

river having a narrow escape for his life. Trains have stopped crossing.—[Reporter.]

The Spring term of the County Court was opened yesterday, Judge Stevens presiding.

DEATH OF PROFESSOR CAMPBELL.—We regret to observe by the "Daily News" of the 26th, that G. M. Campbell, Esq., Professor of Classical Literature in the University of New Brunswick, died at Portland, Maine, on Monday last. Prof. Campbell had been in ill health for some time, and was unable to attend to his duties. He was an Englishman, and came out to New Brunswick, as Private Secretary to Gov. Mansfield. On the removal of the University he took the Classical chair, and has ever since satisfactorily discharged the duties. Prof. Campbell married a daughter of the Hon. J. S. Saunders, and leaves a wife and children.

—In the House of Lords on Monday the Marquis of Salisbury made reference to our treaty obligations, and moved that a return of all the guarantees entered into by this country be printed. Earl Granville having replied at some length to the remarks of the noble Marquis, the motion was agreed to.

The Dominion Government have been defeated on the Tariff. Our Canadian exchanges state that the duty on salt, peas, beans, barley, rye, oats, Indian corn, Buckwheat and all grains, Indian meal, dattum, and Flour, corn meal and every other grain had been removed, by a vote 103 to 28.

DEATH OF W. P. RITCHIE.—Yesterday morning a cable despatch brought the sad intelligence of the death of Mr. Ritchie, of the late William P. Ritchie, eldest son of His Honor the Chief Justice of this Province. A few months ago he was married to a daughter of Robert F. Hall, Esq., and soon after symptoms of consumption appeared, which, it was hoped, a visit to a mild climate might remove.—[News.]

—The master and crew of the brig m/s "H. C. T.," which was abandoned at sea in February, were landed at Quodvultston on the 19th instant, all well.—[News.]

SMALL POX.—Four new cases of small pox have been reported since Saturday. On Sunday, one on Charlotte street, and one at York street, and yesterday one beyond the Marsh bridge and one on Paddock street. There have been two deaths—both young children. One yesterday on Elm street, the latter a little boy aged four.—[News.]

—United States Marshal Phelps of Arizona, has filed a writ with \$12,000 of government bonds.

—The first crop of potatoes for 1871 have been harvested at Santa Cruz, California, and are said to be better than those of the previous year.

DIED.—On the 27th inst., MARY M. second daughter of the Rev. John Ross, aged 24 years and 9 months. [Funeral on Thursday at half past one.]

Ship News

PORT OF ST. ANDREWS

ARRIVED.

March 22, sclr. Okezo, Elston, St. John, ballast, R. Ross.
Matilda, Sisson, St. Stephen, gen. cargo.
3, Wm. Wardworth, Clark, Pembroke, Nails, Express Co.
O. H. R. binson, Machines, hay.
Eliza Frances, Hunt, Wisconsin, ballast.
4, Daisy, Waycott, Wisconsin, ballast, R. Ross.
B-H, Murchie, Portland, Flour, R. Ross.
Julia C. Finch, Maloney, Boston, ballast, J. R. Bradford.

DEPARTED.

March 22, sclr. Elston, Maloney, Wisconsin, 20, 240, 400, R. Ross.
3, Clara, Clark, Boston, 3000 sleepers, R. Ross.
Netie, Andrews, Boston, 2840, do do.
4, Will, Wardworth, Elston, Pembroke, 26 tons pig iron, W. Whittick.
Mary Ellen, Brit, Portland, 3,000 sleepers, R. Ross.
5, Julia Grace, Tarr, Gloucester, 2100 tons, potatoes, E. Tarr.
7, Daisy, Waycott, Portland, 1910 sleepers, R. Ross.
8, Odessa, Murchie, Boston, 1900 sleepers, R. Ross.

FOUND.

BUNCH OF KEYS.—The owner can have the same by proving property and paying for this advertisement, on application at the

March 27. STANDARD OFFICE.

Government House, Ottawa,

Friday, 4th day of February, 1871.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Minister of Customs, and under the authority given by the 8th Section of the Act 31st V. c. 6, intitled: "An Act respecting the Customs." His Excellency has been pleased to make the following Regulations:

On, from and after the 1st day of March proximo, the Port of Quebec in the Province of Ontario, shall be and is hereby discontinued as an independent Port of Entry, and shall be and is hereby constituted an Out Port of Entry and placed under the survey of the Port of Niagara.

WM. H. LEE, Clerk Privy Council.

GENERAL SESSIONS.

THE Court of General Sessions of the Peace for the County of Charlotte, will be held at the Court House, on Tuesday the 11th April.—At which time and place all Magistrates, Coroners, and Justices of said County, and all persons requiring to be at this Court, are hereby publicly notified to give their attendance.

ALEX. T. PAUL, Sheriff of Charlotte.

March 22.

PROSPECTUS

OF THE

Fire-side Friend.

A Monthly Periodical for the Home Circle.

INVITED TO LITERATURE, SCIENCE, HEALTH, AMUSEMENT AND USEFUL INFORMATION.

Containing forty-eight three column pages to the number, filled with Choice Stories, Sketches, and Poems from the pens of the

BEST WRITERS OF AMERICA.

Articles on Scientific subjects, Health and Education.

A department for the Children, filled with instructive and amusing articles.

A Masonic department, containing information valuable to the members of the Fraternity.

A Temperance department, in which will be advocated those principles without which there can be no happy homes or pure morals.

Brilliant Seraps and Diamonds of Thought

Gathered from correspondents and other sources, and arranged with care, making it eminently suited for the Home Circle of every family in the land.

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THE QUEBEC & NEW BRUNSWICK RAILWAY COMPANY,

AND THE

NEW BRUNSWICK RAILWAY COMPANY

(From Fredericton and Woodstock to Riviere du Loup)

TOTAL AUTHORIZED SHARE CAPITAL \$3,000,000.

Divided into 30,000 Shares of \$100 each.

In addition to the Share Capital, power is reserved to borrow to the extent of \$15,000 per mile in Mortgage Debentures bearing six per cent. interest.

PROSPECTUS.

THESE COMPANIES are formed for the purpose of constructing, under charters granted by the Dominion of Canada and the Province of New Brunswick, an important commercial line of Railway from Fredericton and Woodstock to Riviere du Loup, so as to form a continuous line from Western Canada and the St. Lawrence to the City of St. John, New Brunswick.

It will be a continuation of the present line of Railway from Fredericton and Woodstock to Riviere du Loup, so as to form a continuous line from Western Canada and the St. Lawrence to the City of St. John, New Brunswick.

The distance to effect the connection between Woodstock and Riviere du Loup is about 180 miles, the total distance to Fredericton being about 242 miles; or, together with a branch to Woodstock, 249 miles.

Surveys have been made of the route, and estimates prepared, in which it has been ascertained that the cost of construction will not exceed \$25,000 per mile.

The Legislature of New Brunswick and Quebec have passed in aid of the undertaking the municipal corporation of 2,400,000 acres of Crown Land, to be given to the Company as the Railway is proceeded with, from the Counties through which it runs.

This is expected to be supplemented by sub-siding of the route from the Counties along the route, as well as from the City of St. John.

The Company will also have the advantage of this undertaking as follows:—

I. It is (as declared by the Montreal Board of Trade) the shortest and cheapest route for freight from Western Canada to the Atlantic at Saint John where there is any other harbor all the year round.

II. It is the most direct route to Quebec for passengers and to and from Europe, either by way of St. John, or by Annapolis and Halifax.

III. The distance from Quebec to St. John via this route is shorter than by any other route; being by the Montreal and St. Lawrence, 574; by Western Extension, 606; by St. Lawrence and St. John, 614; and by this Railway, 420 miles.

IV. It will connect with Quebec the terminus of the North Shore Railway, the Canadian Central, and ultimately the Pacific Railway, making Saint John the winter port of the shortest Pacific line on the continent.

V. The maritime provinces of New Brunswick and Nova Scotia depend principally for flour and other necessities on importation from Western Canada, and partly on this traffic will come over this Railway, because in addition to the shorter route, it will avoid the necessity of forwarding in bond through the United States, and also extra handling, transshipment and insurance. There will be a direct traffic in West India produce, European and other goods.

VI. The local traffic will be increased five, the proposed passing through a comparatively level and fertile, and prosperous district, especially with abundant water power, with plentiful timber and other raw materials for manufactures, and with undeveloped agricultural resources capable of raising a very large population.

VII. The lands granted by New Brunswick will be sold, produced by sales, leases, and timber licenses a revenue to the Companies apart from the traffic of the Railway.

VIII. It is estimated that the increased value of these lands will reimburse the Government, leave the Railway a considerable income in the hands of the shareholders, and at \$2.50 per acre pay for the cost of the Railway.

IX. It is intended to import laborers to work upon the Railway, to whom will be given free land upon condition of settlement.

X. It is also the intention of the Company to improve and induce settlers in every possible way, by sales of lands at low rates and long credits, thereby profits from the lands as well as the Railway.

XI. The traffic estimated from existing data returns for the Railways under similar circumstances is as follows:—

Local Passenger Traffic \$119,000 per ann.

Through Passenger Traffic 80,400 do

Mails and Packages 20,000 do

Through Freight from Canada 144,000 do

Return Freight to Canada 100,000 do

Freight in Lumber 100,000 do

By Farm Produce 60,000 do

Supplies from J. L. & S. 80,000 do

Stephen, &c.

Total Receipts \$532,400 do

Or \$3,400 per mile of Railway.

XII. The working expenses are estimated at 60 per cent. of the above sum or \$202,640, thus leaving \$135,760 net earnings \$16,000 per annum will be required to pay the interest of the Debentures, being a balance of \$100,000 to the shareholders. An addition of only \$34,000 to this amount—to be derived from Land and Timber Revenues, would give the shareholders a dividend of 10 per cent. The average net earnings on all the Canadian Railways being about \$2,000 per mile, there is no exaggeration in the above account.

XIII. Every Shareholder being a proprietor and partner in the undertaking, has a right and interest in the land, to the extent of his shares, and cannot suffer loss. The necessary share capital being \$3,000,000 per mile, and the grant of land 10,000 acres per mile, every share paid imp. represented by an acre of land.

ALEX. GIBSON, President N. B. Railway Co.

H. G. C. KIRK, Esq., Director Quebec and N. B. Railway Co.

Statement showing the Earnings of Principal Railways in Canada, Maine, Nova Scotia and New Brunswick for 1869-70:

Length Gross Net

Name of Railway. of miles Earnings worked, per mile.

Great Western of Canada, 834 \$11,770 \$2,448

Grand Trunk of Canada, 1,350 5,180 1,165

Northern Railway of Canada, 90 7,064 1,747

E. & N. A. Railway of Maine, 49 2,882 1,219

Boston and Maine 145 12,810 3,776

Maine Central, 110 3,324 1,637

Portland, Saco and 51 11,275 3,442

Portsmouth, 150 7,270 1,324

E. & N. A. Railway 108 1,700 524

St. John and Sackville, 108 1,700 524

St. John and Sackville, 108 1,700 524

Nova Scotia Government 145 1,938 no acc't

New Brunswick and 110 880 "

Canada Railway.

Total Mileage, 2,683

Gross Earnings, \$16,380,117

Net Earnings, \$5,147,340

Average per mile Gross Earnings, \$6,180

Net Earnings, \$2,120

Quebec and N. B. Railway estimated Gross Earnings, \$3,290

Net Earnings, \$1,315

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Government House, Ottawa,

26th day of September, 1870.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

ON the recommendation of the Honorable the Minister of Customs and under and in virtue of the authority given by the 8th Section of the Act 31st V. c. 6, intitled: "An Act respecting the Customs." His Excellency has been pleased to make the following Regulations:

Point Le Preau in the County of Charlotte, Province of New Brunswick, shall be and is hereby constituted and erected into an Out Port of Customs to be attached to the Port of St. John, and known as the Sub-Port of "Le Preau" comprising "Point Le Preau on the East and the head forming the West side of Seelys Cove as the Western boundary.

WM. H. LEE, Clerk Privy Council.