

THE LAUNCH OF THE GREAT BRITAIN.

Visit of His Royal Highness Prince Albert to Bristol. The proceedings on the 19th ult. at Bristol, will form an era of no slight importance in the history of marine steam navigation. A great experiment is about to be tried, upon the failure or success of which the future extension of transatlantic navigation by steam will probably greatly depend. In three particulars the Great Britain differs from any steamer which has ever crossed the Atlantic: she is the largest; she is built of iron; and lastly, she is propelled by the screw instead of paddles.

Important as the two first qualities are, the latter is the point round which centres the interest and attention of all who either theoretically or practically study marine architecture, and the construction of the marine engine. The advantage of the screw over the paddles at first sight certainly appears to be immense, and the experiments conducted hitherto, although upon a small scale, would seem to prove that the expectations excited by the discovery of the screw, as a means of propulsion, will be in all respects realised by its performances.

Everybody who has once seen a steam-boat knows how unsightly to the eye are the incumbrances of paddle-boxes, breaking through their awkward proportions a graceful line of deck; and everybody who has seen or been aboard of a steamer, rolling in a heavy sea, may know how comparatively inefficiently the paddles do their work, and how the leeward wheel is apt to be, every other moment, three-parts immersed in the water, while its companion to windward is flourishing idly away in the air. The shocks, too, sustained by the paddles, when struck by heavy seas, are apt to strain and damage the machinery, and the opposition they offer to the wind is as obvious as the hindrance which they must oppose to the working of the vessel. We need not here do more than allude to the waste of motive power which the construction and action of paddle-wheels necessarily entail. From each and all of these disadvantages the screw is free. It does not disfigure a ship; it acts equally well in calm water and rough; it is not exposed to accidents from the motion of the sea, or from causes above water; and, finally, it offers a more advantageous and economical method of applying steam power than can the paddle-wheel.

With respect to the other peculiarities of the Great Britain—her immense length and her metallic construction—we do not wish to speak. The advantages of either are mooted points amongst those who know these subjects best, but the question will be speedily set at rest. The Great Britain's first season will decide the case of paddle v. screw, iron v. wood, and immense v. moderate length. The Great Western Steam-ship Company have risked a vast amount in making what cannot be considered otherwise than an experiment, and we wish every success to them and to their mammoth steamer.

The general appearance of the Great Britain is quite unique. In rigging, size, and construction, she differs from every species of craft afloat upon the ocean. Her immense length, unbroken sweep of deck, and multitude of fore-and-aft rigged masts, will make her everywhere known and conspicuous. Nothing can be more beautiful than the model of the Great Britain. Her stem is as sharp as that of a river boat, and her bows are moulded like a wedge. Her sides are beautifully rounded; she may be a trifle too full amidships, but her run is as clean and finely-proportioned as the eye could wish to dwell upon. Altogether, her appearance in dock was very striking.

The whole mould seems designed with exquisite skill, and adapted as well for great speed as for encountering heavy seas. Every thing, moreover, appears very snug; the saloon is lighted altogether by skylights in the deck, and the only windows in the side are mere bulls' eyes, looking into the sleeping-berths and state-cabins. The absence of paddle-boxes conduces to the compact look of the ship, and the flushness of her deck, of course, adds to this appearance. The Great Britain was on Wednesday temporarily rigged. Her standing rigging is to be of wire, but heupen cordage was on Wednesday bent in the same manner in which the wire rigging will be rove. As is the case with all fore and aft rigged vessels, her tacking is very simple, presenting no top hamper, and having a look of bareness rather than complication: our readers are aware that the Great Britain carries six masts besides her funnel, which by the way is of immense diameter, but very short; only one of the masts is a permanent erection, the second from the bowsprit; it is much thicker than the others, and is meant to carry a square sail and topsails. The other masts are designed to carry mainsails and gaff topsails exclusively. As they work upon a swivel on the deck, they can be struck in a gale of wind with the greatest ease, and without hampering the deck, thus leaving almost a naked hull for the wind to whistle over, and a hull which, considering its bulk, is calculated to offer very little unnecessary opposition to the sweep of the tempest.

Large as the Great Britain appears from alongside, one cannot form a just idea of her vast dimensions till he gets upon deck. Then the full proportions of the colossal steamer bursts upon him. With the exception of a small fore-castle chock forward, the decks are perfectly level. There is no quarter-deck to break the fine sweep from stem to stern. Looking from one end of the vessel to the other, the view is very striking: the immense length of deck over which the eye ranges appears quite inconsistent with the limited extent which imagination generally assigns to things on board ship; viewing the vast mass before us, and the still water around her, we could feel disposed to imagine that never could the element exert that degree of power and impetuosity which would be needful to move and toss to and fro so vast a bulk. Enormous, however, as is the size of the Great Britain, well adapted as she generally appears to be for riding triumphantly across even the stormiest and most formidable seas, we could not help feeling that there was a degree of flimsiness, a card-paper appearance, about the erections above the deck; the bulwark is not breast-high, and consists of open net-work, which, although it may in reality answer every purpose for which it is intended, yet gives a somewhat insecure and unfenced appearance to the ship. The companions, too, seem rather slightly built, and stand (we should say) very little chance of being found where they are at present, after the first heavy sea that sweeps the Great Britain fore and aft. These faults, however, if faults they are, can very easily be remedied.

The arrangements below are admirable. The principal saloon is a noble apartment, upwards of 100 feet in length, looking, in fact, like a long slice cut out of a ball-room. Three rows of pillars, with gilded capitals, support the over-lying deck, and the appearance of the whole, viewed through the vistas of white and gold columns, with the side doors covered with carving, and the whole brilliantly coloured with white and gold, is both chaste and magnificent.

Above the saloon is a promenade deck, which looks like a compromise between a deck and a cabin; here the passengers may assemble in rough weather, and enjoy all the airiness of the upper deck, without its inconvenience. The arrangements for the second class of passengers are likewise extremely good; the fore cabin is as roomy and airy, if not so finely fitted up, as is the saloon, and it contains paintings of the steamer in all positions, and as she will appear in all weathers.

The engines are partially fitted, and are to be constructed upon a most room-saving principle. The cylinders slope towards each other from either side of the vessel, and the machinery, when completed, will be a beautifully compact piece of engineering.

The steamer is divided into water and air-tight compartments, so that if a leak should be sprung in one, it will produce but little effect upon the vessel, as the water will, of course, be confined to a very limited space.

Altogether, everything that skill, enterprise and capital can do to make the Great Britain worthy of her name has been done. We shall anxiously watch her career.

It having been publicly announced that Prince Albert would be present at the launch of the Great Britain, the event thus acquired an additional interest. The Bristol people appeared quite to appreciate the kindness of the Prince in presiding over the first introduction to her future element of the great steam-ship, and for several days the event and the royal visit had been the theme of universal anticipation in the ancient capital of the west. Preparations had been

actively going on for several days, and on arriving upon Tuesday evening we found everybody astir, and eager for the great event of the next day.

Wednesday broke more cheerfully than the weather which prevailed the night before led us to expect, and at an early hour all Bristol was astir. The streets were thronged with people, dressed in their holiday attire, and during the morning numbers flocked in from the country around. Bristol is often, too often, we think, characterised as an ugly town; but the appearance of its irregular old streets yesterday was picturesque in the extreme. Every window of the line selected as the route from the railway to the dock was crowded with eager faces. Flags waved from towers and steeples, and from lines drawn from roof to roof. Triumphant arches of evergreens and flowers spanned the streets, their fresh green masses of glancing foliage contrasting well with the antique, lumbering old houses, their high Flemish gables, irregular outlines, rude carving, and projecting stories, while the towers of the churches for which Bristol is so famous, each sending forth its merry peal to mingle with the general hum of enjoyment and excitement, furnished a scene, which, when steeped in warm sunlight, formed a very striking and beautiful spectacle.

Shortly after ten, the special train, carrying Prince Albert, the Marquis of Exeter, the Earl of Liverpool, Lord Wharncliffe, Lord Charles Wellesley, Colonel Bouverie, Mr. G. E. Anson, Mr. Russell, the chairman of the Great Western Railway company, and Mr. Saunders, the Secretary, &c. arrived at the terminus.

Prince Albert had previously stopped and received an address from the Mayor and corporation of Bath. On his arrival at Bristol, he was met by Mr. Gibbs, the Mayor, and the Corporation. Addresses were presented to his Royal Highness by the Corporation, the Clergy, and the Society of Merchant Venturers, the latter of which presented him with the freedom of their body in a gold box.

The Prince then, attended by the Mayor, proceeded through the principal streets of Bristol and Clifton to the vessel, the people everywhere vying with each other in their demonstrations of loyalty and attachment.

Upon arriving at the steam-ship, the Prince was shown over her, and over the works, by Captain Claxton, the managing director, and Mr. Guffy, the builder of the steamer, and he appeared, and with reason, much delighted at what he saw.

The view from the steamer, exclusive of herself, was very fine. All around rose the masts of ships in the various floats, dressed out in chequered and flaunting colours. Boats and barges were crowded, and the various adjacent wharfs and quays were lined with anxious spectators: upon the terraces and overhanging banks rising from the water, and which are covered with alternate clumps of wood, detached houses, and rows of buildings, every spot which commanded a view of the proceedings below was crowded. From the water's edge upwards rose tier above tier of spectators, some arranged in gardens, some perched upon scaffolds, some stationed at windows, and upon house-tops, the whole presenting a beautifully diversified and broken picture of irregular rising ground, crowded with people, and waved over by all manner of gay flags. Upon Brandon Hill a vast mass of people were assembled. The whole face of the hill was one dense moving mass; and when the sun shone out upon it nothing could exceed its gay appearance, clustered as it was, from the base to the summit, with an orderly and well dressed assemblage.

After going over the vessel and the works, the Prince and the company sat down to the *dejeuner* prepared in the handsome pavilion erected for the purpose. Mr. Kingdon, the Chairman of the Great Western Company, presided.

After the repast had been disposed of, and the usual loyal toasts done justice to,

The Chairman proposed the health of the illustrious guest, who had come among them to christen their great steamship by the name of his adopted country.

The toast was drunk amid loud applause.

Prince Albert returned thanks. He said, I thank you for your kindness. It has given me great pleasure to be here. I shall always feel interested in your happiness, and I now propose "Prosperity to the City and Trade of Bristol."

The toast was drunk with all the honours, as were several others, after which the company adjourned to the open air, to witness the great ceremony of the day.

Launch, in the proper acceptance of the term, there was none—the steamer was merely floated from the dock in which she was built, and as she passed slowly and majestically out amid the acclamations of the vast multitudes, Prince Albert broke a bottle of wine upon her bows and christened her the "Great Britain," with the usual ceremonies.

This over, the company rapidly dispersed. Prince Albert returned to town, by a special train, at four o'clock, and the vast steam-ship, the object of so much interest and speculation, was left quietly floating in the outer dock. We trust that she may meet with that success which the enterprise and spirit of her proprietors ought to command.

RETURN OF HIS ROYAL HIGHNESS.

The Royal train safely reached the Paddington station at three minutes before seven o'clock, p. m., thus accomplishing a journey of 250 miles in little more than 12 hours, besides staying some hours at Bristol. The Prince immediately entered his carriage, and proceeded to Buckingham Palace. His Royal Highness appeared highly delighted, and but little fatigued.

Thomas Morris,

Ladies' and Gentlemen's Boot and Shoe Manufacturer,

HAVING just arrived from England, where he has carried on business for the last Twenty years, and given general satisfaction to his employers, begs leave to acquaint the Inhabitants of Charlotteville, and its vicinity, that he has

Removed to a part of the House now occupied by Mr. N. Le Page, at the Corner of Upper Queen and Kent Streets, where he hopes, by strict attention to business and moderate charges, to merit a share of public patronage.

T. M. has brought with him a large assortment of Goods in his line, of the best quality, viz.: Sole Leather, Calf Skins, Kips, Spanish Cordovan, black Spanish Morocco, enamelled Seal, rough and smooth; Seal Binders; white and stained Sheep and Lambs; coloured Roans, black Lastings, wide and narrow Boot Webbs, Shoe Thread, Cord Twist, Barber's Twist, &c. &c.

T. M. intends keeping up a correspondence with persons in England, in order to have on hand a constant supply of such articles as will give satisfaction to all who may favour him with their support.

Charlotteville, 1st July, 1843.

HAT MANUFACTORY

JOHN HOBBS, Hatter, returns his sincere thanks to his friends, and the public generally, for the very liberal support he has received since he commenced business in this Island, and begs to intimate, that he has REMOVED to Margate Road, New London, near Mr. Tuplin's Mill, where he continues his business, and will thankfully receive and punctually attend to all orders sent to him.

He has appointed Mr. John Williams, Merchant, Charlotteville, his Agent, who has constantly for Sale a supply of his Hats, &c., and will attend to and forward all orders that may be entrusted to his care without delay.

Gentlemen's Beaver and Felt Hats, Ladies' Riding Hats and Beaver Bonnets; Children's fancy Hats, &c., made to order. Old Hats cleaned, &c. Beaver and Muskrat Skins bought.

Margate Road, New London, April 13th, 1843.

SIDNEY MILLS.

THESE excellent MILLS are now in full operation, and the public are hereby informed, that a conveyance will leave the Subscriber's residence, in Queen's Square, every Thursday morning, at about 7 a. m., for the purpose of conveying Grain thither; the Flour from which will be returned, free of expense, to the owner, save the toll for grinding allowed by law.

Charlotteville, 25th Oct. 1842.

PARKER'S PURGATIVE AND STOMACHIC VEGETABLE PILLS

"He that wants Health wants every thing."

THESE Medicines are entirely Vegetable, and will be found upon trial to be the mildest, and at the same time the most efficient, remedy ever offered to the public for the relief of suffering humanity.

IN ALL DISEASES they will be found to allay Irritation—reduce Fever and Inflammation—cleanse the Stomach and Bowels—improve Digestion—purify the Blood—restore tone to the principal functions—and impart renewed energy to the whole Constitution.

In the following Diseases they have proved of the greatest utility: Fevers of every character; Inflammations; Costiveness; Bilious and Liver Complaints; Consumption; Asthma; Dyspepsia; Vomiting; Determination of Blood to the Head; Cutaneous Eruptions; Piles; Diseased Joints; Nervous Disorders; Hysterics; Female Complaints of every kind; Impure state of the Blood; Worms; Diarrhoea; all Derangements of the Stomach and Bowels; and General Debility of the whole Constitution.

Indeed, there is scarcely a Disease to which mankind is subject which they will not either greatly benefit or perfectly cure.

The Purgative Pills operate in the most gentle manner in cleansing the Stomach and Bowels, and removing obstructions.

In severe Chronic Diseases they are an invaluable Alternative, and when combined with the Stomachic Pills, quickly improve the secretions of the whole system—the stomach is strengthened—a healthy flow of bile is produced—the bowels become regular—and disease, whether Local or Constitutional, gives place to health and vigour of mind and body.

In all diseases of the Digestive Organs, accompanied with loss of appetite, nausea, sour stomach, and general debility, the Stomachic Pills (with the occasional use of the Purgative,) will be found of the greatest utility.

The Stomachic Pills should always be taken after Fever and Inflammation are reduced by the Purgative Pills—as they greatly facilitate the recovery of the patient.

Weak and delicate Females will find the Stomachic Pills of the utmost value in all complaints to which they are subject. In all diseases of debility they will be found to increase the patient's strength, and rapidly restore him to the enjoyment of perfect health.

Sold in Boxes, price 1s. 6d. each.

For sale by the Subscribers, who are Agents.

COOPER & BREMNER.

Charlotteville, 1st February, 1843.

MOFFAT'S

VEGETABLE LIFE PILLS AND PHENIX BITTERS.

THESE superlative Family Medicines have long since acquired an established reputation for direct and invariable efficacy in all the prevalent and ordinary diseases, as well as in many others of a peculiar and aggravated character. Their virtues are proved by the voluntary testimonials of the persons they have cured, and who accompany their certificates with their names and places of residence. These certificates now amount to thousands, being hundreds to each particular kind of disease. They embrace the most frightful and inveterate cases of Scrofula, Piles, Dyspepsia, Jaundice, Bilious and Liver affections, acute and chronic Rheumatism, Asthma, Bronchitis, Scrofula as well as Mucous Consumption, habitual Costiveness, Worms, Stomach and Bowel complaints of all kinds, headache, giddiness and nervous debility, eruptive diseases, and the clouded, sallow, unhealthy appearance of the skin, arising from various causes of ill health, Fever and Ague of every variety, swollen joints, night sweats, and humors, ulcers, foul breath and inward fever, night sweats, and general weakness and loss of appetite, the mumps, swollen face and gums, affections of the bladder, kidney, spleen and pleura, and the sickness incidental to females, together with very many other maladies which cannot be here enumerated. The certificates of cure in all these diseases are immense in number, and clear, direct and explicit in description, and coming as they do, in every case, from the persons cured, they are indisputable and conclusive in authority. These inestimable medicines should therefore be kept by every family and grown person in the Union, as they will be found to be not only the best remedies for disease, but also its most certain preventatives, and the surest renovators of sound, cheerful and elastic health. They are singularly mild and agreeable in their operation, and though perfectly effectual, never occasion even the temporary prostration and nausea which always follow the use of coarse drastic purges and the use of calomel. Prepared wholesale and retail by Dr. Wm. B. Moffat, 375 Broadway, New York. For sale also by the agents—NEW YORK, May 30.

COOPER & BREMNER.

Agents for Prince Edward Island.

These valuable Medicines may also be had on application to Mr. George Farley, Seafortown, Bedouque; Mr. George Wigginton, Crapaud; and Mr. Edward Henry, Lot 13.

Charlotteville, August 12, 1842.

THE Subscribers having been duly appointed the sole Agents of DAVID STEWART, Esquire, for his Estates on Lots or Townships Nos. 7, 10, 12, 27, 30, 46, 47, and Lennox Island, beg to intimate, that they are prepared to lease lands, with a liberty of purchasing, and to sell on the most liberal terms; and that all persons indebted to that gentleman, for rent or otherwise, are hereby required to make immediate payment of the same.

All persons found trespassing on any of the above properties, either by cutting Timber, or in any other respect, will be prosecuted with the utmost rigour of the Law.

H. D. MORPETH, PETER EMERY.

December 10th, 1840.

FOR SALE.—About 18 or 20 acres of excellent Land, situated in Charlottetown Royalty—one half cleared and in a high state of cultivation. There are a good Draw-well and some small Buildings on the premises, which are within three and a half miles of Charlottetown, and half a mile from the St. Peter's Road. It is bounded on one side by the road leading from the St. Peter's to the Princeton Road, and in front and rear by roads coming out to the St. Peter's Road; on the other side by a ditch. Apply to JOHN WHELAN, on the premises, or to EDWARD KICKHAM, Charlottetown.

THE Subscriber offers for Sale Three hundred Acres of valuable Freehold Land, upon Township No. 55, being 2 1/2 miles from Mr. Dingwell's Mill, and through which a new Road was opened in 1842, and passes to Georgetown, rendering it a desirable situation for settlement for three or four Families. This block of land has 19 chains front, is well watered, and forms an excellent place for Ship Building. Terms will be made easy, provided one-half shall be paid down. Deeds will be executed by the Hon. J. H. Peters, Solicitor General. Kenneth McLean or the Subscriber himself will shew the Land. Also, 50 Acres of Freehold Land, situate upon Township No. 44, North Side, 20 acres of which are under cultivation, of which also easy terms will be given, on one-half the purchase money being paid down. Apply as above directed.

R. MACDONALD.

Township No. 46, North Side, Aug. 7th, 1843.

FOR SALE, OR TO LET, THE unexpired Term of Thirteen Years of the Lease of the HOUSE and Premises at present in the occupation of Edward Kickham, situate in Dorchester Street, and fronting the Store of A. Duncan, Esq. It is an excellent stand for business.

Or, the Subscriber will let, for a term of years, his new Building in Kent Street—there is a Store in it, and sufficient accommodation for a respectable family.

Possession of either can be given on or before the 1st September next. For particulars, inquire of EDWARD KICKHAM.

Charlotteville, July 31st, 1843.

Valuable Farm for Sale, with or without the Crop.

THE Leasehold Interest of 130 Acres of Land, for the Term of 999 years—two of which are expired. The Land is of the first quality, upwards of 50 acres are in crop and pasture; there is a Spring of Water near the Dwelling House, As there are other buildings on the premises, it will be let in one or two farms, to suit purchasers. There is plenty of firewood and fencing upon the Land. For particulars, enquire of the Subscriber, on the premises.

ANDREW CARR, jun.

Princetown Road, Lot 23, Aug. 15th 1843.

TO BE SOLD, a Leasehold Interest for the residue of the unexpired term of 15 years, with a right of purchase, in and to that eligible situated Brick House and premises, situated in Queen's Square, now in the occupation of the Subscriber. Possession to be given on the 1st day of November next.

J. SIDNEY DEALEY.

Charlotteville, 6th July, 1843.

FOR SALE OR TO LET, THAT pleasantly situated Dwelling House and Premises, now in the occupation of Mr. T. B. Tremain, in Water Street. Possession can be given on the 1st September next. For further particulars apply to D. WILSON.

Richmond Street, August 8th, 1843.

THE CHEAPEST AND HANDSOMEST BOOK EVER ISSUED IN AMERICA.

A Christian Father's Present to his Family—IMPORTANT AND INTERESTING WORK, EMBELLISHED WITH SEVERAL HUNDRED FINE ENGRAVINGS.

Just Published, and for sale, wholesale and retail, at the Hat and Fur Store of G. & E. Sears, King-Street; and Book-sellers generally throughout the British Provinces.

BIBLE BIOGRAPHY; or, The Lives and Characters of the principal Personages recorded in the sacred writings; particularly adapted to the Instruction of Youth and private families; together with an Appendix, containing Thirty Dissertations on the evidences of Divine Revelation, from Timpon's Key to the Bible; being a complete summary of Biblical knowledge, carefully condensed and compiled from Scott, Dodridge, Gill, Patrick, Adam Clarke, Poole, Lowth, Horne, Wall, Stowe, Robinson, and other eminent Writers on the Scriptures; embellished with SEVERAL HUNDRED ENGRAVINGS on wood, illustrative of Scripture Scenes, Manners, Customs, &c.

OPINIONS OF THE PRESS. (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 discredit to the theme or 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 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 Archeology of the Scriptures, which add greatly to the value of the work, as designed for the instruction of youth and families."

(From the New-York Christian Intelligencer.) "This work, from the information it gives respecting Eastern Habits, Manners, Countries, Animals, Scenery and People, all of which are doubly illustrated, by language and pictorial representation, will prove a valuable addition to Sabbath School and Family Libraries.

"There is no series of works, at the present day, of more practical importance, and deserving better encouragement, than that of Mr. Sears'. His design is to add to, and extend the interest of the Bible—to place its truths and valuable precepts in an attractive light. It is often remarked, that the young of the present age, though so intelligent, know less of the Bible than children fifty years ago. The reason has been, that their hands have been filled with popular and pleasing books, adapted to their capacity, and rendered attractive by illustrations and beautiful executions, while the Bible has laid neglected by all its golden tales, and thoughts, and truths, concealed in the sober and formal phraseology of King James's long-winded divines. Mr. Sears, by giving them a popular form, has conferred a great favor upon the young, and indeed upon all classes."

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(From the Boston Times.) "An elegant work of five hundred pages, and containing about 500 engravings. The contents of the volume appear to be sound, judicious and interesting. If this book meets with a circulation commensurate with its merits, it will be found in every dwelling in the Union."

Persons in the country would do well to procure a subscription book, and obtain at once the names of all their friends and acquaintances, at least as subscribers to this valuable sacred gem. Will each Christian friend who complies with this request have the kindness to inform the publisher how many copies will be wanted for his neighbourhood, by mail, (post paid,) as soon as possible? It is the publisher's intention to spare neither pains nor expense to introduce this entirely new and original volume into every family in the British Provinces, where the Holy Bible is read and respected.

This beautiful and interesting Work consists of one large octavo volume, of about 500 pages, printed from new and elegant Bourgeois type, on the finest paper. The price is fixed at \$2.50 per volume, handsomely bound in gilt, and lettered.

All Postmasters and Newspaper Agents, throughout the British Provinces, are respectfully requested to act as Agents. The book may be procured at New York prices, by the quantity, on application to G. & E. Sears, St. John, N. B.

ALSO, FOR SALE AS ABOVE, The well known and popular Work (in three volumes) entitled— "Pictorial Illustrations of the Bible, and Views in the Holy Land."

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All the above Works are elegantly bound in gilt, and lettered, and will be found intrinsically valuable and useful for Families and Sabbath School Teachers.

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The above valuable Works are now on hand and for sale by Messrs. COOPER & BREMNER, Colonial Herald Office, St. John, N. B. Aug. 1, 1842.

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