

speaking of the new members thus alludes to the new member from St. Stephens:—

JOSEPH DONALD, Esq., is the new representative for Charlotte. Mr. Donald is a man of 50 years of age or thereabouts. He is a spare, nervous, vigorous man, speaks fluently and fervently. Those who know him best say his honesty is never doubted. He is identified with the people, and will no doubt make an excellent representative.

The Portland Press says: "F. A. Barreau, the St. John, N. B. druggist, who borrowed large sums of money last week and cleared out was arrested on Tuesday by deputy sheriff Adams of this city. The sheriff ascertained that some trunks belonging to Barreau had been forwarded from this city on Monday to Boston and so he went up to the hotel and when Barreau called for the trunks on Tuesday morning arrested him. It seems Barreau left the St. John boat at Eastport and came to Portland by rail. The claims against him will probably be satisfactorily adjusted."

SMALL POX—The people in the neighborhood of the building about to be turned into an hospital for Small Pox patients still continue excited, and the movement is protested against by many. On Saturday night one new case of the disease was reported, and we believe here were four others discovered this morning. Several of the patients will be removed to the hospital this afternoon, if possible. One death has taken place—a child of Mrs. McCauley having died yesterday. This is the third death in Mrs. McCauley's family, her husband having been one of the first victims.—Globe.

The Halifax Reporter says that the St. John Branch of the bank of Montreal, made a bid upon the Yarmouth Bank lately. Mr. Richardson, of the St. John Branch, appeared in person (so a letter from Yarmouth informs) and demanded specie for \$90,000 from the Yarmouth and Exchange Bank. His informant says, "The Yarmouth Loan was aroused and most completely foiled this attempt to cash Yarmouth credit." The specie was rhicoming.

We understand that the transaction referred to was a perfectly legitimate one, and such a case of constant occurrence among banking institutions which take each other's paper. The Reporter does Mr. Richardson great injustice in its attempt to make out a case against a gentleman who, in his business transactions with our people, has secured the respect and confidence of all.—Daily News.

LONG VOYAGE—Schr. "Iris" arrived at St. John from Philadelphia, having occupied 100 days in making the voyage to and from. She met with a disaster soon after leaving this port and was obliged to put into Holmes Hole for repairs.

An entire block of buildings was destroyed by fire at St. Thomas last week.

Hon. Lewis Paet is summoned to the Legislature in place of the Hon. A. J. Duchesneau.

The United States schooner A. H. Wain, and A. J. Franklin have been seized by Dominion Government for violation of treaty laws.

The St. Lawrence and Ottawa Railway management deny the Globe's statement that it freight business has suffered through and through irregularities.

FROZEN UP—The steamer "Linda," and several other vessels are frozen up at Yarmouth.

The Municipality of York County is to vote on the 28th inst., to pronounce upon the advisability of giving a bonus to the River du Port.

Miss Dorcas Hill died at Berwick, King's Co., N. S., last week having attained the age of one hundred and three years.

In St. Martins, on last Wednesday, Mr. Y. K. St. John was thrown to the ground by a height of sixteen feet, by the giving of a staging, and broke the spine of his back. He died on Friday, leaving a wife and three children.—Tel.

The "Emperor" had a rough passage in crossing the bay on Saturday, but succeeded in landing Annapolis at 2 p. m. the river being frozen. She returned to St. John about 10 o'clock on Sunday afternoon.

DIED.
Pagan Place, St. John, on the 20th inst. a lingering illness, Rev. Wm. Donald, aged 63 years, a native of Banffshire, land, and late minister of St. Andrews ch., of this city.

Ship News
PORT OF ST. ANDREWS
ARRIVED.
18, schr. Louisa M. Clark, St. John, bal R. Ross
1, Adia J. Walsh, do do
Point, Hinds, do do
Fitzroy, W. Starky, do do
C. W. Dominion, McCann, do do
Alma, Jackson, Boston, Hides, R. Ross
Express, Dickson, St. John, Flour, &c., J. R. Bradford, do others.
Matilda, Stinson, Eastport, Flour, J. W. Street.
CLEARED.
20, schr. Franklin, Coats, Boston, 2280 sleepers, R. Ross.
Matilda, Stinson, Eastport, laths, J. W. Street
Point, Hinds, Wiscasset, 1400 sleepers, R. Ross
Isadora M. Clark, Boston, 2535 sleepers, C. R. Goodnow.
Stinson, Feb 16th, schr. Belle, for St. Andrews, N. B.

The people of Liverpool, N. S. have held a public meeting to consider the propriety of forming a company to build a line of Railway from that town to Annapolis.

Yarmouth harbor still remains frozen over, and to all present appearance, seems likely to continue so for some time. There are nine or ten vessels lying frozen in at the turn in the channel, waiting for the breaking up of the ice to enable them to reach the wharves, and perhaps an equal number ready to sail for the West Indies and elsewhere. The Steamer Linda has been lying a little above the Narrows for about a week, and also schooner from Cape Breton laden with coal.

Notice.
I HEREBY FORBID all persons trusting any one on my account, without my written order, as I will not be answerable.
S. T. GOVE.
St. Andrews, Feb. 15, 1871. 31

Lost.
A NOTE OF HAND drawn by Moran & Baldwin in favor of the Subscriber, for Sixty Nine dollars, payable 7th March next. Any one returning the same to the subscriber, will be rewarded. Payment has been topped.
DAVID SUTHERLAND.
St. Andrews, Feb. 15, 1871.

Public Notice
I hereby give notice, that an application will be made at the ensuing session of the Legislature at Fredericton for an Act to incorporate "The Saint Andrews Hotel Company," with such provisions as are usually contained in Acts of that character, and also provision to enable the Justice of the Peace for the County of Charlotte, to sell or lease to such Company, such part of the Eastern Commons so called, as a site for an hotel, and upon such terms as the said Justice shall deem advisable.
Dated Feb. 6, 1871.

NEW BRUNSWICK.
Charlotte County, ss.
To the Sheriff of the County of Charlotte, or any Constable within the said County Greeting:
WHEREAS William Whitlock and Donald Clark, Executors of the last Will and Testament of Charles Gilliland, of the Parish of Saint Andrews in the County of Charlotte, deceased, have this day filed their Accounts with the said Estate, and have prayed that the creditors and next of kin of the deceased, should appear before me, at a Court of Probate, to be held at the Registrar of Probates Office, in St. Andrews, on Friday, the Third day of March next, at the hour of Eleven o'clock in the forenoon, to attend the passing and allowance of the Account of the said Executors.

Given under my hand and seal of the said Court, this 4th day of February, A. D. 1871.
S. H. WHITLOCK, GEO. D. STREET,
Registrar of Probates, Judge of the said County of Charlotte.

BRUNSWICK HOUSE,
(Sign of the Plough and Anchor),
KING STREET, ST. ANDREWS,
(Opposite Record Office)

THE Subscriber has fitted up the above house for the accommodation of permanent and transient Boarders.

By keeping a good table, paying strict attention to the comfort of his guests, and moderate charges, he hopes to secure a share of public patronage.
Good STABLES on the premises.
EDWARD DEWOLFE.

Government House, Ottawa,
Wednesday, 18th day of Dec., 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 8th Section of the Act 31st, Vic. Chapter, intitled "An Act respecting the Customs," His Excellency has been pleased to Order, and it is hereby Ordered, that on and after the first day of January next, the Village of Lambton in the County of Lambton and Province of Ontario shall be, and the same is hereby declared to be an Out Port of Entry, under the Survey of the Port of Wallaceburg.

And it is further ordered that the Out Port of Baby Point, now under the survey of the said Port of Wallaceburg, shall from and after the last mentioned date be, and the same is hereby abolished.

WM. H. LEE,
Clerk Privy Council, Canada.

NEW BRUNSWICK.
HOUSE OF ASSEMBLY.
The following was adopted as one of the Standing Rules of the House in the Session of 1862:—"That no Bill of a private nature shall be received by the House after the fourteenth day from the opening of the Session, both inclusive; and that the Clerk of this House do, one month previous to the opening of the Legislature cause fifty copies of this Rule to be sent to each of the Clerks of the Peace in the several Counties, for distribution, and cause the same to be inserted in the Royal Gazette, and two Newspapers in each County where Newspapers are published."

Flour, Corn, Meal & Pork.
By "General Meade" from New York via Eastport:
110 BLS. Flour, (assorted brands.)
50 Bbls. Corn Meal,
125 Bags Corn,
7 Bbls. heavy Mess and Clear Pork.
J. W. STREET,
Jan. 11.

20 H HDS choice Retailing Molasses.
J. W. STREET

THE QUEBEC & NEW BRUNSWICK RAILWAY COMPANY.
AND THE NEW BRUNSWICK RAILWAY COMPANY.
(From Fredericton and Woodstock to Riviere Du Loup)

TOTAL AUTHORIZED SHARE CAPITAL, \$3,500,000. Divided into 35,000 Shares of \$100 each. In addition to the Share Capital, power is reserved to borrow to the extent of \$1,000,000 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 system of Railways in New Brunswick, connecting with the European and North American, and Fredericton Railways, and the New Brunswick and Canada and Woodstock Railways, the Grand Trunk and Intercolonial Railways at Riviere du Loup. (See Map.)

The distance to effect the connection between Woodstock and Riviere du Loup is about 189 miles, the total distance to Fredericton being about 232 miles, or, together with a branch to Woodstock, 240 miles.

Surveys have been made of the route, and estimates prepared, from 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 granted in aid of the undertaking the munificent donation of 2,400,000 acres of Crown Lands, to be given to the Company as the Railway is proceeded with, from the Counties through which it runs.

This line is expected to be supplemented by subscriptions of Stock from the Counties along the route, as well as from the City of St. John.

The commercial advantages of this undertaking are as follows:—

I. It is (as desired 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 an open harbor all the year round.

II. It is the most direct route to Quebec for passengers to arrive in 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 per intercolonial Railway, 573 per Western Extension, 606 per Sherbrooke line, 445, and by the Montreal and St. John, 420 miles.

IV. It will connect with Quebec the terminus of the North Shore Railway, the Canada Canal, 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 articles of consumption upon Western Canada, and nearly all this traffic will come over this railway, because in addition to the shortness of the route, it will avoid the necessity of forwarding the goods through the United States, and also extra handling, transhipment and insurance. There will be a return traffic in West India produce, European and other imported goods, &c.

VI. The local traffic will be rendered free, the proposed line passing through a comparatively well settled and prosperous district, especially fitted with abundant water power, with plentiful timber and other raw materials for manufactures, and with undeveloped agricultural resources capable of sustaining a very large population.

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

VIII. It is estimated that the increased value of these lands will redeem the debentures, leave the Railway unencumbered 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 grants of land upon condition of settlement.

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

XI. The Traffic, estimated from existing data and returns from other Railways under similar circumstances, is as follows:—

Local Passenger Traffic	\$149,000 per ann
Through Passenger Traffic	86,000 do
Mails and Sundries	20,000 do
Through Freight from Canada	144,000 do
Return Freight to Canada	100,000 do
Traffic in Lumber	150,000 do
In Farm Produce	60,000 do
Supplies from St. John, S. Stephens, &c.	80,000 do
Total Receipts	\$789,000 do
Cost per mile of Railway.	\$23,400
XII. The working expenses are estimated at 60 per cent. of the above sum or \$473,640, thus leaving \$315,360 net earnings. \$216,000 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 \$44,000 to this amount, to be derived from Land and Timber Revenues, would give the shareholders a dividend of 6 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 \$10,000 per mile, and the grant of land 50,000 acres per mile, every dollar paid in is represented by an acre of land.

ALEX. GIBSON,
President N. B. Railway Co.
H. G. C. KEICUM,
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:

Name of Railway.	Length in miles.	Gross Earnings worked, per mile.	Net Earnings worked, per mile.
Great Western of Canada,	834	\$11,779	\$6,418
Grand Trunk of Canada,	1,350	5,180	1,665
Northern Railway of Canada,	95	7,064	1,778
St. N. A. Railway of Maine,	45	2,882	1,219

Boston and Maine	146	12,810	3,776
Maine Central,	110	6,234	1,637
Portland, Saco and Portsmouth,	51	11,275	2,342
Atlantic and St. Lawrence,	150	7,270	1,324
E. & N. A. Railway, St. John and Shediac,	168	1,700	524
Nova Scotia Government Railway,	145	1,938	no acct
New Brunswick and Canada Railway,	119	880	"
Total Mileage,		2,693	
Gross Earnings,		\$16,580,117	
Net Earnings,		\$5,147,340	
Average per mile Gross Earnings,		\$6,180	
" " " " " " " " " " " "		\$2,120	
Quebec and N. B. Railway estimated Gross Earnings,		\$3,290	
" " " " " " " " " " " "		\$1,316	
Feb 8			

ADDITIONAL WINTER GOODS!
8 Bales and Cases.
Per Steamship "Siberia"
Also—A large assortment of FANCY ARTICLES
SUITABLE FOR
Christmas and New Year's Presents,
Personally selected from Eugene Remmel's celebrated establishment in London.
1 Cask Table and Pocket Cutlery, from Sheffield.
O'DELL & TURNER.
MANCHESTER HOUSE.
St. Andrews, Dec. 21, 1870.

Dunville's Whiskey.
Ex "Albion" and "Margie L. Carvill" from Liverpool:
50 Cases Dunville's Old Irish Whiskey, 22 O. P.
10 Qr. Casks W. H. ISKRY J. W. STREET.
Jan 11

INTERCOLONIAL RAILWAY OF CANADA.
Tenders for Iron Bridge (Superstructure).
The Commissioners for the construction of the Intercolonial Railway are prepared to receive Tenders for TWENTY ONE SPANS OF IRON BRIDGES, of the following description:—

1. One hundred feet for each span, and also for sixteen span of two hundred feet for each span.

2. Detailed specifications showing the tests which each span will be required to bear; information as to the location of the different bridges; and forms of tender, can be obtained at the offices of the Commissioners or at those of the Chief Engineer, at Ottawa, Canada; or at the Banking House of Messrs. Morton, Rose & Co., Bartholomew Lane, E. C., London, England.

Parties tendering must submit their own plans of the mode in which they propose to construct the Bridges, and must state the price of each span f. o. b., at the place of shipment; and also the price of each span completed in place.

Tenders for additional spans of one hundred feet, and for spans of eighty feet, will also be received at the same time. Specifications are being prepared and can be had within a few days on application at the places above named.

Tenders marked "Tenders for Bridges" and addressed to the Commissioners, at Ottawa, will be received up to 6 o'clock, p. m., of THURSDAY, the 6th day of April, 1871.

The Commissioners will not be bound to accept the lowest or any tender.

A. WALSH,
ED. B. CHANDLER,
C. J. BRYDGE,
A. W. MCLELLAN,
Commissioners

PASSAMAQUODDY HOUSE.
THE Subscriber begs respectfully to announce to her friends and the public generally that she has rented the house recently occupied by Col. Boyd, which she has fitted up with new furniture, and is prepared to receive transient and permanent boarders, and trusts by attention and efforts to give satisfaction, to receive a share of patronage. The table is well supplied, good cooks and obliging waiters engaged.

The house is centrally situated, its proximity to the public offices, Railway and Steamboat Landing, render it convenient for visitors.
A good stable and harness are also the premises.
E. M. MCLEOD.
St. Andrews, June 15, 1870.

NOTICE.
ALL Persons who have any claims against the Estate of the Reverend SAMUEL THOMSON, late of St. George, in the County of Charlotte, deceased, are requested to present the same duly attested, and all persons indebted to the said Estate, are hereby required to make immediate payment to me.

ANNIE J. THOMSON,
Administratrix de bonis non, &c.
St. George, Nov. 12, 1870. 3m

BLACK TEA.
Ex Schr. "Pointer" from New York.
182 Hb Chests of SOUCHONG TEA.
31 Chests of TUPID CLEWLEY & CO. St. Stephens.

Government House, Ottawa,
20th 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 Vic. Chap. 9, 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 the same 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, Canada.

Christmas and New Year GIFTS.
AT
G. F. STEINKE'S
GOLD AND SILVER WATCHES,
Chains, Rings, Brooches and Pins, Sets of Gold and Silver and other styles of Jewellery.
Silver and Plated Goods.
Paper Machin, Wedgwood, Parian, Terra Cotta and China Wares, Genuine Jean Maca Farina COLOGNE and other standard Perfumery, Brokers, Combs, Fancy Toilet Soaps, China Tea Sets and a general assortment of Toys, Loggers and Sons Table and Pocket Cutlery.
Agent for Lazarus & Morris Perfected Spectacles, St. Andrews, Dec 21, 1870. 21

Government Railways!
Winter Arrangement, 1870.
ON and after MONDAY, the 5th December next, Trains will run as follows:—
GOING EAST.
No. 2 Will leave St. John at 9 a. m., and arrive at Shediac at 5.30 p. m.
No. 4 Will leave St. John at 7 a. m. and arrive at Perfection at 12 noon.
No. 6 Will leave St. John at 4.45 p. m. and arrive at Sussex at 8 p. m.
No. 8 Will leave Pointe-aux-Lions at 3 p. m. and arrive at Sackville at 4.55 p. m.
GOING WEST.
No. 1 Will leave Sussex at 6.30 a. m. and arrive at St. John at 10.10 a. m.
No. 3 Will leave Shediac at 9.15 a. m., and arrive at St. John at 3.45 p. m.
No. 5 Will leave Perfection at 1 p. m., and arrive at St. John at 4.30 p. m.
No. 7 Will leave Sackville at 7.45 a. m., and arrive at Pointe-aux-Lions at 9.40 a. m.
Nos. 7 and 8 will connect at Pointe-aux-Lions with Nos. 2 and 3.
Nos. 2 and 3 will carry freight only between Perfection and St. John.
Nos. 4 and 5 will be exclusively for Freight and are not intended to accommodate passengers.
Nos. 1, 6, 7 and 8 are Mixed Trains.
Freight for Stations east of Sussex, must be delivered at St. John Station before 3 p. m., on the day preceding that upon which it is to be forwarded, and for Stations west before 3 p. m. daily. Freight to be forwarded from Sussex, must be delivered at that Station, at least one hour, and from Stations other than St. John, at least half an hour before the advertised departure of any Freight train.

LEWIS GARVILL,
General Superintendent.
Railway Office, St. John, N. B., } dec 7
Nov. 24 1870.

CUSTOMS DEPARTMENT.
Ottawa, Jan. 20, 1871.
AUTHORIZED discount on AMERICAN VOICES until further notice: 10 per cent.
R. S. M. BOUCHETTE,
Commissioner of Customs.

Wool Carding.
AT
Steam Grist Mill,
EASTPORT, ME.
Parties sending Wool to this Mill can have their work done the same day the wool is received, and in the best manner.
From its location it has facilities over all other mills in the neighborhood, as boats can land at the door of the mill. We have two new Cards from the manufactory of N. A. Lombard & Co. of Worcester, Mass., and are able to card from 300 to 400 pounds per day.

STEAM GRIST MILL CO.
Administrator's Notice.
ALL persons having claims against the Estate of Abraham J. Wetmore, Esquire, late of Saint George, deceased, are requested to present the same duly attested, within three months from the date hereof, and all persons indebted to the said Estate are hereby required to make immediate payment to the undersigned.
Dated at Saint George, this 20th day of December, A. D. 1870.

DOUGLAS WETMORE,
Administrator.
GEO. MCSOLEY,
Solicitor to the Estate.

NOTICE.
ALL Persons who have any claims against the Estate of ROBERT THOMSON, Esquire, M. D., late of Saint George, in the County of Charlotte, deceased, are requested to present the same duly attested within three months from this date, and all persons indebted to the said Estate, are requested to make immediate payment to me.

ANNIE J. THOMSON,
Sole Executrix.
St. George, Nov. 12, 1870 3m

NOTICE.
ALL persons having any demands against the Estate of Wm. Simpson, late of the Parish of St. Andrews, deceased, are requested to present the same duly attested within three months from this date; and all those indebted to said estate are required to make immediate payment to me.

SARAH SIMPSON, Executrix,
St. Andrews, Sep. 14, 1870.

NEW STORE.
THE Subscriber respectfully informs his friends &c. and the public generally, that he has leased the premises lately occupied by Mrs. Gilliland, which he keeps on hand a well assorted Stock of the best
LIQUORS & GROCERIES,
and will be happy to wait on customers.
P. B. DONAGHUE.
On the premises is a large Stable for horses.
St. Andrews, Nov. 9, 1870.

TO THE WORKING CLASS.—We are now prepared to furnish all classes with most desirable articles of Groceries, such as Flour, Sugar, Tea, Coffee, &c. at the lowest prices. We have also a large stock of Groceries, such as Rice, Beans, Peas, &c. and will be happy to wait on customers. Full particulars, a value for your money, may be obtained by sending for our Circular, which will be sent free of charge. P. B. DONAGHUE, Proprietor. Circulars may be obtained by sending for our Circular, which will be sent free of charge. P. B. DONAGHUE, Proprietor. Circulars may be obtained by sending for our Circular, which will be sent free of charge.