[FOR THE CHRONICLE.]

UNCLE SAM'S EPISTLE

TO JOHNNY BULLYBOSH.

You Bluenoses all come rejoice and be cheerly,
The "good time is coming" you've prayed for so dearly,
For Pierce and Victoria have both signed the Treaty,
And we are preparing in commerce to meet ye
In *fair* reciprocity,
Sink all ferocity,
And excite by our genius "down east" curiosity;
So we hope soon to hear ev'ry thing's to your wishes,
But don't care *a possum* if we get the fishes.

You'll trade free with us, and we, *vice versey*—
Thanks to your Lord Elgin, and Crampton and Marcy—
We'll trade free with you *too*, so thought it no harm in
Secuting a *berth* the best of the bargain;
We've got registration,
Inland navigation,
And may coast between any two ports in your nation;
But these things are nothing, we know by your *grumbles*,
And Clarendon's hurry to give us the fishes.

There's many will say you have nothing to sell us:
What *rocks*, when the fire burns, who blows the bellows?
What's "profit and loss" to the glorious connexion
You'll form with a nation (some day form a section)
Whose cannons did rattle
In *Greytown's* famed battle,—
A nation that owns four millions *black cattle*?
Far better have sought but *flap jacks* in your dishes,"
Than ever say "Nay" to our having the fishes.

'Tis true, without leave we could not have caught 'em,
And from your own fishermen we must have bought 'em,
But now, with our bounties, you'll catch a *small fry*,
Perhaps not enough for your own folks' supply;
But your old flag's unsightly,
So we'll hoist for you nightly
The star-spangled banner, that pleases you rightly;
You may sit, gaze, and follow the bent of your wishes
While we throw out *our* nets and—haul up *your* fishes!

Talk of one-sided trade! Why, the answer is plain,
What one party loses the other must gain,
And—just like a man who marries a wife—
What matter when we're going partners for life?—
'Twould surely offend you
Should we recommend you
One half of the "warranted" goods that we'll send you;
What matter again (when your fortunes are made,
And you've got the articles) whose got the trade:

We'll send you prime nutmegs that won't spoil a pudding,
And cucumber seeds with no cholera budding—
Two articles warranted wholesome and good,
For they're made of the best of our rock-maple wood—
With *shell-cheese* no fly
Will dare to come nigh,
You may keep one for years and 'twill never be *spry*;
'Tis yellow as gold, and all tempting without,
While the inside's composed of the curd of sour krout.

We'll send you fine sausages, proof 'gainst a spaniel,
For they're stuffed with the *tenderest* worn-out red flannel;
Having covered our *backs* when the *winter* was chill
We devote them in *summer* your *bellies* to fill.
And we'll send every hour
All our bread-stuff that's sour,
Packed in barrels we've emptied, marked "Canada Flour;"†
Never mind though it *gripes* ('tis seldom it *kills*),
We'll cure you with bushels of harmless quack pills.

Then delighted we'll be in light waggons to deal,
The wooden springs wrought, bent, and painted like steel,
The wheels made of spruce, and the tiers of raw hide,‡—
Harness Dobbin, mount, whip, "geeho! let her slide!"
Whatever your pace,
Howe'er distant the place,
None will bring you so quick to the end of your race.
Oh! we each *light* invention will send, never fash ye;
The last is a stove made of good *papier mache!*

Bye and bye, just be good and do nothing to vex us,
We'll annex you, as we annexed Utah and Texas;
Then we'll take your rich rev'nue for the use of the nation,
And teach you the secret of direct-taxation;
Then in freedom God rest you
No Queen to molest you,
And we'll take back our *black cattle* that now infest you,
And the "Compromise Bill," without power to refrain,
Shall give you the *privilege* to *hunt, catch, and chain!*

Then let the *true* voice of your *patit* legislature
Confirm what's intended by England and Nature;
Then we'll light on your shores like flies on a carcass,
And our flag be seen flowing wherever a barque is;
And we'll smuggle so handy
Tater-whiskey and brandy,
And warm your cold noses with new rum and candy,
And sell you (at double price) whate'er your wish is,
And while you chew the cud, boys, we'll catch the fishes.

* *Flapjack*—Buckwheat pancakes.

† There is no doubt but this deep and rascally game has been successfully played for years past. There is no flour on this continent whiter, finer, or sweeter than the Canadian, and yet the Canadians we get via New York are coarse and sour!

‡ A cargo of these *superior* waggons were recently sold at auction in Prince Edward's Island. It is needless to add that they all broke down in the first journey.

From the Boston Cronotype.

Consumption prevails as matters are, and picks off the best and prettiest of us, in our prime. In this state of things we must do the best we can, piece and patch up the web of life, with journeys, voyages, and medicines. *Of all the medicines we know of, Dr. Wistar's "BALSAM OF WILD CHERRY" is what we first recommended.* We have in our office a living proof of its efficacy, who but for it, would have been beneath the sod long ago. The inventor of this medicine, Dr. Wistar, was a man of science, of humanity, and undoubtedly prepared the remedy in its best form, and the public may rely upon Mr. Fowle for the genuine article.

TO FAMILIES.

From the great usefulness of the medicine the proprietor would especially recommend it as a general FAMILY MEDICINE, and advise every family to keep it constantly by them, as it will not only be found much superior to the Cough Mixtures in common use, but likewise much more safe for either children or adults.

It not only emanates from a regular physician, but has also been well tested in all the complaints for which it is recommended. It is not my intention, therefore, either to cloak it in mystery, or in any way deceive the public by overrating its virtues; on the contrary, I shall simply endeavor to give a brief statement of its usefulness, and leave myself that its surprising efficacy will enable me to furnish proofs of its virtues, as will satisfy the most incredulous, that consumption may and "CAN BE CURED," if this medicine be resorted to in time.

None genuine, unless signed I. BUTTS, on the wrapper.

S. L. TILLEY,
Agent for New Brunswick.

SOUTH BAY BOOM COMPANY.—Wanted by the above Company, a number of men to work at the South Bay Booms. Apply to the subscriber, at South Bay. The highest wages will be given.

THOS. M'MACKIN,
Superintendant.
Aug. 4.—

LATEST EUROPEAN NEWS.

(Arrival of the "Europa at" Halifax).

The Cunard Company's Steamer *Europa*, arrived at Halifax on Wednesday Morning last, at 7 o'clock, bringing Liverpool dates of the 30th ult. The news of the seat of war is interesting. The allied armies had effected a landing on the Crimea, the Russian outposts had been driven in, & Sebastopol closely invested by sea & land. Probably before this time the Russian stronghold in the Black Sea has fallen. We subjoin all the telegraphic news on the subject that is of the slightest interest:—

PARIS, Friday evening, 9 P. M.—Further telegraph messages from Vienna confirm the accounts of the favourable disposition manifested towards the Allies by the Turkish population of the Crimea. The sanitary condition of the army was excellent.

An official bulletin communicated to the Am. Embassador at Constantinople, and dated from the Bivouac at Old Fort, on the 16th, announces that the Allies had intended that very day to attack an entrenched army of 30,000 Russians, posted in the direction of Sebastopol, but the enemy had been routed in the night, and the Russians had fallen back upon the town.

Twelve thousand Tartars had offered themselves to the Allies as volunteers, and their services had been accepted. It was reported that the attack upon Sebastopol had been fixed for the 25th. The Russian fleet had been reconnoitred in the port of Sebastopol by the French steamer Napoleon.

The Russians are entrenching winter quarters along the line of the Pruth.

SINOP or SINASTOPOL.—It is confirmed that on the 13th, Eupatoria was occupied by 2000 Turks, 1000 French, and 1000 English. The Russian Garrison, numbering 400, surrendered at discretion. The advanced guard was under the command of Prince Napoleon; on the 14th, the main army landed unopposed half-way between Eupatoria and Sebastopol; the troops, horse, artillery and ammunitions all safely. The Russians retired, in good order as the allies landed. Menchikoff, who had his headquarters at Simpheropol, immediately advanced to Bouliluk, on the river Alma, where he awaits reinforcements to give battle to the allies.

It was confidently stated on the Paris Bourse, that on the 19th, the allies and Russians met and a battle ensued. The French Division came first into action; the English soon came up, and the Russians retired, with much loss. If true, this on the 19th, could only be a skirmish, not a battle of the main army. The Russian Embassy at Vienna had received a despatch dated the 22d, from the Crimea. All that had transpired was that it contained news unfavourable to the Russians.

At the latest, dated the 19th, the allies held the road from Cape Balas to Simperopol. It was intended to cross the Alma on the 10th, but St. Arnaud had telegraphed to Paris that an unavoidable delay of 2 days would prevent marching till the 21st.

Fifteen sale of the line were off Sebastopol. A Russian Courier captured, states that the whole Russian force is only 45,000.

THE WHITE SEA.—Capt. Lyons officially announced to the British Admiralty his destruction of the town of Kola, which he burned to the ground without losing a man.

SEA OF AZOFF.—Four Anglo-French steamers will endeavor to force into the Sea of Azoff to capture the Russian transports which now convey reinforcements into the Crimea. On the 13th a Tuscan ship at Constantinople reported an army of 3000 was at Taganrog, ready to be conveyed in pontoons, and gun boats to Yenkakale or Kafa.

The Journal of Constantinople states that this force had put to sea, and was overtaken by a tempest and 200 men drowned; doubtful.

It is stated that the discontent of the Russian population is increasing, and even threaten to bring on a revolution.

ASIA.—The Turkish army occupied the camp abandoned by the Russians near Kars.

Schamyl has effected a junction with his Lieutenant Daniel Bey, and threatens an immediate attack on Tiflis. Daniel has had two engagements, both being successful, against General Wrangle's division. The polish artillery had deserted to the Turks, bringing two guns.

At the latest advices The Turkish army in the Principalities was advancing; one despatch they were advancing to attack the Russians on the Pruth, and another, that they were going to besiege Ishmael.—Baron Hess, the Austrian Commander-in-Chief on the Danube, has visited Omar Pasha, and had been well received. The Emperor of Austria had telegraphed the Baron not to interfere with the onward movement of the Turks.

The British fleet had assisted in towing the French fleet, and the prizes, out of the Battle, and had returned to this cruising grounds. It was expected Sir. Charles Napier would bombard the fortress of Revel. The French fleet has returned home.

The Russians have at Helsingfors 9 ships and 780 guns; and at Constadt, 21 ships and 1688 guns, besides 6 steamers. They were striping their topmasts and preparing for winter.

Alderman Moon has been elected Lord Mayor of London.

A most diabolical outrage had been perpetrated in Ireland. About 900 inhabitants of the town of Enniskillen and the adjoining neighborhood proceeded by railroad to Derry on the 15th, and had a grand Protestant and Orange celebration. As they were returning the train came in contract with a large fragment of rock placed upon the rails near an embankment, throwing the train off the rails, instantly killing the stoker, and more or less wounding numerous others, including Lord Enniskillen. It is stated to have been a deeply laid Popish conspiracy, and suspicions of it were entertained beforehand, so that unusual precautions were taken, and the train was going at a very slow rate at the time, otherwise the loss of life must have been frightful.

Capt. McClure and the crews of his polar expedition have arrived at Cork.

The Marquis of Ormond and Mrs. Warner the actress are dead.

SHIP NEWS.

Ar. at Liverpool, Sept. 23d, packet ship Middleton, Delaney, hence; 26th, Wales, at Gravesend; Enoch Train, Liverpool; Albion, Dreghela; Parthian, Hall; 27th, Mimes, Gravesend; Messenger, and Charles, at Cork.

Sailed, 26th, packet ship Liberia, and ships Jane, and Raratan, for St. John.

TIMBER MARKET.—Only retail sales of St. John Yellow Pine. Spruce deals £9 7s. 6d. to £9 12s. 6d.

LOSS OF THE STEAMER ARCTIC.

News was received by telegraph, from Halifax, on Wednesday last, of the loss of the *Arctic*, one of the Collins Line of Atlantic Steamers, on the Banks of Newfoundland, on the 27th ultimo, on her outward passage from Liverpool, by coming into collision with a French War Steamer during a fog. It is one of the most melancholy and heart-rending events that has occurred for a long time. Imagine two large and powerful ships under steam, and the fog so dense that they did not see each other *one minute* before they struck—the French steamer, with a crew of about 140, foundering immediately, and the Mail Steamer, with *four hundred* souls on board—among whom were many women and children—foundering soon after!—How terrible and awful must have been the scene! We publish below the statement furnished by Mr. Baahlan, second officer, and which appeared in an extra of the *Newfoundland Ledger* of the 3rd instant:—

"On Wednesday the 27th Sept., at noon, Cape Race bearing N. W. by W. 65 miles distant, while running in a very thick fog, were struck on the starboard bow, about 60 feet abaft the cutwater, by an iron steamer, which made three large holes in the ship, two below the water, one of which was about 50 feet in length and 1 or 1½ in depth, leaving the whole cutwater and stem of the iron steamer clean through the Arctic's side. So dense was the fog that the vessel could not be seen a minute before the collision. The wheel was put hard to starboard, the engine stopped instantly, and backed at full speed until clear of the other steamer which occupied a couple of minutes. The French steamer seemed to be sinking bow first. Capt. Luce immediately gave orders to clear away the quarter boats, which was done, and Mr. Gourley, the chief officer, left the ship in charge of the starboard boat, and on lowering the port boat, the Capt. exclaimed, 'hoist up the boat again, Mr. Baahlan,' and beckoned me to go to him; upon doing so, he ordered me to go over the bow to ascertain, if possible, what damage had been done. I then found the holes above mentioned. Upon informing him of the fact, he gave orders to get sails up to try to get them round the bow, to endeavour to stop the leak, which was promptly done, but to no advantage whatever, so much of the bow and iron broken off from the other steamer projecting, that the sails could not be brought close to the vessel's side, and pillows and mattresses passed down to him, to try if possible to force them in, but the leak was found to be so far below the water-line that they could not be got in, and every exertion to stop the leak proved unavailing. Capt. Luce then ordered the ship's head to be kept for the land, which bore N. W. by W. By this time we had lost sight of the chief officer's boat, and the other steamer, which was empty and had sails. We had not been on our course more than 5 or 6 minutes before we saw over a boat and crew belonging to the other vessel, all of whom perished, with the exception of one, who caught hold of a rope hanging over the bow. Directly the boat was seen others were given to stop the engine, which the chief engineer said could not be done, as the ship was fast sinking. In about 20 minutes, all the lower fires were out, and at last there were six feet of water in the ship, fore and aft. By this time the confusion amongst the passengers was very great, but they used all efforts to assist the crew in keeping the deck pumps going, and in lightening the ship forward, for the purpose of endeavouring to get at the leak from the inside, which was found to be serious, and numbers of them going into the hatch, which were still hanging to the davits. In 45 minutes after the collision, I came up from the fore hold, and informed the Captain that the water was on a level with the lower deck beams. I then asked him what he had thought would likely be the fate of the ship, when he had stated his belief to me that there was no hope of saving her. He then told me to see to my boats. On going to those on the port side, I found them completely filled with men and women, and no probability of getting near them. I immediately went to the starboard side, and ordered two of the crew to lower the guard boat, and asked the Captain what his intentions were; who replied that the ship's fate should be his. I then asked him if he would allow his son to go with me, as I intended to take a boat, but he returned me the answer that he should share his fate. It was soon discovered however, that there was little hope of saving the Arctic, and the lady, daughter and son of Mr. E. K. Collins, with several ladies, were put on board a boat in the act of lowering, when one of the tackles gave way, and all except one lady, who clung to a sailor holding fast to the boat, were precipitated into the sea and lost.

"I then jumped into a boat, and was ordered by the Captain to cut away the tackle falls and drop under the stern. I did so; at which time about 20 persons, as I supposed, jumped overboard, of whom 17 or 18 were picked up. Fell in with another boat which had been lowered from the other side, and lightened her of part of her complement, leaving 19 in her, and 26 in my own boat. The last sight we had of the ship her yards were level with the water, and the surface of the sea strewed with human beings, who had jumped or fallen overboard, to whom however it was impossible to render any assistance, and we soon lost sight of all, as the fog continued to be very dense. I then asked the boats' crew whether they were willing to be governed by me, which was unanimously assented to, and I was put in complete command of both boats. We were then about 60 miles S. E. of Cape Race. Deeming it my duty for the safety of all to take the nearest course for the land, and after pulling 42 hours with nothing to guide us but the run of the sea, which I took to be heaving from the southward, and in a thick fog, which lasted all the time, we reached Broad Cove, some 12 miles north of Cape Race.—We then proceeded by land to Renews, which we reached on Friday last. I there obtained and took charge of a small schooner, which was hired by the purser and myself, and proceeded in her in search of the wreck or her boats. We cruised around in a strong gale of wind from the north-east, but could find no trace of the ship or her boats. I sent word to Captain Leich, of the steamer City of Philadelphia, acquainting him with the catastrophe, who I am informed, sent off two vessels which he had employed about his own ship. Mr. Allan Goodridge, of Renews, also sent away a vessel on Saturday evening, but she has not yet returned. It is with the greatest regret I have to report that no trace of the Arctic or her other boats could be found, but as there were very many vessels in the neighbourhood when the disaster occurred, it is not at all improbable that many lives may have been saved."

The following is from another Newfoundland paper:—

"No intelligence has been received of the missing boats of this steamer. In addition to the brigt. Eliza, despatched by Messrs. Warren Brothers, under an arrangement with the American Consul, and the vessels mentioned by Mr. Baahlan, we are happy to state that the Right Rev. Dr. Field has placed his yacht Hawk at the disposal of Mr. Newman, who lost no time in engaging a crew and fitting her out for sea. She left at one o'clock yesterday, with instructions to cruise for 5 days to the southward of the Island. It was generally expected that Mr. White, of the New York, Newfoundland and London Electric Telegraph Companies, would have despatched the companies steamer Victoria to cruise for the missing boats. This steamer arrived from the Westward on Monday evening, and remained at the Companies wharf until yesterday at noon. We understand the reply to Mr. Newman's application for her was that she could be had for $600. We believe her burden is about 200 tons."

The *New Brunswicker* of yesterday has the following additional information, by which it would appear that part of the French crew were saved:

"We received a telegraph despatch last night from New York, which states that the vessel which ran into the steamship Arctic was a steam propeller bound East. Part of the crew had been picked up and carried into New York. The Arctic had on board 226 passengers and a crew of 175. The loss of the wife and family of Mr. Collins is confirmed."

Thus it would appear that 45 persons were saved, out of the 401 on board of the Arctic, and that a portion of the French crew were saved.—Let us hope that the first boat that left the Arctic has escaped, and that others have been picked up.

☞ Since the above was in type the gratifying news that the French Steamer did not founder has been received. The following telegraphic despatch came over the wires from Halifax last evening:—

"The French Steamer that had been in collision with the *Arctic*, is named the *Vesta*; she arrived at St. John's, with bows shattered to pieces, and loss of foremast. The Vesta lost 15 passengers; 31 crew, saved from Arctic; 3 boats not heard from, having life boats, supposed vessels may have picked them up.

"Vessels which were sent in search of the boats returned on Tuesday, 2d, without giving slightest intelligence of Arctic, or boats.

"Passengers and crew saved left Halifax in the Europa."

From the Royal Gazette Extra.

SATURDAY, OCTOBER 7, 1854.

BY AUTHORITY.

His Excellency the Honorable JOHN HENRY THOMAS MANNERS SUTTON having been appointed to succeed His Excellency Sir EDMUND WALKER HEAD, Baronet, as Lieutenant Governor of the Province, came this day to the Council Chamber and presented his Commission, which being read, His Excellency took the usual oaths, and assumed the Administration of the Province.

By His Excellency The Honorable JOHN HENRY THOMAS MANNERS SUTTON, *Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.*

J. HENRY T. MANNERS SUTTON.

A PROCLAMATION.

HER Majesty having been pleased, by Her Royal Commission, this day published, to constitute and appoint me to be Lieutenant Governor of the Province of New Brunswick, the Administration of the Government of which I have this day assumed, I do therefore publish this Proclamation, of which all Persons concerned are required to take due notice and govern themselves accordingly.

Given under my Hand and Seal, at Fredericton, the seventh day of October, in the year of our Lord one thousand eight hundred and fifty four, and in the eighteenth year of Her Majesty's Reign.

By His Excellency's Command,
J. R. PARTELOW.

By His Excellency The Honorable JOHN HENRY THOMAS MANNERS SUTTON, *Lieutenant Governor and Commander in Chief of the Province of New Brunswick, &c. &c. &c.*

J. HENRY T. MANNERS SUTTON.

A PROCLAMATION.

WHEREAS the General Assembly of this Province stands prorogued to Tuesday, the 17th day of October instant, I have thought fit further to prorogue the said General Assembly, and the same is hereby prorogued to Thursday, the 19th day of October, then to meet at Fredericton for the despatch of business.

Given under my Hand and Seal, at Fredericton, the seventh day of October, in the year of our Lord one thousand eight hundred and fifty four, and in the eighteenth year of Her Majesty's Reign.

By His Excellency's Command,
J. R. PARTELOW.

CIVIL APPOINTMENT.

GEORGE P. MONTGOMERY CAMPBELL, Esquire, to be Private Secretary to the Lieutenant Governor.

October 7, 1854.

NOTICE.

HIS Excellency the Lieutenant Governor will receive Gentlemen who are desirous of seeing him on Business on Tuesdays, Wednesdays, Thursdays, and Fridays, between the hours of twelve and three o'clock.

GEORGE P. MONTGOMERY CAMPBELL,
Private Secretary.

October 7, 1854.

Married.

On the 21st ult., at Hopewell, Albert County, by the Rev. K. D. Palmer, R. A., Mr. James Carnwath, to Miss Eliza Kyle.

At Petersville, on the 5th inst., by the Rev. J. Bartholomew, Mr. Thomas Wiggins, of Petersville, to Miss Catherine Wiggins, late of Dublin Ireland.

On the same day, by the Rev. J. Bartholomew, Mr. Abraham Day, of Westfield, to Miss Susan, third daughter of Mr. John Trott, of Petersville.

At Grace Church, New York, on the 26th of September, by the Rev. Dr. Hawks, George Young, Esquire, of Saint John, N. B., to Helen M'Erinr, only daughter of the late George Thompson, Esquire, of the same place.

Died.

On Friday morning, aged 57 years, Mr. Sampson Manaton, a native of Devonport, England, leaving a wife and seven children to mourn the loss of an affectionate husband and tender parent.

Suddenly on Friday last, Mr. Cornelius Gallagher, aged 46 years, a native of Hallyshannon, County Donegal, Ireland, leaving a large circle of friends and acquaintances to mourn their loss.

On Monday, the 9th inst., after a lingering illness, Eliza, eldest daughter of the late George Davidson, in the 20th year of her age.

In Carleton, this morning, at 5 1-2 o'clock, a. m., after an illness of 12 months, Charles Peter, fifth son, of Mr. Peter Smith, (all of Kingston, upon Hull Yorkshire, England,) aged 25 years. His end was peace. Funeral to take place from his late residence, Fort neck, Carleton, on Sunday, at half past 2 o'clock, p. m., when friends and acquaintances are invited to attend.

Suddenly on Friday evening, the 6th instant, at Indian Town, John S. Taylor, Esq., of Sheffield, Sunbury County. He has left a large circle of friends to mourn their loss.

At Petersville, on Tuesday the 26th of Sept., James Ingersoll, aged eight months and six days, son of Charles and Harriet Perkins.

At St. Andrews, on the 6th inst., after a few months illness, John McLauchlan, Esq., late Editor and Proprietor of the late "Charlotte Gazette," aged about 56 years. Mr. McL. came to this Province, from Scotland, about 30 years ago, and was for a number of years an influential merchant and ship-owner of the town of Saint Andrews.

Marine List.

PORT OF ST. JOHN—ARRIVED—

Saturday, Schr. Talmaroo, Johnston, Newburyport, 2—Geo. Eaton, ballast.

Sunday, Barque Kendall, Cathrin, Eastport—T. M'Henry, ballast.

Monday, Barque Starlight, Spear, Robinstown, 1—Crane & Co., ballast.

Schr. Emily, Crowell, Halifax—J. W. M. Irish, general cargo.

Wednesday, Ship Vanguard, Norton, New-York, 5—Lunt & Pickup, flour.

Thursday, Packet ship Imperial, Moran, Liverpool, 34—J. & R. Reed, merchandize and passengers.

Brigt. Emily, Whipple, Sydney,—J. Fairweather, coals.

Brig Roderick Dhue, Sydney, coals—J. G. G. Layton.

CLEARED—

October 9th—Barque Waverly, Thompson, London; brig Albion, Robinson, Cork; Oliver Frost, Melbourne; schr. Sagamow, Brown, Portland.

10th—Ship Silistria, Anthony, Liverpool, timber and deals; barque Ocean Gem, Strond, Penarth Roads, deals; Argyle, Burton, Glasgow, timber and deals; schr. Abi Albion, Bent Alexandria, salt; Pilot Fish, Grace, Boston, boards.

11th—Ship Meroo, Gifford, Liverpool, timber & deals; barque Edward, Kraus, Leith, timber and deals; Nord Cap, Otto, London, deals; brig Frances, James, Wexford, timber and deals; Selaker, Chandler, Wexford, timber and deals.

Canvas, Oakum, Tar, &c.

Just received for Sale—
150 BUNDLES of Extra OAKUM;
100 Bolts of CANVAS;
75 barrels of PITCH and TAR;
3 tons of WHITE LEAD, &c. &c.
Also: A lot of CHAINS and ANCHORS.
THOMAS YORKE,
Oct 13 Water-street.

For the Bend!

THE Steamer PILOT, Capt. BELMORE, will sail for *Dorchester, Hillsboro, and BEND*, to-morrow (FRIDAY,) night, at 12 o'clock.

Freight will be received up to 6 P. M. on Friday. For freight or passage, apply to
Oct 13 JOHN WALKER, Peters' Wharf.

NOTICE.

SEALED TENDERS will be received at the residence of R. S. MATTHEW, Supervisor, King's County, at the Office of ALEX. L. LIGHT, Engineer, St. Andrews, until the 1st day of December next, for the construction of the HAMPTON FERRY and TROUT CREEK BRIDGES, on the Great Road from St. John to Hayward's Mills. Plans and Specifications for the work will be ready for inspection on and after the 15th day of November at the above mentioned places, when every information will be given by the Subscribers.

R. S. MATTHEW, *Commissioner.*
October 6. ALEX. L. LIGHT, *Engineer.*

Flour, TEA, Tobacco.

JUST received and now landing from Brig "Isaiah"—50 Bbls. Superfine FLOUR.
To arrive in "J. W. Johnson"—20 Kegs Cavendish TOBACCO.
In the "Martello" from New York—50 chests & 10 half chests of superior Black TEAS; which will be sold at the lowest Market rates.
Also—75 barrels of superior APPLES.
October 6. G. M. BURNS

For Sale Low.

200 CANADA STOVES;
4 Double do. ditto;
74 Eddington do. ditto;
COOKING STOVES, in great variety;
Kitchen RANGES.
October 6. E. STEPHEN

FALL STOCK!

130 ASSORTED CRATES OF EARTHENWARE, packed with extra care for the Wholesale Trade, and will be sold at reasonable prices, by
FRANCIS CLEMENTSON,
St. John, Oct. 6. Dock Street

WANTED IMMEDIATELY—At the Steam Factory—4 Journeymen CABINET MAKERS, and 2 TURNERS, good workmen, will have constant employment and good wage.

☞ Cabinet Makers, Piano-Forte makers, Car makers, Carpenters, &c., can have Sweep, Fret and Straight Sawing and Planing done.

Also—Two smart Apprentices wanted.
JOHN I. HOGAN & CO.
Oct 6 East end Queen-street.

NOTICE.

ALL persons having any demands against the Estate of the late THOMAS NORRIS, of this City, deceased, are requested to present the same duly attested, and all those indebted to the said Estate are required to make immediate payment.

ELIZABETH NORRIS, *Executrix.*
ALEX. McFARLANE, *Executor.*
St. John, October 6, 1854. 3i.

FLOUR—50 barrels Credit Mills Superfine FLOUR—just received ex Daniel Webster from New York, For Sale by G. M. BURNS,
October 6. South Wharf

NEW BOOKS—GODEY'S LADIES BOOK for October;
Arthur's MAGAZINE do;
The Lovers of Paris by Eugene Sue;
Popery Unmasked, by H. M. Hatch;
Yale College Scrapes—a novel;
A further supply of Bayard Taylor's Central Africa—price 6s.; and Eventide, by Effie Afton, price 4s.
October 6. B. O'BRIEN.

FOR SALE.—A superior MARE 7 years old, warranted perfectly sound and kind in Harness. Any person wanting a choice beast either for draft, or a family Horse, apply to FAULKE & BENNIGAR, Shoe Store corner of Germain and Princess-street. October 6. (2i.

NOTICE.

THE SUBSCRIBER begs leave, most respectfully, to acquaint the public that he has leased that commodious and pleasantly situated HOTEL, North side of King's Square, formerly occupied by Wm. J. Johnston. The house has been newly furnished and he would assure those who may favour him with a call that nothing shall be wanting on his part to make them comfortable. By strict attention to order, providing a well-furnished table, clean and comfortable bedding, and moderate charges, he hopes to insure a fair share of public patronage.

☞ Good stabling and a trusty Hostler.
Sept. 29, 1854. G. RIX PRICE.

HEAVY PLATE GLASS.—36 Panes measuring from 22 to 36 inches wide by 36 to 44 inches long—a beautiful article. For Sale by
October 6. JOHN KINNEAR.

Notice to the Public.

Copper, Tin, and SHEET IRON, Establishment.

THE Widow of the late THOMAS NORRIS, begs leave to inform the numerous friends of her late Husband, and the Public generally, that having procured the services of a competent Foreman, the business heretofore carried on by him will be continued at the old Stand, CROSS STREET, where all kinds of COPPER, TIN, and SHEET IRON will be kept on hand, and all orders in the above line will be executed with punctuality.

As there is a large and varied Stock on hand, she would respectfully invite the attention of her friends and the Public generally, before purchasing elsewhere, as she is prepared to sell every article at the lowest possible price.

October 6. (4w.) ELIZABETH NORRIS.

NEW GOODS for Fall Trade
AT
COMMERCE HOUSE,
KING STREET.

OCTOBER 6TH, 1854.

HORSFALL & SHERATON

Have received per Steamers "CANADA," and "NIAGARA," and Packet Ships David G. Fleming," "John Barbour," "John Bannerman," and "Joseph Tarratt":

161 Packages of English and French Goods.

Being a part of their extensive purchases for the Fall Business; and comprising a good assortment of every discription of
WOLLENS, LINENS, COTTONS,
SILKS, Furs, Hosiery, Gloves, Laces,
and SMALL WARES of every description, which are offered to Wholesale Buyers at the lowest rates, and most favourable terms.

HOUSE FURNISHING.

NEW STYLES.—Oct. 2nd, 1854.

HORSFALL & SHERATON respectfully request the attention of persons furnishing house, to the following description of GOODS, the assortment of which is superior to any heretofore in this market, and are offered at rates to suit the most economical.

Rich Gilt and Mahogany Poles and Cornices, of superior style and finish;
DAMASKS and MOREENS, in all of the Fashionable Colours, with suitable Trimmings;
Silk Brocatelles, very rich;
Silk and Woollen DAMASKS;
Cords and Tassell, for Ottomans;
Rich Velvet Pile, and Tapestry CARPETINGS;
Brussels 3-ply Kidderminster and Scotch do.;
Hearth Rugs, Sheepskin and Rope Mats;
DRUGGETS, from 4-4 to 16-4;
English and American Floor OIL CLOTHS, new patterns, in all the useful widths;
BLANKETS, QUILTS and Counterpanes;
Table Linens and Sheetings;
Cloth, Worsted, and Linen Table COVERS, &c.
Oct. 4.

Toys! Toys!!

JUST received—seven cases Toys and Fancy Goods of the newest Styles, and very best description, such as was never offered before in this market. Also, two cases of Perfumery.

The Subscriber having fitted up a new shaving saloon entirely separate from his selling shop, Ladies can be waited on much better than before.

The Subscriber would call the attention of Wholesale Buyers to his large and varied assortment of TOYS, which he will sell cheaper than any other house in the trade. A. PAGE.
Prince Wm. street.
Oct. 6.—2i. Near the corner of Duke

EARTHENWARE, CHINA, AND GLASS.

Per Middleton, D. G. Fleming, and John Barbour.

FRANCIS CLEMENTSON,
Importer,—DOCK STREET, ST. JOHN,
Wholesale and Retail.

NOW OPENING—a beautiful selection of the above Goods, in CHINA, IRONSTONE, and EARTHENWARE Breakfast, Dinner, Desert, and Tea Sets; TOILET SETS, in Mosaic, China, and Stoneware; China and Parian Marble Ornaments, Figures, Statuetts, &c.

The Glass Stock consists of Cut and Plain DECANTERS, Claret JUGS, Water Pitchers, Hocks, Champagnes, Sherry & Port Wine Glasses, Tumblers, Butter Coolers, Toiet Water CRAFFS, Dinner Water CRAFFS, Finger GLASSES, Trifle Dishes, Preserve Dishes and Plates, Sugar and Cream Pitchers, Custards, Jellies, Ice Cream, Plates, Salts, &c.

The Wholesale Department

comprises the most varied stock ever imported, and any quality of Goods can be selected or had in the *Original Packages.*

MILK PANS, Preserve and Butter CROCKS.
St. John, October 6, 1854.

WANTED IMMEDIANTELY, at GRANITE HALL;—20 JOURNEYMEN TAILORS. Also—Pant Makers, Vest Makers, Shirt and Coat Makers.
Aug. 18 THOS. R. JONES.

F. C. GERALD,
PROVINCIAL LAND SURVEYOR, and Civil ENGINEER. Office—Indian Town.
August 4, 1854.

MORRISON'S PILLS—Just received and for sale by
oct. 28. FELLOWS & CO.

SUPERIOR FURNITURE
IN THE PARISH OF LANCASTER,
TO BE DISPOSED BY PUBLIC AUCTION.

ON MONDAY, the 16th of October next, will be sold at Public Auction, on the premises, the following valuable and desirable detached LOTS, in the Parish of Lancaster, within a short distance of the Suspension Bridge, and admirably suited for gentlemen's residences, viz.—

LOT A, fronting on the St. Andrew's Road, containing 10 acres, with a small Cottage thereon, £65, the value of building and fences, to be paid 25 per cent. on delivery of Leases, and remainder in 3, 6, and 9 months, secured by approved endorsed notes with interest.

LOT B, containing 12 acres, also fronting on the St. Andrew's Road, with a dwelling house built in the modern style and elegantly finished, £550, the value of building and fences, to be paid as in Lot A.

LOT C, containing 12 acres, fronting on the same road, with a small dwelling house thereon, £225, the value of building and fences, to be paid as in Lot A.

LOT D, containing 12½ acres, fronting on the road to Indian Town Ferry. £20 an upset price to be paid in three months, and secured as above.

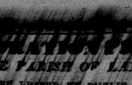
LOT E, containing 12½ acres, same as Lot D.

The Leases will be for 21 years from the 1st of November next, and will contain covenants for the payment of all the improvements without restriction at the end of the term, or for the continual renewal of the Leases until said improvements are paid for.

A plan of the Property can be seen at the Common Clerk's Office, and any further information from the undersigned.

WILLIAM H. A. KEANS,
S. R. FOSTER,
W. KING,
THE MAYOR,
G. V. NOWLIN,
A. C. O. TRENTOWSKY,
W. C. DUNHAM,
St. John, Oct. 6. *Lancaster Lands Committee.*

STEAMBOAT & RAILROAD,
Permanent Arrangement
St. John, Eastport, Portland, Boston and Montreal!
TWO TRIPS A WEEK!



THE fast and spacious Steamer "GOVERNOR," ALLEN WOOD, Master, will leave SAINT JOHN on MONDAY Morning, 2d, and on THURSDAY Morning 5th October, at 8 o'clock, for EASTPORT and PORTLAND. Passengers forwarded thence by Railroad to Boston, Lowell and all intermediate places—also by Grand Trunk Railroad to Montreal. Passengers are ticketed through between St. John and Montreal for Ten Dollars, with the right to stop a few days at Portland, the White Mountains, or any of the intermediate places.

Steamers leave Montreal every day for all parts of Upper Canada.

Also, the Passengers for Boston, Lowell, &c. are allowed to remain a few days in Portland.

Cabin Passage to Portland $5, Boston $6;
Deck do. " do. $4, do. $5;

By the above arrangement through Tickets to Boston or Montreal cost $1½ less than by any other line—also, the tedious outside voyage from Portland to Boston is avoided—and presents the most expeditious and comfortable conveyance to the travelling public.

State Rooms can be secured at the Agent's Office.

Return Tickets from Boston can be had at the Boston and Maine Railroad Depot, Haymarket Square and Eastern Railroad Depot, Causeway Street, foot of Grand and Canal Streets; and at the Office of C. H. WHITE, 50 Court street, (Scollay's Buildings,) Boston.

GEORGE THOMAS, Agent.
October 6. South Market Wharf

VICTORIA HOUSE,
PRINCE WILLIAM STREET.

Saint John, Oct. 6th, 1854.
EXTENSIVE IMPORTATIONS
OF
Fall and Winter Goods,
Per Packet Ship "JOSEPH TARRATT," and per Steamer "AMERICA."

On Thursday First, (5th instant,)
Will be ready for inspection, a MAGNIFICENT DISPLAY OF
MANTLES, CLOAKS, FURS,
SHAWLS, PLAID DRESSES,
RIBBONS, VELVETS, MILLNERY
Hosiery, Gloves,
Pilot, Beaver, and Broad Cloths,
TROWSERINGS, VESTINGS, &c.
PRINTS, TICKENS, SHEETINGS,
Twil'd Shirting Stripes, Ginghams, &c.
Hollands, Linens, Swansdowns, &c., Grey Cottons, Sheetings, Warps, &c.

☞ With an endless Variety of Fancy and Staple DRY GOODS.

JAMES DOHERTY & CO.

P. S.—Further Supplies per Packet Ships "IMPERIAL," and "LIBERIA." J. D. & CO.

The Sunbury Grammar School.

THE Trustees of THE SUNBURY GRAMMAR SCHOOL beg to announce, that the above Institution will re-open at SHEFFIELD