

THE CHRONICLE.

SAINT JOHN, FEBRUARY 10, 1843.

Economy in the House of Assembly. We observe by the Reports of the House, that reductions of salaries to the Government Officers has been tried from all its corners, in order to meet in some degree the deficiencies in the Revenue.

Mr. End, (whose consistency in this respect we have already noticed) thinks the best course to pursue would be to repeal the Civil List Bill, under which the country was groaning; and it has most assuredly been a dead weight of £15,000 upon our shoulders ever since its impious transfer;

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

SWINDLING EXTRAORDINARY.

We are certainly past wondering at the most gross acts of impropriety our Western neighbours may be guilty of, but we must confess we were not a little staggered, when first made aware of the undesignated piece of coal, calculating villainy on the part of the National Assembly of the United States in regard to the settlement of the Boundary Line between Maine and this Province.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Shipping List.

Port of Saint John. Arrived, 21st—Barque Lady Fullon, Baker, St. Thomas, 21—Thames & Sunnill, 100 tons. Reported by Capt. James McDevitt.

Shipping List.

Port of Saint John. Arrived, 21st—Barque Lady Fullon, Baker, St. Thomas, 21—Thames & Sunnill, 100 tons. Reported by Capt. James McDevitt.

Shipping List.

Port of Saint John. Arrived, 21st—Barque Lady Fullon, Baker, St. Thomas, 21—Thames & Sunnill, 100 tons. Reported by Capt. James McDevitt.

Shipping List.

Port of Saint John. Arrived, 21st—Barque Lady Fullon, Baker, St. Thomas, 21—Thames & Sunnill, 100 tons. Reported by Capt. James McDevitt.

Shipping List.

Port of Saint John. Arrived, 21st—Barque Lady Fullon, Baker, St. Thomas, 21—Thames & Sunnill, 100 tons. Reported by Capt. James McDevitt.

Shipping List.

Port of Saint John. Arrived, 21st—Barque Lady Fullon, Baker, St. Thomas, 21—Thames & Sunnill, 100 tons. Reported by Capt. James McDevitt.

Shipping List.

Port of Saint John. Arrived, 21st—Barque Lady Fullon, Baker, St. Thomas, 21—Thames & Sunnill, 100 tons. Reported by Capt. James McDevitt.

Shipping List.

Port of Saint John. Arrived, 21st—Barque Lady Fullon, Baker, St. Thomas, 21—Thames & Sunnill, 100 tons. Reported by Capt. James McDevitt.

Shipping List.

Port of Saint John. Arrived, 21st—Barque Lady Fullon, Baker, St. Thomas, 21—Thames & Sunnill, 100 tons. Reported by Capt. James McDevitt.

Shipping List.

Port of Saint John. Arrived, 21st—Barque Lady Fullon, Baker, St. Thomas, 21—Thames & Sunnill, 100 tons. Reported by Capt. James McDevitt.

Shipping List.

Port of Saint John. Arrived, 21st—Barque Lady Fullon, Baker, St. Thomas, 21—Thames & Sunnill, 100 tons. Reported by Capt. James McDevitt.

Shipping List.

Port of Saint John. Arrived, 21st—Barque Lady Fullon, Baker, St. Thomas, 21—Thames & Sunnill, 100 tons. Reported by Capt. James McDevitt.

Shipping List.

Port of Saint John. Arrived, 21st—Barque Lady Fullon, Baker, St. Thomas, 21—Thames & Sunnill, 100 tons. Reported by Capt. James McDevitt.

Shipping List.

Port of Saint John. Arrived, 21st—Barque Lady Fullon, Baker, St. Thomas, 21—Thames & Sunnill, 100 tons. Reported by Capt. James McDevitt.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

C. W. KETCHUM,

Savoie Buildings, Prince Wm. street. DRY GOODS, consisting of SATIN, Lace, China, Gauze, Crapes, Velvets and Saracat Ribbons; White, black and cold Towels; Heavy Plaid and Thibet SHAWLS; Silk and lace Shawls; Handkerchiefs of every description; China, Plain and Watered Silks; Satins and Velvets, extra rich colors; Laces, Muslin Collars, Chinelle and Ballion Tassels, Chinelle Fringes; Sables, Fichs, Lyons, Squirrel, Chinelle, Rollinsky and Stanchard MUFFS; BOAS, CAPES and SHAWLS; Robinet and Lamb Skins; Queen's, Queen of Beauty's, Prince of Wales', Gipsy, and Felt's Shading Scarf CLOAKINGS; Satin Cloaks; Jaconet, Book, Mull, Check, Drapen and Fancy Muslins; Lawas, Cambrics, Satin Vestings, Gents, Neck Scarfs, Gold and Silver Berrones, Cloth Caps, Wire Ribbon, Cap Springs, Twist, Berlin Wools, Girdles, Umbrellas; T. W. White and grey Shirtings and Steadings; Calicoes, Regattas, Plain and figured de Laines; Merinos at very low prices; French Froills, Orleans, Parisian Lustras, Lams Cloths, Dimity, Plaids, Molekins, Bedticks, T. Wools, Broad and Pilot CLOTHS, &c. &c. Also—French Artificial Flowers, Feathers, Parisian Velvet, Satin and Silk BONNETS, Blouse Caps, Bonnet and Cap Shapes, &c. &c. The above articles will be sold at the lowest prices, and the inspection of the Public is most respectfully requested.

FALL CLOTHING.

CHEAP! CHEAP! CHEAP! AT THE ST. JOHN CLOTHING MART, WATER STREET.

The Subscriber has received per recent arrivals from London and Liverpool, a large and varied assortment of West of England WOOLLEN GOODS, comprising— DIAMOND and Plain BEAVER and PILOT CLOTHS; Fine and capering duffs; Cassimere, Buckskins, Donsies, Kerseys, Tweeds; Grey, White and Fawn Frockings; &c. &c. Six Bales & Cases of READY-MADE CLOTHING—a splendid assortment, which, for style, Quality, and Cheapness, will be equalled by any establishment in the Province, consisting of COATS, made of Diamond and Plain Beaver and Pilot Cloth, in the Chesterfield, Waterford, and Howden road Styles; T. W. White, fine and superior Dress and Frock CLOTHS; Four Thousand Yards PANTALONS, of every description of texture and fabric; Two Thousand VESTS—in satin, silk, Valencia, Cloth, Cassimere, &c. &c. &c. Matrosses, Blankets, Rags, White and Coloured COUNTERPANES, ON CLOTH Seres; South-western &c. &c. Boy's Cloth and Molekin Seres; Red, Blue and White Flannel Shirts and Drawings; Laces, Cotton, and Regatta Shirtings; Fawn Laces, Drawers and SHIRTINGS; Military and Navy CAPS; Fur, Fawns, and Watered duffs; Gilted Hats and Caps; Umbrellas, Travelling Bags and Trunks; Gentlemen's BOOTS and SHOES; Ladies' and Children's duffs; Woollen and Jewellery; A few Double GILT and SHIRTS, selling for cost and charges, for Cash only.

SEAMEN'S CLOTHING.

OF EVERY DESCRIPTION, SUITABLE FOR ALL CLIMES. October 21, 1842. NEW FALL GOODS. Just arrived per ship Brothers from Liverpool, a large assortment of PRINTED Cottons and Furnitures; Grey, White and Fawn Frockings; &c. &c. Cleaned and Home-spun; Knitting Wools and Ornaments; Yarns; Rose and Whittier Blankets; Ornaments; &c. &c. A large lot of Fancy Cloakings; Linens, Lawas, Diapers, Damask, Sheetings, Hosiery, &c. &c. &c. More HARDWARE. G. & W. H. ADAMS, No. 2, North Wharf. Received per ship Mabel, Nicholson, from London, 20 TONS common Flat Iron, well used; 1 cask CURLED HAIR; 1 cask China Ware; 1 box shoe THREAD; 1 cask Blue Kidder; 71 cask Cutlery; 1 cask; 1 cask Counter Nails; 6 cask Horse Nails; 1 cask Bright Traces; 10 cask well assorted HARDWARE; 1 cask Spikes, from 3 to 10 inches. Which together with their stock now on hand, comprises a good assortment in the above line, and every exertion used to make passengers comfortable.

CLOTHS, CLOTHS, &c.

THE subscriber offers to the Public an assortment of Black and Coloured WOOLLEN CLOTHS, Ac. now opening and for sale at the lowest prices for Cash, in E. L. THORPE'S Brick Building, adjoining the store occupied by T. S. HARDING, Esquire, Prince William Street, viz: Superior BROAD CLOTHS; Broad and Pilot; ditto; BUCKSKINS, DORSEYS, &c. Coloured CLOAKINGS and VESTINGS; Satin and Diapere; Handkerchiefs, Scarfs, &c. 25th Sept. JAMES HORSFALL.

ON CONSIGNMENT.

Now Landing in—British Queen from London: BIRDNET NETS, RAGS, MACKEREL, and other FISHING LINES, TWINES, &c.—viz: 1 cask best London Gilt; Hair netting, from 17 to 25 inches; 1 cask best London Gilt; 1 do. Hair netting, from 17 to 25 inches; 1 cask Lamp Glasses; 1 do. Glass and Yellow SHOE THREAD; 1 do. Chair and Boot WEE; 1 cask Lamp Glasses; 1 do. Glass and Yellow SHOE THREAD; 1 do. Chair and Boot WEE; 1 cask containing a handsome assortment of Buttons and Buttons Mens, Lin, Gilt, Bone, Porcelains, Tea Pats, &c. 1 cask of handsome table and Shop LAMPS; 1 do. Police Lanterns, Jap. Lamps; 1 cask CUTLERY; 8 Cases—containing a general assortment of Cutlery and shavers's Tools, Bell Mounting Collin Furniture; Counter Weighing Machines, scales, Bases, Locks and Hinges of every description; Curtain Bands and Pins; Fine Irons, Brass, Brazed and Wire Fenders; Tasting Forks and steak Tongs; patent enamel sauce Pans; Brass Kettles, &c. Rose-wood Tea Caddies, with glass sugar bowls; Work Boxes, Brass Dressing Cases, &c. &c. which with former extensive stock will be sold very low. Nov. 4. T. R. GORDON.

NOTICE.

THE Subscriber would beg leave to acquaint his Friends and the public in general, that having taken the store in King street formerly occupied by Mr. James E. McDonald, he intends carrying on an Auctioneer and General Commission Business, and hopes by strict punctuality in Business, to merit a share of public patronage. Jan. 20. JAMES S. KNOWLES.

White Pine Timber.

600 TONS White Pine Timber, 12 to 18 inches, 200,000 superficial feet Pine Boars, 12 to 18 inches, 100,000 Pine Boards, 12 to 18 inches, for sale by J. G. SHARP, 20th Decr.

White Pine Timber.

600 TONS White Pine Timber, 12 to 18 inches, 200,000 superficial feet Pine Boars, 12 to 18 inches, 100,000 Pine Boards, 12 to 18 inches, for sale by J. G. SHARP, 20th Decr.

White Pine Timber.

600 TONS White Pine Timber, 12 to 18 inches, 200,000 superficial feet Pine Boars, 12 to 18 inches, 100,000 Pine Boards, 12 to 18 inches, for sale by J. G. SHARP, 20th Decr.

White Pine Timber.

600 TONS White Pine Timber, 12 to 18 inches, 200,000 superficial feet Pine Boars, 12 to 18 inches, 100,000 Pine Boards, 12 to 18 inches, for sale by J. G. SHARP, 20th Decr.

White Pine Timber.

600 TONS White Pine Timber, 12 to 18 inches, 200,000 superficial feet Pine Boars, 12 to 18 inches, 100,000 Pine Boards, 12 to 18 inches, for sale by J. G. SHARP, 20th Decr.

THE CHRONICLE.

SAINT JOHN, FEBRUARY 10, 1843.

Economy in the House of Assembly. We observe by the Reports of the House, that reductions of salaries to the Government Officers has been tried from all its corners, in order to meet in some degree the deficiencies in the Revenue.

Mr. End, (whose consistency in this respect we have already noticed) thinks the best course to pursue would be to repeal the Civil List Bill, under which the country was groaning; and it has most assuredly been a dead weight of £15,000 upon our shoulders ever since its impious transfer;

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

SWINDLING EXTRAORDINARY.

We are certainly past wondering at the most gross acts of impropriety our Western neighbours may be guilty of, but we must confess we were not a little staggered, when first made aware of the undesignated piece of coal, calculating villainy on the part of the National Assembly of the United States in regard to the settlement of the Boundary Line between Maine and this Province.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Mr. Colburn, of South Carolina, deals with the confirmation of the rights of Great Britain, or the non-observance of the Treaty of 1783, and upon those grounds, strenuously urged the ratification of the treaty.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Wanted to Charter.

A vessel of 200 to 400 tons to carry a cargo of Densils to Great Britain. Apply to JOSEPH FAIRWEATHER.

Shipping List.

Port of Saint John. Arrived, 21st—Barque Lady Fullon, Baker, St. Thomas, 21—Thames & Sunnill, 100 tons. Reported by Capt. James McDevitt.

Shipping List.

Port of Saint John. Arrived, 21st—Barque Lady Fullon, Baker, St. Thomas, 21—Thames & Sunnill