

The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

No 46] SAINT ANDREWS, N. B., WEDNESDAY, SEPTEMBER 6, 1848. [Vol. 15

Great minds are charitable in their bitterest enemies, and can sympathize with the failings of their fellow creatures. It is only the narrow-minded who make an allowance for the faults of others.

THE RAILWAY COLONIZATION OF BRITISH AMERICA.

The moral, educational, and sanitary point of the question simply involves the reserve in the outset of blocks of land as an endowment for schools and churches; towards a revenue for State and local purposes of Government; for parks, public walks, and cemeteries, and other sanitary objects. Upon the importance, the absolute necessity, of such provision, we might dilate *in infinitum*; but our desire is more to present an outline of a comprehensive plan, with such practical details as are requisite to show its efficacy, than to argue elaborately in favour of institutions, as to which no civilized man in this nineteenth century will pretend to doubt that in a new country we have the opportunity to make a permanent and enduring provision, which in the crowded cities of Europe is necessarily left to irregular, unequal, and, frequently oppressive, systems of taxation.

The way being thus prepared for colonization, the real business of independent voluntary plantation will begin, and emigration may then be safely left to itself. Capital will have rendered society possible, and offered scope and opportunity for independent energy. The traffic of the lines will have secured a revenue on the one hand; the disposal of the lands, on the other, at an enormous enhancement of value, will not only have secured a rental but begun to replace the capital. The inducement then—the source of profit on the investment—is twofold. First, from the traffic of the railways; second, from the enhanced value of the lands. Confining ourselves, for the present, to the nearest field of colonial enterprise, that of British North America; to the proposed railway connexions of the Atlantic and the St. Lawrence, the interjunction of Halifax, the Bay Fundy, and Quebec; of St. Andrews, and Fredericton, and the other centres and nuclei of civilization in Nova Scotia, New Brunswick, and Canada; a congeries of railways destined, we trust, within a generation, to extend itself through the fertile districts of the Ottawa and the Hudson, and to constitute the highway between the Atlantic and the Pacific; let us examine a few of the statistics now before us.

In the first place, then as respects the mere prospect of traffic, the population of British North America now exceeds two millions; its imports last year touched upon four millions, and its exports upon three millions, sterling; and this trade is annually increasing in an enormous ratio.

The influx of emigrants into Canada last year exceeded 100,000—the tide having now set in, this amount will receive annual accessions. A hundred thousand passengers at 1d. per mile for half the distance of a line from Halifax, through St. John and St. Andrews to Quebec, would amount to 125,000l. per annum, realising from passengers alone, deducting expenses, nearly 5 per cent. on a million of capital, which would suffice to construct a cheap railway, with a wide margin from goods and local traffic (leaving the value of the land out of the question) for the necessary expense of a substantial iron railway such as those of this country.

Now, from the preliminary Report on the project of a railway between Halifax and Quebec, by Colonel Simpson (the Government Commissioner in Canada), we learn that the tonnage arriving in Quebec averages 566,000 tons per annum, and that, from sundry calculations and data there set forth, we may expect the following result:—

Taking one-fifth part—that is to say, all the provisions, being equal to 830,769 barrels and

100,000 tons of lumber, as likely to be diverted into this new channel:—
Cost of transport on 100,000 tons of lumber, at 4-10ths of a ct. pr. mile £60000
Freight received at Halifax for the same, at 7s 6d per load 37,500
100,000 tons of coal brought back, cost 4s. per ton, at a profit of 15s. per ton, 75,000
830,769 barrels of flour at 2s 6d 107,694
Cost of transport 9-10ths of a cent per ton per mile 67,971
50,000 tons of merchandise brought back from Halifax at 27s 6d 68,750
£127,971 288,944
127,971
£100,973

Much of the calculation in the Report is based on a comparison of the estimates for the English Great Northern, and experience of the Philadelphia and Reading Railway in America.

Colonel Simpson limits this estimate to the interchange between the terminus, and that interchange to the supposition of only 100,000 loads of lumber, and 75,324 tons of produce, of exports; 100,000 tons of coal and plaster, and 50,000 tons of merchandise from Great Britain; when in 1844 there were imported more than 20,000 tons of salt alone, and of goods paying an *ad valorem* duty of 2,411,154l. besides 50,354l. free.

It is a circumstance deserving of mention that in the investigations opened in the United States, on the part of Canada, into the cost and management of railways there, men of all classes, from the President downwards, gave ever facility to the Commissioner of the Canadian Government, although the projected railway was especially designed as a military defence, and to obviate the necessity of resorting to the American soil for Transatlantic advantages; as a means, indeed, whereby the fortress of Quebec, inaccessible at present for five months in the year, would be brought within thirty hours travelling distance of the great naval station and depot of the military strength of Great Britain on the British American continent.

These results, however, as respects the trunk line, are necessarily subject to further and more careful inquiry; but more ample data exist for coming to a conclusion upon most important portion of such a trunk; one of these, the St. Andrews and Quebec line, being in itself a trunk connection of the Canadian and the Atlantic, offering the most palpable advantages as respects the trade of Europe, the West Indies, and the whole of North America, being the shortest practicable route across British North America, and adapted to admit of the most successful competition with any similar connexion through the States. This line, indeed, must form part of any steam connexion between Halifax and Quebec, whether across the Bay of Fundy, or by a continuous line through Shediac and St. John; a central line through New Brunswick having been found impracticable, while a continuous railway by the north of the province would involve an immense addition of distance, besides passing away from the centres of population.

The same Report from which we have above quoted states, with reference to this line:—“The survey between Quebec and St. Andrews was made in 1836, by Major Yule, an officer of the Royal Engineers; and I have authority for stating that the line of country was incorporated in that year; but the action of the Company was stopped, by a remonstrance of the United States Government, that the Railway Company was about to interfere with the disputed territory on the Maine frontier. Howison, in his ‘European Colonies,’ observes:—‘Of all the physical peculiarities of British North America, the most remarkable is the general levelness of its surface; for in her vast extent of territory comprehended between the coast of Labrador and the Rocky Mountains, there does not exist one range of hills, nor even a single peak of moderate elevation. The highest lands in that part of the globe seldom rise

more than 400 feet above the level of the surrounding country, and, in many places, unbroken plains are found the same number of miles in circumference.”

The actual traffic between the Bay of Fundy and Woodstock, by the circuitous route of the St. John—which is more than 50 miles longer than the railway (50 miles) from St. Andrews, is at present

Up traffic £96,000 | Down traffic £56,350.
Which estimate we may safely double, on the supposition of a railway being formed (and, in truth, it is highly probable that the extension of this line will be for many years, the great emigration highway into the Canadas—
Making 112,700
Deduct expenses of working, 40 pr. ct. 45,980
£67,620

being more than 16 per cent. upon the capital requisite, at even 5,000l. per mile, construct a line more substantial than any now existing in the United States.

Again, as respects a line from Halifax to Windsor, on the eastern side of the bay, opposite New Brunswick,

From estimates framed by Mr. Howz, M. P. of Halifax, we learn that, even in 1835, the traffic from bay, cattle, and merchandise; timber, cordwood and bark; from general produce; and from travellers, reached 20,000l. per annum on the common roads. Half of this revenue (supposing that the railway offered the bare advantage of a reduction of price in that ratio), or 10,000l. would give 5 per cent. on 200,000l., the capital proposed to construct the 45 miles; but to treble or quadruple this traffic would be amply justified by the lapse of time since 1835, and the immense advantage which a railway would present.

We might enter into similar or analogous estimates with respect to the railway connection of St. John and St. Andrews, St. John and Fredericton, and other important links of the great chain. But, in fact, the traffic is by no means the most important feature of such enterprises; and the profit from the sources indicated is as nothing compared to the rental that must arise from the lease and settlement of the lands which the government will be glad to concede to the founders of such a work; the income to be derived from the sale of timber, and the revenue from the ground-rent of villages, mills, harbours, and towns, which the progress of colonization and emigration inevitably tends to establish. Of these results, however, it is impossible with any degree of precision, to form an estimate. Of their value every one will judge more or less favorably, according to his experience and his consideration of all the probable moral and social consequence of the rapid progress of colonial civilization, contingent upon the formation of railways and the organization of public works. These results we can here only barely indicate.

It is right that we should, above all things guard the colonist from supposing that, on this system, he would be paying, as in the Australian colonies, a fictitiously aggravated price for his lands, on the plea of an unknown amount of labor being transmitted and organized for his benefit: that for every pound he pays there are to be five shillings worth of land and fifteen shillings for the infinitesimal proportion of able-bodied labour transmitted along with him, and out of his advances, to the colonies, a fallacy & a deception most flattering to the ear, and with which our own ear was wont to be charmed, but to which the one sad fact is antagonistic, that the labour so transmitted cannot, by any human ingenuity, be preserved and concentrated for the benefit of him who paid for it; seeing that, for every 1,000 acres on this system sold for 1,000l., there are 10,000 or 100,000 that were long ago sold for an old song—and to the reclamation of which, unless some altogether new system of allocation be devised, the labour so paid for is as likely to proceed as to the glittering Utopias of the Eastern Archipelago.

SUMMARY OF NEWS.

Mexico.—Another difficulty with Mexico is likely to arise in consequence of the seizure of American vessels at Vera Cruz.—Cap. Simpson, of the steamer Southerner, left that city on the 25th ult. and states that there were eighteen merchant vessels in port, which had come loaded with goods, not knowing that the castle and city and custom-house, as well as the whole country, had been delivered up to the Mexican authorities. As these vessels arrived in port, Mexican officers were sent on board with orders to take charge of them. This was their situation when the Southerner left. It was said that they all had on board articles that were contraband, according to Mexican law, and were therefore liable to forfeiture. It was thought that the vessels would make an attempt to leave the port, with the Mexican officers on board.

It was said that Mr. Polk had concluded to remove Hon. B. F. Butler from the office of U. S. Attorney, which he now holds under the Government, and that it would be tendered to a distinguished lawyer of this city, only for the part he has taken in extending sympathy to Ireland. Another distinguished lawyer and friend of Ireland is now in Western Maryland, it is thought by some, advising with the President, perhaps against issuing the proclamation which was threatened some time ago, against the Irish movements in this country.—N. Y. Tribune.

A serious affair occurred at Cincinnati on Wednesday, attended with the loss of several lives. It appears that two Mexican volunteers had been committed to prison for the commission of a horrible crime upon a girl six years old, and the populace were so excited against the miscreants that they surrounded the jail to the number of several thousand, with the view of awarding summary punishment upon them. The crowd having demanded the prisoners, made a rush for the jail door, when the police fired about twenty shots, and seven men fell—three of them were spectators, killed on the spot. One of them Mr. Eichlman, a shoe-maker, was standing with his wife in his own doorway, opposite to the jail; another Mr. Westover, carpenter, was returning home with his dinner can; and a blacksmith returning home from work.

WRECK OF THE BRIG BELLE ISLE, OF ANNAPOLIS, N. S. On the 25th instant at 11 p. m. whilst the B. I. was on her passage between Annapolis and Boston, and when under close reefed maintop-sail and double reefed foretop-sail, foresail and foretopmast staysail, the lee tigger rope parted, when the vessel rounded to and immediately capsized—both masts were cut away; when the vessel righted fall of water, and with the loss of deck load. The Captain and crew were on the wreck 48 hours, during which period five vessels passed by, two of which schooners were almost within hailing distance, none of them however possessed sufficient humanity, to induce them to offer relief. The crew of the B. I. depended altogether upon rye flour wet with salt water for sustenance, whilst they were lashed to the stump of the main-mast ultimately all hands were taken off the wreck by Captains Boudrot, (father and son,) of the British schooners Shannon and Eliza, of Pictou, N. S., by whom they were treated with the greatest kindness and supplied with clothing. The persons on board of the B. I. 10 in number, were hauled on board of the schooners by means of a line, one at a time, the sea running so high as to prevent the use of a boat. The B. I. was owned by Messrs. Thorne & Son, of Bridgeport, N. S.—[St. John Albion.

New Brunswick Benefit Building Society and Savings' Fund.

The beginning of each month brings with it the subscriptions and loan meetings of this society, which, we are glad to find, is making good headway, in spite of the hardness of the times. Over thirty new shares were sold last month, and no doubt as many, if not more, will be sold this. If any one will give the subject a moment's reflection they must find it can be made beneficial to them in many ways, and they will be surprised when they see what great results a small effort, if properly directed, will attain, for instance, an individual, or the trustees of a place of worship or other public building, wish to pay off a debt, a small sum invested monthly and allowed to accumulate, will, in

a few years, liquidate it. Thus, £6 per month, for 5 years and 10 months, or £3 12s per month, for 5 years and 10 months, will pay off £500, and other sums in proportion, as may be seen by the Tables prepared by the Secretary.

If a man wishes to provide for a child, a small sum monthly will give him, in 11 years, a handsome sum, if a boy, to commence business upon, if a girl, a snug marriage portion.

If a man holding house property, wants to increase his business, or wants to purchase property, let him take shares and borrow, the interest he will pay is actually only four per cent, per annum.

The society has now advanced £1600 to its members and holds security upon two houses on Jeffrey's Hill, two houses in Union Street, two houses in St. Patrick Street, one house in Great George Street, one in Pitt Street, and on one farm in the vicinity of the city.

It behoves the members already enrolled to use their influence in increasing their numbers, more especially those who have received an advance and derived so great a benefit with so small an outlay of money. The society being mutual its utility increases in proportion to the increase of shareholders.

We are truly glad that the favorable anticipations we have so often expressed with regard to this useful institution are now being realized.—Jb.

[By reference to an advertisement in another column, it will be seen that Geo. D. STREET, Esq. is the Society's Agent for St. Andrews.]—Ed. S.

Distressing Casualty.—We regret to state that Capt. George Briggs, of the ship 'Ann Dashwood,' of this port, met with a serious accident last night, by falling from the deck into ships hold. It appears that the after hatchway was incautiously left uncovered, and about half-past ten o'clock Capt. B. in walking across the deck from the cabin door, where he had been talking with one of his officers, with the intention of going on the wharf, was tripped by a rope from the hatchway and fell to the bottom of the hold upon his head. He was taken up insensible, in which state he has since remained, and we are sorry to say, that the injury done to his head is so serious that but little hope is entertained of his recovery.

Captain Briggs is the eldest surviving son of Mr. James Briggs, of Portland—whose late melancholy bereavements are fresh in public recollection. He was a young man of much promise, having returned last week from his first voyage as Master of one of his father's vessels. We, in common with their numerous acquaintances, sincerely sympathise with the afflicted family in their repeated trying visitations.—[Courier, 2d Sep.

Miramichi, Aug. 20.

Melancholy Circumstance.—A young lad aged about 13 years, named John Morison, son of John Morison carpenter, residing on Cain's river, left his father's residence, on the morning of Saturday, the 5th of this month, accompanied by two birds residing in the neighbourhood for the purpose of shooting pigeons. He parted with them some time after, about a mile from the river. Not returning, search was made for him by the family and neighbours on Monday until his body was discovered by his sister, floating down the river, nearly opposite his house, in the afternoon, in a state of nudity. It is presumed that he had undressed himself, put his clothes on the gun, and in his endeavours to cross the river—which he had frequently done before—to a blue-berry plain, he missed his footing, and was carried down by the current and drowned. His clothes and gun have not been found. His remains were interred in the burial ground of the English church at Blackville, on the evening of Tuesday. His eldest brother lost his life in the spring of 1847, by a landing of logs giving way, and passing over his body. The inhabitants in the neighbourhood deeply sympathise with his bereaved parents.—[Gleaner.

Crops in the United States.—The Edition of the Toronto Examiner, gives the following gratifying news respecting the Crops in the United States, obtained from a gentleman who had travelled through the States of New York, Pennsylvania, Iowa, Missouri, Ken-

tucky, and Indiana. The Editor says:

He informs us that the Crops in these States the whole of which he has visited within the last four weeks, are, universally good. The corn crop is the largest ever known; its average height is from ten to twelve feet high, and in some instances stalks are to be seen of sixteen feet in height. In the corn growing states parties will contract to raise corn at 6 cents a bushel. This is for the labour. The corn is nearly all converted into pork and beef, or used for distillation in the states where it is grown. The wheat crop in central Illinois, has partially suffered from rust but in the other states it is generally remarkably free from rust, and of excellent quality. New wheat was selling at Mount Carroll, central Illinois, at 45 cents a bushel. This season there will be a larger surplus of cereal grains in the United States than in any previous year. The proposed of the pork trade is that prices will be exceedingly low. Farmers are now offering in Illinois to furnish pork to the packers at \$1 per 100 lbs. It is believed they will have to accept \$1 75 cts. Beef promises to be proportionally low. The crops throughout Ohio are unprecedented. It is estimated that this state will yield this year 25,000,000 bushels wheat, over one third more than ever before in one year.

THE STANDARD IS PUBLISHED ON WEDNESDAY AND SATURDAY MORNING BY A. W. SMITH.

THE STANDARD.

ST. ANDREWS, WEDNESDAY SEP. 6, 1848.

OUR SUBSCRIBERS.

Will be called upon for payment of their respective accounts immediately. Many of them are in arrears for upwards of two years, we trust they will be prepared to liquidate our claims,—by doing so, they will enable us to carry out our intentions of enlarging, and improving the appearance of the Standard—in doing which, we will incur additional expense without, however, increasing the price of subscription. Be ready then to pay promptly—and cheer us on our course.

COMMON PLEAS.—By a notice in this day's paper, it will be seen, that the Court of Common Pleas will be opened at the Court House, on the 19th instant.

THE 'TARNAL CRITTER'—is the title of a large weekly paper, published at New York, by Mr. Theodore Foster. The Critter is a racy sheet, containing 32 large columns of reading matter, and is devoted to news, tales, biography, travels, &c.—price \$2 per annum. The editor and proprietor, Mr. Foster, is a native of the Parish of St. David, in this County, and formerly the republisher of Blackwood and the British Reviews, in New York, now reprinted by Mr. L. Scott, who is also a native of this County. Specimens of the 'Tarnal Nation' can be seen at this office.

The Frederickton Reporter of the 1st inst. says:—We are sorry to say, that one short week has made woful havoc among the potatoe fields in this vicinity. Vines which were a few days ago in a healthy state, are now withered down; and most of the potatoes brought to market are diseased.

The rumours respecting the immediate retirement of the Earl of Elgin, from the Government of Canada, are contradicted by the Montreal Herald of the 22d ult. on 'undoubted authority.'

THUNDER STORM AT YARMOUTH.—The Yarmouth Herald of the 24th ult. says that a thunder storm, which occurred there on the Sunday previous did considerable damage to the Light House on the Cape, the lightning having struck the building with terrific force. One of the huge corner posts was split—one

of the knees was shattered, four of the studs were broken and destroyed—eventually broken in three of the shingles were removed, considerable expense thereby incurred.

A FIRE broke out last night, which destroyed a waggon shed of Mr. S. with their contents.

The inhabitant of an Address on the Collector of Customs pressing their request 31 years as Collectors deemed advisable of Government, request, to abolish the held. To which Mr. S. reply.

Launched at a splendid new ship 'POTTER,' after a big that name in the India for which we understand. Mr. Owen Hunt has long been favoured architect, and sustained his reputation. Vessel, we are told sail out of the Province the naval timbers are composed of the finest copper fastened, and she is owned by Messrs. James Port Charlotte Gazette.

At St George long illness, Mr. 45 years.

SHIP

PORT OF

Sep 2 Bge Mar delpi
& schr. Sp
6, " Gig
" Bge. Ltd
44 d

Sep. 2, sloop Ma Ball

The Ivy Green St Andrews on ash, from Live York, and the berth loading in 19th. The St. on the 19th for The Prince of ship Schoodiac, New-York, with well—supplied.

TEA, SUG

BY A

On Friday next the Subscriber Sales Room: 5 Chests fine 20 Boxes Live & dip C 2 do best blue 10 Bbls. Long doz east 2 Qr. Casks 24 Hbds. Mat 2 Hbds. High 5 Cases 1 doz 2 do do 3 Hbds. best 3 Crates East

St. Andrews,

Original issues in Poor Best

of the knees was shattered almost to splinters four of the studs were knocked out of place and destroyed—every pane of glass was broken in three of the windows—boards and shingles were removed, and it will be at considerable expense that the damage can be repaired.

A Fire broke out at Chatham on Monday last, which destroyed the stable, barn and waggon shed of Mr Sherwood Peck, together with their contents, including a valuable horse.

The inhabitants of Miramichi, presented an Address on the 23rd ult. to the late Collector of Customs, John Wright, Esq. expressing their regret, that after a service of 31 years as Collector of that port, it had been deemed advisable in carrying out the views of Government, regarding trade and navigation, to abolish the important office he so long held. To which Mr. Wright made a suitable reply.

Launched at the Ledge on the 31st ult. a splendid new ship of 525 tons, called the "ALAN POTTER," after a highly respectable merchant of that name in the India trade out of Liverpool, a trade for which we understand this fine Vessel is intended. Mr. Owen Hinds, the builder of this Ship, has long been favourably known as a first rate naval architect, and in this instance he has well sustained his reputation, for a handsomer or better Vessel, we are told by competent judges, does not sail out of the Province. With the exception of the naval timbers and flooring, she is altogether composed of the finest growths of hancatua—is copper fastened, and was coppered on the Stocks. She is owned by our enterprising neighbours Messrs James Porter & Co., of St. Stephen.—Charlotte Gazette.

DIED.

At St George, on the 27th ult., after a long illness, Mr. Benjamin Millikin, aged 45 years.

SHIPPING JOURNAL

PORT OF ST. ANDREWS.

ARRIVED.
Sep. 2 Bge Mary Matthews, Darling, Philadelphia, ballast, Steam Mills Co.
4, schr. Spray, Balson, St John, Sunds.
5, " Gipsy, Waycott, Bangor, Flour.
" Bge. Lady of the Lake, Smith, Jersey
44 days, ballast, W. Whitlock.

CLEARED.
Sep. 2, sloop Matilda, McMaster, Eastport, Ballast.

The Ivy Green sailed from Gloucester, for St Andrews on the 15th ult.; the Londiniah, from Liverpool on the 13th, for New York, and the Sophia McKenzie was on the berth loading in London for Boston on the 19th. The St. Stephen cleared at Liverpool on the 19th for St. Stephen.

The Prince of Wales spoke, Aug. 17th, ship Schoodiac, of St. Andrews, bound to New York, with passengers—the master well-supplied him with some medicine.

TEA, SUGAR, MOLASSES, &c. BY AUCTION.

On Friday next, the 8th inst. at 11 o'clock, the Subscriber will sell by Auction at his Sales Room:
5 Chests fine Congou Tea,
20 Boxes Liverpool Soap, 10 boxes Mould & dip Candles
2 do best blue Starch, 2 do Black Pepper,
10 Bbls. London Brown Stout Porter, 4 doz each.
2 Qr. Casks Madeira Wine,
24 Hhds. "Martell" Brandy,
2 Hhds. High Proof imitation Jamaica-Rom,
5 Cases 1 dozen each finest Pale Hollands,
2 do do superior Old Port Wine,
3 Hhds. best Muscovado Molasses,
3 Crates Earthenware, &c.
J. W. STREET,
Auctioneer.
St. Andrews, Sept. 5, 1848.

ONE NIGHT ONLY!!

THE HARMONEONS.

(Prior to their return to the States.)
will give one of their
**GRAND VOCAL
INSTRUMENTAL & SENTIMENTAL
SOIREE,**
AT THE TOWN HALL,
THIS EVENING, (Wednesday.)
September 6th, 1848.
IN CITIZENS DRESS.

Cards of admission 1s 3d. to be had at the door. Doors open at half-past 7. Concert to commence at 8 o'clock. See programme.

Meeting of Courts.

NOTICE is hereby Given, that the Courts of Common Pleas and Criminal Sessions of the Peace, for the County of Charlotte, will be held at the Court House in St. Andrews, on Tuesday the 19th day of September, instant, at 12 o'clock, noon. All Justices of the Peace, Coroners, and Constables within my Bailiwick, are hereby notified and required to be then and there present, and in attendance, with their Records, Indictments, and other Memorandums, to do those things which to their offices appertain, in that behalf to be done.—All persons bound over to prosecute at this Court, are hereby required to take notice hereof, and govern themselves accordingly.
THOS. JONES,
High Sheriff.
Sheriff's Office, Sep. 5, 1848.

NOTICE.

ALL Persons having any demands against the Estate of James Spence, late of the Parish of St. James deceased, are requested to present the same duly attested within three months; and all persons indebted to said Estate are requested to make immediate payment to
ROBERT SPENCE, Administrators.
JOHN SPENCE,
St. James, Sep 1, 1848.

COAL.—To arrive per Barque Ivy Green, from Gloucester.
200 Chaldrons best House Coal.
Apply to
J. W. STREET.
August 26, 1848

For Sale.

A commodious TWO STORY HOUSE, situated in Queen Street, at present in the occupation of Mr. Dennis Brailey.
ALSO TO LET.
And possession given on 1st September, the House at the top of Queen Street, owned by Mr. Thomas Crowley, at present occupied by J. Garby, Esq.
Apply to
J. W. STREET.
August 25

NOTICE.

ALL Persons trespassing on lands belonging to Robert William Crookshank, Jun., in the Parish of St. Patrick, namely, 300 Acres deced by the late Colin Campbell and Wife, to R. W. Crookshank, Jun., 28th September, 1838, and also the North-Eastern part of Lot No. 3, in grant to Samuel Gardner, adjoining the above on the great road leading from St. Andrews to Fredericton, and containing 100 Acres, will be prosecuted to the utmost rigour of the law.
WM. KER,
Agent for the above Proprietor.
August 26, 1848.

FARM BY AUCTION.

On SATURDAY, the 1st day of JULY next, will be offered at Public Auction, THE Farm together with the Dwelling House, Barns and out-houses, formerly occupied by the late Thomas Greenlaw, in the Parish of St. Andrews, containing 50 Acres more or less. The said Farm is very pleasantly situated on the old road leading from St. Andrews to St. Stephen, near and adjoining the residence of Capt. A. McCurdy, there is said to be indications of coal on this farm.
TERMS OF SALE.—One third cash down, one third in 6 months, and one third in 12 months—approved security.
ALSO—the right under Mortgage of a Lot of Land containing 28 Acres, now in possession of James Greenlaw, on the western side of the said road, and adjoining the above farm.
The sale of the above Property is postponed until Friday the 1st of September, then to be sold in the Market Square, unless previously disposed of at private sale.
Apply to
JOHN WILSON
St. Andrews June 21, 1848.

FLOUR.

Ex "NELSON" from Boston.
20 Bbls. Gemme Sup. fine Flour, (fresh ground)
Aug. 26, 1848. J. W. STREET.

Molasses & Sugar.

Ex "Favourite" from St. John.
12 Hhds. first quality muscovado Molasses,
5 Hhds. Porto Rico Sugar.
For Sale by
J. W. STREET.
Aug. 15th, 1848.

Mill Privilege &c for Sale

FOR SALE 200 Acres of WOODLAND with a valuable Mill Privilege thereon, known as the "Little Falls," on the River St. Croix. This property is situated in a central part of the Parish of St. James, and is so well known as not to require further description. Title indisputable. Terms—One third cash down, one third in three months, and one third in 6 months.
Apply to Wm. Campbell Esq., St. Stephens, or at the standard Office, St. Andrews.
August 4, 1848.

LOAF AND CRUSHED SUGAR, &c.

Ex "Charles Hamerton" from Liverpool.
REFINED Loaf SUGAR, in 8lb and 12lb loaves,
Refined crushed Sugar, suitable for preserving fruit.
Pearl and Pot Barley, Split Pease.
—ALSO—
In Store, and constantly on Hand.
S. F. Flour, Corn Meal, Navy and Pilot Bread,
Beans, Rice, Pork, Boston Hams, Molasses,
Brown sugar, Souchong and Hyson Tea, Coffee,
Pollock and Cod Fish, Porpoise, Seal, and Fish Oil,
Soap, Room Paper, Preserved Ginger.
A good assortment of Mens, Womens, Boys,
Misses and Childrens Shoes, &c. &c.
Apply to
W. WHITLOCK,
Auctioneer and Commission business attended to as usual.
W. W.

NOTICE.

ALL Persons having any demands against the Estate of Daniel Malloch, late of the Parish of St. Andrews, deceased, are requested to present them duly attested within three months from this date; and all persons indebted to said estate are requested to make immediate payment to
Wm. MALLOCH, Executors.
W. H. MOWAT,
St. Andrews, July 5, 1848.

NATIONAL LOAN FUND, LIFE ASSURANCE SOCIETY OF LONDON.

A Savings Bank for the Widow and the Orphan,
EMPLOYED BY ACT OF PARLIAMENT.
CAPITAL, 500,000, Sterling;
Exclusive of a Reserved Fund (Surplus Premiums) of £37,000, Sterling.
ADVANTAGES OFFERED BY THE SOCIETY.
Perfect security, arising from a large Capital, totally independent of the Premium Fund Loans—Two thirds of the Annual Premiums paid, or half the Premiums for the first five years; which half may remain on interest, to be deducted from the amount of the policy at the death of the assured.
Low rates of Premium.—The rates of Premium are low as any Society of equal standing.
Division of Profits.—The Bonus in this Society are declared ANNUALLY, and each year the Assured has the option of receiving the profits in CASH, in reduction of premium or in addition to the sum insured, the Bonus are PERMANENT.
Premiums may be paid annually, half yearly, or quarterly.
Insurance may be effected for one year, five years, or for life, with or without participation in the profits of the Society.
A liberal allowance for the surrender of all policies.
Every information as to the Society's Rate of Premium, mode of Insurance, and blank forms of application may be had at the office of the Subscribers, who have Pamphlets for gratuitous distribution, and all documents required for effecting Insurance.

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