ordinary circumstances 50 to 100 lbs. of pressure on the square inch is the usual expansive power of steam, but in head winds, or towing heavy vessels, or racing they may work and we believe they do, up to from 100 to 200 lbs. The low pressure steam of many of these boats is raised to between 20 and 30 lbs. per inch, and is properly called high low pressure steam; in this is to be found the true cause of the frequency of the dreadful accidents which have happened.

We shall be told that high pressure steam or *high low* pressure steam is as safe as the low pressure, because the boilers are made strong in proportion—that when boilers are new, a scale of proportion is (frequently) resorted to in the thickness of the boiler plate we very well know, and that a similar proportion is observed in the construction of low pressure boilers—but supposing these proportions be correct in the first instance, and rigidly adhered to in the next, which we know is not always so, who will be found to argue that a boiler calculated to sustain the pressure when new, of 100 lbs. to the inch or even of 200 lbs. will retain the same capability for strength that it originally had, and be equally safe when it is four years old; like the wheel of a carriage, there is a period when its incapability for another revolution arises, so with a steam boiler there is a period when its power of resistance fails, and bursting is the necessary consequence. This we know applies equally to the low pressure boilers but experience has amply proved that when a low pressure boiler does burst, the dreadful consequences attendant upon the bursting of a high pressure boiler never takes place.

The adoption of high low pressure steam is an invention of the Americans to save the cost of the engine in the first place, and to save appearance, by being able to call the engine low pressure.—A high pressure engine costs about £20 to £25 per horse power; a low pressure engine costs from £40 to £45 per horse power. A engine of 50 horse power worked by steam of 4 to 5 lbs. on the inch, necessarily costs more than a 50 horse power engine worked by steam of 25 lbs. to the square inch; and in these two causes are to be found the result both to high pressure steam, and to high low pressure steam, as well as the abandonment of the old low pressure engine which so eminently combines utility with safety.

The question suggests itself, what is the remedy—we are quite aware the subject has more than once engaged the attention of the British legislature, and that the reports which were ably drawn, agreed that it was better to let the public take the remedy into their own hands, than to interfere by legislation; it may be so even here, but we doubt it, we believe it would be safer to legislate that no steamboat should be propelled by steam at a pressure of steam higher than 5 lbs. to the square inch.—It is quite a mistake to suppose that they would not go equally fast, certainly not with the present engines, but with engines made on the same scale with the British Atlantic steam boats they certainly would. At all events it could not be wrong to appoint one or more Commissioners whose business it should be to examine and report upon the circumstances of every steamboat employed in carrying passengers, and who understanding the nature of the subject, would be able to recommend such precautionary measures as would prevent the recurrence of such melancholy disasters as that which has called our attention to the subject. We earnestly recommend a measure of this point to the government, that when Parliament meets, the members may have some data before them by which to guide their procedure.

DISGRACEFUL RIOT IN PHILADELPHIA.—The Philadelphia Gazette of Monday evening, gives the following account of a terrible riot in that city on that day:

"This morning, between ten and eleven o'clock, a most alarming riot and fight, attended with much personal injury and bloodshed, took place between white and black persons, in the vicinity of South and Seventh streets. All ages and sizes and colored persons of both sexes were engaged in it

The affray began in Shippen street, between Fourth and Fifth, in consequence of an attack made by several white boys upon a procession of temperance colored men and boys who were marching through the streets, intending to participate during the day in a temperance festival over Schuylkill.

Soon after the onset, the fight became general and missiles of every description were thrown—clubs, brickbats, stones were thrown and numbers severely hurt. The procession dispersed, and the crowd highly incensed, proceeded to the neighborhood of South and Sixth to Seventh and through St. Mary's street, where for a time the melee was of the most violent character. All the houses in the vicinity occupied by black persons were attacked, and in a few moments thousands of brickbats hurled through the air, back and forth, with the greatest profusion and violence.

A large number of white and black persons were seriously injured—one white man was stabbed in the eye, and one of his arms broken; another was cut in the abdomen; others of both colors were knocked down with clubs and stones, and awfully cut and mangled. The houses and stores in the vicinity were closed and the inmates sought refuge within doors.

The city police officers with the Mayor soon arrived, and the combatants were dispersed. A number of the ringleaders were arrested and put in confinement. Officer Whisner, of Moyamensing, arrested one desperate character, who, it is believed, stabbed one of the white men.

Between twelve and one o'clock, although the throng was immense, the rioters had dispersed and partial quietness restored.

The houses in the neighborhood were more or less injured by bricklats thrown into the windows. A small church in St. Mary street, suffered somewhat in the breaking of windows.

The Evening Journal says that the colored procession independent of the temperance festival, were celebrating the anniversary of the liberation of slaves in the Island of Jamaica, and had one or two banners which it is alleged gave offence and caused the difficulty.

The United States Gazette of yesterday morning states that at night drew on the riot was renewed,—windows in Lombard street were attacked, the house and furniture destroyed. Great numbers of colored people fled to the other side of the river for safety.

Some twenty or more of the rioters were arrested in the evening.

A large building in Lombard street, new and handsome, but not finished, was set on fire and destroyed. It was erected at the cost of a wealthy colored man, engaged in the lumber business. An impression prevailed that it was intended for the use of abolition societies.

Soon after, a meeting-house in St. Mary street was attacked, and in like manner destroyed. The firemen played on neither of these buildings, but saved the adjoining houses. At midnight all was quiet. The Gazette says that the ferocity of the white mobbites was beyond all precedent.

STEAM-BOAT ACCIDENT.

The recent melancholy accident which befel the Shamrock steam freight boat, in Canada, has prompted a member of Parliament to frame a Bill for introduction during the approaching session, calculated to check the employment of high pressure engines—and thus secure travellers from a recurrence of such casualties.

HALIFAX, August 10.—Two Companies of the 76th Regt. with about 80 invalids from the Regiments in this Command, will, we understand embark on board the Premier, Transport, in the course of next week.

The Java, Troopship, may be hourly looked for from Bermuda, with the Head Quarters of the second Battalion Rifle Brigade.

Lt. Col. Mercer, R. A. who has been relieved by Lt. Col Jackson, will proceed to England in the Premier.

Lt. Col. Calder, R. E. becomes Commandant of the Garrison upon the embarkation of Lt. Col. Mercer.

A Private of the 52d Regiment shot himself while in a fit of temporary insanity.

Communications.

[FOR THE CHRONICLE.]

MR. EDITOR.—With your permission I will resume the subject of steam and steamboats as intimated in my last. It is not my wish to prejudice the minds of the community against the 'Huntress' nor any other American or high pressure steamboat, but to endeavour to show up their true character, and how the uninitiated may be misled; and if they should think proper to travel in boats of this description, they may do so with a full knowledge of the fact. But here I cannot resist giving the Americans their just meed of credit for the uniform good order which pervades their steamers in all departments; even in England they are not at all surpassed in this particular, if equalled;—everything on board is done as if by magic; no noise, no brawling nor swearing, and it is often impossible for a casual passenger to tell who the commander of the boat is, unless some sudden emergency should call him to action. Some of our steamers are widely different in this respect.

I am digressing a little from my particular subject, but shall again fall into the track, and ask the "interested" parties wherein consists the 'safety' of American steamers either in their construction or their engines. It is but a very short time since the *Home* actually fell to pieces on her passage from one port in the union to another; and the frightful catalogue of victims that are almost weekly sacrificed by the bursting of some steam boiler, is quite sufficient evidence to convince any sensible person that their system of driving steamboats is far from being safe. We certainly can have no controul over American steamers; but I sincerely trust that another session of our local Legislature will not be allowed to pass without their making some enactment to regulate the amount of pressure which shall be carried in the boilers of British steamboats. We surely do not wish to lie still in this matter, until the frightful scenes in the United States are brought more closely than they have been to our sight—or until the mangled remains of some near and dear friends are presented to our astonished vision, or even until such a scene as lately occurred in Canada, by the blowing up of the steamboat 'Shamrock' is enacted in our waters, before we can see the utility of the strong hand of the law being used to regulate this important auxiliary to our comforts.—No, no, for the sake of humanity let such precaution be taken by those in authority as will prevent the probability if not the possibility of such an accident occurring in these waters. And I now call upon an enlightened public to discountenance in every way boats of such a doubtful character for safety as the Huntress, and American boats generally are. As I stated before, many persons are deceived in the idea that because she carries a condensing engine, the steam must of consequence be low pressure;—this is certainly not the case. Some of the most destructive and terrible accidents that have occurred in the States were from engines of this description. Wherever steam is raised to such a pressure as to make its character violently explosive, there there is danger;—a boiler may be good to day for all the purposes intended of it; but it certainly cannot be used for a length of time, with an immense pressure upon every part of it, without a corresponding deterioration of its strength. Besides, look at the consequences of ACCIDENT, and the best and safest constructed machinery is liable to this;—in the truly low pressure the boiler may give way, but an explosion involving the safety of the hull of the boat cannot occur;—in the high pressure, gunpowder itself cannot be more violent or destructive in its effects—blowing not only the hull to atoms, but the unfortunate passengers and crew meeting the same horrible end and untimely fate.

In addressing you, Mr. Editor on this subject, it is far from my intention to do private injury to the owners of high pressure steam boats; but the safety of the public must not be sacrificed for the profit of any individuals, indeed I am wrong in stating "for their profit!" I cannot think that boats of this character, in a country where regard is had for human life, will ever be profitable to their owners;—at this age of steam, people in general have too good a knowledge of its destructive effects, and too many examples of the same, to travel in boats carrying highly elastic steam, when others are to be found moving with a superior degree of safety.

It my next, it will be my duty to enquire, what is low-pressure steam; and point out a means of securing the community against the probability, at least, of an accident from this cause.

Yours, truly, W.

St. John, August 11.

Married.

On Tuesday 2d inst., by the Rev. S. Robinson, Mr. Jeremiah Young, to Miss Abigal B. Fanjoy, both of the Parish of Portland.

On Wednesday 3d inst., by the Rev. W. T. Wishart, Mr. Arthur Rowe, to Miss Mary Ann Crawford.

In the Methodist Chapel, Portland, at 6 o'clock Wednesday morning, by the Rev. George Miller, Mr. Elijah Clarke, of Fredericton, to Margaret, youngest daughter of Mr. William McKee, of Portland, St. John.

At Halifax, on Monday evening by the Rev'd Dr. Twining, Sergeant Stainland, of H. M. 69th Regiment to Isabella, 5th daughter of Mr. Wm. Wells.

Died.

Tuesday evening, William, eldest son of Mr. Alexander McAvity, aged 4 years.

Tuesday afternoon, James Smith, infant son of Mr. James Whitney, aged 1 year.

In Portland, on Sunday evening, 7th inst, James Renton, infant son of Mr. Thomas Renton, aged two months and eight days.

At Boston, on the 22d ult., of consumption, Mary Ann, wife of Nathaniel N. Wilmot, formerly of this city, aged 33 years.

At Montreal, on the 26th ult., Thomas Dutton, Esq., Paymaster of the 71st Regiment Highland Light Infantry, aged 52 years.

SHIPPING LIST.

PORT OF SAINT JOHN, Arrived, 1st—Am. steamer Huntress, Jewett, Portsmouth, via Eastport, passengers.

Steam ship North America, Mabee, Boston,—J Whitney, passengers and merchandize.

2d—Ship Oromocto, Cronk, Liverpool, 52—John Robertson, ballast.

11th—schr. Johnston, Harbo, Quebec, Thos. Leavitt & Co. flour and pork.

Brig Relief, Mann, Porto Rico, Sancton & Crookshank, rum and molasses.

Edwin, Leonard, Fayal—R. Rankin & Co. wine.

Aesthorpe, Warwick, Londonderry, 38—R. Rankin & Co. passengers.

12th—ship Avon, Masters, Liverpool, 56—J. Ward & Sons, salt.

CLEARED.

5th.—Ship New Zealand, Bannerman, Newry, deals and flour—W. Carvill.

6th—Ship Lady Colebrooke, Mc Clear, Cork, timber; Friendship, Nicholas, Newcastle, timber & deals; Brig Amelia, Crosby, Cork, deals &c.

8th—Ship Albion, Moran, Liverpool, timber—John Hammond; Pons Elis, Horner, Wright, timber; schr. James Clarke, Beck, Boston.

11th—ship Britannia, McBean, Liverpool, timber—E. D. W. Ratchford, and N. S. Demill; British American, Pritchard, Liverpool, timber—S Wiggins & Son; Lord Wellington, M'Crea, Liverpool, timber—Jas. Kirk.

Wreck.—The barque Nancy, Capt. Henderson of and for Grangemouth, Scotland, which sailed from this port last week with a cargo of timber and deals went ashore on Long Island, (near Grand Passage, Nova Scotia,) in the fog on the 30th ult., and became a wreck. Crew and materials saved. The hull, cargo, and materials are to be sold at Westport, on Monday next, for the benefit of all concerned.

Ship St. Andrew Leitch, of this port, arrived at Quebec on the 24th ult., from Stornaway, (Scotland) with passengers.

JAMES MALCOLM,
WHOLESALE GROCER, AND
Commission Merchant,
ST. JOHN, N. B.

IS now ready to receive consignments of any description of Merchandize, for Public or private sale. *24th June.*

NOTICE.

STEAMER Nova Scotia will lay by to clean boilers on the 19th and 20th instant.
August 12. (Corr.)

☞ She will go on her pleasure trip to Digby tomorrow morning, at nine o'clock, as notified.

LADIES' BAZAAR,
AT THE
Hall of the Mechanics' Institute.

THE LADIES are respectfully informed that the HALL will be ready for the reception of Articles (not perishable) for the BAZAAR, on Friday and Saturday the 12th and 13th inst., when it is requested that as much as is convenient may be sent in, in order to facilitate the arrangements.
By order H. J. CHUBB,
12th Aug. 1842.

Rifles! Attention!!

A MEETING of the Volunteer RIFLE COMPANY, will take place at the Hibernian Hotel on Friday, 19th inst. at 8 o'clock.—Punctual attendance is requested.
JAMES NETHERY,
August 12. *Captain.*

Concert of Sacred Music
AT CARLETON.

UNDER the Patronage of His Excellency the LIEUTENANT GOVERNOR and LADY COLEBROOKE, who will honor it with their presence, there will be a performance of SACRED MUSIC, Vocal and Instrumental, in St. George's Church Carleton, on Tuesday, August 16th, at 3 o'clock, P. M., assisted, by the kind permission of Major POYNTZ, by the Band of the 30th Regt.; consisting chiefly of a selection from the works of Handel, Haydn, and Mozart.

Admittance will be gratuitous; but during the performance a Collection will be taken up in aid of the expences incurred in the recent enlargement of the Church, and purchase of a new Organ.—Every exertion will be made to afford accommodation to strangers. 12th August 1842.

☞NOTICE.

ALL Persons are hereby cautioned against trusting any of the Crew of the Brig *Relief*, as I will not be answerable for any debts they may contract.
11th August, 1842. E. W. MANN.

Post-Office, St. John,
12th August, 1842.

THE MAIL for England will be closed To-Morrow (Saturday,) the 13th instant, at 12 o'clock at noon A Bag will also be made up on Monday morning at half-past six, to meet the sailing of the steamer from Halifax.

J. HOWE, *Jr. Postmaster.*

Rum, Sugar, and Molasses.

The Subscribers are now landing from the brig *Relief*; Mann, Master, from Porto Rico:—

67 HHDS. } Bright Sugar;
53 Brls }
88 Casks Superior Retailing Molasses;
13 Puncs. RUM.
All of which will be sold low for prompt payment.
August 12. SANCTON & CROOKSHANK.

Wanted to Charter.

A Good Vessel of 200 to 250 Tons Register, to take a Cargo to the North side of Jamaica.
Apply to
Aug. 12. SANCTON & CROOKSHANK.

Congou Tea.

15 CHESTS of superior Congou TEA, just received and for sale by
Aug. 12. RANNEY, STURDEE & CO.

Furnished Apartments.

PARLOUR, Drawing Room, Bed Rooms, and the use of the Kitchen together or separate, to let: Situation the first in the city. Enquire at this Office. *August 12.*

MILITIA NOTICE.

ALL Persons between sixteen and sixty years of age, residing in the city of St. John, on the Eastern side of the Harbour, who are liable to do duty in the Militia, and are not at present enrolled, according to Law, are hereby notified that the subscriber will attend at the Court House in King's Square, on Friday, the 19th August, instant, between the hours of nine and twelve o'clock in the forenoon, and then and there to come forward and enroll themselves, or send a written notification of their names, occupations and places of residence, that they may be enrolled for duty as the Law directs.

N. B.—Persons neglecting to enroll, or send a written notice, as above, will be subject to a penalty of Twenty Shillings; as also a fine of Ten Shillings, if absent from duty when ordered out for Inspection; and they are further notified, that in all cases the Law will be strictly enforced.

THOMAS BALDWIN,
Captain and Enrolling Officer,
City Militia.

St. John, August 9, 1842.

BAZAAR AND EXHIBITION.

THE Directors of the Mechanics' Institute of St John respectfully give notice that the Bazaar and Exhibition at the Hall will be open to the Public on WEDNESDAY, 17th August next.

The Ladies' BAZAAR, under the distinguished Patronage of Lady COLEBROOKE, will be held by Ladies of St. John, Portland, and Carleton, by whose industry and benevolence, the Directors have become largely indebted for the success of the present undertaking.

The EXHIBITION will consist of Paintings by Native Artists and the first masters, Provincial Manufactures, Machinery, Philosophical Apparatus, Articles of Natural History, Engravings, Curiosities, &c. extending through the different rooms of the Hall, which will be tastefully decorated for the occasion.

☞LADIES, and the Public generally, are respectfully requested to observe that the Hall of the Institute will be opened on Monday, 1st August, and will continue open all next week, and the week following daily, from 10 to 3, for the purpose of receiving such articles for the Bazaar or Exhibition as may be ready to be forwarded. Ladies who have kindly consented to take tables, if it be more agreeable, will be pleased to detain for the present their Donations to the Bazaar, in order that they may arrange them to their own taste on the Monday preceding the opening.

Please forward to Mr. WILLIAM SEELY, *Receiving Clerk* at the Hall, who will be in attendance from 10 to 3, daily, to take charge of and label in a proper manner each article as it is received.

By Order H. J. CHUBB, Sec'y
St. John, 5th August, 1842.

Superior Ground COFFEES,
[*Fresh Roasted.*]

THE Coffee Apparatus for DRYING, TOASTING and GRINDING, is now completed.

Call at ***Sears' Tea Store,*** for the best Green and Ground

MOCHA, JAVA, and WEST INDIA COFFEES.

☞COFFEE can only be properly roasted by hand power; great nicety being required in preparing it for the Mills; if it be under done, its virtues are lost, and the beverage is unhealthy; if it be too much done, it will yield a flat, burnt, and bitter taste, its virtues will be destroyed, and it will prove highly injurious to the constitution of the consumer.

The subscriber can recommend his Ground Coffees, because they are particularly attended to in the Roasting, and produced entirely by *hand power*, in fact they should never be attempted otherwise, except where the taster of consumers are not considered, or where it may be ground or adulterated in large quantities to *sell again* to retailers in town and country, who purchase for the sake of price, and not of quality. JOHN SEARS,
1st July. *New-Brunswick Tea Store.*

Orrel Coal and Salt.

The subscriber offers for sale from on board the ship *Parmit*, to arrive from Liverpool—expected in 10 or 15 days:

150 CHALDRONS pure Orrel COALS, lowered in the ship's hold, to prevent breaking;
50 Chaldrons ditto smaller, suitable for Smiths' work or coking;
4000 Bushels Liverpool SALT.
Apply to T. L. NICHOLSON & CO.
Or to the subscriber,
5th August. JOHN MACKAY.

Loaf Sugar, Paints, Coffee, &c.

The subscriber has received and offers for sale,

8 TIERCES REFINED SUGAR;
And to arrive, daily expected:
20 hogsheads Bright Porto Rico SUGAR.
In store, and for sale very low, to close several accounts:
350 Kegs London WHITE LEAD and GREEN PAINT;
5 Barrels RUM COLOURING;
1 Case "Kanaster's" TOBACCO;
2 Bags Havana COFFEE.
August 5. W. H. STREET.

Just Received.

The Subscriber has just received per ship John Bentley, from Liverpool:—

REFINED SUGAR, Soap, Starch, Blueing, Corks, Wrapping Paper, Day & Martins BLACKING.

Shoemaker's FINDINGS,—Comprising Shoe Thread, Bristles, Awl Blades and Handles, Sparrowbills, Glass Paper, Heelball, Lasting Tacks, Boot Strapping, Rasps, Knives, Pincers, &c.

—ALSO—

Per North America from Boston:—

Biscuit, Painted Pails, Fancy Brooms, Coffee &c. All of which will be sold cheap while landing, or at No. 18, King Street, where a General Assortment of *CHEAP GROCERIES* may be had.

Fresh Ground Coffees every morning.
August 5. J. O'DONNELLY.

THE STEAM-SHIP
NORTH AMERICA

WILL LEAVE every WEDNESDAY for BOSTON, direct to the Upper end of Long Wharf, without subjecting Passengers to the inconvenience of going from boat to boat and making changes on the road. She will carry Passengers forward as low as any steamboat will do. She will also take Passengers forward to NEW YORK for SEVEN Dollars and ALBANY for EIGHT Dollars, direct through, free of all expenses and charges.

This Steamship is well known as a thorough sea boat, fit for any rough weather, and well found in SAILS and RIGGING, should it be possible at any time for any accident to happen to her Machinery; she is well supplied with extra Boats, Fire Engines and Life Preservers. Passengers on board of this Boat are safe in any weather.—Apply to
JAMES WHITNEY.

☞*The SAXE GOTHA leaves Saint John for HALIFAX and the intermediate Ports every Monday.*
July 29th, 1841. 6w

Fire Engine for sale.

AT the Phœnix Foundry the subscribers offer for sale, a second-hand FIRE ENGINE, in good working order, and at a low price.—Apply to
July 22.—N. Br. THOS. BARLOW & CO.

LONDON

PRINCE WILLIAM STREET.
(Nearly opposite Ranney, Sturdee & Co., Wine Merchants.)

Just Received per Edwin, *from London, an additional supply of* MUSICAL INSTRUMENTS, *Music, &c. &c., viz:—*

1 PATENT Grand square PIANOFORTE, French corners, fret work, large size, and full plate, 6 Octaves, &c., from the manufactory of *John Broadwood & Sons.*
2 Elegant Grand Squares, six Octaves, check action, metallic plate, &c., from the manufactory of *George Metzler & Co.*

—On hand by former Importations—

1 Rose Wood, Grand Cabinet, 6½ Octaves: Ditto Cottages, 6 Octaves; 2 do. Microchordons; 1 spanish mahogany, grand square, with grand action, lyre pedal, fret work and full plate, &c.
1 Mahogany GRAND SQUARES, metallic plate, check action, &c., of *Allison & Allison's* manufactory.
1 Rosewood CABINET, 6 Octaves;
1 Grand Square, 6 Octaves, fret work, Metallic Plate, &c. of *G. Metzler & Co's.* make.

An Extensive and choice Assortment of NEW MUSIC, with Instruction Books for the various Instruments: the QUEEN'S BOUDOIR—a musical Annual for 1842; Czerny's Pianoforte Primer; Ditto Sequel to ditto; Czerny's Preparatory Lessons; 100 Musical Recreations; the Child's Library; Czerny's Les Fleurs; Bertini's Studies; Overtures, Quadrilles, Waltzes, Airs, with variations, by various Authors; Newest Songs, and a large assortment of Standard Works, &c. &c. &c.

—ALSO—

Bassoons, Serpents, Guitars, Clarionets, Flutes, Bugles, Violins, Accordians—with 17 keys, &c.; cases for Violins and Guitars; Violin and Harp strings; Metronomes; Violin Bows, Hair for do.; Violin Mutes; ditto Gauges, Tuning Forks, and Tuning Hammers; Canterberries, &c.

A few very fine Oil Cloth Piano Covers; 40yds. very fine 6-4 Oil Cloth for Piano Covers.

☞Pianofortes, &c. repaired, tuned, and lent on Hire. BEYER & LEITCH.
St. John, June 24, 1842.—[Corr.]

The Minerva Life Assurance Company,

84, King William-street, Mansion House, London.

TRUSTEES.

Thomas Hallifax, Jun. Esq.; Claude Edward Scott, Esq.; Francis Mills, Esq.; James Walkinshaw, Esq.;

DIRECTORS.

Francis Mills, Esq. Chairman; James Walkinshaw, Esq. Dep. Chairman.
Wm Chippindale, Esq.; Thomas Heath, Esq.; Thomas Morgan, Esq.; Edward Sept Codd Esq.; Edwin Leaf, Esq; John Stewart, Esq.; John Harvey, Esq.; William Lyall, Esq.; J. J. Zornlin, Jun. Esq.;

AUDITORS.

John L. Bennett, Esq.; Robert W. Eyles, Esq.; William Scott, Esq.

The first Quinquennial Valuation has just been made and Division of the Profits of this Company declared at the Annual General Meeting, held on 22nd June last, when FOURFIFTHS of the ascertained profit were appropriated to the Policy holders entitled to participate, enabling the Directors to add a reversionary bonus *averaging 31 per Cent. on the Premiums paid during the last five years*, or, to give an equivalent reduction of premium of *nearly 17 per Cent. on the premiums payable during the next five years.*

Tables and every Information can be obtained at the Office.

W. T. ROBINSON, *Actuary and Secretary.*
RANNEY STURDEE & CO.
St. John N. B. 22d July, 1842. *Agents.*

NOTICE.

THE Business heretofore carried on by NATHAN and CHARLES GODSOE, will be continued by the subscriber at the well known stand Market Inn, King-street, and solicits a continuance of Public patronage. JOSEPH GODSOE.
June 2, 1842.

CARLETON
Mill Establishment,
IN THE CITY OF ST. JOHN,
GREATLY IMPROVED.

Honesty, Economy, Industry and Punctuality—BE DILIGENT IN BUSINESS.

Logs, Logs, & Timber.

WANTED for the said Mills, 4,000,000 feet Spruce and Pine LOGS, for a summer and winter supply, for which the highest market prices will be given. Also, 2,000 tons refuse PINE TIMBER, of all lengths and sizes.

The above Mills are now in perfect order to cut any quantity of Ship Plank, of all lengths and thickness, & Scantling of any dimension to the extreme length of 57 feet, if required. They are also prepared to manufacture any other description of lumber that may be required, including the produce of the Circular Saws, such as Shingles, Laths, Staves, Palings, &c. All orders will be executed at the shortest possible notice, and on the most reasonable terms.

The subscriber having just fitted up a second gang of Saws, on the most improved principle, with the best machinery, by a first-rate Machinist, is now prepared to manufacture 400 to 500 shiping Deals per day; or 100,000 superficial feet pr week.

These fine Mills are situated in the City of St. John, amidst ships and wharves, and directly opposite and within hail of the mooring-ground, and by which Deals and other descriptions of Lumber can be cut and passed clear and unsoiled directly from the saws into the vessels, as well as in the months of January, February and March, as in June and July.

N. B.—For all orders that the subscriber may be favoured with, either from England, Ireland or Scotland, for Cargoes of Bright Deals, British Goods will be taken in part payment.

Flour and other Produce of the United States will be taken in payment for any articles of Lumber that may be required from the Establishment in that quarter.

Logs and Timber cut at the halves, or on reasonable terms, at the shortest notice, either in summer or winter.

The spacious Pond in the rear of Mills, is one of the safest places of deposit for Timber and Logs in the world, and is capable of containing at least 15,000,000 feet. The use of the Divisions and Coves of the said Pond are offered gratis to all persons either in Saint John, Fredericton, Woodstock, or on any part of the river St. John, who may have Logs on hand; and the said Logs when so deposited can be cut at the halves, or on any other reasonable terms, at any time when it may best suit the interest of the owner.

The alterations and improvements in the Grist Mill are completed, and persons importing Grain and who are engaged in the Flour trade, can have the use of it, either in the summer or winter, for a mere trifle.

A fresh Oatmeal is so much required at all seasons of the year, by people of all ranks in society, both in town and country; the subscriber, having got through with the improvements in the Grist and Saw Mills, intends forthwith to prepare for the manufacture of that article. Should he succeed in the attempt, he proposes in order to save time, to give in exchange, without a moment's delay, for Oats brought to the Mill, fresh Oat and Indian Meal, Flour, American Produce, Groceries, Dry Goods, or any articles that the Establishment may produce.

LUMBER, SHINGLES, LATHS, Palings, &c. &c. always on hand.

N. B.—All the articles manufactured in this establishment are warranted to be done in the very first style of workmanship.

☞ Persons not in circumstances to purchase fuel these hard times, to keep them warm through a long and dreary winter, can have it *gratis*, by taking it away.

GEORGE BOND.
Saint John, N. B., 28th July, 1842.

PIANOFORTES, &c.

THE subscriber has received ex *Edwin*, from the manufactory of Messrs. *Broadwood & Sons, London*—4 Superior PIANOFORTES, which, with his former stock, he offers at the most reasonable terms.

Also Received—An extensive assortment of ACCORDIANS, with from 10 to 21 keys; FIFES, common and military; Violin and Violoncello Strings; Bridges and Pegs; Tuning Forks, Music Paper, &c. &c.

Likewise a selection of the Newest MUSIC, amongst which are the Union Medley Overture; Royal Thistle, Shamrock, and Cambrian Quadrilles; Songs—For England and the Queen, Our Countrymen, &c. &c.

☞Pianofortes, Accordians, Violins, &c., tuned and repaired in the neatest manner, by
S. STEVEN,
Musical Repository, King street, nearly opposite Foster's corner.
July 15, 1842.

E. L. JARVIS & CO.

Offer for sale at the lowest market prices, the following very recently imported Goods:

100 TONS "Banks' Best" Staffordshire IRON;
200 ditto common English ditto,
10 ditto best Swedish ditto.
10 ditto sheet, hoop, and plate ditto,
10 ditto cast, blister, and German STEEL
20 ditto HOLLOW WARE,—viz. Iron Pots, Camp Ovens, Boilers, Axle and Block Bushes.
300 Canada Stoves, of various sizes, from 20 to 36 inches, handsome patterns and well fitted;
240 Kegs and Bags Iron Spikes and Nails, all sizes.
3 Tons Composition Spikes,
16 Smiths' Bellows,
24 ditto Anvils; 40 ditto Vices;
200 Kegs Gunpowder, assorted, all qualities;
400 Boxes Window Glass, of various sizes;
10 barrels PUTTY, in bladders;
10 ditto Pipe Clay; 10 tierces Paris Whiting
4 hogsheads Lampblack,
100 Kegs *Brandram's* London WHITE LEAD.
600 ditto cold PAINTS, and No. 2 White Lead,
27 casks London Boiled and Raw Linseed OIL.
10 Rolls SHEET LEAD, assorted, 3 to 10 lbs. per foot,
35 boxes TIN PLATE, IC, IX, IXX, DC, DX, and DXX;
Together with a great variety of IRONMONGERY and CUTLERY of all descriptions.
North Market Wharf, 22d October, 1841.

NOW LANDING,
Ex Edwin, from London:
Brandy, Geneva, Old Jamaica Rum, Marsalla, Bucellas, and Lisbon.

2 PUNCHEONS and 22 hogsheads finest Old BRANDY, *Martell's;*
4 hogsheads very old Pale ditto ditto,
10 ditto best Rotterdam Pale GENEVA.
1 ditto Curious Old Jamaica RUM, (very choice,)
1 Pipe and 2 hhds. *Woodhouse's* MARSALLA;
4 hhds. Old Bucellas; 4 hhds. Rich Lisbon:
Which, with a choice stock of Old WINES, &c. are for sale by *RANNEY, STURDEE & CO.*
24th June. Wine Merchants.

Handsomest Assortment of
BASKETS
EVER IMPORTED!

THE subscriber begs to inform his Friends and the Public, that he has received per brig *South Esk*, from Liverpool, a large and fashionable assortment of BASKETS, &c., consisting of

Clothes, Market, square, (covered and uncovered,) Baskets; do do Oval ditto; do. do. upright and lay down Bottle Baskets; square and oval reticule (marketing) do.; in variety.

SKIVES, brass, hair, and stable; Butter Prints, Pats and Cases; Butter Cutters and Cake Prints; Table Mats; Willow Waggons, complete; a few dozen Heath Brooms; Which, with his stock on hand, of HARDWARE, &c. &c. will be sold low for cash. EDWARD C. WADDINGTON,
15th July. 3w *King Street.*

CHRISTIAN FATHER'S PRESENT
TO HIS FAMILY.

Important and Interesting Work,
Embellished with
SEVERAL HUNDRED FINE ENGRAVINGS,

Just Published and for sale at the Hat & Fur store of GEO. & EDW. SEARS, King street, St. John, N. B., and sold by Booksellers generally throughout the British Provinces.

BIBLE BIOGRAPHY; or, the lives and characters of the principal personages recorded in the Sacred Writings: practically adapted to the instruction of youth and private families: together with an Appendix, containing thirty dissertations on the evidences of Divine Revelation, from Timpson's Key to the Bible; being a complete summary of Biblical Knowledge, carefully condensed and compiled from Scott, Doddridge, Gill, Patrick, Adam Clarke, Pool, Lowth, Horne, Wall, Stowe, Robinson, and other eminent writers on the Scriptures; embellished with *Several Hundred Engravings on Wood*, illustrative of Scriptural scenes, Manners, Customs, etc.

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From the New York Evangelist.

This is a work possessing many novel and uncommonly attractive features. Its appearance is beautiful. Its biographical sketches embrace the most interesting incidents and events in the lives of the principal personages of the Scripture History, woven together in a pleasing and sprightly narrative, and faithfully accompanied with excellent practical lessons. Its chief claim, however, to popularity, consists in its multitudinous pictorial embellishments.

Something like five hundred engravings on wood are contained in the volume, many of which are costly and elegant, and in a high style of art, and none discreditable to the theme of the work. These relate to numerous ancient and oriental customs, scenes, manners, history, &c.; and while they add great spirit and interest to the objects which they illustrate, form of themselves a pleasing and profitable study. The work is a rare combination of the useful and attractive—adapted at once to engage the attention and affect the heart. We should regard its possession by families—whose children may obtain from its striking representations of Scriptural truths and events lasting impressions of their reality—as highly desirable. The Appendix contains thirty brief but comprehensive and excellent essays upon the Evidences and Archæology of the Scriptures, which add greatly to the value of the work, as designed for the instruction of youth and families.

From the United States Literary Advertiser—A work of considerable attraction and value has just been published by Mr. SEARS, of this city, entitled "*Bible Biography*," comprising the history of the lives and characters of the leading personages mentioned in Holy Writ. This volume should unquestionably find a welcome at every fireside throughout the country; its contents are as interesting as they are important and instructive, and the judicious editor has, by the aid of numerous pictorial embellishments, contrived to present us with one of the most attractive and at the same time useful books that have appeared this side the Atlantic. We trust the religious community at large will appreciate the work, and reward the liberal enterprize of the Publisher.

From the (N. Y.) Baptist Advocate.—"We cheerfully commend the book to the readers of the Advocate, as a work of much merit, furnished at a very cheap rate."

From the Boston Daily Mail.—"We cordially recommend this excellent book."

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