



Terms—15 shillings. Vol. VII.

THE CHIEF... Published every Friday... Terms—15s. per annum...

Weekly Almanach table with columns for day, month, and time.

PUBLIC INSTITUTIONS. BANK OF NEW BRUNSWICK—This Bank, Eq. President—Discount days, Tuesday and Friday...

COMMERCIAL BANK—John Duncan, Eq. President—Discount days, Tuesday and Friday...

BANK OF BRITISH NORTH AMERICA—(St. John Branch)—A. Smith, Eq. Manager—Discount days, Wednesday and Saturday...

NEW BRUNSWICK FIRE INSURANCE COMPANY—John Walker, Eq. President—Office open every day, (Sundays excepted) from 11 to 1 o'clock...

AT THE PHENIX FOUNDRY. A POWERFUL LAW PRESSURE SWEAM ENGINE... THOMAS BARLOW & CO.

REMOVAL. DAVID PATTERSON has removed his Boot & Shoe Establishment from Prince William street, to the Bank Building...

NOTICE.—The subscriber would now beg leave to remind those persons whose accounts are now past due, that he is obliged to call on them to settle the same without further delay...

100 CHESTS of superior Congo TEA, just received and for sale by RANNEY, STURGEON & CO.

30 CHESTS of Blackish Leaf and Fine flavoured Congo TEA, just received and for sale by JOHN ROBERTSON.

100 BARRLS best quality Navy Brand BARRLS PHOT-BRAND, landing and for sale by JOHN ROBERTSON.

8 THERMOS REFINED SUGAR, 20 bags, Light Porto Rico SUGAR, 300 kegs London White Lead and Green Paint.

24 HRS. Bright Porto Rico SUGAR, 1 Case "Kassava" TORACCO, 8 Bags Havana COFFEE.

10 CHESTS FINE CONGO: 15 Hbds. High SUGAR, for sale by W. H. STREET.

THE DAISY.—By ELIZA COOK. When first the morning world was rife With beauty, plenty, light and life...

When first the morning world was rife With beauty, plenty, light and life. She is registered 3200 tons, so that her bulk far exceeds that of any two masted vessels in the world...

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THE GREAT BRITAIN.—The largest vessel in the world, now building by the Great Western Steamship Company at Bristol, and which will be ready for service in the early part of next year, cannot fail to be interesting at this period when the question of transatlantic steam-navigation and of our communications with India form prominent subjects of discussion. The Great Western steamer vessel commenced her trials between Bristol and New York in the spring of 1838, and has continued her voyages ever since, upon two under the most adverse circumstances, with a speed and regularity unequalled. The Great Western Company, in order to maintain the high ground which they had attained, and taking advantage of the improvements made known by scientific research, resolved to build an iron steam ship of such vast dimensions and power as should surpass everything previously attained. As the new vessel proceeded it soon became apparent that she would be a most extraordinary vessel, and the emphatic exclamation of the Duke of Cambridge, on the occasion of his being shown her on his Royal Highness's late visit to Bristol, viz., "She is justly named 'The Great Britain,'" and is a noble specimen of British skill and British enterprise. I feel that no other nation on the earth could produce such a ship, and that she will be treasured by one of the wonders of the world, will be fairly borne out by every person who sees her. The Great Britain is built entirely of iron, with the exception of the flooring of her decks, and the flooring and ornamental parts of her cabins. She is 324 feet in length, and upwards of 100 feet broad, and is the largest vessel in the world.