THE BLACKSMITH.

A blacksmith—a blacksmith—
A blacksmith I shall be;
The anvil and the hammer,
And the blazing forge for me—Hurrah!
The blazing forge for me!
I will sing a merry song
Whilst sparks around me fly;
From a needle to an anchor,
Lo! my fiery trade I ply.
O the steam-ship on the sea,
And the engine on the land.
The chariot, plough, and harrow,
All need my strong right hand!
Then let the bellows blow!
The red sparks upwards fly—
I will sing a merry song
Whilst my useful trade I ply.
A blacksmith—a blacksmith—
A blacksmith I shall be;
The anvil and the hammer,
And the blazing forge for me—Hurrah!
The blazing forge for me!

RAILROADS.

The modern railroad dates from the opening of the Liverpool and Manchester line in 1830; and is due, like so many of the modern triumphs of combined skill, capital, and enterprise entirely to England. The advantages of the level roadway had been fully foreseen and could be definitely calculated; it had even been experimentally tested; but the value of steam as a moving power was yet undiscovered. While some deemed it impossible to use any other than stationary engines for the draught of loaded cars, others spent a vast amount of labor and ingenuity in contriving methods by which the engine might be made to move upon the rails. It was generally believed that the smooth and hard surface of the narrow rail would not allow sufficient adhesion to the wheel to enable it to draw any considerable weight; and plans, which now seem exceedingly curious, were devised to accomplish motion in some other mode. The most remarkable was one which proposed to move the car by means of iron feet, and limbs, which moved with ridiculous resemblance to the human knee. A reward however was offered by the company for the best method of applying steam power; and the mechanical skill of the English engineers, gave to the world the Locomotive engine.—This improvement was achieved by the distinguished engineer Robert Stevenson in 1829; and its chief peculiarity consisted in the tubular arrangement of the flues that traverse the boiler—an arrangement which has since come into universal adoption.

At this period, though high anticipations had been formed, there was no adequate idea of the amount of traffic which would pass over such a road; nor of the speed at which it would require to be transported. The rails were therefore deemed to be of ample strength at 35 lbs. the yard; and the engine and tender weighed 7½ tons. The traffic however, soon increased beyond all estimate; the possible velocity exceeded all previous expectation; and the demand of the public for augmented speed constrained every exertion to attain it. This however required an increased power, and the engines rose rapidly to 10, 12, and 15 tons. The appetite for speed continued to increase; and now one company in England owns 36 engines weighing with their tenders 40 tons each. One engine in that country weighs with its tender full freighted, [illegible] 60 tons. The average rate of speed at[illegible] 31 was 17 miles per hour; it gradually increased [illegible] 1848 it was 30 miles. [illegible] speed of the fastest [illegible] in 1831 [illegible]4 miles, in 1848 was on one line 40 [illegible], and on two others 59 miles, per hour. [illegible] 31 the average weight of a goods train [illegible] tons—in 1848 it varied from 100 to [illegible]s.

[illegible]e number of trains has within the same [illegible]d, and in the same country, increas[illegible]m 150 to 250 per cent.; the weight of [illegible]ngines increased 114 per cent.; the [illegible]ht of the carriages 30 per cent.; the ave[illegible] speed 99, and the average weight of the [illegible] 350 per cent.

[illegible] such increased work the rails originally [illegible]yed were found totally inadequate; they [illegible] therefore taken up, and replaced by [illegible]rs of 62 and 65 lbs. per yard. These [illegible] since given place to yet heavier ones; [illegible]d 75 lbs. have been employed; and the [illegible]est rails laid down in England reach 80 lbs. and some, even 92 lbs. per yard.

The number of trains passing over the English railroads has become very great; upon the Grand Junction line it was in 1849, 38 daily; upon the London and Birmingham, 44; and upon the Liverpool and Manchester it reached 90 trains per day.

The extreme speed of the fastest trains is not unfrequently 75 miles per hour; though [illegible] is believed that in no country but Great [illegible] has such a velocity been reached.—[illegible]ng to the experiments of Dr. Hutton, [illegible]ocity of a cannon ball is 300 miles per hour—only four times as great.

The success which attended the early efforts at railway locomotion led to an immediate and rapid extension of the system throughout Great Britain. This has continued to the present time,—at some periods with a most extraordinary rapidity. The number of miles open for traffic on the 1st January, 1849, according to a report of the royal commissioners amounted to 5,007 miles; of which there were in England 3,918,—in Scotland 728,—and in Ireland 361 miles. The following table will indicate the rate at which the construction of railroads has advanced within the seven years extending from 1843 to 1849 inclusive.

	Number of miles open January 1.	Miles opened during the year.
1843	1857	95
1844	1952	196
184[illegible]	2148	293
184[illegible]	2441	595
1847	3036	789
184[illegible]	3816	1191
184[illegible]	5007	

On the 1st Jan., 1849, there were in process of construction 2169 miles, the greater part of which was of course completed within that year.

The whole amount of railways authorized by Parliament up to that day was 12,912 miles; of which 5007 were open for traffic,—[illegible]69 in process of construction,—and 4800 to be commenced. Of this last amount, commissioners deemed that nearly one [illegible]ld never be built. If 2169 of this should be soon constructed, the [illegible] the English railway system [illegible] 000 miles. Their present [illegible] than 6000. [illegible] of these roads, it appears [illegible] that $200,- [illegible] expended; of [illegible] paid in as ca[illegible] [illegible]en obtained as [illegible]es more would require an addition of $75,000,000; so that an extent of 9500 to 10,000 miles will have absorbed the sum of $275,000,000 to $300,000,000.

The average cost has been already $39,500 per mile; and, as many allowances must yet be made for unfinished roads included in this estimate, the aggregate will, it is supposed by Dr. Lardner, equal $40,000 per running mile.

The dividends upon these enormous investments have not, in some instances, been as great as it was expected that they would be, though the better class of them are sufficiently productive to pay very well. Ten of the principal lines paid, in the first six months of 1849, an average dividend of £3 8s. 6d. per cent., and this is, perhaps, a fair indication of the average rate of the whole.

The total number of English companies amounted, in 1848, to 170; and the whole number of persons employed upon the roads was, upon those open for traffic, 52,680;—upon those in process of construction, 188,000. The total revenue of British railways is estimated at not less than $12,000,000,—a greater sum than the annual revenue of many important States.

The number of passengers transported by this vast system of communication is, of course, immense. The number, in 1843, was 23,468,000. The annual increase has varied from one sixth to one third, till, in 1848, it amounted in all to 58,000,000; and by the close of 1850, to more than 69,000,000. The average distance travelled was, by first class passengers, 27 miles; by second class, 16; and by third class, 14 miles. The daily average number of passengers has increased, within the same period, from 64,000 to 160,000.

The average rate of fare, as compared with the coaches previously employed, is computed at about two fifths of the amount. The whole saving in time, expenses and fare, upon such a number of passengers is estimated at not less than 17,000,000 in two years.

The influence of such systems of communication it would be difficult to exaggerate.—They form one of the most marked, important, recent, and therefore, characteristic, elements of the civilization of our age. They indicate its progress with greater truth than at first sight appears. Not only do they facilitate communication, but they hold a most important relation to the whole capital, and productive industry, of a people. Many articles of use have no commercial value, from the impossibility of transporting them—thus, ice at mid winter is of no value in Northern latitudes, its value depends upon the means of preserving it. The tropical fruits are of value only within the limited distance to which they can be transported in a sound state; every extension of that distance increases in a corresponding degree, the value of such articles.—The fish of the coasts acquire a new value when they can be carried far into the interior; and the game of the interior wilds, when it can be brought down to the coast. Such facilities of transport, therefore, give an increased value to the whole productions of an extended region; and tend thus to the rapid multiplication of capital, and stimulus of industry.

The great cities no longer depend for their daily supplies upon the little ring of land immediately around them; distant tracts daily send milk, butter, fruit, and vegetables—remote districts supply fuel and food to the great centres. The agriculture of a whole State becomes, in consequence, more valuable.—Cumbrous articles from the forest and the mine, which were valueless before, receive a new value from the opening of any avenue of trade which gives them access to a market.—*The wilderness is penetrated*, the forest is felled, the mine is sunk, because now the timber and metal can be sold at a profit. Thus populations settle on the mountain-side, and civilization subdues the primeval wild.

The total amount of Railways constructed and in progress, in Europe, in 1848, was about 20,000 miles—of which nearly half was in Great Britain. An amount equal to that of Great Britain might be set down very safely for the United States. Two thirds, therefore, of the railways, and almost the whole of the Oceanic steam navigation of the world, which is applicable to commercial purposes, were in the hands of these two nations. A similar proportion of the capital which such traffic creates, must centre in their marts, and go to increase their efficiency and their influence.

In England then, and in the United States, wealth, trade, and the social advancement and political influence which they beget, are to find their chief places of abode in the half-century to come. In these Protestant lands, these lands distinguished among Protestant lands, for their evangelical faith and zeal—the means of influence are to accumulate and abound. Can there be a doubt that He who does his will among the host of heaven, and the inhabitants of the earth, is furnishing to Protestant Faith and Puritan Piety, the means of moulding the generations that are to come? Is not Providence affording us the means of stamping our own peculiarities of mind and character upon the less earnest and active nations which we have left so far behind us in social developement, and whose backwardness in this respect only indicates that yet more ruinous state of spiritual depression out of which the defects of their civilization arise?

THE FRENCH CONSTITUTION.

Bernadotte told Louis XVIII. that France must be governed with an iron hand and a velvet glove. The Louis who is now at the head of this remarkable people, has evidently acted on the hint. Over the "iron hand" of despotism with which he grasps the throat of liberty, he has drawn the flimsy "velvet glove" of universal suffrage. The "Constitution" which he has given to France, could hardly have been more despotic, had it been made to order by a Russian or Austrian cabinet. It virtually constitutes Louis Napoleon the government of France, and even gives him the power of choosing his successor. He is required to take no oath, which, indeed, would be an unnecessary ceremony, to one who is fresh from his violated vows. "The ministers depend solely on him, the Chief of the State." "He has the power to call and dismiss the Legislature and the Senate." He has also the power "to accord the Senators, by reason of the services rendered, and of their position as respects fortune, a personal donation which shall not exceed 30,000f. yearly." "He commands the land and sea forces, declares war, concludes treaties of peace, political and commercial alliances, and makes the rules and decress for the execution of laws." "Justice is rendered in his name." "All officers swear fidelity to the Constitution and to him." "He alone has the initiative of the laws." All public functionaries "swear obedience to the Constitution, and fidelity to the President." No provision is made for the election of a successor, except in the case of his death; so that the ten year term is a mere pretence.

The Senate is to consist, 1st of the Cardinals, Marshals, Admirals; 2d, of the citizens whom the President deems fit to elevate to the dignity. They are to be irremovable, and named for life. Their functions are nominally gratuitous, though the President may confer on them an income of 30,000f. at his pleasure. The Senate is to consist of 150 members, only 80 of whom are to be appointed the first year. The sessions of the Senate are private.

The Ministry are the mere agents of the President of the Republic, and are impeachable only by the Senate. The Councillors of State are named by the President, liable to removal by him at any time. He also indicates a Vice President. The principal business of the Council is to draw projects of law. They are to receive a salary of 25,000 francs yearly. Provision is made for a High Court of Justice, to be converted by a presidential decree, which has power to judge without appeal all persons charged with "crimes, attempts or plots against the President."

The Legislative Assembly is to be elected by universal suffrage, in the proportion of one deputy to 35,000 inhabitants. The members do not receive any salary, and are to hold office for six years. This body has the privilege of discussing laws it cannot alter by way of amendment, and of voting measures it cannot originate. The President of the Republic may convoke, adjourn, prorogue, and dissolve the Legislative corps at his own pleasure. The sittings of the Assembly are public, but five of the members may close the doors. The published proceedings of this body must consist only of the minutes drawn out at the close of each sitting under the care of the President of the Legislative corps.

Simultaneous with the new Constitution, appears a decree of the President, banishing from France many of her most able and distinguished sons, both civil and military. This excitement produced by these events is represented to be great, and we see no reason to suppose that the present order of things will be of long continuance. The "Prince President" has played his last card, but the game is not yet ended. The people's *coup d'etat* is yet to come.

On the Power of Soils to Absorb and Retain Manures.

We extract the following remarkable statements from an article on this subject, in the *North British Agriculturist*; and we insert them with the expression of a hope that some of our agricultural readers may be able to supply us with facts—in verification, or otherwise—bearing on a question of so much practical moment to the farmer:—"Upon the east coast, (the writer, of course is speaking of this island) with the minimum of rain, about half the quantity of manure only is applied, compared with the west coast upon which the maximum of rain falls; and on similar soils, apparently with the same results. This distinctly proves that a very great waste of the constituents of plants necessarily takes place; and that though the absorbtive powers of soils may be established in experiments in the laboratory, practically and in the operations of the farm, these absorbtive powers must not be too much relied on, for it is always to be remembered that the results of the laboratory, however satisfactory, are only to a certain extent available in practice. Besides, the discovery of the absorptive power of soils, gives the farmer no new power as regards the retention of the manure, and consequently, without practical experiments, ought not greatly to modify his general practice. But we would specially direct attention to a point of, we think, great importance, alluded to by Dr. Anderson, and hitherto strangely overlooked in this investigation. Before being of practical utility, there must be established to exist in soils, the power not only of absorbing, but what is of greater importance, the power of retaining the constituents of plants, till the plant is ready to absorb them. The experiments we are noticing, have simply established that certain substances, such as alumina, &c., have the power of absorbing certain other substances, and that water impregnated with these when passed through such soils, leaves behind, up to a certain limit, the substance with which it was charged. But what we object to is that these experiments have not gone further, and tested the power of the soils to retain them, by employing distilled water to wash out such substances, and also by the employment of currents of air to ascertain what proportion of these elements is removed. Many practical farmers after forming a high estimate of the value of liquid manure, have found its practicable not sustaining that estimate, and even after the expense of the necessary apparatus for its application, have given up applying it directly to the soil. If the soil possessed the power of absorbing and retaining, and making available all the constituents contained in the liquid manure, such a result could scarcely have been expected. It would therefore appear that chemists have not only to show that soil absorbs, but that they also retain and retain in an available form the constituents, particularly ammonia, thus given to them; and this appears to us to be the force of Dr. Anderson's observations. Farmers occupying moorish soils of a gritty siliceous texture, know that it is injurious to autumn-plough such soils, and that when ploughed in spring, if rain falls previous to sowing, the heart of the soil, as they speak, is washed out of it, and they only apply manure in the drill to potatoes and turnips, and consider that any other application of it is comparatively lost, or, as they say, perfect wastery. Most experienced cultivators have also found that there is a certain limit beyond which the application at one time of manure is unprofitable, while the repeated application of the same amount answers. An experiment came under our own observation, the soil being a loamy clay of superior quality resting upon limestone, which was under a few feet of the surface. The land was previously in fair condition; the crop grown was Sweedish turnips; a series of different amounts of farm-yard manure was applied experimentally, from 8 tons up to 32. It was found that 16 tons produced about the same weight of Swedes as 24 or 32 tons, the produce of the whole being above an average weight, and what even practical men will have some hesitation in believing, in the after crops of wheat, grass, and oats, no perceptible difference was ever observed, nor did the crops of the second rotation derive any apparent benefit. This experiment was the means of inducing several neighbouring farmers to apply smaller quantities of manure, and more frequently. We have entered more fully into the practical bearings of this question, because such experiments as Professor Way's, have a tendency to perpetuate and extend what we consider a very prevalent mistake in farm practice, viz: the applying of large quantities of manure to the fallow crop, in the belief that the soil will retain it for the benefit of after crops. The more perfect system would indicate that the manure should rather be extended over the whole rotation, than confined to one particular crop."

WORTH KNOWING,

To those whose Wardrobe wants replenishing.

A. GILMOUR.

Tailor and Draper,

BRAGG'S BUILDING, KING STREET,

HAS ON HAND

THE Choicest Stock of *SPRING CLOTHING* in the City, which for neatness of Style, quality of texture, and lowness of price, cannot fail to continue to this Establishment the very liberal patronage it has hitherto had. Among the Stock now on hand, a considerable portion is of

FRENCH AND GERMAN CLOTH,

the superiority of which is well known; those then that want to lay out their money to the best advantage will do well to give an early call, for they will find Beautiful Black Cloth SACK COATS 25s. to 40s.; Fancy Doe Skin SHOOTING COATS from 20s. to 35s.; *DRESS and FROCK COATS* in great variety, and all got up in the very best style. April 15.

W. H. ADAMS

Has received per Ships 'Montrose' and 'Sophia'—

4 CASES *Hoole, Staniforth & Co's* GANG CIRCULAR, and CROSS CUT SAWS;
1 Cask Mill, Pit and Hand-saw FILES;
752 pieces Pots, Bakepans, and spare COVERS,
2 Cases "Thomson's" short SCREW AUGERS

From the United States:

73 Cistern and Well PUMPS,
A few setts Patent Pipe Boxes, for Wood Axles

—ON HAND—

280 Canada Close STOVES,
13 Tons HOLLOW WARE—*well assorted:*
LEAD PIPE, from 5 8 to 1½ inch,
270 Boxes Window GLASS. Sept. 23

SHEFFIELD HOUSE,

Market square, August 2, 1851.

ROBINSON & THOMPSON,

Watch-makers, Jewellers, &c. and Importer of English, French, German and American GOODS—Wholesale and Retail.

Received per steamers Canada and America.

SUPERIOR Gold and Silver WATCHES; Rich Gold JEWELLERY, in Brooches mounted with "Aqua Marine," "Topaz," "Carbuncle," "Amadine," "Turquois," "Scotch Pebble and Agate," "White Cornelian," Enamel, and other settings; Fancy and Signet RINGS, set with Diamonds, Rubies, Emeralds, Pearls, Turquois, Opals, Onyx, Garnet, Cornelian, and Blood Stones &c. &c.; GOLD CHAINS; Albert do.; Gold, Hair, Stone, Jet and other LEAFLETS; Fancy Sans, Lockets, Gold Seals, Seals, Keys, Earrings, Necklaces; Gold, Silver, Shell and Steel Eye Glasses and Spectacles; Gold and Silver Pencil Cases and Toothpicks; Silver Spoons, Forks, Butter Knives, &c. &c. Silver Boquet Holders and Rattles; Silver top Smelling Bottles; Silver Tumblers, Caddy Shells and Sugar Spoons; Silver, Pearl, Shell and Paper Mache Card Cases and Portemonnais; Silver Scissors, Fruit Knives, Stilettoes and Bodkins; Silver Brooches and Shawl Pins, Horn, Buffalo and Ivory Combs, Telescopes, Handreaders, Ladies' Companions, &c. &c.

Per Steamer *Europa*—Just opening, ex *Charles*, from Halifax:

A splendid assortment of Electro Plate CAKE BASKETS, new patterns; Electro Plate Candlesticks, Snuffers and Trays; Piano Candlesticks; 4 and 6 glass Castors, &c.; Also—Electro and Albata Spoons, Forks, Soup and Sauce Ladles; Fish and Butter Knives, &c. &c.

☞ Brabam's Patent Pantascopic SPECTACLES—new article.

Per Ship Gipsey:

A large supply of best Britannia Metal TEA and COFFEE POTS, Hot Water Kettles, Castors, Candlesticks, Snuffer Trays, Communion Services, Children's Mugs, Percolaters, &c.

[illegible] dozen 1, 2 and 3 blade Jack Knives; 40 gross Table Cutlery, well assorted; 28 gross B. M. Spoons, Razors, Scissors, Fleams, Sheath Knives, Wilson's Shoe Knives, Children's Knives and Forks; 3 cases containing Fancy Goods in great variety; Tortoise Shell Back and Side Combs; Purse Trimmings; Accordeons; Tooth, Nail and Shaving Brushes; Berlin Brooches, very cheap; Steel Beads, best quality; Leather Reticules; Silk and Cotton Purses; Vegetable Ivory Articles; Transparent Slates; Shawl Pins; Dissecting Maps and Games; Fans; Smelling Salts, &c. &c. &c.

Expected shortly per "Harriett:"

17 Packages containing a further supply of Ivory Handle TABLE CUTLERY; 3/5 dozen 1, 2, 3 and 4 blade Jack Knives; 1 cask Paper Mache Goods, in great variety; A large supply of Dressing Combs, Hair Brushes, Ladies Reticules, Baskets, Ladies' Companions, Gent's Dressing Cases, Portemonnais, Brass Candlesticks, Fire Irons, Block Tin Goods, Spectacles, Guns, Pistols, &c.; 4 Cases Fancy Goods, too numerous in detail for the limits of an advertisement.

The above GOODS, with the present large STOCK on hand, consist of the largest and best assortment imported by us, and will be found at prices to ensure a quick and ready sale.

ROBINSON & THOMPSON,
PROPRIETORS.

July 5, 1851.—[Morn. News & Courier.]

GOODS

By the 'Gipsey,' 'Charles,' and 'Richmond,' &c., received and for sale:

75 BAGS Shingle and Clapboard fine Cut NAILS, and 25 bags board fine Cut NAILS, at 2½d per lb.;
35 kegs, 100 lbs each, 7d'y, 8d'y, 9d'y and 10d'y Horse NAILS,
50 kegs 6d'y, 8d'y and 10d'y Wrought Rose and Clasp-head NAILS,
10 casks 2½, 2¾ and 3 inch Boat Nails;
10 casks 4½ and 5 inch SPIKES,
700 yards Superfine Scotch Wool CARPETING
300 do. Fine do. do.,
25 kegs Yellow PAINT;
5 boxes COCOA PASTE;
A variety of WOODEN WARE.

ALSO—*By the 'Albert' from London:*

A Case containing first-rate CHARTS of the English and Irish CHANNEL North Atlantic, Nova-Scotia, the St. Lawrence, &c. &c.,
6 Ten inch Brass COMPASSES,
24 Log GLASSES; 30 Parallel RULERS,
42 Gunter SCALES; Quadrants, Thermometers
Ruled and Plain LOG BOOKS &c.—For sale by the Case. JOHN KINNEAR.

Groceries! Groceries!

JAMES MACFARLANE,
MARKET SQUARE,

Having completed his Fall Supply of GROCERIES, respectfully calls attention of purchasers to the Stock on hand; comprising in part:

In Store; Bond or Duty paid:—

200 CHESTS and half chests fine Congo, Souchong, Pekoe Souchong, Hyson, Twankay, and Oolong TEAS:
65 hhds. Porto Rico SUGARS;
80 ditto ditto MOLASSES;
50 bags Java and Laguira COFFEE;
50 boxes TOBACCO, (fine brands.)

Per "*Montrose*" and "*John S. DeWolf*"—

1 chest INDIGO;
6 hampers fine Cheshire and Truckle CHEESE;
1 cask Golden SYRUP.

Per "Henry Holland"—

3 bales Wrapping and Letter PAPER;
15 cases Blue and Sago STARCH;
5 brls. Scotch OATMEAL, (Ayrshire);
30 boxes PIPES, assorted; Sperm CANDLES; Composite Candles; Tapers, assorted; Mustard; Pickles and Sauces; Day & Martin's Blacking; Hall's Starch; Patent Groats and Barley; Fancy Soap; Pepper; Ginger; Currants; Plums; Candied Peel; Bath Brick; Wrapping Twine; Candle Wick; Split Peas; Barley; Sulphur; Vitriol, &c. &c., with a large and well assorted Stock of all articles in the Trade. *Wholesale and Retail.*

St. John, October 7, 1851.

10 CASKS Zante Currants, landing per *Eliza Jane.*—New Fruit.
Dec. 16. FLEWWELLING & READING.

Prices Reduced!

Wholesale and Retail WAREHOUE,

Prince William-street.

J. & J. HEGAN

RESPECTFULLY invite purchasers to an inspection of their extensive and well assorted Stock of British and Foreign DRY GOODS, which (in order to make room for alterations and improvements in the premises) will be offered at such prices as must effect an entire clearance of the above stock.

N. B.—No Credit given in the Retail Department. January 6.

GOODS.

Per *Diadem* from Newcastle, now landing and for Sale—

10 CASKS LINSEED OIL,
20 casks WHITING,
6 casks Blue VITRIOL,
10 casks Carbonate of SODA,
3 casks BRIMSTONE; 2 casks SULPHUR,
2 casks Epsom SALTS,
1 cask Green COPPERAS,
6 casks COAL DUST; 1 ton ALUM,
10 bags Fine GLUE.

JOHN KINNEAR,
December 16. *Prince Wm Street*

PURE Havana CIGARS.—8000 'Wandering Jews;' 3000 'Bloomers'—Just received and for sale by THOMAS M. REED,
Dec. 23. Head of North Whar

New Fruit, Coffee, &c.

NOW LANDING from Boston—170 whole, half and qr. boxes Muscatel RAISINS; 40 boxes Layer do.; 10 kegs Cooking do.; 30 bags Java COFFEE; 10 barrels crushed Loaf Sugar; 15 brls. of Saleratus; 20 gross *Mason's* BLACKING.

Nov. 18. FLEWWELLING & READING.

Provisions! Provisions!

From Cumberland:

100 FIRKINS Prime BUTTER;
10 cwt. do. CHEESE;

From Boston:

2 tierces choice HAMS.

From Nova Scotia:

75 bbls. good Eating and Cooking APPLES.
Dec. 6. JAMES MACFARLANE.

PALE SEAL OIL, TEA, &c.—*From Halifax, ex Schr. Charles,* 11 Barrels Pale Seal OIL; 6 bags PIMENTO; 20 cwt. Robb's OAMEAL. For sale by
Dec. 30. JARDINE & CO.

TIMOTHY SEED.

150 BUSHELS, the growth of the County of York, in Two Bushel Bags.—For Sale by JOHN KINNEAR,
Feb. 10. *Prince Wm. Street*

SELLING OFF

AT

Reduced Prices for Cash Only!!

AT THE

HOWARD HOUSE,

North Side of King Street.

A WELL selected stock of WINTER CLOTHING, made up in the most Fashionable Style and at unprecedented low prices. Parties who are in want of COATS, PANTS, VESTS, &c., will find, by calling at the Howard House, that they can procure the above articles cheaper and of better quality than at any other Establishment in this City.

The Subscriber having a large stock of Cloths Vestings, &c. on hand, and he being about to leave for England to select Goods for the Spring trade, is determined to sell his present stock on hand at COST PRICE, and would direct the attention of buyers to call and see for themselves before purchasing elsewhere.

Beaver Cloth Coats in any colour made to order at 15 per cent. lower than at any other establishment in the Province.

Pants and Vestings on the same terms.
Nov. 4. JAMES MYLES.

JOHN KINNEAR,

(In Messrs. WIGGINS' new Buildings,)

PRINCE WILLIAM STREET,

Has on hand, for Sale in quantities, and by retail—

ROSE and Clasp Head wrought NAILS, of all the usual sizes;
Horse, Boat, and Pressed NAILS:
Cut NAILS of every size:
English and German Window GLASS of every size from 6x8 to 34x36.
PAPER HANGINGS from 6d. to 5s. each piece,
English and American Floor CLOTHS,
Flint *Glass-ware*, assorted kinds,
Scotch Wool CARPETING,
American Warranted CHAIRS, assorted kinds;
Raw and Boiled Linseed OIL;
Sea Elephant and Florence OILS;
CASTOR, LARD, and PINE OIL;
SPICES, both whole and ground, of all kinds,
FEATHERS, (cleaned,) assorted qualities,
Mott's Broma, CHOCOLATE, Cocoa and Ginger
American and Bengal RICE;
Wooden Wares of various kinds,
Paints, Whiting and Yellow Ochre, and a number, of other articles. August 26, 1851.

Drugs, Medicines, &c.

THE subscriber has received per *Themis*, the remainder of his Fall Stock of DRUGS, MEDICINES, *Perfumery, Brushes, Pickels, Sauces* &c., all of which are warranted of the best quality and for sale on reasonable terms.

T. M. REED,
Head of North Wharf

PAINTS, OILS, VARNISH, BRUSHES, BURNING FLUID, of superior quality always on hand.
October 28.

CIGARS! CIGARS!

10,000 LA DESEADA CIGARS just received and for sale by THOMAS M. REED,
Dec. 16. Head of North Wharf

Richard Cobden.

Received by the above vessel, from New York—

60 CHESTS Superior Souchong TEAS,—"*Esther Mary's*" Cargo.
Dec. 16. FLEWWELLING & READING.

LONDON HOUSE.

MARKET SQUARE.

December 20th, 1851.

Just received per Steamer 'Asia,' via Halifax:

RICH Plaid BONNET RIBBONS; SATINS; GROS DE NAPS; PERSIANS; FANCY TRIMMINGS, &c. &c.

T. W. DANIEL.

Cod Liver Oil Candy.

WOOD'S Refined COD LIVER OIL CANDY, for the Cure of Coughs, Colds, Asthma, and all Pulmonary complaints; for sale in packages at 9d. each, by

THOMAS M. REED,
Jan. 6. Head of North Wharf.

COLTSFOOT ROCK,

AN excellent remedy for Coughs, Colds, &c., just received and for sale by THOMAS M. REED,
Dec. 16. Head of North Wharf

MORRISON'S Life Pills,—Just received and for Sale by THOMAS M. REED,
Dec. 23. Head of North Wharf.

Astonishing Efficacy OF HOLLOWAY'S PILLS And OINTMENT.

EXTRAORDINARY CURES BY **Holloway's Ointment.**

CURE OF A DESPERATE CASE OF ERYSIPELAS.

Copy of a Letter from Mr. Joseph Gildon, Jun., a Farmer, East Kent, near Spilsby, Lincolnshire 8th April, 1846.

TO PROFESSOR HOLLOWAY.

SIR,—I have the gratification to announce to you a most wonderful cure wrought upon myself, by the use of your Ointment and Pills. I had a severe attack of Erysipelas in my right foot, which extended along my ancle, and was attended with swelling and inflammation to an alarming degree, insomuch that I was unable to move without the use of *crutches*. I consulted a very eminent Physician, besides other Medical men, but to no purpose. At last I tried your Ointment and Pills, when, strange to say, in less than two weeks the swelling and inflammation subsided to such a degree that I was enabled to pursue my daily avocation, to the utter surprise and amazement of those who were acquainted with my case, seeing that I was cured so quickly. I and my family are well known here, as my father holds his farm under the Rev. J. Spence, Rector of our Parish.

JOSEPH GILDON.

Amputation of Two Legs Prevented.

Extract of a Letter dated Roscommon, Februar 29th, 1847, from the highly respectable Proprietor of the Roscommon Journal.

To Professor HOLLOWAY

SIR—Mr. Ryan, the well known proprietor of the Hotel next door to me, had two very Bad Legs one with eight ulcers on it, the other with three they were in such a fearful state that the effluvia from them was very great. Some time since he made a journey to Dublin for the purpose of consulting some of the most eminent professional men, but returned home to his family with the choice of two alternatives—to have both Legs amputated, or die!—On his way home he met a gentleman in the Coach who recommended the use of Holloway's Pills and Ointment, which he had recourse to, and was perfectly cured by their means.

(Signed) CHARLES TULLY,
Editor and Proprietor of the Roscommon Journal.

Bad Digestion, with extreme Weakness and Debility—an extraordinary Cure.

Mr. T. GARDINER, of No. 9, Brown street, Grosvenor square, had been in a very bad state of health for a long time, suffering much from a distended Stomach, very impaired digestion, with constant pains in his Chest, was extremely nervous, and so greatly debilitated as to be scarcely able to walk one hundred yards; during the long period of his declining he had the advice of four of the most eminent Physicians besides five Surgeons of the greatest celebrity in London, from whose aid he derived no benefit whatever. At last he had recourse to Holloway's Pills, which he declares effected a perfect cure in a very short time, and that he is now as strong and vigorous as ever he was in his life. This being so extraordinary a case, may lead many persons almost to doubt this statement, it may therefore be necessary to say that Mr. Gardiner is a broker, and well known.

Cure of a Desperate Scorbutic Eruption of long standing.

Extract of a Letter, dated Wolverhampton the 10th of February, 1847, confirmed by Mr. Simpson, Stationer.

TO PROFESSOR HOLLOWAY.

S[illegible]—Having been wonderfully restored from a state of great suffering, illness and debility, by the use of your Pills and Ointment, I think it right for the sake of others to make my case known to you. For the last two years I was afflicted with a violent Scorbutic Eruption, which completely covered my chest, and other parts of my body, causing such violent pain, that I can in truth say, that for months I was not able to get sleep for more than a very short time together. I applied here to all the principal Medical men, as also to those in Birmingham, without getting the least relief; at last I was recommended by Mr. Thomas Simpson, Stationer, Market-place, to try your Pills and Ointment, which I did, and I am happy to say, that I may consider myself as thoroughly cured. I can now sleep all the night through, and the pain in my back and limbs have entirely left me.

(Signed) RICHARD HAVELL.

☞ In all Diseases of the Skin, Bad Legs, Old Wounds and Ulcers, Bad Breasts, Sore Nipples, Stony and Ulcerated Cancers, Tumours, Swellings Gout, Rheumatism, and Lumbago, likewise in cases of Piles; Holloway's Pills, in all the above cases, ought to be used with the Ointment and not alone. The Ointment is proved to be a certain remedy for the bite of Moschettoes, Sand-flies, Chiegofoot, Yaws, Coco-bay, and all Skin Diseases common to Europe, the East and West Indies, and other tropical climates.

Burns, Scalds, Chilblains, Chapped Hands and Lips, also Bunions and Soft Corns, will be immediately cured by the use of the Ointment.

Sold by the Proprietor, 244, Strand, near Temple Bar), London; and by PETERS & TILLEY *Provincial Agents*, No. 2, King Street, St. John, N. B.; James F. Gale, Fredericton; W. T. Baird, Woodstock; Alexander Lockhart Quaco; James Beck, Bend of Petitcodiac; O. K. Sayre, Dorchester; John Bell, Shediac; John Lewis, Hillsborough; John Curry, Canning; and James G. White, Belleisle.—In Pots and Boxes, at 1s. 9d., 1s. 6d. and 7s. each. There is a very considerable saving in taking the larger sizes.

N. B.—Directions for the guidance of patients are affixed to each pot.

Per "ONYX," from GLASGOW:

140 Packages GROCERY GOODS,

—COMPRISING—

POLAND, Sago, and Hall's Patent STARCH PIPES, (assorted) Twine, and Shoe Thread Pearl BARLEY, White Wine VINEGAR, Cream Tartar, Carb. Soda, Black Lead, Pepper, Cloves, Nutmegs, Valentia Almonds, Jordan do. Sugar Candy, Citron Peel, Ground Ginger, Prunes, *PICKLES and SAUCES, BLACKING,* Windsor and Fancy SOAPS, Patent BARLEY and GROATS, CARRIAGE LIGHTS, Revelenta Arabica, MUSTARD in kegs & bottles Wrapping and Letter PAPER, INK, WHITING, Scotch OATMEAL, &c. &c. &c.

JAMES MACFARLANE,
April 29. *Market Square.*

Rat Exterminator.

Just received per 'Creole'—

A FRESH supply of Smith's *genuine and original* RAT EXTERMINATOR, an invaluable preparation for destroying Rats and Mice, without the unpleasant smell caused by other poisons. For sale by T. M. REED,
Dec. 2. Head of North Wharf.

GROUND COFFEE; Black Pepper Cinnamon; Cloves; Nutmegs; Allspice; Ginger and Mustard—all ground here, warranted unmixed, can be had in any quantities at JOHN KINNEAR'S,
Dec. 9. Prince Wm. Street.

Stoves, Franklins, Registers, &c,

Vulcan Foundry Manufactures.

THE attention of the Public is requested to a large and handsome assortment of COOKING STOVES, of the newest and most approved patterns—CANADA and AIR-TIGHT STOVES, FRANKLINS, REGISTERS, PLOUGHS, &c. Can be viewed at the spacious Show Room opened in Prince William-street, or at the subscriber's Warehouse.

Orders for Castings, Iron Work of every description, Stove Fittings, Pipe, &c., left at either of the above places, will receive immediate attention.

JOHN V. THURGAR,
Nov. 8. *North Market Wharf.*