resigns.

RECIPROCITY.—The New York *Journal of Commerce* of the 15th inst., says—"The public will rejoice to learn, that the persons to whom the most reliable sources of information on this subject are open, are now most sanguine of the result of the pending negotiations; and were this not the session of the Presidential campaign, before twelve months we should most assuredly see the commencement of the great and mutual advantages to flow from reciprocity of trade between the U. States and the British Colonies. As it is, we can hardly hope for any decision while the Presidential excitement and the overpowering business of the country occupy, as they now do so fully, the whole attention of Congress.—But let not the friends of the measure in either country grow desponding. It is a law of nature, and must occur. Peevishness and discontent, as well as undue anxiety, will rather retard than accelerate it. And above all, let not our friends on the other side of the border resort to retaliatory measures—such will rather give strength to the arguments of the opponents of the measure. Our Canadian and Provincial friends will find that they can afford to wait, in view of the immense benefits they will derive from the final satisfactory adjustment of this measure."

CALIFORNIA.—Three Steamers arrived at New-York this week, from the Isthmus, with an aggregate of 870 passengers, and upwards of two million dollars in gold.

The dates from San Francisco are to the 16th of April.

The news from California is remarkably encouraging as regards the mines, particularly the quartz veins, which were yielding rich returns.

Dates from San Diego are to April 2d. A party of soldiers belonging to Major Fitzgerald's command had been surprised near the mouth of the Colorado, by a body of Indians, armed with clubs, and all murdered. The Indians afterwards attacked the camp, but were repulsed.

There was a rumor at Sacramento on the 10th April, that the Indians in Scott's valley had killed 150 white men, and stolen property to the amount of $250,000. The Senators from Klamath and Shasta counties had applied to government for aid to expel the Indians.

The whale ship John & Elizabeth, of New London, was spoken March 11th, at sea. She reported having experienced a severe shock of an earthquake about a month previous. Afterwards steered for Grampus Island, and found 30 fathoms water on its former location—supposed it must have sunk in the earthquake, as his Chronometer was correct.

The barque Gleney, from Hong Kong, also steered for another Island, laid down in the chart, but could not find it, and supposed it to have been also submerged.

Accounts from Queen Charlotte's Island (Oregon) represent gold in abundance.

NEW YORK, May 18.—By the Sierra Nevada we have Jamaica papers to the 11th inst. The small pox continues exceedingly virulent in the country districts, and some cases were reported at Kingston. It is said that two-thirds at least of the inhabitants of Falmouth had suffered more or less from the malady.

Some of the papers anticipate that the crops will prove a partial failure, for the want of rain. Flour sold freely at 30 to 31s. A cargo of Codfish from Halifax was placed at 12s. 6d. per cask, and 13s. per box. Lumber—White Pine much wanted. Mackerel—all the late receipts at 24s. Pimento scarce. Lard declined to 7d.

☞ GRAHAM'S, GODEY'S and SARTAIN'S MAGAZINES, for June, have been received, and are for sale at CHUBB & Co's Book Store.

To Mr. W. B. Dean,

DEAR SIR—

I beg to tender you my most heartfelt thanks for your great kindness and promptitude in sending the schr. *Brothers*, Capt. Brundage, to my relief, while drifting about in the Gulf, surrounded by ice, when both ship and cargo, if not the lives of those on board, were in imminent danger. Words would fail me to express the gratitude I feel. Such acts of kindness, Sir, can only flow from an open and generous heart, which I believe to be the gift of Heaven; to relieve the distressed is the very essence of His laws, and may His best blessings attend all your steps; with my most grateful wishes for your happiness and prosperity, allow me to assure you that I shall ever retain the most vivid remembrance of this kind act.

I also desire to express my thanks to Captain Brundage, for his perseverance in finding us out [illegible] manner in which he conducted [illegible]

On the 17th inst., at the Centenary Chapel, by the Rev. R. Cooney, M. A., Capt. William S. Frost, of this City, to Eunice, daughter of William Evans, Esq., M. D., of Stoke, England.

On the 18th inst., by the Rev. Robert Cooney, M. A., Mr. Thomas E. Gibson, to Miss Anne Mitchell, both of this City.

On the 19th inst., by the Rev. W. Donald, A. M., Mr. George Murray, to Margaret, third daughter of Mr. Hugh Fraser, Farmer, Boghead, Kinoir, Huntly, Aberdeenshire, Scotland.

On the 20th inst., by the Rev. R. Cooney, A. M., Mr. William Henry Best, to Miss Charlotte Derry, both of this City.

On Friday evening, 21st inst., by the same, Mr. Jonathan R. Henderson, of this City, to Miss Eliza Goodwin, of Londonderry, Nova-Scotia.

At Studholm, (K. C.) on the 11th inst., by the Rev. Thomas McGhee, Rector of Sussex, Mr. Elias S. Flaglor, of St. John, to Isabella A. Bunting, second daughter of Mr. James Secord, of Norton.

In South Boston, on the 6th inst., by Elder Tuttle, Mr. William T. Herrington, of this City, to Miss Mary W. Poole, of Boxbury, Mass.

DIED.

On Tuesday evening, the 18th May, ELIZABETH, eldest daughter of the late Hon. William Hazen, and relict of the late Honorable WARD CHIPMAN, in the 85th year of her age.

On Wednesday morning, after a lingering illness, of consumption, which she bore with Christian fortitude, Mary, wife of Charles N. Perkins, aged 38 years, leaving a family of four children to mourn the loss of a kind and affectionate mother.

On Wednesday morning, in the 11th year of her age, Jane, daughter of Capt. Edward Hippisley.

On Sunday morning, Eliza, wife of Mr. William Dougan, in the 45th year of her age.

On Monday the 17th inst., at Milkish, at her son's residence, Isabella, wife of Mr. John McRae, aged 49 years.

In Portland, on the 14th inst., William, son of Mr. Moses Cunningham, aged 18 years.

On Saturday evening, Mr. George Anderson, aged 22 years.

Yesterday morning, from injuries received by the steam-boat explosion, Mr. Hugh Cochrane, aged 25 years, leaving a large circle of friends and acquaintances to lament their loss.

At the Marine Hospital, Partridge Island, on Friday last, of Small Pox, Mr. William Lee, late of Halifax, N. S.

At Smith's Creek, King's County, on Sunday the 16th inst., after a long illness, Margaret, wife of Gilbert L. Stockton, Esq., in the 64th year of her age.

Suddenly, at Spring Park, Charlotte Town, on Sunday morning, 9th inst., the Honorable EDWARD JAMES JARVIS, Chief Justice of Prince Edward Island, aged 63 years.—The deceased was universally respected for his upright character and astuteness as a Judge; for the urbanity of his manners as a citizen, and for the mildness of his disposition as a husband and parent. He has left four sons and one daughter, with a numerous circle of relatives and friends, to mourn their sudden bereavement.—Chief Justice Jarvis was a native of this City, and was for some time its Recorder, and afterwards a Judge of the Supreme Court of this Province. He subsequently held the office of King's Assessor and Crown Advocate in the Island of Malta, during the administration of its Government by the late Marquis of Hastings, and until that office was abolished; and latterly, for a long period, until his death, was Chief Justice of Prince Edward Island. He studied with the celebrated Chitty, and was a Barrister of the Inner Temple, London.

Very suddenly, at Glasgow, on the 24th April, John McDonald, Esq., leaving an only daughter, wife of Dr. Lester, of this City, to mourn the loss of a most affectionate parent.

At Boston, on the 8th inst., Mr. William Emerson, Seaman, aged 28 years, leaving a wife and one child in this City, to mourn their bereavement. He was a native of Germany.

MARINE JOURNAL.

PORT OF SAINT JOHN—ARRIVED,

Monday—Barque Elizabeth Holderness, Predgen, Hull, 48 days—R. Rankin & Co., coals.

Brig Harlequin, Brown, New-York, 9—John Robertson, ballast.

Oberon, Shields, Charente, via Halifax, 10—Wm. Thomson, brandy, &c.

Schr. London, Crane, New-York, 9—George A. Lockhart, general cargo.

Eliza Jane, McLean, Boston, 8—Master, flour, &c.

Dart, Smith, Halifax, via Yarmouth, 2—Charles McLauchlan, molasses, &c.

Steamer Creole, Winchester, Boston—Geo. Thomas, passengers and merchandise.

Tuesday—Ship Jenny Lind, Card, Portsmouth, (N. H.) 10—Geo. Thomas, ballast.

Barque Ellen & Margaret, Going, Queenstown, 34—R. Rankin & Co., passengers.

Brig Thetis, Kenealy, New-York, 9—C. McLauchlan, general cargo.

Wednesday—Barque Florence, Coxhead, New-York, 6—R. Rankin & Co., ballast.

Wolga, Collins, Carthagena, 50—John Robertson, ballast.

Brig Demerara, Flynn, New-York, 10—to order, ballast.

Steamer Admiral, Wood, Boston—Geo. Thomas, passengers and merchandise.

Thursday—Barque Commerce, Waterson, Boston, 4—S. Wiggins & Son, ballast.

British Queen, Cabena, New-York, 12—R. Rankin & Co., ballast.

Brig Vesta, Cock, Philadelphia, 12—John Robertson, ballast.

Friday—Barque Nova-Scotian, Cunningham, Boston, 2—Chas. McLauchlan, ballast.

Brig Caros, Ketchum, Barbados, 21—Joseph Fairweather, molasses.

Schr. Mary, Mahony, Portland, 3—Geo. Eaton, wrecked materials.

Steamer Maid of Erin, Belyea, Portland—Thomas Parks, passengers and merchandise.

This Morning—Brig Themis, Margeson, Boston, 3—Geo. Thomas, flour, &c.

Schr. Fowler, Cox, Boston, 3—Master, flour, &c.

COASTWISE.

Saturday—Schr. Sisters, Parker, Cornwallis, oats, &c.
Dove, Woodworth, Cornwallis, potatoes and furniture.
Gazelle, Cole, Sackville, oats, butter, &c.
Dorchester, King, Dorchester, oats, butter, pork, &c.
Monday—Schr. Lark, Ferris, Weymouth, ballast.
Gipsy, Slocomb, Wilmot, oats, apples, cheese, &c.
Peeler, Leary, New Edinburgh, fish and eggs.
Jim, Minness, Aylesford, deals, cattle, &c.
Pandora, Shields, Salmon River, deals.
William & Ann, Beckett, Musquash, deals.
Mountaineer, Fitzgerald, Joggins, coals.
Steamer Fairy Queen, Belmour, Petticodiac, oats.
Tuesday—Schr. Pilot, Slocomb, Annapolis, deals, &c.
Wednesday—Schr. Telegraph, Gilliat, Annapolis, ballast.
Zephyr, Beeler, Digby, cordwood and eggs.
Favorite, Helms, Magaguadavic, ballast.
Steamer Fairy Queen, Belmour, Windsor, merchandise.
Thursday—Schr. Ellen Eliza, Kelly, Wilmot, butter, &c.
Friday—Schr. Lioness, Martin, Salmon River, deals.
Challenge, Gillespie, Point Wolf, deals.
Stranger, Copps, Salmon River, ballast.
Sarah, Parker, Annapolis, staves.
Milton, Doggett, Grand Manan, fish and eggs.
Louisa, Bissett, Joggins, coals.
Swallow, Adams, Musquash, deals.
Lark, Hersey, Westport, fish.
Star, Vail, Westport, eggs and fish.
Digby Packet, Turnbull, Digby, hats, fish and eggs.
Patriarch, Rice, Digby, eggs, potatoes and fish.
Laurel, Brinton, Wilmot, cordwood, fish, &c.
Steamer Fairy Queen, Belmour, Sackville, cattle.

CLEARED.

May 15th—Barque Faside, Walker, London, deals—R. Rankin & Co.; Kaffir, Gimber, Liverpool, timber and deals—W. & G. Carvill; Schr. Echo, Holder, Eastport, hackmatack timber—Wm. Thomson; Harriet Ann, Hamlyn, Eastport, scantling—C. Peavy.

17th—Barque Palendar, Lovett, Cork, deals—J. L. Woodworth; Alfred, Graham, Leith, timber and deals—R. Rankin & Co.; Ant, Williams, Cork, for orders, deals—R. Rankin & Co.; Statesman, Corning, Cork, timber and deals—R. Rankin & Co.

18th—Ship Cambria, McCulloch, Liverpool, deals and scantling—J. L. Woodworth; Barque Argyle, Burton, Kingstown, deals—W. & G. Carvill; Douglas, Smith, Hull, timber and deals—John Robertson; Mary, Scott, Glasgow, timber and deals—Chas. McLauchlan; Brigt. Victoria, Crompton, Dundalk, deals, &c.—W. & G. Carvill.

20th—Brig Vixen, Morris, Arbroath, timber and deals—R. Rankin & Co.; Solon, Moody, Belfast, deals—R. Rankin & Co.; Diana, Charters, Dumfries, timber, deals, &c.—Wm. Thomson; Schr. Pearl, McLean, Boston, boards—Geo. Eaton.

22d—Ship Amazon, Roberts, Hull, timber and deals—S. Wiggins & Son; Barque Sarah Millidge, Kendrick, Dublin, deals, &c.—R. Rankin & Co.

The schr. Rambler, Newell, which sailed hence on the 14th inst. for Halifax, got ashore near Brier Island the same night, and has been condemned—cargo limestone.

Spoken, May 7th, ship Cornelia, 4 days from St. John, for Leith.

Arrived at New-York, May 15th, barque Brothers, Doran, Newry; 17th, Ulverstone, Broderick, Hull; brig Aden, Frizel, Cardenas; 19th, brig Eliza Goddard, Adams, Sagua.—At Boston, 16th, schr. Cuba, Kavanagh, St. John.—At Halifax, 14th, brig Albion, Leslie, Aberdeen; 18th, schr. Charles, Simpson, St. John.

Cleared at Mobile, May 4th, ship Montezuma, Leavitt, Liverpool; 10th, ship Mary Caroline, Fox, do.—At New Orleans, 8th, ship Infanta, do.—At Savannah, 11th, ship Pilgrim, Richardson, do.—At Philadelphia, 16th, ship Superior, Mason, St. John.—At New-York, 14th, barque Ross, Brown, and schr. Richard Cobden, Morrison, do.

Sailed from Matanzas, May 6th, barque Amelia, Holder, Boston.—From Alexandria, 11th, schr. Iris, for St. John.—From New Haven, 14th, brig Agnes, do.

[illegible] William Carson, [illegible] ster, Thompson, Mobile; [illegible] 6th, Speed, Grundell, [illegible] vannah.—At Dublin, 6th, barque Perseverance, [illegible] livan, St. John.

Sailed from Liverpool, May 1st, barque Snowdon, Walker, and brig Vixen, Graham, St. John; barque Laconic, Miller, Eastport.—From Queenstown, 1st, brig Ocean, Neill, St. John.—From Bombay, 24th March, ship Dundonald, Gillies, Liverpool.

Barque Ashley, Betts, sailed from Glasgow on the 4th for Boston—got in contact, but proceeded with but slight damage.

Barque Frederick, Smith, from Glasgow and Belfast, for Boston, put back to Liverpool, May 3d, leaky—had been docked, and would have to discharge cargo.

Loading at Liverpool, ships Commodore, Favorite, and Britannia, for St. John; Eudocia, and David Cannon, for New-York; Kitty Cordes, for Mobile.

SHEDIAC, May 6th.—Arrived, barque Bellina, (Nor.) Anderson, Arendal, Norway, to Moses Welling, ballast; 13th, barque Traffic, (Nor.) Jaanson, Jernen, do. do., 26 days, to W. H. & R. C. Scovil; 18th, brig Nordesjernen, (Nor.) Feronson, Arendal, 41 days, to W. H. & R. C. Scovil; 22d, brig Emporium, Colt, St. John's, Newfoundland, 10 days—to the Shediac Manufacturing Company. The captain reports that a number of the missing sealing vessels had returned.

St. John Hotel Company.

A DIVIDEND of Three Shillings and Three Pence per Share, has been declared payable to the Stockholders of the ST. JOHN HOTEL COMPANY, by the Secretary, on or after the first day of June next.

By order of the Board of Directors.

A. ROBERTSON, *Sec'y.*

St. John, N. B., 22d May, 1852. (Obs.)

South Bay Boom Company.

PUBLIC NOTICE is hereby given, that a General Meeting of the Stockholders of the SOUTH BAY BOOM COMPANY, will be held at the Office of the President, on Wednesday the twenty-third day of June next, at eleven o'clock, A. M.

A. McL. SEELY, *President.*

Saint John, N. B., 22d May, 1852.

JOSEPH HAMILTON, COMMISSION MERCHANT AND SHIP BROKER,

SAINT JOHN, N. B.

Office, Prince William-street, adjoining Commercial Bank Building. May 22.—3¶

Co-Partnership Notice.

THE Subscribers having entered into Co-Partnership, under the style and firm of D. & J. LEAVITT, have opened the Brick Store, Corner of Germain and Market-streets, intend keeping on hand a superior Stock of TEAS, GROCERIES, &c., and hope by strict attention to Business, to merit a share of Public patronage.

DANIEL J. LEAVITT,
JAMES H. LEAVITT.

May 22.—3i.

Gold and Silver WATCHES.

JUST received—A good assortment of GOLD and SILVER WATCHES, of a superior quality; Ladies' and Gent's Gold Guard CHAINS and KEYS, BROOCHES, RINGS, &c.; Silver SPOONS, made of coin in the City, always on hand; WEDDING RINGS of Pure Gold, warranted—all of which is offered cheap for Cash

☞ CLOCKS, WATCHES, and JEWELLERY repaired, and warranted.

*** Cash and the highest price paid for old Silver.

FRANCIS CLERKE.

WARD'S BUILDING, *South side King-street.*

May 22d, 1852.¶ [Nws 2m.]

FLOUR.

Landing ex "Themis,"

632 BARRELS Superfine CANADA FLOUR—on consignment.

May 22.—2i. GEO. THOMAS.

CARPENTERS WANTED.

TWO House CARPENTERS, to work in the Country. Apply to

WM. DAVIDSON,
Wiggins' Buildings.

May 22.—

Notice to the Public.

ON and from MONDAY the 31st instant, there will be a tri-weekly Mail from Halifax through to Canada by way of Amherst, Saint John, Fredericton, Woodstock, &c.; and also from the Bend of Petitcodiac to Newcastle, Miramichi. A contract, also, is about to be entered into with the owners of the Steamer *Pilot*, for a regular communication between Saint John, Digby, and Annapolis, three times weekly each way, during the months of May, June, July, August and September; twice weekly, during the months of April, October and November; and once weekly, during the four Winter months of December, January, February and March—by all which communications Mails will be forwarded to and from Saint John and Halifax.

These changes will involve an entire re-arrangement of the Mail service on the above lines, and the branches in connexion therewith; and the following are Tables of the Days and Hours of Arrival and Departure under the new arrangement, viz:—

MAILS FROM HALIFAX.

Leave Halifax, at	6, 0, A. M.	Mondays, Wednesdays & Fridays.
Due at Amherst, at	4, 30, A. M.	Tuesdays, Thursdays and Saturdays.
Due at Sackville, at	6, 25, A. M.	
Leave ditto, at	7, 0, A. M.	
Due at Dorchester, at	8, 25, A. M.	
Due at the Bend, at	12, 0, noon.	
Due at Salisbury, at	2, 20, P. M.	
(Albert County Mails despatched Tuesdays & Thursdays, at 3, 0, P. M. Due at Harvey, Wednesdays & Fridays, at 10, 0, A. M.)		
Due at Sussex Vale, at	6, 50, P. M.	
Due at Hampton, at	10, 30, P. M.	
Due at St. John, at	1, 30, A. M.	Wednesdays Fridays and Sundays.
Due at Fredericton, about	6, 0, P. M.	
Leave ditto, at	8, 0, P. M.	
Due at Woodstock, at	6, 40, A. M.	Thursdays, Saturdays and Mondays.
Leave ditto at	8, 0, A. M.	
Due at Andover, at	4, 20, P. M.	
Leave ditto at	4. 35, P. M.	
Due at Colebrooke, at	8, 15, P. M.	
Leave ditto at	8, 30, P. M.	
Due at Edmundston, at	4, 0, A. M.	Fridays, Sundays and Tuesdays.

MAILS FROM CANADA.

Leave Edmundston, about	10, 0, P. M.	Mondays, Wednesdays & Saturdays
Due at Colebrooke, at	5, 45, A. M.	Tuesdays, Thursdays and Sundays.
Leave ditto, at	6, 0, A. M.	
Due at Andover, at	9, 40, A. M.	
Leave ditto, at	9, 55, A. M.	
Due at Woodstock, at	6, 15, P. M.	
Leave ditto, at	8, 0, P. M.	
Due at Fredericton, at	6, 40, A. M.	Wednesdays Fridays & Mondays.
Leave ditto, at about	10, 0, A. M.	
Due at St. John, at	6, 0, P. M.	
Mails for Halifax close at St. John at - - - -	9, 0, P. M.	
Leave St. John, at	3, 0, A. M.	Thursdays, Saturdays and Tuesdays.
Due at Hampton, at	6, 0, A. M.	
Due at Sussex Vale, at	9, 40, A. M.	
Due at Salisbury, at	2, 10, P. M.	
(Albert County Mails leave Harvey on Wednesdays and Fridays, at 3, 0, P. M. Due at Salisbury, Thursdays and Saturdays, at 11, 0, A. M.)		
Due at Bend, at	4, 30, P. M.	
Due at Dorchester, at	8, 5, P. M.	
Due at Sackville, at	9, 30, P. M.	
Leave do., at	10, 15, P. M.	
Due at Amherst, at	11, 30, P. M.	
Due at Halifax, at	10, 0. P. M.	Fridays, Sundays and Wednesdays

The above Table shews only the tri-weekly Mail through this Province, to and from Canada and Nova-Scotia. In addition to the above, Mails will be forwarded by the Steamers between Saint John and Fredericton, generally, twice daily. There will also be, until the end of September, a tri-weekly communication between Saint John and Halifax, *via* Annapolis, according to the following Table, viz:—

SAINT JOHN TO HALIFAX.

Close at St. John, at	7, 0, A. M.	Mondays, Wednesdays and Fridays.
Leave ditto, at	8, 0, A. M.	
Due at Annapolis, at	4, 0, P. M.	
Leave Annapolis, at	9, 0, A. M.	Tuesdays, Thursdays & Saturdays
Due at Halifax, at about	4, 0, P. M.	Wednesdays Fridays and Mondays.

HALIFAX TO SAINT JOHN.

Due at Annapolis, [illegible]	[illegible] A. M.	Tuesdays, Thursdays [illegible] Mondays.
Leave Annapolis, at	7, 0, A. M.	Thursdays, Saturdays and Tuesdays.
Due at St. John, at	3, 0, P. M.	

The following Table shews the arrangement on the Branch Line from Bend of Petitcodiac to Campbelltown:—

BEND OF PETITCODIAC TO CAMPBELLTOWN.

Mails despatched from Bend of Petitcodiac, at	4 0, P. M.	Tuesdays, Thursdays and Saturdays.
(or one hour after the arrival of the St. John Mail, when late.)		
Due at Shediac, at	6, 40, P. M.	
Despatched from ditto, at	7, 0, P. M.	
Due at Richibucto, at	0, 40, A. M.	Wednesdays Fridays, and Sundays.
Despatched from ditto, at	1, 10, A. M.	
Due at Chatham, at	7, 50, A. M.	
Newcastle Mail desp. at	8, 30, A. M.	
(or thirty minutes after the arrival of the Southern Mail, when late.)		
Due at Newcastle, at	9, 50, A. M.	
Mails (for the North) despatched from Newcastle, at	11, 0, A. M.	Wednesdays and Fridays.
Due at Chatham, at	0, 20, P. M.	
Desp. from Chatham, at	1, 0, P. M.	
(or one hour after the arrival of the Southern Mail, when late.)		
Due at Bathurst, at	10, 20, P. M.	
Desp. from Bathurst, at	10, 50, P. M.	
Due at Dalhousie, at	7, 30, A. M.	Thursdays and Saturdays.
Desp. from Dalhousie, at	8, 0, A. M.	
(or thirty minutes after the arrival of the Southern Mail, when late.)		
Due at Campbelltown, at	10, 40, A. M.	

CAMPBELLTOWN TO BEND OF PETITCODIAC.

Mails despatched from Campbelltown, at	8, 0, A. M.	Sundays & Thursdays.
Due at Dalhousie, at	10, 40, A. M.	
Desp. from ditto, at	12, 0, noon.	
Due at Bathurst, at	8, 40, P. M.	
Desp. from ditto, at	10, 0, P. M.	
(or at 1, 0, A. M., if the Dalhousie Mail is late.)		
Due at Chatham, at	10, 0, A. M.	Mondays and Fridays.
Newcastle Mail desp. from Chatham, at	11, 0, A. M.	
Due at Newcastle, at	0, 20, P. M.	
Mails (for the South) despatched from Newcastle, at	2, 0, P. M.	Mondays, Wednesdays and Fridays.
Due at Chatham, at	3, 20, P. M.	
Desp. from Chatham, at	4, 0, P. M.	
Due at Richibucto, at	10, 50, P. M.	
Desp. from ditto, at	11, 20, P. M.	
Due at Shediac, at	5, 0, A. M.	Tuesdays, Thursdays and Saturdays.
Desp. from Shediac, at	5, 30, A. M.	
Due at the Bend of Petitcodiac, at	8, 10, A. M.	

J. HOWE,
Postmaster General.

General Post Office,
St. John, 18th May, 1852.

FARM WANTED!

A small FARM on the River St. John, with Buildings, Fences, &c. in good repair. A purchaser can be heard of on application to Mr. THOMAS SMITH, or at the Office of Messrs. RITCHIE & ALMON, Princess-street, St. John.

May 22.—[Head Qrs. 2.i]

Young Ladies' Establishment.

WANTED IMMEDIATELY, in a highly respectable SCHOOL, in this City, A YOUNG LADY who is thoroughly competent to give instruction in the Elementary Branches of English. None need apply but such as are *well versed* in Grammar, Geography, Arithmetic, &c. Unexceptionable references will be required. Remuneration liberal. Address, if by letter, (post paid,) to A. B., at this Office. May 15th, 1852.

NOTICE.

THE Office of the Subscriber is still kept in his former place of business, No. 3, Dock Street. Open every day from 9 o'clock, A. M., until 5 P. M. All persons indebted to him are requested to call and settle their accounts on or before the 10th June ensuing; and all persons to whom he is indebted will present their accounts for payment before that date, as he intends leaving for England about the 1st of July.

FOR SALE.—He offers for Sale, his beautiful BAY MARE, 6 years old, warranted faultless—price £40. [May 15.] JOHN GILLIS.

NEW ARRANGEMENT.

Steamship "ADMIRAL,"

ALBERT WOOD, Master,
(750 Tons.)

TWO TRIPS A WEEK,
Starting from the Boston Steamboat Landing, near Reed's Point.

The following will be the New Arrangement until further notice:—

LEAVE SAINT JOHN on WEDNESDAY Mornings, at 8 o'clock, for EASTPORT and PORTLAND. Passengers forwarded thence by Railway to BOSTON.

Leave SAINT JOHN on SATURDAY Mornings, at 8 o'clock, for EASTPORT and BOSTON, (not touching at Portland.)

RETURNING.

Leave BOSTON on MONDAY MORNINGS, at 12 o'clock, for EASTPORT and SAINT JOHN, (not touching at Portland.)

Leave PORTLAND on THURSDAY EVENINGS after the arrival of the 2½ o'clock Train from Boston, for EASTPORT and SAINT JOHN. Passengers from Boston, wishing to meet the *Admiral* at Portland on THURSDAYS, can obtain through Tickets at the Eastern, or Boston and Maine Railroad Office, Boston.

The owners of the Admiral, determined to afford every accommodation to the Travelling Public, have at a very great cost leased those extensive premises known as the Pettingell Property, near Reed's Point, and which will in future be called the BOSTON STEAMBOAT LANDING.

GEORGE THOMAS, AGENT,
South Market Wharf.

May 22.

FARE REDUCED TO EASTPORT, PORTLAND, AND BOSTON!!

The Steamer MAID OF ERIN,

W. R. BELYEA, MASTER,

Having received New Boilers, and being otherwise fitted up in a good and substantial manner, will leave the North Wharf every TUESDAY Morning, at Seven o'clock, for Eastport and Portland, connecting with Railroad and Steamers *St. Lawrence* and *John Marshal* to and from Boston.

Cabin	Fare to	Boston,	$4,50.
Deck	"	"	3,75.
Cabin	"	Portland,	3,50.
Deck	"	"	3,00.

☞ Tickets to and from given at low rates.

Returning, will leave Portland every THURSDAY Morning.

For Passage or Freight apply to J. BROOKS, Central Wharf, Boston; L. BILLINGS, Atlantic Wharf, Portland; or THOMAS PARKS, Dock Street, St. John, N. B.

☞ The *Maid of Erin* will also leave for DIGBY and ANNAPOLIS every Saturday Morning, at 9 o'clock, returning on Mondays.

St. John, 22d May, 1852.

For AUSTRALIA.

THE new and substantially built Brig *AUSTRALIA*, of about 250 tons, has been purchased, and is being fitted out under competent supervision for a limited number of Passengers to Port Philip and Melbourne, direct—to sail the 1st of August.

This Vessel is divided into 64 Shares, a few of which are not taken, and will also accommodate a few more passengers.

The management will be on strictly Temperance and Religious principles, and it is expected that a Clergyman and a Physician will be on board.

Early application for shares or passage can be made to either of the undersigned Committe.

H. G. CUNNABELL, *Indian Town.*
JOHN MAILMAN, *Carleton.*
E. M. BILL, } *St. John,*
M. M. SUFFREN, }
or at the *City Hotel.*

None need apply but persons of known respectability, or having good reference.

St. John, N. B., May 22, 1852.—4w.

Australian Gold Mine!

THE A 1 new clipper Ship [illegible] NUE, SETH CROWELL, Jr., Commander, will positively sail on the 22d June, from New-York. This new and beautiful vessel is strictly a clipper ship, built with all the modern improvements, and it is confidently expected she will make the run in 75 days.

The accommodations for passengers are unsurpassed for comfort and convenience. Persons embarking for the new gold regions cannot do better than to embrace the present opportunity.

For passage, or a small amount of freight, and all further particulars apply to

GEO. THOMAS,
Saint John, N. B.,
WM. ELLIOTT & CO.,
British Consulate, Boston, or to
RODERICK W. CAMERON,
166, Broadway, New-York.

May 22.

Australia and the Gold Diggings!

The Liverpool "*LIVEN LINE*" of Packets to AUSTRALIA will be despatched as under, sailing about the 5th and 20th of every month.

Ships.	*Tons burthen.*	*Commanders.*
Lady Head,	1350	J. JONES,
Emigrant,	1100	W. KEMP,
Bellcanigg,	1350	W. THOMAS,
Sea,	1300	J. MACKAY,
Reliance,	1300	H. B. FELL,
Thames,	1350	R. RENNIE,
Flora,	1250	W. HAYLES,
Argyle,	1000	JAS. IRVINE,
Waterlilly,	1000	R. TULLOCK,
Fanny,	1400	GEO. FORREST,
James T. Foord,	1300	F. BARCLAY,
Ann Thompson,	800	JAS. DAVYES.

These Ships are all first class, and sail remarkably fast; they have handsome poop Cabins, with spacious and lofty accommodations; the between decks are fitted up in a very superior style, for the comfort and convenience of passengers, each compartment being seperated by substantial bulk heads, well lighted and ventilated; all the rooms are enclosed, and each family can have a seperate one if required. An experienced Surgeon is attached to each Ship, and they will be despatched under the inspection of Her Majesty's Emigration Agent.

Rates of Passage, including provisions:—

First Cabin, - - - - - -	£45
Second do., - - - - - -	25
Third do., - - - - - -	16
Steerage, - - - - - -	13

Children under 14 years, half price.

For further particulars apply in Liverpool, G. B., to JOHN S. DEWOLF & CO., 1, Tower Chambers; or in Halifax, N. S., (if by letter post-paid) to THOS. A. S. DEWOLF; or in St. John, N. B., to JOHN McGRATH.

May 22, 1852.

SUGAR—in Bond.

65 HHDS. very Bright Porto Rico; 10 hhds. good Cuba,—For sale by JAMES MACFARLANE.

May 22.

HARDWARE.

Corner Dock Street and Market Square.

W. H. ADAMS

HAS received by late arrivals from England and the United States, extensive additions to his former Stock of HARDWARE, comprising all Goods usually kept by the trade. May 22.

Muscovado Molasses.

Now landing ex the Schooner *Dart*—

40 PUNS. very superior Muscovado MOLASSES,—For sale by

ROBERT THOMSON,
Prince William-street.

May 22.

American COTTONS!

Received per *Admiral*, this week—

3 CASES (each 20 pieces) Denims; 2 cases striped SHIRTINGS,—For sale by the Package, at prices that should command attention from the trade.

May 22. BERTON BROTHERS.

SALERATUS.

Landing, per schooner *Fowler*—

15 BARRELS SALERATUS, of best quality.

May 22. BERTON BROTHERS.

Iron, Tin, Spikes, &c. &c.

The Subscribers have received ex Ships "Pas[illegible] "Alciope," "Cambria," "Samuel," "De[illegible] "Industry," "Harriot," and "Mary Ann"

250 TONS English and Scotch Common and Refined IRON, assorted;
25 tons small Round Iron, ass'd 3-16 to [illegible]
10 " best Staffordshire Boiler PLATES;
10 " Plough Plate and Hoop Iron, ass'd [illegible]
400 " No. 1, Gartsherrie PIG IRON;
200 bundles Sheet Iron, assorted 12 to 20;
300 Ploughshare MOULDS;
6 tons Muntz' Patent Metal, ass'd ¾ to 1½ [illegible]
400 bags SPIKES, assorted 4 to 10 inch;
800 fathoms best Proved Short Link CHAIN assorted ¼ to 1¼ inch;
12 cases Sanderson's best Cast STEEL, [illegible]
2 tons Spring STEEL;
2 " Blister Steel, ass'd CC, ND and [illegible]
2 " Waggon Boxes, assorted sizes;
115 mats best CORDAGE, well assorted;
5 tons best London OAKUM;
5 " " Liverpool OAKUM;
Smith's Forge Bellows, Anvils and Vices.

—ON CONSIGNMENT—

9 cases Irish LINEN, a superior article;
6 tons CORDAGE, well assorted.

—IN STOCK—

700 tons Common and Refined English and [illegible] IRON;
60 " Small Round Iron, ass'd 3-16 to [illegible]
25 " Plough Plate and Hoop Iron, assorted;
150 boxes 'Avon' Tin Plates, ICW, IC, [illegible] IXX, DC and DX;
150 bags SPIKES, assorted 4 to 10 inch;
1200 fathoms best proved Short Link CHAIN assorted ¼ to ½ inch;
30 Iron and Wood Stock ANCHORS, [illegible] 2 to 36 cwt.;
22 best proved Steel Chain CABLES, [illegible] ⅝ to 1⅞ inch;
12 tons assorted CORDAGE;
150 bolts Gourock CANVASS, assorted Nos.;
150 " Drogheda ditto, do. do.

Daily expected per Ship "Mersey"—

200 tons Common and Refined Iron, well [illegible]

All of which are offered at lowest prices for Cash or approved payments.

WM. & GEO. CARVILL,
Nelson Street.

May 22, 1852.

CANTON HOUSE,

No. 5, Dock-street.

The subscriber has received per *Faside*, from London, *Devon*, *Samuel*, and *Alciope*, from Liverpool, and *Oromocto*, from Glasgow—

35 HHDS. Hennessy's BRANDY;
50 cases " Dark [illegible] Brandy—in bottles;
3 puncheons Campbelton WHISKY;
30 hhds. Hollands GIN—Anchor brand;
50 casks London ALE and PORTER;
120 chests superior CONGOU TEA;
70 boxes Tobacco PIPES—assorted;
6 bales WRAPPING PAPER;
25 kegs MUSTARD—*Coleman's*;
10 cases STARCH, do.;
25 kegs Ground Ginger; 1 case NUTMEGS;
1 case LIQUORICE;
5 casks PICKLES—*Crosse & Blackwell*;
3 casks Liquid BLACKING—*Day & Martin*;
2 chests INDIGO;
2 hhds. Loaf SUGAR—*McFee & Son's*;
4 hhds. Crushed Sugar, do.;
10 barrels BARLEY; 3 casks Bath Bricks;
3 casks WHITING; 1 cask COPPERAS;
1 cask ALUM; 2 casks Washing SODA;
1 bag CLOVES; 1 cask Blue VITRIOL;
1 cask Black Lead; 1 cask Saltpetre;
1000 STONE JUGS—assorted.

—IN STORE—

40 hhds. Bright Porto Rico SUGAR;
50 hhds. Porto Rico MOLASSES;
80 hhds. CLAYED MOLASSES;
40 boxes TOBACCO; 10 puns. ALCOHOL.

All of which will be sold Wholesale and Retail at the lowest possible rates, for Cash or prompt payments, by AARON HASTINGS.

St. John, 22d May, 1852.

HARDWARE.

No. 2, NORTH MARKET WHARF.

(Late W. H. ADAMS.)

The Subscribers have received per Ships "[illegible] 'Alciope,' 'Cambria,' 'Sir Harry Smith' and '[illegible]

1 CASK Hair Cloth and Curled Hair; [illegible] Glue and Borax; SPIKES and [illegible] assorted sizes; Plough Plate and Moulds; [illegible] Rings; STEEL of all kinds; Cod Lines, [illegible] laid deep sea, and Hand Lead [illegible] Wood Ships' Compasses; [illegible] Raw and Boiled best [illegible] Lamps and Guarded [illegible] Anvils, Sad Irons, all [illegible] Pipe, Shot Powder; [illegible] Enamelled Kettles; [illegible] board Locks; French [illegible] all varieties, with [illegible] White, and Plated [illegible] dles; Cart and Waggon [illegible] son's Screw Augers; 4 casks well [illegible] GOODS; Brass Tuburg Holdfasts, [illegible] Water Pipes; Block Tin and Spelter; 3 casks Kettles, Sauce Pans, and Glue Pots; 5 casks [illegible] ware, containing Shelf Goods, well assorted; Traces, Ox Chains, Scythes and Sickles, [illegible] Spades, Horse and Manure Forks; Screw [illegible] Bits, Axle Pullies, GUNS, Percussion Caps, Mounting, Tacks, Rivets, Cut and Wrought [illegible] Imperial Dish Covers, Block Tin Tea [illegible] Soup Tureens, Coffee and Tea Pots, Japanned Trays and Waiters; Plated Candlesticks, Snuffers and Trays to match; Hoole & Co. SAWS, Circular Saws, Pit and Cross-cut, with a variety of Hand and Tenon Saws.

CUT NAILS, domestic manufacture, kept constantly on hand.

The above mentioned Goods form part of Stock recently imported, and for Cash or approved payment will be sold very low.

May 22. WALLACE & SMA[illegible]

British Warehouse,

No. 3, Dock Street.

THE subscriber respectfully informs his [illegible] and the public, that he has re-opened the extensive Establishment recently occupied by J. GILLIS, where he intends carrying on a

Wholesale & Retail Dry Goods Bus[illegible]

and solicits a share of public patronage. [illegible] received his SPRING IMPORTATIONS [illegible] ships *Harriott*, from Glasgow, *Alciope*, *Cambria*, *Devon*, from Liverpool, *Faside*, from London, *Hantsport*, from New-York.

The Stock, which is all of recent import[illegible] comprises—

West of England and Yorkshire CLOTHS [illegible] all colors and qualities;
Black and Colored Cassimeres and Doeskins;
Fancy Coburgs, Delaines, Cashmeres, [illegible] Balzarine, Muslin, and Alpacca DRESSES;
A splendid stock of Long and Square SHAWLS;
Printed Calicoes, Grey and White Shirtings, [illegible] ton Warps, Linens, Lawns, Diapers, [illegible] Towelling, Table Linen, and Bed Ticking;
An excellent assortment of STRAW BONNETS;
Black Silk and other VELVETS;
Plain and Glace Silk, in every shade and color;
BONNET AND CAP RIBBONS;
Laces, Edgings, Insertions, Net, Muslin, [illegible] Shirts, and Lace Veils;
A large assortment of HOSIERY;
Ladies' and Gents' Trimmings, in great variety;
A very extensive assortment of CUTLERY, [illegible] cellent quality;
A very large supply of INDIGO;
170 chests of TEA, which for flavor and [illegible] cannot be excelled;

The above, together with an immense [illegible] Goods, too numerous to detail, having been [illegible] ally selected by the undersigned, in Great B[illegible] for Cash, parties purchasing Wholesale and [illegible] would do well to give a call previous to [illegible] Goods elsewhere, terms being liberal, and the [illegible] prietor being determined to sell at the lowest [illegible]

WILLIAM McGLINCHEY,
PROPRIETOR.

May 22.

REMOVAL.

THE Subscribers have removed their place of Business to the second Store from the [illegible] end of South Wharf.

J. & R. REED.

May 8th, 1852.—4w.

Saint John GAS LIGHT Company

A DIVIDEND of Ten Shillings and Six[illegible] per Share, for the Six Months ending the [illegible] April last, will be paid to the Stockholders [illegible] after Tuesday the first day of June next, at [illegible] Office, Carmarthen-street.

By order of the Board of Directors.

R. BRITAIN,
Treas[illegible]

St. John, 15th May, 1852.

FOR SALE,

THE subscriber's HOUSE, in Union-[illegible] The purchaser can have the use of most [illegible] the purchase money for a length of time [illegible] Possession can be given by the first of August [illegible] ply to [May 15.] JAMES LAWTON.

TO FARMERS.

THE Subscribers are now receiving One Hundred Barrels of Ground BONES, and a large variety of AGRICULTURAL IMPLEMENTS.

May 15. JARDINE & CO.