Poetry.

HOME.

Home ! thou art a thrilling sound,
That dwell'st upon the ear
Of all our hopes, and fears, and joys,
And haun'st us every where.

The advent'rous traveller journeying forth,
In distant lands to roam,
Still, still his thoughts are ever cast
On his dear native home.

The schoolboy sent to form his web
In learning's spacious loom,
With eager joy anticipates
The day he reaches home.

The sailor, braving ocean's storms,
Rock'd on the billows' foam,
Calms all his perils, all his toils,
In thoughts of far-off home.

The humble labourer of the day
Can dissipate his gloom,
By fleeting dreams of happiness,
At each return to home.

The man called forth by holy zeal,
T' announce that awful doom,
Reserved for those who seek not God,
Sighs for his heavenly home.

The outcast of society,
Whom justice dooms to roam,
Breathes to the gale his misery,
The loss of friends and home.

The veriest beggar's wretched hut,
E'en Afric's rudest kraal,
From lands of fire to Zembla's cape,
Its charms illumine all.

Thou aged seer, with locks of gray,
See mercy's passport come;
Thy day is spent, thy night at hand,
In sight thy heavenly home.

Varieties.

From the New York Commercial Advertiser.

STEAM COMMUNICATION WITH EUROPE.

The annexed article will be read with interest, we presume, at the present time, when we are in almost daily expectation of seeing the departure of the first steam-packet for Liverpool. The subject was introduced and partially discussed, with a great variety of others connected with science and the arts, at the great meeting of the British Association at Bristol, (England,) held during the week commencing on the 20th of August. At this meeting were present almost all the distinguished and undistinguished men of science in Great Britain, and many from other countries, among whom, we observe, was Dr. Hare, of Philadelphia. The report of proceedings occupies no less than twenty-five wide and closely-printed columns of the Bristol Journal, now one of the largest papers published in England.

As for the extract which we subjoin, we confess that it is not to us the clearest and most intelligible document that ever was. Perhaps it is owing to our want of full and accurate knowledge on the subject, and perhaps to a similar defect on the part of the reporter, who, may not, have caught the exact scope and bearing of the calculations; but we think that Dr. Lardner is responsible, having no great faith in either the talents or the learning of that gentleman. In fact, with all deference be it spoken, we have a half suspicion sometimes that he is little better than a quack.

Be that as it may, however, his opinions are before the reader, who will perhaps be able to make something more of them than we have succeeded in doing. If we understand him rightly, he doubts the practicability of making the Atlantic voyage by steam; Captain Cobb will prove him to be in error, before long, or we are much deceived in our expectations.

STEAM COMMUNICATION WITH DISTANT PARTS.

Dr. Lardner said if there was one point in practice of a commercial nature which more than another required to be founded on experience, it was this one of extending steam navigation to voyages of extraordinary length. He was aware, since the question had arisen in this city, it had been stated that his own opinion was adverse to it; that impression was totally wrong, but he did feel that as steps had been taken to try this experiment, great caution should be used in the adoption of the means of carrying it into effect; almost all depended on a first attempt, for a failure would much retard the ultimate consummation of their wishes. He believed those in the section who knew him would readily acquit him of being forward to question the power of steam; he tendered the most unqualified allegiance to the sovereignty of steam, but he tendered the allegiance of a free and thinking subject to a constitutional monarch; he did not bow before the power of steam as an abject slave, and if he found a failure in the administration of that power, he attributed it entirely to the ministers (ch'rs.) There were distinctions to be drawn depending on the length of the trips and on the stages into which it was divided. There was one main distinction between the operation of a marine and a land engine; the marine engine was used with salt water, and the land engine with fresh water; heat would convert that water into steam, but the heat that would do that with the fresh water, would not do so with other subjects that were combined with salt water—it would not do that with salt, which, in consequence, produced an encrustation in the boiler, and this was most injurious.—A remedy for this had been discovered, which was almost perfectly efficent; this was the use of copper boilers. There had been a contrivance brought into operation, which, if it was as effectual as its promoters considered it to be, would be a perfect remedy: he alluded to a condenser which was known by the name of Hall's condenser, which was so contrived that the steam circulated like the blood in the human frame, but this had been discovered by Watt, who had left little for his successors to do.

With regard to the power of steam engines, practical men considered that for short trips the best proportion was to give the vessel the power of one horse for every two tons; that as the length of the trips increased they must have a smaller proportion of power, this should be three tons for every horse power, and that for the longest trips to which steam power could at present be applied, the proportion should be about one horse to four tons; it might be asked why this particular proportion was selected, and the answer was this—that it was found, by experience, that such would not contain sufficient coals; but the surplus of power in long voyages would be invaluable where power was most valuable. It was necessary they should devise some means of determining the locomotive duty of coals; it was a question to which he had devoted a good deal of time, and the only method he had been able to devise, had been to determine the consumption of fuel per hour: he had made extensive observations, and he considered you must place 15 lbs. of coal per hour for every horse. Mr. Watt some time since established a series of experiments on boilers, with the view of determining the relative consumption of fuel, and the result was then, that the consumption of fuel under the marine boilers was one-third less than under the land boilers.

A committee of the house of commons, some time since, had to determine the expediency of opening a long steam communication with India, and much evidence was given; in one case, the opinion was 8 lbs., in another, 9 lbs, and another, 11 lbs. They would take nine months, and then came the question of speed. They were all well aware that there had been for some years in operation, a line of steamers by Falmouth and Corfu; they touched at Gibraltar. On an average of 51 voyages, the rate at which they made their trips was noted, and the result was 7 1-4 miles per hour; they had, therefore, the conclusion that the locomotive duty of 9 lbs. of coal, is 7 1-4 miles of distance. If, therefore, 9 lbs. gave 7 1-4 miles in distance, one ton would give 1900 miles for every horse power; then they must look for average weather; the build of the vessel was such that they had not space to try more than 1 1-3 ton of coals for every horse power. Almost all the vessels with which the experiments had been made had the patent paddle wheels, and they had been worked with the best coals. The next question was, what modification the vessel must undergo, when applied to steam communication with the United States.

In the Atlantic there were westerly winds which prevailed almost continually, extremely violent, and attended with a great swell of the sea—but it was an astronomical phenomenon, which was very well understood. The outward voyage of the large packet ships was generally estimated at 40 days, the home-ward voyage at 20 days, so that the entire voyage occupied 60 days. If, then, they assumed that the average of outward and homeward voyages to the United States corresponded with the average weather between Falmouth and Corfu, then they would arrive at this conclusion—that the outward voyage was more than the average, in the proportion of 4 to 3. If the locomotive duty of coals provided for the voyage between Falmouth and Corfu was 1900 miles for a ton per horse power, they must deduct from that 33 per cent.; in order to get what the duty would be on the outward voyage to New York, you must take a third from 1900, and you would have 1300 miles. The direct line from Bristol to New York was 3,500 miles; if you allowed one ton of coals for every 1300 miles per horse power, the vessel would require to carry 2 1-3 tons for every horse power in her engine; therefore this vessel must carry nearly three times the whole complement the admiralty steamers could carry. Let them take a vessel of 1600 tons, provided with 400-horse-power engine: having 2 1-3 tons per each horse power, the vessel must carry 1348 tons of coal; to that adding 400, the vessel must carry 1748 tons.—He thought it would be a work of time, under all circumstances, to say much more to convince them of the inexpediency of attempting a direct voyage to New York; for in this case 2080 miles was the longest run a steamer could encounter—at the end of that distance she would require a relay of coals. The question then became a geographical one as to the best mode of accomplishing this. There were two ways which might be proposed; one, to make the Azores an intermediate station, and to proceed from thence to New York; the other would be to proceed to some point in Newfoundland, and make that an intermediate station; the distance from Bristol to the Azores is 1300 miles, and from the Azores to New York 2400 miles, being 20 per cent. more than the steam limit he had mentioned.

There was a point called Sydney, in Cape Breton, where there were coal mines, worked to a profit by Messrs. Rundell and Bridge—but, then, that was 2300 miles; but if we took our final departure from some place upon the western coast of Ireland, and there charged the vessel with coals, the distance to Sydney would be only 1900 miles. The rail road system might be established in Ireland, which would be a benefit in more ways than one: London and all the southern sections of the country would pour in their produce and population by the rail way to Bristol. (Cheers.) He could assure them he had a mind totally disinterested—he was not an engineer, and had not a share in any joint-stock company; because he felt that to render useful to the community those faculties nature had given him, he should deprive himself of part of that utility if he placed himself in a situation that any one could say he would, by possibility, have any interested motive. He would, therefore, counsel those who proposed to invest capital in this most interesting enterprise, to keep in mind certain points to which he would direct their attention:

1st. He would advise that the measured tonnage should correspond with the tonnage by displacement.

2nd. To go to an increased expense in using the best coals.

3rd. He would earnestly impress upon them the expediency of adopting the paddle-wheels shown to the Section yesterday.

4th. He advised the proportion of 1 to 4 as the proper tonnage.

5th. He would impress upon them the expediency of giving more attention in the selection of engineers and stokers; it was a matter of the last importance and a saving of 30 or 40 per cent.

With respect to the boiler he would recommend copper *only*.

Lastly, he would advise the coal boxes to be tanked

Mr. Russell would confess he had listened with the greatest delight to the lucid and logical observations they had just heard. He would merely add one word; let them try the experiment with a view only to the enterprise itself, but on no account to try any new boilers or other experiments but to have a combination of the most approved plans, that had yet been adopted.

Mr. Brunel then pointed out some errors in the calculation made by Dr. Lardner, which would be in favor of the undertaking: he was convinced nine or even ten miles an hour might be accomplished, and Dr. Lardner had formed his conclusions upon old vessels, and not from one in which every thing was done upon the most approved principles yet known, and thus reduced possibility to certainty.

Mr. Field said, he had made the calculations for the ordnance on the vessels in Corfu; they were taken upon an average which included the infancy of the undertaking.

Dr. Lardner, in reply said, that he thought the voyage practicable, but he wished to point out that which would remove the possibility of a doubt, because if the first failed it would cast a damp upon the enterprise, and prevent a repetition of the attempt.

This discussion created the greatest possible interest.

THE LATE BALLOON ASCENT.

The following is a copy of a letter addressed by the Duke of Brunswick to Captain Currie, which contains authentic particulars:—

"*Converse Farm, near Brentwood, 9 o'clock, p. m., Aug. 29.*

"MY DEAR CAPTAIN,—Uncertain whether you have or not followed our balloon with Mr Graham, as you intended, I address these lines to your house, containing an exact account of what has happened.

'After ascending a considerable height, it appeared to me as if the balloon suddenly became motionless, neither ascending nor descending, and on my enquiring the reason of Mrs. Graham, she replied, that when she ascended with a person who had never before been with a balloon, she did not like going too high, for fear the effect would be disagreeable to them. I answered her that I felt no unpleasant effect whatsoever from the altitude we had attained, and that I wished to get out of sight of the earth altogether. Mrs Graham upon this threw out a considerable quantity of ballast, and we then ascended to so high a point as completely to lose sight of *terra firma*; for although I kept my telescope constantly to my eye, I could perceive no trace of it. I then remarked to Mrs. Graham that the position in which we then were was much more agreeable to me than when the earth was visible, the car having the appearance of floating on the clouds, similar to a vessel on the sea. Mrs. Graham at that moment drew my attention to a most beautiful appearance in the clouds, which by the refraction of the sun's rays gave a perfect reflection of the balloon and the car, with ourselves, adding, that such a phenomenon was most extraordinary, and very seldom witnessed. Much to my disappointment, we soon regained sight of the earth, when I again expressed a desire to ascend higher, but Mrs. Graham said she was afraid we had not sufficient ascending power to do so that day. She then discharged some ballast from the safety bag, but rather declined to accede to my request to discharge all its contents, which rendered its effects very slight, as we remained nearly in equilibrium. Mrs. Graham, at my request, then explained to me the management of the valve of the balloon. Shortly afterwards, I asked her if my rising on my seat to take off my great coat would disturb the balance of the car, but upon her assuring me it would not, I did so feeling it very warm.

"From that moment, in my opinion, we commenced our descent, although Mrs Graham thought the contrary, but she was convinced of her error by paper being thrown out. At this period Mrs. Graham asked me if I did not feel considerable pain in my ears, and upon my assuring her of the contrary, she said I was possessed of very strong nerves. I, however, soon experienced it to a very severe degree.

"The balloon at this moment commenced twirling round like a top, in its continued descent, when Mrs. Graham asked me if it was disagreeble, saying it was occasioned by our having entered a different current of air. I replied that I did not much admire it, but that I felt no giddiness from it. Mrs. Graham then threw out the grapple on the one side, and the safety-bag on the other, the rope of which latter was so short that it kept dangling about half a yard below the car, a circumstance which appeared much to dissatisfy her. She then asked whether it would make me giddy to look down from the car and observe what the grappling iron was doing. I immediately did so, and replied it had no effect upon me. She next inquired if I remembered her informing me the balloon could be converted into a parachute, and requested me to observe it was then in that state. I then saw her mount upon her seat and lay hold of the ropes which fastened the car to the balloon. She desired me to do the same, observing, we were coming down rather faster than she wished. I followed her advice, although deliberately observing that we were at so great a distance from the earth that I could not yet distinguish one object from another, but I had scarcely put my self in the position required when I felt the car strike with the utmost violence on the ground and overturn, the balloon itself touching the earth, and dragging us about 30 yards, until it rose again. By the violence of the shock I was thrown headforemost out of the car at the height of about 18 feet, but I contrived to fall upon my hands, and escape uninjured. Having gained my feet, I had the great grief of seeing Mrs. Graham fall from the car from a much higher distance than I had fell; and from the apparently lifeless manner in which she lay I was at first fearful she was killed. I immediately proceeded to her, and found she had fallen on her head, and was quite insensible. Mr. Amor, the farmer on whose grounds we had fallen, with a number of his people soon came to my assistance, when the unfortunate lady was conveyed to the residence of that gentleman, Converse Farm, in the parish of Doddinghurst, near the town of Brentwood, Essex, where she still remains. I instantly desired medical assistance might be sent for, and she was soon attended upon by Mr. Barlow, a surgeon of the neighbourhood, whose opinion at this moment is that there is a serious concussion of the brain, and injury within the abdomen, but notwithstanding her great danger, he does not despair of her life. Since about 5 o'clock, when the fall took place, until now, I have been staying beside her, and it is only within half an hour that she appears commencing the recovery of her senses. I wish you would inform Mr. Graham from me how distressed I am at what has happened, and, should he not have heard of the accident, I must beg of you to prepare him, by degrees, for this sorrowful event.

"The balloon, with my great-coat, hat, telescope, &c. is gone I know not where; I saw it rise to a great height after Mrs. Graham had fallen from the car.

"Receive, my dear Captain, the assurance of my regard. &c.

"Duke of BRUNSWICK.

"Captain Currie, Cambridge-terrace."

The Empress of Austria's Prayer Book.—The Duke of Orleans has just given orders for a superb prayer book, destined as a present to her Majesty the Empress of Austria. The following is a brief description of this splendid volume. The text is to be printed in azure letters, on leaves of white watered satin: the initial letters in gold, and ornamented with brilliantly coloured arabesques. Each page is to be surrounded by a border or vignette printed in gold, by the method employed exclusively at the *Imprimerie Royale*. Each chapter will be surrounded by a different border, and the letters composing the titles will be formed of delicately coloured wreaths of flowers. The volume will be interspersed with fifty vignettes or paintings executed by the most able French artists. Each of these paintings will be enclosed within a typographical border painted in gold. The boards will be covered with cloth of gold, and richly embroidered with double headed eagles. The edges are to be embossed in imitation of the Oriental Manuscripts. The ribbon markers will have at their lower ends gold seals, on each of which will be engraven one of the letters composing the name of the Empress, as patron Saint. The external case for enclosing the volume, will be ornamented with small medallions of bas-reliefs in gold the subjects taken from the History of the Virgin. All the studs employed in this case will be topped by emeralds. It will be fastened by two clasps, representing the symbolical animals of the four Evangelists.

A rich old maiden lady, named Huby, lately died at Barlby, near Selby, leaving 150 legacies, and a request that her funeral may proceed across the road at the time the mail is passing, so as to stop its progress.—[*Bath Chronicle.*]

NOTICE.

THE Subscriber begs leave to inform his Friends and the Public generally, that he has commenced the

Cabinet Business,

in all its various branches, in Princess-street, nearly opposite the residence of *B. L. Peters*, Esq. where, from strict attention to business, he hopes to merit a share of public patronage. P. DRAKE.

N. B. Ships WHEELS made to order.
October 7, 1836.

VALUABLE IMPORTATION OF
GOODS.

Per NORVAL, Harkness, from Liverpool.

The Subscriber begs to inform his Friends and the Public in general, he is opening part of his FALL SUPPLY, by the above Vessel, consisting of—

11 BALES of broad and narrow CLOTHS, viz: blue, black, mulberry, purple, imperial, invisible green, &c. &c.; fancy Cassimeres, fancy Pelisse Cloths, Kersey, Pilot Cloths and Padding;
8 Casks HARDWARE, consisting of German Silver Table and Desert Forks; Table, Desert, Tea, Salt, and Mustard Spoons; Britannia Metal Bed Pans; do Ink Stands; Patent Wire and Block Tin Dish Covers; Wire Fire Guards; Patent Wire Lanthorns; Plated Snuffers and Trays; Brass Lamps; do. Chair Nails; do. Toddy Kettles, with or without stands; Travelling Desks; Tin Spice, Cash, and Dressing Boxes; Jack, Trying, and Smoothing Planes, &c. &c.
1 Cask BRUSHES, containing Plate, Paint, Crumb, Turk's-heads, scrubbing, wash, fancy, stove, and bannister brushes, &c.
10 bundles BASKETS, viz: Reticules, Fishing, Plate, and other Baskets;
100 boxes CANDLES, Mould and Dipt;
60 ditto Brown SOAP; 2 ditto Windsor ditto;
6 bundles tin'd Frying Pans; 5 do. Wooden Shovels; 411 barrels Fine Middlings FLOUR.

Which with his present Stock on hand, will be sold low for cash or approved payment.

ALSO, ON HAND, A few barrels Superfine FLOUR for family use; Canso HERRINGS, &c.
EDWARD C. WADDINGTON.
Merritt's Buildings, Water street.
7th October. 1836.

Flour, Raisins, Candles.

Per Dorchester, from Quebec—
200 BARRELS FINE FLOUR.
Per Aid de Camp, from London—
100 Kegs Blasting POWDER;
20 Barrels Raw and Boiled LINSEED OIL;
6 do. Salt Petre; 5 Carrotels Dried Currants;
12 barrels Red Smyrna RAISINS;
100 boxes London MOULD CANDLES;
60 do. fine Smyrna Raisins;
25 do. SPERM CANDLES.
Oct. 7. J. & H. KINNEAR.

Received on Consignment:

3 PUNCHEONS MALT WHISKY.
W. H. STREET & RANNEY.
October 7, 1836.

Jamaica Rum,

SUGAR, Lime Juice, Hides, Pimento, Lignum-vitæ, &c. received by late arrivals, for sale by
Sept. 30. RATCHFORD & LUGRIN.

FANCY GOODS.

Per ship *Aid-de-Camp*, from London, just received:

A SUPERB assortment of FANCY GOODS, comprising *Rosewood* DRESSING CASES, Work-boxes, Netting-boxes, Writing Desks, &c; China Chimney Ornaments, *various; Hair, Nail, Tooth, Shaving, Curl,* and *Cloth* BRUSHES; Perfumed SOAPS; Pomatum, Bear's Grease, Circassian Cream, &c.; Dressing and Pocket Combs; French Polished Pocket MIRRORS; Pocket Books; Memorandum Cases; Embossed Blotters; Ink-stands; Ink-boxes; Crayons, FLUTES, FIFES, *Camel-hair-pencils*, Watch-stands; Court-plaister; *Pin Cushions;* French Prints; Chinese Bellows; Dissected Maps and Children's Games; *Bell Corals* and *Coral Necklaces;* Smelling Salts; Patent Corkscrews; Cedar Matches; Percussion Caps; Cigar Cases; Backgammon Boards and Chess-men; Miniature Frames; with a variety of other articles, too numerous to mention. For sale by
GEORGE BLATCH.
Bookseller, Stationer, &c.

Who has for sale, (lately received per brig *Pink*, (from London:)
2 *Patent Piccolo* PIANOFORTES, by WORNUM, *Patentee;* and 3 *complete sets* Extra Strings for ditto; *Tuning Hammers and Forks.*

N. B. The pre eminent superiority of the PICCOLO *Pianofortes* over all others, in *adaptation to this climate,* and *retention of tune,* is now abundantly proved by the many instruments imported by G. B. during the last few years, and which can be confidently referred to in *both these Provinces,* as having given the utmost satisfaction.
Market Square, St. John,
October 14, 1836.

FRESH TEAS.

Ex barque 'Glasgow,' from Greenock:—
A very superior parcel of Teas imported into the Clyde, from Canton, in June last.

300 BOXES Congo TEA: 200 packages Souchong, of a very superior quality, 6lb. nett,
100 Packages of Young Hyson, 13 lb. nett,
100 Packages, ditto, 6 lb. nett,
The whole of the above will be disposed of on moderate terms while landing, and the quality will be found worthy of the attention of the public.
Oct. 14. JOHN ROBERTSON.

CIRCULATING LIBRARY,
PRINCE WILLIAM STREET.

JUST RECEIVED, per ship Aid-de-Camp, from London: Eight Cases of STATIONERY, BOOKS, &c. with complete Sets of the Saturday Magazine, the Penny Magazine, and a choice assortment of PERFUMERY, &c. ALSO, A fresh supply of Books for the use of the Library.
October 14, 1836. A. R. TRURO.

LONDON HOUSE.

WINTER IMPORTATION,
Per 'Woodman,' and 'James Lemon.'

73 BALES and Cases, containing: Merinos, single and double width; plain and figured SHAWL DRESSES; red white, and Salisbury Flannels; Serges; Shalloons; Woollen CLOTHS; striped and plain Kerseymeres, Waistcoatings; Bombazetts; Sattinetts; Moleskins; Figured and Plain Norwich and Thibet SHAWLS; Handkerchiefs; lin'd Gloves; FURS,—MUFFS, BOAS, VIGONIA MITTS; lambswool, mohair, and silk Hose and half Hose; Ladies' Winter Boots and Shoes; grey, white, and printed Cottons; Muslins, Sheetings, Osnaburghs, Hollands, Regatta Shirtings, Linens, Diapers, Towellings, Druggets, Ginghams, Tickings; a large assortment of Buttons, &c.
The above are offered either wholesale or retail.
HOLDSWORTH & DANIEL.
Market-Square, October 7.

Just Received,

By the Glasgow, from Greenock:
8 HHDS. LOAF SUGAR, 2 puns. Whiskey, 2 hhds. very superior BRANDY;
20 bags Barley; 8 casks Tea Kettles;
60 pieces Grey Cottons; 20 do. Furniture Check,
10 do. Tartans; 30 dozen Scotch Bonnets.
October 14. JAMES OTTY.

Sheathing Paper, &c. per Glasgow.

10 BALES of Sheathing Paper, of good quality, 1 bale of brown Wrapping PAPER.
October 14. *JOHN ROBERTSON.*

Rise and progress of Methodism.

THE Subscriber has ready for the Press, and will publish without delay: The Rise and Progress of Methodism in the Province of New-Brunswick, for — years from its commencement. As this work was not prepared for emolument, it will be sold at the cost of paper and printing.
Oct. 12. STEPHEN HUMBERT.

Butter, Cotton Warp, Glass, &c. &c.

50 FIRKINS BUTTER; 1000 feet 8×10 GLASS, 1000 feet 7×9 do;
8 casks Warren's Liquid BLACKING,
800 lbs. Loaf Sugar; 200 bundles Cotton Warp,
5 bags Race Ginger; 10 chests Congou TEA,
15 cwt. Logwood, bbls. superfine & fine Flour,
Bags Navy Bread; 4dy. 10 & 12dy. Nails; Putty,
Paint Oil, (boiled and raw,) and a variety of other articles which will be sold low for cash by
GEORGE M. BURNS.
Sept. 16. *South Market Wharf.*

NOTICE

IS hereby given, That a second and final Dividend of seven shillings in the pound, (making in the whole seventeen shillings in the pound) has been this day declared upon the Estate of THOMAS S. WARNE, late of this City, Merchant, and will be paid to the respective creditors who are parties to the Deed of Trust, upon application at the Office of GEORGE WHEELER, Esquire, where also will be exhibited to any of the said Creditors, the accounts of the Trustees.
ANGUS M'KENZIE,
E. DeW. RATCHFORD, } Trustees.
N. SMITH DE MILL,
St. John, 23d September, 1836.

Robertson & Hatton,

Offer for sale at very low prices, to close sales—
200 BBLS. PORK, (favourite brands,)
100 kegs Tobacco,
100 barrels Navy Bread; 20 barrels Pot Barley.
Peters' Wharf, 9th Sept. 1836.

SAMUEL M. CHAMBERLAIN

RESPECTFULLY informs the Inhabitants of the City of Saint John, that he will give private lessons on GLOBES to such young Gentlemen and Ladies as may wish to have their knowledge in Geography and Astronomy improved; and furnish them with globes to practice on.

Mr. C. is imboldened to recommend a familiar use of Globes, as by it the Student in Geography and Astronomy will be greatly improved: By it he will be more interested in contemplating the visible Heavens—an amusement innocent and delightful for the evening or the most lonely hours of night—But infinitely more important! by observations on the Celestial canopy; by the greatness of the scenery presented—he must be irresistibly led to the contemplation of the immensity of space, and infinite goodness of THE AUTHOR AND GOVERNOR OF ALL.
St. John, Sept. 23, 1836.

Canso Herrings.

JUST RECEIVED in Store:—A few Barrels No. 1, Canso (Gibbed) HERRINGS; which will be sold low if applied for immediately.
WETMORE & PATTEN.
Water-street, 22d Sept. 1836.

Ex PINK, from LONDON:

10 TONS CORDAGE of all sizes;
1 Ton Bolt Rope; 1 do. White Rope,
Hambro line, Marline, Houseline, Fishing Lines, Log Lines, Twine, &c.
260 Kegs white, green, yellow, black, and red PAINTS; 20 barrels Roman CEMENT;
35 Pipes, hogsheads, and quarter casks MADEIRA WINE;
20 Pipes, hogsheads, and quarter casks superior COGNAC BRANDY.
Sept. 9, 1836. *W. H. STREET & RANNEY.*

JUST RECEIVED BY THE SUBSCRIBER:
6 BALES Cotton Warp;
2 do. best English SOLE LEATHER;
2 do. Candle Wick; 10 ps. Hemp Carpeting;
10 dozen Shovels;
3 bales of SLOPS, containing pea and monkey Jackets, Flushing Trowsers, red, blue, and striped Shirts, Guernsey Frocks, long and short Drawers, Woollen Stockings, Scotch Bonnets, Comforters, blue cloth Jackets and Trowers, Velvet Vests, &c. &c.
Sept. 9, 1836. JAMES OTTY.

Lines, Twines, &c.

JUST received, per *Pink*, from London: a further supply of Cod, Pollock, and Mackerel LINES; Salmon and Seine TWINES; and Herring NETS. For sale by
Sept. 23. JAMES T. HANFORD.

MOLASSES.

30 PUNCHEONS choice MOLASSES, just landed, and for sale by
Sept. 23. JAMES T. HANFORD.

Just Received,

Per ship Aid-de-Camp, from London:
2 CASKS of PICKLES & SAUCES, viz: Mushroom and Walnut Ketchup; Harvey and Reading Sauce; Burgess Epl. Anchoivie, French Capers; Onions; Walnuts; Girkins and Piccalilla, &c. &c.; which will be sold low for cash, or approved payment.
EDW. C. WADDINGTON.
St. John, October, 7.

Copper, Iron, &c.

4 TONS Bolt COPPER, 5-8 to 1 3-8 inch; 7 1-2, 8 1-2, and 9 inch Composition SPIKES; 50 Tons double refined round IRON, from 5-8 to 1 3-8 inch; 10 do. best Axe Iron,
10 do. common English Iron, 1-2, 5-8, and 3-4 inch, round; 2 do. Swedes do. flat and square, ass.
10 do. Iron Spikes, 4 1-2 to 12 inches.
Oct. 7. JOHN ROBERTSON.

Herrings and Pollock.

50 BARRELS Fat HERRINGS; 150 cwt. Pollock; for sale by
Oct. 7. RATCHFORD & LUGRIN.

Received per brig Emerald:

1 ROLL, of 14 cwt. SHEET LEAD, for Scuppers; *Also, in store,*
300 Barrels Superfine and Fine FLOUR,
100 ditto Corn Meal; 60 do. Canso HERRINGS.
Sept. 23. JAMES OTTY.

RUM AND SUGAR.

The Subscriber offers for sale, just landed:
50 PUNS. high proof Jamaica RUM;
20 hhds. and 100 barrels very choice SUGAR. *JAMES T. HANFORD.*
September 23.

BIBLE SOCIETY NOTICE.

AT a meeting of the Committee of the New Brunswick Auxiliary Bible Society, held on the evening of the 4th instant, John M. Robinson, Esq: Barrister, was appointed Treasurer of the Society, in place of Angus M'Kenzie Esq: who has left the Province. The Collectors are requested to make their returns forthwith to Mr. Robinson, that the Accounts may be made up and the business of the Society suffer no impediment.
JAMES PATERSON.
St. John, 6th October. *Secretary.*

Pork, Flour, Corn Meal.

200 BARRELS Irish Prime Mess PORK,
4 do. India, do. do. very fat.
20 Do. Canada Prime Pork, 150 do. Nova-Scotia, do.
20 Tierces Irish Prime Mess BEEF.
20 Do. do. India, a very superior article for family use. JOHN ROBERTSON.
St. John. Sept. 30, 1836.

Carpeting, Cloths, &c.

JUST RECEIVED, AND FOR SALE:
2 BALES Scotch CARPETING;
1 Bale Strip'd and Mix'd Cassimeres;
3 Boxes 7-8 and 6-4 MERINOS;
1 Bale common COUNTERPANES;
1 Bale Beetled SHIRTING;
2 Ditto Red, Blue, and White FLANNELS;
1 Box plain and Corded Vavats.
Sept. 30. 3w. & H. KINNEAR.

Extract of Wild Thyme,

FOR the cure of Chapped Hands, broken Chilblains, excoriated Nipples, &c: For sale at the Circulating Library;
October 7. A. R. TRURO.

TENDERS (until further notice) of *Mexican* or *South American Dollars*, in Exchange for Bills, drawn at thirty days, upon the Right Honorable the Lords Commissioners of His Majesty's Treasury, London, will be received by the Deputy Commissary General, at his office, until noon on the 15th and last day of each month.—The Tender to state the number of Pence Sterling at which the Dollar is tendered.

COMMISSARIAT, NOVA-SCOTIA,
Halifax, 28th July, 1836.

NOTE.—The number of Bills required and amount of each to be stated in the Tender.

☞ Tenders (as above) may also be made of Dollars payable into the Military Chest at Saint John, N. B.

PROSPECTUS

Of a new Weekly Newspaper, to be called

The Chronicle;

And Published by LEWIS W. DURANT & CO.
SANDS' brick building, Prince Wm. Street.

IT cannot fail of striking every one who will reflect upon it for a moment, that the number of Newspapers published in this City bears no proportion to that published in other towns in British North America, or the United States, which are similarly situated and contain the same amount of population. To whatever causes this circumstance may be ascribed, the fact is undeniable. There is another fact which is more remarkable still; —in the last ten years, the city, (to say nothing of the Province at large) has nearly doubled itself in size and population; but during that period, only one has been added to the number of the newspapers.—It may therefore be confidently asserted that there is *room for another paper;* and many circumstances might be mentioned to prove that *another paper* is wanted.

To fill the vacant space, and to supply what is thus wanted, is the object of those who take this opportunity of announcing the publication, (commencing with all possible dispatch,) of a newspaper, to be called *The Chronicle of News, Politics, Commerce, Science, and Literature,* and of which they offer the following brief sketch:

Under the head of News, they propose to give a summary account of what is passing, and worthy of being recorded, in the various quarters of the Globe, particularly in the Mother Country and her numerous Colonies.—Under that of Politics, the Parliamentary business of the Imperial Parliament and the neighbouring Colonies will be detailed; particularly the discussions in the House of Commons relating to Colonial affairs, and more especially those in which we are ourselves interested. With reference to Commerce, they propose to give both a copious Shipping List, and also the latest Price Currents from London, Liverpool, and New-York; for the securing of which they are making the necessary arrangements. They also intend to insert from time to time, such notices of Science and Literature as in their judgment may be generally useful; and in this department they respectfully solicit contributions from the friends of useful knowledge throughout the Province.

With respect to Domestic Politics, they need say but little. The Chronicle shall always be found ready to defend the rights of the people against the undue exercise of the Prerogative; and on the other hand, whenever there may be occasion for it, to support the prerogative against any encroachments which may be attempted on the part of the popular branches of the Commonwealth. The Chronicle shall also be found open at all times for the temperate discussion of subjects of public interest.

The Proprietors of the Chronicle would take the liberty of noticing a claim to public favour of a personal nature, which they trust will not be disregarded. The name which will appear on the title page of the Chronicle will not be exhibited in such a situation for the first time: it has been connected with the public Press for nearly half a century, and it is to be hoped, in a manner which did not disgrace it; but on the contrary, which has laid the foundation of a claim for future patronage and support.

The terms of the Chronicle will be fifteen shillings per annum—*if paid in advance,* 12s. 6d.

St. John, July 1, 1836.

PHILADELPHIA MIRROR.

THE splendid patronage awarded to the Philadelphia Saturday Courier, induces the Editors to commence the publication, under the above title, of a quarto edition of their popular Journal, so long known as the largest family Newspaper in the United States, with a list of over 26 000 Subscribers. The new feature recently introduced of furnishing their readers with new books of the best literature of the day, having proved so eminently successful, the plan will be continued. Seven volumes of the celebrated writings of Captain Marryatt, and eighty-seven of Mr. Brooks' valuable Letters from Europe, have already been published without interfering with its news and miscellaneous reading. The Courier is the largest and cheapest Family Newspaper ever issued in this country, containing articles in Literature, Science, and Arts; Internal Improvement; Agriculture; in short every variety of topics usually introduced into a public journal. Giving full accounts of sales, markets, and news of the latest dates.

It is published at the low price of $2. For this small sum, subscribers get valuable and entertaining matter each week enough to fill a common book of 200 pages, and equal to 52 volumes a year, and which is estimated to be read, weekly, by at least two hundred thousand people, scattered in all parts of the country, from Maine to Florida, and from the seaboard to the Lakes. The paper has been now so long established as to render it too well known to require an extended prospectus.

THE QUARTO EDITION,

Under the title of the *Philadelphia Mirror*, commenced with the publication of the Prize Tale, to which was awarded the prize of $100, written by Miss Leslie, editor of the splendid Annual, the Token, and author of Pencil Sketches and other valuable contributions to American Literature. This was followed by a tale from the talented pen of Miss Sedgwick, the author of "Hope Leslie," "The Linwoods," and several other of the most popular American works. A large number of songs, poems, tales, &c. offered in competition for the $500 premiums, and procured from writers of acknowledged talent, will add value and interest to the succeeding numbers.

This approved family Newspaper is strictly neutral in religious and political matters, and the uncompromising opponent of quackery of every kind.

MAPS.

In addition to such other attractions as they may be enabled to impart to both publications, the publishers intend furnishing their patrons with a series of engraved Maps, embracing the twenty-six states of the Union, &c.: exhibiting the situation, &c. of rivers, towns, mountains, lakes, the seaboard, internal improvements, as displayed in canals, rail roads, &c., with other interesting and useful features, roads, distances, &c., forming a complete Atlas for general use and information, handsomely executed, and each distinct map on a large quarto sheet, at an expense which nothing but the splendid patronage which for six years past has been generously extended to them, could warrant.

TERMS:—The Philadelphia Saturday Courier is still continued in its large form, at the same price as heretofore. The Philadelphia Mirror, being a quarto edition of the Saturday Courier, with its increased attractions, and printed on the best fine white paper of the same size as the New-York Albion, will be put at precisely one half the price of that valuable Journal, viz: three Dollars per annum, payable in advance, (including the Maps.)

☞ Four copies will be sent for Ten Dollars.

M'MAKIN & HOLDEN, successors to
WOODBURY & CLARKE,
Sept. 10. *Philadelphia.*

Agents for the Chronicle.

Fredericton,	S. MILLER, Esquire,
Woodstock,	J. BEDELL, "
Sussex Vale,	Major EVANSON,
Richibucto,	JAMES D. WELSON, Esq