The Weekly Observer.

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SAINT JOHN, N. B., TUESDAY, MARCH 4, 1851.

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The Observer.

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MUTUAL INSURANCE COMPANY.

THIS Company is prepared to receive applications for Insurance against FIRE upon Buildings and other Property, at the Office of the subscriber.

I. WOODWARD.
St. John, Nov. 11, 1846. *Secretary.*

NOTICE.

ALL Persons indebted to JAMES AGNEW, late of the City of Saint John, deceased, Watchmaker, are hereby required to make immediate payment to the undersigned: and those who have demands against his Estate, are requested to leave a statement of the same with her, within Three Months from date, in order to their adjustment.

ELIZA AGNEW.
St. John, Dec. 24th, 1850 *Administratrix.*

☞ NOTICE

ALL Persons having any demands against the Estate of The Honorable HUGH JOHNSTON, deceased, are requested to present the same, duly attested; and all those indebted to the same Estate, are required to make immediate payment to John M. Robinson, one of the undersigned.

HARRIET M. JOHNSTON, *Executrix.*
HUGH B. JOHNSTON, } *Executors.*
JOHN M. ROBINSON, }
St. John, May 7, 1850.

JUST RECEIVED,

Ex Brig 'Victor,' from New-York—

20 BARRELS New York City Mess PORK.

Ex Shers. 'Cuba,' and 'Eliza Jane,' from Boston:
10 Bales BATTING: 5 bags FILBERTS,
5 Sacks Jordan ALMONDS,
20 Bags Porto Cabello COFFEE,
50 Boxes RAISINS: 25 half do Raisins,
25 Quarter do. do: 25 boxes Layer do.
10 Kegs GRAPES,
10 Half-barrels SALERATUS,
10 Casks Cooking RAISINS,
2 Boxes Castile SOAP,
3 do. LEMONS;
1 Barrel CANARY SEED,
1 do. HEMP SEED,
1 Box Patent Yeast POWDERS,
½ Barrel Ground CASSIA,
12 Mats CASSIA,
20 dozen Corn BROOMS,
3 Agricultural FURNACES,
3 Eagle PLOUGHS; 1 Road SCRAPER,
Patent FLAILS, &c., &c.

JARDINE & CO.
Nov. 19, 1850.

FLEWWELLING & READING,

Prince William Street,
—(Corner of Church Street)—
Are now receiving from London, per ship 'Lisbon,

112 CHESTS Fine Congo TEA;
3 do. Orange Pekoe do;
25 Hhds. GENEVA;
16 Do. Martell's BRANDY;
5 Qr. Casks Old Brown SHERRY;
30 Kegs Coleman's MUSTARD;
6 Cases do. Best STARCH;
2 Casks Mixed PICKLES;
20 Bags Black PEPPER;
10 Do. PIMENTO.
October 1, 1850.

Grocery Goods.

Just Landing, per "Edward,"

111 Packages Grocery Goods,

—COMPRISING—

INDIGO, Split PEAS, Pearl BARLEY,
English CHEESE,
PICKLES and SAUCES, Black PEPPER,
Writing and Wrapping PAPER,
Poland STARCH, *Hall's* Patent STARCH,
Fancy SOAP, Coleman's MUSTARD, INK,
NUTMEGS, CURRANTS, and FIGS,
CANDIED PEEL, SUGAR CANDY,
CREAM TARTAR, White Wine Vinegar,
GINGER—ground and whole,
PIPES—assorted,
SCOTCH OATMEAL &c. &c.
For Sale by JAMES MACFARLANE.
Oct. 8.

19th October, 1850.

Received per recent arrivals from Liverpool and Glasgow—

8 ROLLS SHEET LEAD, 2 casks SHOT,
100 bags SPIKES—4 to 9 inch,
3 cases Hoole, Stainforth & Co's Mill SAWS, &c.
Pots, Bake Ovens, Spiders, Griddles, Boilers, &c.
Cart Boxes and Waggon Boxes: Barrow Wheels,
2 cases Thomsons's SCREW AUGERS,
1 case CAST STEEL, for Axes,
1 cask London GLUE, 20 bags Horse NAILS,
1 cask TRACES; Ploughshare Moulds,
LEAD PIPE; 1 cask SAD IRONS,
2 crates Japanned COAL SCOOPS,
121 bundles SHEET IRON,

A VARIETY OF SHELF GOODS;—

Files, Cutlery, Nails—and a good assortment of HARDWARE expected daily.
C. & W. H. ADAMS.

Ships' Provisions in Bond.

Ex 'Cuba' from Boston—

40 BRLS. Boston Inspection Prime PORK;
40 do do Prime MESS BEEF.

—ALSO—

1 Hhd. Sugar Cured HAMS;
20 Barrels Boston CRACKERS; 10 do Soda
ditto: ½ do Sugar do; 2 do Butter do; 5 do Extra
Family Pilot BREAD, all newly Baked and best in Market.
GEO. THOMAS,
Nov. 12. South Market Wharf.

SUGAR, &c.

The Subscriber has just received, and now in course of landing:—

25 CHESTS Souchong TEAS, of superior quality, suitable for family use;
50 chests London Fine CONGOU;
10 hhds. Bright quality SUGAR.
JOHN V. THURGAR,
Nov. 5. North Market Wharf.

Oil, Nails, and Tin.

By the Ship "Avon," from Liverpool—

11 PIPES Raw Linseed OIL,
25 boxes DC Charcoal Tin Plates,
25 do IX do. do.
25 do IXX do. do.
60 casks rose-head Wrought NAILS—4d, 6d, 8d, 10d, 12d, and 14d;
10 casks 6d. and 8d. clasp-head Nails;
40 casks 8d. and 9d. HORSE NAILS;
For Sale by JOHN KINNEAR.
August 27th, 1850.

JAMES BURRELL,

Corner of King and Germain Streets,

Has received per *Lisbon* from London, *Olive* from Liverpool, and *Aurora* from Glasgow, an excellent assortment of Fancy and Staple DRY GOODS, suitable for the Fall and Winter Seasons, consisting of—

LADIES' Dress Materials, in great variety!
Gala Plaid and Tweed CLOAKINGS;
SQUARE and LONG SHAWLS;
5-4 Printed COTTONS;
GINGHAMS; Grey and White COTTONS;
Red and White FLANNELS;
SHIRTING STRIPES and BED TICKS;
LINENS; LAWNS; HOLLANDS;
DAMASK TABLE LINEN;
TOWELLINGS; Toilette COVERS; LAWN HANDKERCHIEFS;

WOOLLEN YARN:

PELERINES; COMFORTERS;
Ladies' and Gent.'s GLOVES and HOSIERY;
Children's Fancy and Plaid SOCKS;
Do. Fancy Woollen HOODS;
Do. Woollen POLKAS;
Do. Victorines, Mantillas and MUFFS;
Black and Col'd Silk and Cotton VELVETS;
Bonnet and Cap RIBBONS;
Black GRO. DE NAPS; THREAD;
Cotton and Egyptian LACES: Edgings and Insertions; Nun's Lace, and Muslin RIBBON;

MUSLINS:

White and Coloured STAYS;
Sewed HABIT SHIRTS and CHEMIZETTES
Infants' Frock BODIES, Robes and CAPS;
Sewed Insertions and Edgings;
Gent's SHIRT FRONTS and COLLARS,
Do. Silk Pocket and Neck HANDK'FS,
Cotton Batting, Pound Cottons, Combs, Brushes, Whalebone, Small Wares, &c. &c.

MILLINERY.

The Subscriber feels grateful for the liberal support he has hitherto received, and hopes by strict attention and *low prices*, to merit a continuation of past favors.

JAMES BURRELL,
Nov. 5. *Corner of King and Germain Sstreet.*

WINTER GOODS.

Received per Ships "Harriott," "Thetis" and "Olive," "Lisbon," "Faside," "Edward" and "Aurora"—

A VARIETY of GOODS, suitable for the coming season, comprising—
Superfine CLOTHS, Doeskins, Kerseys,
PILOTS and BEAVERS; fancy VESTINGS,
STOCK, Braces, Umbrellas, Shirt Collars,
DRESS MATERIALS in every variety,
Long and Square Wool SHAWLS,
Fashionable CLOAKINGS,
Victorines, Muffs, Cuffs and Trimmings,
Black and Colored SILK VELVETS,
Bonnet and Cap RIBBONS,
GLOVES and HOSIERY, all kinds;
BLONDES, NETTS and LACES,
Lace and Blonde Demi VEILS,
Cambric, Silk and Cotton Handkerchiefs,
White and Colored STAYS,
MUSLINS of every description,
Twilled and Plain Regatta SHIRTING,
Grey and White COTTONS,
Printed COTTONS and FURNITURES;
Red, Blue, Yellow, Pink and White FLANNELS,
Rose and Witney BLANKETS,
Cradle BLANKETS,
Irish LINENS, Lawns, Diaper, Hollands,
Damask TABLE LINENS and TOWELS,
Osnaburg, Canvas and Duck,
Ladies' BOOTS and SHOES;
Gent's HATS and CAPS—which together with sundry Small Wares, will be disposed of at the lowest market prices.
Nov. 19. W. G. LAWTON.

Fall & Winter Goods.

Wholesale and Retail Warehouse.
Prince William Street.
J. & J. HEGAN

Have received per *Lisbon, Thetis, Edward, Olive,* and *John S. DeWolf*, the whole of their

FALL IMPORTATIONS,

which have been carefully selected in the best Markets, and purchased for *Cash*:

—CONSISTING OF—

LINEN, WOOLLEN, COTTON and SILK Manufactures, of every description:

LADIES' DRESS GOODS, in the *newest materials* and *latest designs,*
Irish POPLINS and TABINETS,
PLAIN GLACE and BROCADED SILKS and SATINS, in great Variety,
Haberdashery, HOSIERY, GLOVES,
RIBBONS, SHAWLS, LACES, TRIMMINGS, &c.
Pilot, Beaver, and Broad CLOTHS,
Cassimeres, Doeskins, Tweeds, Vestings, &c.,
Gents. Stocks, Handkfs., Mufflers, Scarfs, &c.,
CARPETINGS, Hearth Rugs, and Drugget,
MOREENS and DAMASKS, with Trimming to match,
Linen and Cotton SHEETINGS,
Bed Ticks, Counterpanes and Quilts,

☞ The public are respectfully invited to an inspection of the above, as the proprietors are determined to clear off the whole STOCK, at as low prices as can be afforded by any House in the Trade. ☞ *Terms, CASH.*

West side Prince William Street,
St. John, 5th Nov., 1850.

HOWARD HOUSE.

Fall & Winter Goods.

THE Subscriber has now ready for sale a large lot of OVER COATS, in all shades and textures, together with a good assortment of

WINTER PANTS AND VESTS.

The above Goods having been made in the Establishment, the subscriber has no hesitation in recommending them, and they will be sold at reduced prices for CASH.

CLOTH DEPARTMENT.

J. MYLES begs leave to call the attention of persons purchasing CLOTHS to his Stock, which consists of Whitney, Beaver and Pilot Cloths, West of England Cloths and Doeskins, in all shades; French, German, Victoria, and Albert Cloths, together with a splendid lot of Fancy Doeskins and Tweeds, in all shades and textures.

☞ Parties wishing to purchase Wholesale will be liberally dealt with.

October 22. JAMES MYLES.

Horse Nails, Paper, &c.

By the Perseverance, from Liverpool, just arrived,—

40 KEGS 8, 9, and 10dy. best HORSE NAILS;
50 Reams of WRAPPING PAPER;
½ ton WIRE RODS, No. 5 and 6. For Sale by JOHN KINNEAR,
January 14. *Prince Wm. Street.*

Miscellaneous.

DON'T FRET.

A POEM FOR THE NERVOUS.

Has a neighbor injured you!
Don't fret—
You will yet come off the best;
He's the most to answer for,
Never mind it, let it rest.
Don't fret.

Has a horrid lie been told!
Don't fret;
It will run itself to death,
If you let it quite alone,
It will die for want of breath;
Don't fret.

Are your enemies at work?
Don't fret—
They can't injure you a whit;
If they find you heed them not,
They will soon be glad to quit;
Don't fret.

Is adversity your lot?
Don't fret—
Fortune's wheel keeps turning round,
Every spoke will reach the top,
Which, like you, is going down;
Don't fret.

Look to Your Feet.—Of all parts of the body, there is not one the clothing of which ought to be so carefully attended to as the feet. The most dependant part of the system, this is the part in which the circulation of the blood may be most readily checked; the part most exposed to cold and wet, or to direct contact with good conducting surfaces, it is the part of the system where such a check is most likely to take place.—Coldness of the feet is a very common attendant on a disordered state of the stomach; and yet a disordered stomach is not more apt to produce coldness of the feet, than coldness of the feet is apt to produce disorder of the stomach; and this remark does not apply only to cases of indigestion, but to many other disorders to which man is liable. Yet do we see the feet of the young and the delicate clad in thin-soled shoes, and as thin stockings, no matter whether it is summer or winter time—no matter whether the weather is dry or damp, or whether the temperature of the atmosphere is warm or cold. But this is not the whole of the evil. These same feet are frequently at different times of the same day, differently covered as to the stoutness of the shoes and their soles, and often likewise as to the thickness of the stockings. I have often found, on investigating into the origin of bases of disease, that is has been a common practice to go out of doors in the forenoon, the feet being protected with lambs' wool socks, and warm and thickly soled boots; and to sit in the afternoon at home, only having the feet covered with silk stockings and thin satin shoes. I have so often found this to be the case, that it would hardly surprise me were the practice found to be almost universal among the females of the middle and upper ranks of society.—To this common, and sufficiently inconsiderate practice, I have traced many cases of incurable disease.—To this alone may be ascribed many a case of functional disturbances; this lays the foundation for many of those derangements by which the first inroad is made into the constitution, the first step taken in undermining the health; the first of that succession of changes brought about, by which the young, and the lovely, and the healthy, are converted into wasted victims of consumption, or become martyrs to other maladies as fatal, although less common. I am sufficient of a Goth to wish to see thin-soled shoes altogether disused as articles of dress; and I would have them replaced by shoes having a moderate thickness of sole, with a thin layer of cork or felt placed within the shoes, over the sole, or next to the foot. Cork is a very bad conducter of heat, and is therefore to be preferred; if it is not to be had, or is not liked, felt may be substituted for it. The extreme lightness of the cork, the remarkable thinness to which it may be cut—its usefulness as a non-conductor not being essentially impaired thereby—and the inappreciable effect it has on the appearance of the shoe—all seem to recommend its use for this purpose in the strongest manner. I think that neither boots nor shoes should be used without this admirable provision against cold feet. There is sufficient objection to all shoes made of waterproof or impervious materials; they are apt to prove much too heating and relaxing, interfering with the due escape of the cutaneous exhalations. Thin shoes ought only to be used for the purpose of dancing, and then they ought only to be worn while dancing. The invalid or dyspectic ought assuredly never to wear thin shoes at other times. As to the common practice of changing thin shoes for warm boots, and *vice versa*, it is a practice that is replete with danger, and therefore rash, and almost culpable.—*Dr. Robertson.*

The Good Time Coming.—The morning light of the good time coming is everywhere breaking upon the eyes of those who are looking and longing for its appearing. Everywhere new hearts and new hopes are gained to our cause. Everywhere new agencies and tendencies are combining to propel it forward. The great necessities and interests of the age unite to make Peace the first want and predilection of the nations. The fatherhood of God and the brotherhood of men are coming to be recognised by civilisation and science as well as by Christianity. This great central principle of Divine revelation is taking effect upon the people of the world. The bristling barriers of nationality which once divided and estranged them, are gradually disappearing, and they are beginning to fraternise across the boundaries that once made them enemies. The great transactions of nations, the mightiest works of human skill and energy, are becoming international in origin, operation, and ownership. Is it a canal that is proposed? It is a great channel for the ships of all nations across the Isthmus of Panama, to connect the Atlantic and Pacific Oceans, to shorten the passage to India by 6000 miles. Is it a railway that is projected? It is one 4,000 miles in length, across the continent of North America, to open to all the nations of Europe a northwest passage to China of thirty days from London. Is it an electric telegraph? It is one to reach round the globe, crossing Behring's Straits and the English Channel, and stringing on its nerve of wire all the capitals of the civilised world between London and Washington. Is it a grand display of the works of art and industry, for the encouragement and development of mechanical skill and genius? It is a magnificent exhibition opened, without the slightest distinction, to the artists and artizans of all nations, just as if they belonged to one and the same nation, and were equally entitled to its patronage and support. Is it an act affecting navigation? It is to place all the ships that plough the ocean upon the same footing as if owned by one and the same nation. Is it a proposition to cheapen and extend the facilities of correspondence between individuals and communities? It is to give the world an ocean-penny postage, to make home everywhere, and all the nations neighbours.—*Elihu Burritt at the Peace Congress*

The Richest Man in Virginia.—I have thought for some time I would write to your paper something in relation to the richest man in Virginia, and the largest slaveholder in the Union, and perhaps in the world, unless the serfs of Russia be considered slaves: and the wish in your paper, a few days ago, to know whom it was so wealthy in Virginia, induces me to write this now. Samuel Hairston, of Pittsylvania, is the gentleman. When I was in his section a year or two ago, he was the owner of between sixteen and seventeen hundred slaves, in his own right, having but a little while before taken a *census*. He has a prospective right to about one thousand slaves more, which are now owned by his mother-in-law, Mrs. Ruth Hairston, he having married her only child. He now has the management *of them*, which makes the number of his slaves reach *near three thousand*. They increase at the rate of near one thousand every year, and he has to purchase a large plantation every year to settle them on. A large number of his plantations are in Henry and Patrick counties, Virginia.

He has large estates in North Carolina. His landed property in Stokes alone is assessed at six hundred thousand dollars. His wealth is differently estimated at from three to five millions, and I should think it was nearer the latter. You think he has a hard lot; but I assure you, Mr. Hairston manages all his matters as easy as most persons would an estate of $10,000. He has overseers who are compelled to give him a written statement of what is made and spent on each plantation, and his negroes are clothed and fed from his own domestic manufacture and raising, leaving his tobacco-crop, which is immensely large, as so much *clear gain* every year, besides his increase in negroes, which is a fortune of itself.

And now for his residence. I have travelled over fifteen States of this Union, and have never seen anything comparable to his yard and garden, except some of them in the Mississippi delta—and none of them equal it. Mrs. Hairston has been beautifying it for years. Mr. Hairston is a plain, unassuming gentleman, and has never made any noise in the world, though he could vie with the Bruces, the McDonoughs and the Astors.—[Cor. Richmond Times.

A Clerical Anecdote.—A young preacher in the time of James I., being appointed to hold forth before the Vice Chancellor and heads of colleges of Oxford, chose for his text: "What, can ye not watch for one hour?" which carried with it a personal allusion, as the Vice Chancellor happened to be one of those heavy-headed persons who cannot attend church without falling to sleep The preacher repeated his text in an emphatic manner at the end of every division of his discourse—the unfortunate Vice Chancellor was often awoke—and this happened so often, that at last all present could very well see the joke. The Vice Chancellor was so nettled at the disturbance he had met with, that he complained to the Archbishop of Canterbury, who immediately sent for the young clergyman to reprove him for what he had done. In the course of the conference that ensued between the Archbishop and the preacher, the latter gave so many proofs of his wit and good sense, that his grace procured for him the honor of preaching before the King. Here, also, he had a joke. He gave out his text in these words: "James, the First and Sixth 'waver not;'" which, of course, everybody saw to be a stroke at the indecisive character of the monarch. James, equally quick-sighted, exclaimed, "He is at me already." But he was, upon the whole, so well pleased with this clerical wag, as to make him one of his chaplains in ordinary. He afterwards went to Oxford, and preached a sermon on the text, "Sleep on, now, and take your rest."

Pulpit Eloquence.—A more sickening and disgusting exhibition can nowhere be witnessed, than to see a minister of the Gospel, forgetful of his high duties and holy calling, prostituting the pulpit by preaching himself. Any attempt to play the orator on such an occasion, sinks the minister into contempt in the view of any individual of cultivated taste or piety. The minister should be forgetful of himself, and think only of his hearers and his subject. He stands between the living and the dead. His mission is of the last importance to man; and he should fill it with singleness of heart. If this be the spirit of the preacher, he cannot fail to be eloquent. The eloquence of the pulpit consists in the greatest simplicity of style and manner, in the dignity and sublimity of the topics discussed, in the awful interests involved, and in the overwhelming manifestations of a Redeemer's love. Let those fill the soul of a speaker, and he will be sufficiently eloquent.—*Judge M'Lean.*

The Great Snow Storm of 1620.—The snow fell during thirteen days and nights with very little intermission, accompanied with great cold and a keen biting wind About the fifth and sixth days the young sheep fell into a torpid state and died, and about the ninth and tenth days the shepherds began to build up large semi-circular walls of the dead, in order to afford some shelter for the living; but the protection was of little service. Impelled by hunger, the sheep were frequently seen tearing at one another's wool with their teeth. On the 14th day there was on many a high-lying farm, not a survivor of extensive flocks to be found. Large misshapen walls of dead, surrounding a small prostrate group, likewise dead and stiffly frozen in their lairs, met the eye of the forlorn shepherd and his master. Of upwards of 20,000 sheep maintained in the extensive pastoral district of Eskdale Moor, only about 45 were left alive.—*Gallery of Nature.*

A rich miser, in Auburn, New York, is to be buried in Owasco Lake, a beautiful sheet of water near that town. He has a stone coffin made, which takes twelve yoke of oxen to draw it. He gives a man a nice farm for burying him. He is to take him into the middle of the lake, and sink him.

Emigration of Latter Day Saints.—On Monday last, the Ellen sailed from this port for New Orleans, having on board 466 emigrants, on their way to the Mormon settlement in the Valley of the Great Salt Lake. The emigrants were from all parts of England; fifteen families coming from Sheffield alone. A second ship, the George William Browne, is also ready to sail, with about 280 emigrants of the same persuasion, and for the same destination, whilst another vessel, the Ellen Maria, has been laid on to sail on the 29th inst. Mr. Orson Pratt, the head of the sect, and who is an emigration agent in this town, will take his passage by this.—This emigration is of a most extraordinary and romantic character; the subsequent journey would appal the stoutest heart, not upheld by religious fervor or fanaticism. The poor *emigres* from New Orleans proceed up the river as far as Council Bluffs, 900 miles north of St. Louis. They will there prepare for the overland journey across the plain to the Salt Lake Valley, a distance of 1000 miles more, which has to be performed in wagons, and their journey lies across a tract of country almost entirely destitute of herbage. —*Liverpool paper.*

A Negro's Advice.—A young minister received a call from two different societies at once to become their pastor. One was rich, and able to give him a large salary, and well united; the other was poor, and so divided that they had driven away their minister. In this condition he applied to his father for advice. An aged negro who overheard what they said, made this reply:—

"Massa, go where there is the least money and the most devil."

He took the advice, and was made the happy instrument of uniting a distracted church and converting many souls to Christ.

Splendid Oars.—A pair of oars, seven feet long, and made of the choicest white ash, the handles and blades rimmed with silver, and in the most finished manner, are to be sent to the World's Fair from New York. They are valued, with the case, at $150. At the close of the Exhibition they are to be presented to the Prince of Wales.

Sounding Boards for Pulpits.—A distinguished artist has recommended that the canopies of pulpits be formed of strained sheepskin inserted in a wood frame and then suspended from the ceiling. Thus a great increase of reverberation will be gained, and the speaker's voice be heard distinctly in the further part of the room without exhaustion.

Mr. Macready, the tragedian, has actually made his farewell bow, and is about to retire to Sherborne, in Dorsetshire, where, in a house of his own, he will spend the remainder of his allotted time, and seek the peaceful enjoyment of a classical retirement.

London has 300,000 houses, which cover an area of 14 miles long, and 7 miles wide. Between the 1st of Jan. 1839, and Jan. 1850, 64,058 new houses were built, forming 1652 streets.

The number of bankrupts in England last year was 837 against 1326 the year before, and 1698 in 1848.—The average of the last seven years was 1290. There were 36 bankrupts in Liverpool last year, and 113 the year before.

The Queen has sent to Mr. Dampies, Vicar of Coggeshall, a donation of £5 for the use of the parents and sister of the late John Carter, the weaver, who having lost the use of his limbs, supported himself by making beautiful drawings, holding the pencil with his teeth.

The Jeremiah, Captain Garnett, arrived here on the 6th inst, from Shanghai. On the 7th September she fell in with two canoes, containing nineteen men, of a dark copper color, in a state of nudity, and tattooed all over. They had been blown off the land thirteen days previous, and were nearly starved. One man died on the evening of the 7th. St. David's Islands (on the coast of New Guinea) being the nearest land, they were taken there, and the men sent on shore.—[English paper.

Ninety boats of Boulogne, 1478 tons, with 979 men on board, have been this year engaged in the herring fishery, on the coast of Scotland. They have brought home 17,866 tons of salt herrings.

ARCTIC EXPEDITION.

The following is an extract from a letter published in the New York Tribune, from Mr. Snow, an officer in the British brig Prince Albert, which returned from the Arctic regions last autumn, to Mr. Henry Grinnell of New York, the owner of the American exploring vessels Advance and Rescue. The letter of Mr. Snow is dated London, Dec. 23, 1850:

It was on the 1st of August, at midnight, in lat. 75° 18, and long. 60° 30, that I was in the "Crow's Nest," enjoying one of those beautiful scenes that are occasionally presented in that quiet hour in the Arctic regions. We were then *close beset* in a heavy pack, nor could I perceive a single opening in the direction we wished to proceed. It was a lovely night, calm and clear; and with the sun still shining with a softened lustre upon the vast body of ice under the enchanting influence of prismatic action exposed before me. To the north-west I could see Capt. Austin's and Capt. Penny's vessels, also close beset, about eight or nine miles from us. To the east and north-east appeared a few rugged peaks of land; while the wondrous glaciers, extending for miles and miles in length and breadth, seemed to cover all else of *terra firma*. Turning my eyes to the south and south-east, I beheld the *bergs*, between which and along which we had been for the last fortnight making way. While looking at them, to my astonishment I perceived two strange sail evidently forcing through those intricate passages with the intention of stretching in for the *land floe*, alongside of which a small lane of water could be faintly distinguished. Our object, also, was to get to this land-floe, and take advantage of the lane of water supposed to be there running to the northward. For a moment I could hardly believe I had seen aright, and fancied I had mistaken some pieces of ice, raised by refraction, and which frequently bears the appearance of ships, for two vessels, but a long look through my glass convinced me, as I watched them passing behind some bergs and shortly reappearing. There could be no doubt, and I accordingly entered it in the Log. It was the first instance of our seeing the Advance and Rescue. On the 5th, we had got into a large "hole," or sheet of water, and thence lost sight of them until the evening of the 23d, when, as we were standing out of Regent's Inlet, we descried a brigantine coming down, with the wind abeam, toward us. At first, we thought it was Sir John Ross, having no idea that it was possible for the two vessels we had left behind in Melville Bay to have extricated themselves so soon, unassisted by that aid we had received from the Government steamers, and which had materially assisted us: but in a short time we were undeceived. On came the brigantine, and the moment we were near enough we could perceive the national colors of the United States—the glittering stars and stripes—proudly flaunting in broad display from the loftiest masthead. It was the first time that flag had ever appeared so far in that part of the world, and knowing it to be there on such a noble and holy cause, I could not help feeling, though an Englishman devoted to my own country, a pleasure in beholding it. A short time sufficed to put Capt. Forsyth and myself on board of the Stranger, and then we learned that it was the Advance, Lieut. De Haven, Commander, that received us. The particulars of our visit are detailed at length in my journal. Though I was almost worn out from want of sleep, having been already over 36 hours without once closing my eyes, and actively employed in heading parties on the search, I yet could enjoy the moment to my heart's content. Full of health and manly vigor, his countenance bronzed, and with a beard and moustache of the darkest hue, Lieut. De Haven, with the most generous cordiality, welcomed us to the cabin. Dressed in the ordinary rough and moderately warm garb of a nautical officer, he delighted me as much by his appearance as by his sailor-like and friendly bearing. Mr. Murolow and another officer, whose name has escaped my memory, were introduced to us with Dr. Kane.—The former, if I am right in the respective persons, was of moderate height, rather thin, and with dark hair. The second not so tall, and with a lighter complexion. Of Dr. Kane I have spoken at length in my book, as with him I had, on that visit, the most conversation. Everything that could be thought of to hospitably entertain us was introduced, and I shall never forget the three cheerful hours I spent on that evening on board of the Advance in the Arctic regions. Our discourse was varied: sometimes professional, at others running back to our respective homes, to the probable fate of Franklin and his companions, to the qualities of our vessels, &c., &c. With regard to expressed intentions, Mr. De Haven told us that he intended to push on and on wherever there was a chance presented in the right direction. Between Cape Walker and Bank's Land was, I believe, the principal quarter he looked to and should make for. The Rescue, he said, had gone on to Cape Hotham in Wellington Channel, where he intended to rejoin her. The reason of his coming to Regent's Inlet was to visit Port Leopold, and see if he could there fall in with the North Star, (of whose movements he had been informed by Sir John Ross, whom he spoke off Admiralty Inlet,) and by her to send despatches home. The information we gave him of the North Star having already left there on her return, induced him not to delay any time by a fruitless visit to Whaler Point, but hasten to rejoin his consort. He did not intend to winter anywhere, as exploring vessels generally do, in a harbor, but to take his chance in the Pack, where in my humble opinion, he will be able to do much better, and probably fare as well as if he had fixed himself in regular Winter quarters.—A moveable bulkhead that ran athwart the forepart of the cabin was in Winter to be removed, and room thus given between decks for exercise, and the necessary increase of ventilation. Other contrivances and plans already formed for the Winter were mentioned, and nothing appeared to daunt them or alloy the happiness and contentment, unanimity and cordiality which appeared to me to be existing among them. They were ready to dare and brave everything. The men, too, appeared all well and capable. Dr. Kane wrote an address in my pocket book, that in the event of my reaching home before him, and perchance visiting America, I might call, at his request, and state when and how I had last seen him, which I should feel great pleasure in doing if again crossing the Atlantic. The packet of letters was given to me to forward by the first opportunity presenting itself, it not being known, I believe, that we intended to return, my orders from my captain being merely to state our intention of visiting Cape Hotham. As he himself was there to answer, I was, fortunately, prevented from saying anything of our own movements, more especially as I had still a hope we should remain out longer.

It was midnight when we parted; both vessels,—the Advance and Prince Albert—running through streams of heavy ice. The Advance appeared deeply laden, but her light canvass aloft would be of material service to her in a region where it is frequently found a current of air is playing above, while there is none below.

On the 25th we again fell in with the Advance at Cape Riley. She was, as I have stated, close in shore, and hawsers were out to haul her off. As I puiled in toward her I perceived an officer with some men, on a bergh fixing an ice anchor to which the nawser was attached. The berg was a moderate sized one, aground, therefore well suited for the purpose, it being more off shore. The orders given me by Capt. Forsyth were not to delay time by going on board or holding any communication with the Advance, but to hasten to the shore and obtain any information there. The rocky nature of the projecting point of land, and my own feelings, induced me however to run close under her stern. As I neared her, Capt. De Haven, in a hearty man-