UBSCRIBERS,
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from 9 to 12 thread,
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ead, 56 and 32lb kegs,
nt, 16lbs each,
12lbs,
20lbs,
20lbs,
19lbs,

lt and bar Iron assorted sizes
refined Iron in 56lb bundles
in for topsail sheets &c.

fthms. 1 1-15 inch.
1 1-3 inch.
Marlin-spikes, Trumpets,
Cooks &c. Brass Binnacle,
Union Jacks, and Ensigns.
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Walsend Blacksmiths Coal,
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glass, 7x9, 8x10, 10x12, 12x1
Glass in Sheets.
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Brandy,
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d dip'd Candles,
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d Tea Kettles,
hite Starch,

k, and Mackarel Lines,
Breakfast & Tea Setts,
Dining setts,

ade Clothing,
d and unbleach'd Cottons,
Handkerchiefs,
Threads.
DS, were selected by our
, during his stay in Eng-
nd as he intends returning
sold cheap for Cash or ap-

LIAM BABCOCK & SON.
st 11, 1835

NEW GOODS.
ceived at St. John, the Sub-
eived on consignment the
ving articles,
and Cloths, Hunter Kerseys,
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article; Eminetts, a large
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of all descriptions. Jeans,
and Grandrills, Manchester
ptions. Hats, Boots, Shoes,
ing Paper, Quills, Lines,
Crockery ware, Paints and
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A L S O.
maica Rum, proof 22.
h favoured Demarara.
gar, Coffee, Starch, B
glass, Crockery &c. &c.
JAMES BOYD
25th May 1835.

OTICE.
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his date, and all those in
Albert G. Foster and Hen-
Driving are requested to
ayment to Albert G. Foster
o receive the same.
LBERT G. FOSTER.
18, 1835

MEAL &c. &c.
New York per Schooner "Com-
t—the following articles.—
Flour Bags Corn Meal,
s Tobacco—(10s.)
eans and Rice, Race Ginger,
y, & American Gent. Snuff,
ers, half brls. Jamieson's do.
sold for a very small advance
JAS. W. STREET

THE
WS STANDARD,
D EVERY THURSDAY,
ews, New-Brunswick, BY
GE N. SMITH.
OF SUBSCRIPTION.
exclusive of postage, payable
e.)
OF ADVERTISING.
2 lines and under, 3s
o 1s 3d
over 12 lines 4d per line,
12 lines 1d per line
e year according to special
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ified in writing, will be re-
d until countermanded
continuing must be in writing
AGENTS
S. Connick, Waweig.
R. Purvis, Chamcook.
W. Campbell, Salt Water.
F'Allister Esq. Milltown.
J. Buchanan, Oak Hill.
st. Moore Esq. Dennis Mills
Brown Esq. Tower Hill.
Chalmers, Oak Bay
David Turner, Bocchee.
John Murphy, Digdeguash.
Gillit, Ruggles, Lower Falls
Joseph Pratt, Upper Falls.
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on Brewer Esq.

SAINT ANDREWS

STANDARD,

NEW-BRUNSWICK.

Volume 3. SAINT ANDREWS, THURSDAY, MARCH 17, 1836. *Number* 18.

WEEKLY ALMANAC.

1836.	SUN		MOON.		High
MAR.	rises h m	sets h m	rises h m	sets h m	water h m
Th 17	6 10	5 40			11 13
Fri 18	6 8	5 42		7 42	M 44
Sat 19	6 7	5 43		8 49	ev 30
Sun 20	6 5	5 45		9 56	0 36
Mon 21	6 3	5 47		11 2	1 21
Tue 22	6 1	5 59		morn.	2 0
We 23	5 59	6 1		0 6	2 42

MOON'S PHASES.

Full 3d. 5h 13 A M | New 17th 4h 25m A M
Last Qr 10th 4h 45 A M | First Qr 25th 3h 45m A M

Mean Equation—Watch fast 5 minutes.

ROYAL MAIL.

St. Johns, *departs* — Mon. Wed. and Fri. at 3 P. M.
arrives— Tuesdays and Saturdays 12 A. M.

St. Stephen, *departs*— Tuesd. and Thursday at 16 A. M.
arrives— Wednesday and Friday at 5 P. M.

U. States, *departs*— Monday Wed. Friday at 10 A. M.
arrives— Monday Wed. Friday at 2 P. M.

GEO. FRED. CAMPBELL,
Post Master.

RAILWAYS
IN OPERATION AND IN PROGRESS.

The earliest considerable railway, established with a view to general traffic, was the

STOCTON AND DARLINGTON RAILWAY.

begun in 1822, and opened in September, 1825. It is said to have cost, including the various branches to Yarm and beyond Stocton, about £200,000; the length of way travelled by locomotive engines is about 21 miles, but there are, including five or six miles chiefly worked by fixed engines, on the whole, about 37 miles of railway laid down. The levels are very irregular, descending, however, in the direction followed by the bulk of the traffic—The chief purpose of this line was the conveyance of the coal, &c., raised near Darlington, to Stocton, the shipping port; but the number of passengers obtained even during the time when horse power alone was employed, soon became important, and is said to have now increased thirty fold since the opening of the communication. Previously to this there was hardly travelling enough to support one coach three times a week. there now pass from 150 to 200 persons daily along the railway. The quantity of coals carried daily is stated to average more than 1,500 tons. Two thirds of these come to London. Besides this, limestone and other articles are also conveyed. Considerable sums have been lately expended in improving the line; the concern, however, is understood to be prosperous; returning about seven per cent: it is an object of public interest, as having undoubtedly furnished by its example and experience, a main inducement and guidance to the establishment of the

LIVERPOOL AND MANCHESTER RAILWAY.

This, the most important undertaking of the kind hitherto constructed, was began in 1826 and opened in September, 1830. The cost, including the expences of a carrying establishment, stations, &c., is said to have exceeded £1,200,000. The distance, about 30 miles is performed in 1h. 25m. to 1h. 40m. including a stoppage for a few minutes at the half way station at Newton. It was on this line that the employment of locomotive engine at high velocities, was first introduced; and in this and other costly experiments, an immense expense, from which subsequent undertakings will be exempt, was necessarily incurred. The accommodation it has afforded to Liverpool and Manchester can hardly be over-rated as an evidence of this it will be sufficient to state the fact, that the number of passengers between these towns was trebled in the first year after it was opened, and has since gone on increasing.

There were conveyed in 1832 - - 356,945
1833 - - 386,492
1834 - - 437,802

In spite of the enormous cost of its formation, and its heavy current expenditure, the enterprise has been a prosperous one, returning about £9 on a £100 share annually. It must however, be observed, that it possesses peculiar local advantages in the active intercourse long existing between Ireland, Liverpool, and the dense manufacturing population of East Lancashire and Yorkshire. It is also fed by various tributary branches, the

KENYON AND LEIGH AND BOLTON AND LEIGH RAILWAYS.

connecting it by a line of about 12 miles, with Bolton The collective cost of these brances was about £150,000.; they were not supposed to have been very prosperous, having to contend with the opposition of a long-established canal, in the conveyance of goods while the number of passengers is not considerable. Two other branch lines falling into the Liverpool and Manchester Railway, one from Wigan, the other from Warrington, having been recently incorporated with the other more considerable branches now in progress of formation, will be mentioned in another place. The trafic in manufactured goods, coal, timber, and foreign imports, on the Liverpool and Manchester line, is extensive and profitable The trains with merchandize are conveyed from Liverpool to Manchester in about two hours. The average number of passengers at each trip is about 60 or 70; the heavy trains carry from 80 to 120 tons of goods each. Proceeding southward we find in Derbyshire the

CROMFORD AND HIGH PEAK RAILWAY.

Begun in 1825, opened in 1829. The object of this line was to connect the Cromford with the Peak Forest canal, between which, owing to the difficulties of the country, a water communication appeared impracticable. Its length is about 33 miles, and it cost £180,000., presenting a succession of inclined planes and tunnels in its ascent to the high ridge near its northern extremity. It derives its chief support from the conveyance of mining produce, but is understood to have been hitherto wholly unprosperous.—Another mining railway known by the name of the

LEICESTER AND SWANNINGTON,

Proceeds from the first mentioned town to a point near Ashby-de-la Zouch. It was established for the conveyance of coals, limestone &c. to the neighbourhood of Leicester, and is worked by locomotive engines, at the rate of about 9 miles an hour. The length is 16 miles; few passengers travel by it, and there are no seperate trains for their conveyance at a swifter rate. The quantity of goods conveyed weekly may be about 2,500 tons on an average; the number of passengers about 400.—It has been in operation since 1831; it cost £135,000, and is said so be now making a profitable return. By affording a cheap supply of excellent coal to the neighbourhood of Leicester, it has been of great public utility, and, it is said, that arrangements are in progress by which this traffic may be extended to London on terms of great advantage to the consumers in the metropolis

THE LEEDS AND SELBY RAILWAY

Was begun in February 1831, and opened for passengers in September, and for merchandize in December, 1834. It has cost 350,000*l*. The length is 10 miles. The passenger trains perform the distance, exclusive of stoppages, in an hour. On the average there are carried, 300 passengers daily: 500 to 600 tons of goods, 700 tons of coals, 250 tons of lime &c. weekly. The dividend for the first half year is said to have nearly reached the rate of five per cent. per annum, while the business of the road is increasing. An extension from Selby to Hull has been contemplated; this would increase both the prosperity and the usefulness of the Leeds line, and obviate the necessity of lighterage on the goods now conveyed by water to and from Selby. By this means a communication between the great manufactories of Yorkshire and the Baltic would be established on the most favorable terms, and the public convenience greatly consulted. With the railways above named, may now be placed the

WHITBY AND PICKERING,

A coal railway of about 17 miles in extent, the cost of which may have been 120,000*l*. It is a decent all the way from Pickering, and must be worked cheaply, as the waggons return empty from Whitby. A part of it has been recently finished.

In the mining districts of South Wales, Durham, and Northumberland, and in the vicinity of Glasgow, there are several lines of railway, but which, as they are not remarkable for the greatness of their scale or their general traffic, it is not requisite to particularize minutely. Passengers are conveyed in considerable numbers by the Glasgow and Garnkirk Railway; the line is now worked by locomotive engines.

As a communication of more importance, however, we must notice the

CARLISLE AND NEWCASTLE RAILWAY.

In length about 60 miles, which is partially completed, 18 miles having been opened to the public in 1834. Before it enters the valley of the Tyne, it encounters some difficult country; the remainder of the line has no heavy works. Forty nine miles will be opened, it is said, in May next, twenty-two of which only will have double lines of rail. The cost of the entire railway, and its establishment, when complete, it is expected will be about 540,000*l*. The original estimate for a double line all the way, was 300,000.—At the first glance it might appear that a line with one of its *termini* in a district thinly peopled, and not remarkable for manufacturing or commercial activity, could hardly be successful: we are, however, assured, that as the experiment has hitherto been tried, it has more than realized the expectations of the parties concerned, Coal, stone, and agricultural produce, are the chief articles conveyed.

Under the head of the railways now in progress of construction, we find several schemes surpassing in magnitude any that have hitherto been accomplished Our notice of these must be confined to the most important the review of which will most appropriately commence at the southern extremity of the great line, proceeding from the shores of the Channel to the north of Lancashire, with the

LONDON AND SOUTHAMPTON RAILWAY.

This line proceeds from Southampton, passing near Winchester and Basingstoke, to the north of Guilford, by Wimbledon, to Vauxhall, London, a distance little short of 75 miles; for which the estimate was, as far as we can remember, 1,000,000*l*. From the excessive difficulties of the country, and the consequent heaviness of the works, we should be inclined to suppose it will probably require at least 2,000,000*l* for its completion; it remains to be seen whether there is sufficient trade and travelling between London and Southampton to make a profitable return on this large outlay. The Act of Parliament was obtained in this large outlay. The act of Parliament was obtained in 1834; we have not heard lately what progress Mr. Giles is making with the works.—A project, under the name of the

GREAT WESTERN RAILWAY,

For connecting London with Bath and Bristol, a distance, by the proposed line, of about 120 miles, with an estimate of 2,500,000*l*., was first entertained two years ago. The eastern termination is on the Birmingham line, about four miles from the station in London The act was obtained in the session of 1835, after a contest of almost unexampled severity and we perceive that the works, some of which are heavy, including a long tunnel, on an inclined plane at Box, are in progress.—The next in succession, northward, is the

LONDON AND BIRMINGHAM RAILWAY.

Passing by the valley of the Brent, Watford Berkhampstead, Fenny Straitford near Northampton, Daventry, Rugby, and Coventry, to Birmingham, a distance of 111 1-2 miles. The estimate of this line, which, from the nature of the district traversed, must be expensive, is two millions and a half, and the whole distance will, probably, be completed in the course of the year 1838. The works are proceeding with great activity, and at each end of the line, a certain number of miles will be opened this year, as we learn There will be several tunnels required to carry the line through the different ridges that cross its course: one of these, at Watford, will exceed a mile in length: an objectionable, but, it is said, inevitable, feature of this railway—the chief independence of which must, of course be on passengers. By this means, however, good levels have been secured, and the distance will easily be performed in five hours and a half. From Birmingham the line is continued northward by the

GRAND JUNCTION RAILWAY.

Proceeding from the London Railway by Wolverhampton, Penkridge, Stafford, to the west of Newcastle, and the Potteries, through Cheshire, to Warrington; at which point it takes up a branch railway already made, and pursues it to Newton, a point on the Liverpool and Manchester Railway, equidistant from these towns. The total length including the Warrington and Newton line, is about 82 miles. the estimate of its cost, 1,100,000*l*.; it will probably require including the expenses of a carrying establishment a million and a half. The district traversed, presents, in general, fewer obstacles than are met with on the London line, and will require no tunnels; there are, however, some works of great magnitude at different points, among which may be named the great viaduct across the valley of the Weaver, in Cheshire, consisting of twenty arches, of sixty feet span, and more than sixty feet above the level of the valley. The works are rapidly advancing and the road, it is expected, will be opened, through out its entire length, in the summer of 1837. About four hours will be occupied in traversing it. At Newton another branch line, formerly known as the Wigan Railway, has been incorporated with one at present in progress, which will complete the entire distance of 21 miles, from Newton to Preston, under the title of the

NORTH UNION RAILWAY.

The cost of this including the improvements which must be made in the Wigan and Newton division will not be much less than £500,000.; the works have already made some progress, and will, it is expected, be completed in 1838. There are a few heavy excavations on the line, and a viaduct now building across the valley of the Ribble, at Penwortham, which will be a handsome but expensive work. We find at the Nortern end of the North Union Railway, the

PRESTON AND WYRE RAILWAY,

For which an Act of Parliament was obtained last year. It is connected with a proposed extension of the Harbor of Wyre, at the southern side of Lancaster Bay, where it is hoped, a port of some consequence may spring up; the distance may be about five miles.—It does not appear probable that this point will become considerable as the resort for shipping: perhaps, as the cost of the works will not be heavy, the traffic dependent on a coasting trade may furnish a reasonable income. This short link completes the communication between our northern and southern waters—a length of nearly 300 miles, the expenditure on which will exceed six millions sterling.

Having thus noticed the series of railways now actually in progress, destined to form the great northern road from Southampton to Preston, we may advert, in a few words, to the change of travelling which the opening of this road will effect. At the present rate of railway engines, passengers and letters may be conveyed from London to Liverpool, Preston or Manchester, in ten hours, and from Southampton in fourteen. It is difficult to over estimate the importance, in a social or commercial point of view, of such an acceleration in the rate of conveyance, which is equivalent to a reduction in the distance between the several connected places of more than one half. The stimulus thus given may reasonably be expected to insure the prosperity of the undertakings, and it is certainly for the advantage of the community that they should prosper.

Returning to London we discover at the foot of London Bridge, the commencement of the

LONDON AND GREENWICH RAILWAY.

A singular work, conducted, throughout its whole length of 3 3-4 miles, on a succession of irregular arches, the ground below being appropriated. The number of these arches will be from 900 to 1000, averaging 22 feet in height from the ground; the longest structure of the kind we believe in the kingdom. The estimate is £400,000.: the works were begun in 1834, and are now far advanced.—The passing and carriage must be considerable, to render so costly a work profitable; it will, however, most probably, be the channel by which other lines may enter London; this circumstance would relieve it from some of the disadvantages attached to short railways. Several other minor railway schemes obtained Acts in the last session of Parliament; those above noticed appear to be all which require particular mention.

On turning to the last division of our subject, including the various projects existing as yet on paper only, we find their number and contending professions quite perplexing. The oldest perhaps of these schemes is the

MIDLAND COUNTIES RAILWAY.

Projected some time since, but now first actually taken up. This line proceeding from the London Railway at Rugby, passes by Lutterworth, Leicester and Loughborough, to Pinxton, in Derbyshire, (where it joins the Mansfield Railway,) crossed by branches near its northern extremity, to Nottingham and Derby. The length including branches will be 69 miles, the estimate for which is £600,000. The levels appear to be good, and the usefulness of the communication it will open, between a populous mining district and London, can hardly be questioned. Its importance is, however, increased by a continuation, projected under the name of the

NORTH MIDLAND RAILWAY,

to be carried from the end of the Derby branch by Chesterfield and Rotherham, to Leeds, thus opening a new way to London from the manufacturing district of Yorkshire. The estimate of this line, of about seventy miles in length, is £1,500,000.; the levels being favorable, this may possibly be sufficient. Both of these projects, it is said are to be brought before Parliament in the session of 1836. Parliamentary notices have also been given for a line from Birmingham to Derby, whereby the midland Railway will be connected with the former town. There is, however, little probability of this scheme being prosecuted. A gigantic undertaking, styled the

NORTHERN AND EASTERN RAILWAY,

to connect London and York, with a branch from Cambridge to Norwich and Yarmouth, is now before the public. The line to York would be 199 miles, to Norwich 111, to Yarmouth 130, the total number of miles to be laid down, at least, 275. The main line passes by Bishop's Stortford, Cambridge, Huntington, Peterborough, Lincoln, and Gainsborough; at York it is to be connected with a proposed Railway to Newcastle-on Tyne, from whence continuations of Edinburgh and Glasgow have been talked of.—This is certainly a magnificent scheme; it may be questioned, however, considering the great distance to be traversed, and the rivalry of other channels of communication, whether a sufficient income can ever be obtained on the enormous outlay that will be requisite. We observe that, for the present, a part only of the line is to be applied for—from London namely to Cambridge, with the branch to Yarmouth; the estimate for this part is £2,000,000., a sum which, judging from the history of other Railways, seems much less than will be necessary. A rival to this project, called the

GREAT NORTHERN LINE,

has been announced, whether it is likely to be persevered in or no, we have not yet heard. By one or other of these schemes it is proposed to continue the line from York to Glasgow and Edinburgh. A prospectus has been published for a Railway from Yarmouth to London, to be called the

EASTERN COUNTIES RAILWAY,

by way of Norwich, Ipswich, Colchester, Chelmsford and Brentwood, 1,500,000*l*. The distance will be about the same as by the Northern and Eastern Line, already described, and it is difficult to believe that any traffic or travelling in the district to be traversed can support two Railways, which must be rivals to a considerable extent,—even if they be sufficient to repay the expense of one.—This is an inquiry, however which it is not our purpose at present to discuss. In the proposed communication between

LONDON AND BRIGHTON,

the contest of rival projects is still greater, there having been three lines lately disputing for precedence; one by way of Tunbridge, to cost 1,400,000, entitled the *Great Eastern* Railway; another along the London and Croydon line (an Act for which was passed in 1835,) by Dorking and Shoreham, with a capital of 900,000*l*.; and a third laid down by Mr. Stephenson, a prospectus of which we believe, has not been published. It is said, however, to be supported by persons of great influence. We have not heard whether it is intended to prosecute the line laid down by Mr. G. & J. Rennie, in 1834, which was to have cost including a line to Shoreham the sum of 920,000*l*., a liberal allowance for a difficult line of about fifty miles! The result of this contest will certainly be the needless expenditure of heavy sums; it may possibly end in the postponement or abandonment of the entire project.

Besides the above mentioned, we hear of measures being in progress for the following Railways:—

BIRMINGHAM AND GLOUCESTER.

A line of fifty miles, passing near Cheltenham, Worcester, Tewksbury, Droitwich, and Bromsgrove, estimated at 750,000*l*. The nature and extent of the intercourse in this district seems to encourage such an undertaking, for which, however, the estimate appears small. A rival has already appeared under the title of the Grand Connexion Railway, to be carried from Gloucester to Worcester, Stourbridge and Wolverhampton, on the Grand Junction line. The distance to Birmingham, by this route, is said to be shorter than by the other, or 51 miles; the estimate for the connecting line 800,000*l*. This project certainly seems to possess some advantages in the district it will pass through, which embraces Cheltenham, and Stourbridge and the Kidderminster manufactories.

BRISTOL AND EXETER.

This appears to be intended as an extension of the Great Western Railway, passing by Clevedon and Weston, Bridgewater and Taunton, a distance of about seventy two miles, for which a capital of 1,500,000*l*. is to be collected. That such a communication between London and the extreme western counties would be very desirable, cannot be doubted: of its profitableness to the proprietors, we have not, at present, the means of judging. The estimate appears to be a liberal one.

MANCHESTER AND CHESHIRE JUNCTION,

This is proposed to be carried from the Grand Junction Railway near the southern boundary of Cheshire to Manchester, a distance of about twenty nine miles, the object being to shortern the distance between that town and Birmingham, by an independent line.—There are no considerable towns in its course excepting Stockport, which it will pass at a short distance. Two rival projects are announced in opposition to this undertaking; one for a railway from Manchester to Stockport, another for a line proceeding from the latter point to the projected Birmingham and Derby Railway; the first, only, it is understood, will be brought before Parliament this season. Here, then, is another instance of competition, which, whether resulting from speculative eagerness, or the collision of private interests, must prejudice the object professedly sought.

MANCHESTER AND LEEDS.

This seems to be a revival of a similar project, which was defeated by an opposition in Parliament some years since; it is said, the application will be renewed in the present session. A link of this kind appears to be wanted, and might be expected to repay the cost of making it. The district to be traversed, is, however, excessively difficult; and the line can neither be a good nor cheap one.

EDINBURGH AND GLASGOW.

A scheme for this communication also has been already before the Public in 1832, and is now resumed. The line, it is said, is not yet finally determined upon; but, it may be stated at about forty four to forty-six miles in length, and would perhaps require 800,000*l*. to complete it. There seems to be some analogy between this communication and that established between Liverpool and Manchester, in the extensive intercourse already existing; and we can only ascribe it to the cautious character of our northern friends, that such an experiment, which seems to hold every prospect of success, has not been earlier tried. In this part of the island, we hear, surveys are making of Railways from Glasgow to Paisley and Greenock, and from thence also to Carlisle, Lancaster and Preston. We apprehend that the difficulties of the country which this latter line must encounter in Westmoreland, are most insuperable; however, if they can be overcome, a western communication from London to the North may be readily established, and with less outlay than by the eastern route.

The sanction of Parliament is also to be applied for on behalf of Railways from Greenwich to Gravesend, London to Blackwall, and London to Dover; the Particulars of which schemes have not reached us. We presume that the Greenwich Railway will afford an entrance into the city for most of the lines running to the eastward.

Of the Railways already made or making, more than two thirds of their capitals (amounting to ten millions at least) are held in one corner of the island (the south of Lancashire;) the wealth of the metropolis having never hitherto flowed to any extent in this channel. While this has been the case, no diminution, but an increase rather, has been shown in the district in question in all other branches of industry requiring an outlay of money. This suggests an idea of the aggregate riches of the country which it is almost startling to contemplate.

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A STRANGER IN THE FOREST.

Second Day, Continued.—In spite of the new resolution which Brooks had formed to collect specimens of birds for his intended study, he would not go out of our track to shoot a large woodpecker that was keeping up a succession of loud raps on the trunk of an old dry pine that hung over a ledge of rocks a little way up the hill. There are many varieties of this species of bird, but that which we then saw is rarely met with, and I advised my friend not to let the opportunity escape of procuring it; but when I looked round I saw him sitting on an old stump, puffing and blowing; fanning his face with his silk handkerchief, his waistcoat unbuttoned and his hat lying beside him; his whole appearance was indicative of fatigue, and even Ponto lay at his master's feet panting with open mouth, and his protruded tongue trickling off the perspiration. He protested he had got a severe rheumatism just above the knees and in the calves of his legs, which made the ascent of the hill very painful to him, and that he feared he should long have to lament the consequences of this unpropitious journey. Fearing that ridicule would only tend to irritate him, I explained that he need not be apprehensive of any great evil from the pain he how felt, as it was common to every one unaccustomed to the fatigue of climbing eminences like the present; and that if I were as certain of curing rheumatic attacks, as I was positive his present complaint would cease after a little rest, I would quit the woods forever and turn quack doctor.

Having cooled and refreshed himself, we again took our way up the hill, but had not proceeded far when he complained of rheumatism and swore it could be nothing else, caught by sleeping on damp boughs in the open air: as for fatigue, he had undergone ten times as much without feeling any pain! He thought this must be an immensely high hill, and no doubt once a flaming volcano, and wondered we had not seen it at a great distance. We were still gaining on the height, and to divert him from thinking on his over-strained sinews, I pointed out to him that this was nothing in comparison to Mars Hill, and it was nothing to Cathadin in the States, which yielded in its turn to the mighty chain of White Hills. However the hill we are now on, will at its peak afford us a splendid prospect of a portion of the United States exhibiting extensive settlements, many of them recently made by the extraordinary enterprise of the Americans. "Enterprise!" ejaculated Brooks, with a look of contempt, as he seemed ready to discharge another volley of inventives, but I suddenly observed, "yes, my dear Sir, enterprise!—Half a century ago these people were not dignified with the name of a nation; their number did not much exceed a couple of millions; they consisted of thirteen confederated States; they were impoverished in maintaining their struggle for rational independence; and in being forced to follow the miseries of war, they were scarcely acquainted with Commerce or the arts and blessings of peace. Behold the wonderful effects of that enterprise which you seem to contemn. The great American nation is formed out of twenty six States, enumerating a population of fifteen millions; they have no debt, but possess a surplus fund over their expenditure. They have a standing army, an efficient navy; and there is not an important mart, an ocean or sea on the face of the globe, where their ships are not to be found. Their villages have become large cities; their forests have disappeared and cultivated countries occupy their place; they have established manufactories, and the whole extent of their immense territory is intersected by Canals and Rail Roads. Now, Sir, "look on that picture, and on this" and say which is most correct. If I were to comment in your strain on their enterprise, it would merely be to remark, that accustomed as they are to take giant strides in all their projects, they sometimes look for immediate results from measures which time only can mellow into perfection.

By this time we had almost reached the summit of the mountain, and luckily, my friend had not breath left to afford a word beyond domine Sampsons "prodigious!" which he uttered in a tone between anger and exhaustion, as he threw himself down on the beautifully fringed margin of a little rill that fell in spare but crystalline drops from tuft to tuft as it wended its way down the mountain. Here our attendants furnished a repast that was sweetened by a sauce which luxurous inactivity knows nothing about. Even Brooks partook of it with only one "pshaw!" and after having been completely refreshed, we went towards the highest peak which we reached in a short period.

As I must describe the prospect to you and tell you how we got Brooks up a tree, I shall make my bow for the present.

Yours,

DENDROS.

UPPER CANADA.—Sir F. B. Head has replied, in substance, to an address of the Assembly, requiring the dismissal of several public officers, and especially of Mr. Hagerman, the Solicitor General, that he will not listen to any dismissals of public officers for conduct under preceding administrations, but that he will see that the officers do their duty under his own.

John Henry Dunn, (Receiver General,) Robert Baldwin, and John Rolph, Esquires, have been appointed members of the Executive Council of Upper Canada.

John Sincoe Macauley, Esquire, has been appointed to act as Surveyor General, in the room of the Hon S. P. Hurd.

The Assembly has passed an Address to the King, for the admission of English goods by the United States.

LONDON, Feb. 4

OPENING OF PARLIAMENT.

HOUSE OF LORDS.

This day the second session of the second Reformed Parliament was opened by His Majesty in Person. The day was rainy, and the crowd which assembled, to witness the royal cortege proceeded from the Palace to the House of Lords, in consequence not large. His Majesty left the palace in state, shortly before two o'clock, and was received at the entrance with the customary observances. The body of the House as well as the gallery, was crowded.

His Majesty having taken his seat on the throne, the Usher of the Black Rod was commanded to summon the House of Commons to their Lordships' bar, and the house, preceded by the Speaker, having taken their places, the new Lord Chancellor kneeling, presented to His Majesty the copy of the Royal Speech, which the King read in his usual firm tone, as follows—

My Lords and Gentlemen.

It is with great satisfaction that I again meet the great council of the nation assembled in Parliament. I am ever anxious to avail myself of your advice and assistance, and I rejoice that the present state of affairs both at home and abroad, is such as to permit you to proceed without delay or interruption to the calm examination of those measures which will be submitted to your consideration.

I continue to receive from my allies and generally from all foreign powers, assurances of their unaltered desire to cultivate with me those friendly relations which it is equally my wish to maintain with them; and the intimate union which happily subsists between this country and France is a pledge to Europe for a continuance of the general peace.

Desirous on all occasions to use my friendly endeavours to remove cause of disagreement between other powers, I have offered my mediation in order to compose the difference which has arisen between France and the United States. The offer has been accepted by the King of the French; the answer of the President of the United States has not yet been received, but I entertain a confident hope, that a misunderstanding between two nations so enlightened and high minded, will be settled in a manner satisfactory to the feelings, and consistent with the honour of both.

I have still to lament the continuence of the civil contest in the Northern provinces of Spain. The measures which I have taken and the engagements into which I have entered, sufficiently prove my deep anxiety for its termination; and the prudent and vigorous conduct of the Present government of Spain inspires me with the hope, that the authority of the Queen will soon be established in every part of her dominions; and that the Spanish nation, so long connected by friendship with Great Britain, will enjoy the blessings of internal tranquility and union.

I have given directions that there be laid before you the treaty which I have concluded with the Queen of Spain for the suppression of the slave trade.

Gentlemen of the House of Commons.

I have directed the estimates of the year to be prepared and laid before you without delay—they have been framed with the strictest regard to well-considered economy.

The necessity of maintaining the maritime strength of the country, and of giving adequate protection to the extended commerce of my subjects, has occasioned some increase in the estimates for the naval branch of the public service.

My Lords and Gentlemen.

The state of the commerce and manufactures of the United Kingdom is highly satisfactory. I lament that any class of my subjects should still suffer distress; and the difficulties which continue to be felt in important branches of agriculture may deserve your enquiry, with the view of ascertaining whether there are any measures which Parliament can advantageously adopt for the alleviation of this pressure.

I have not yet received the further report of the commission appointed to consider the state of the several dioceses of England and Wales. But I have reason to believe that their recommendations upon most of the important subjects submitted to them, are nearly prepared. They shall be laid before you without delay, and you will direct your attention to the ecclesiastical establishment with the intention of rendering it more efficient for the holy purpose for which it has been instituted.

Another subject which will naturally occupy you, is the state of tithe in England and Wales; and a measure will be submitted to you, having for its end the rendering this mode of providing for the clergy more fixed and certain, calculated to relieve it from that fluctuation, and from those objections to which it has hitherto been subject.

The principles of toleration by which I have been invariably guided must render me desirous of removing any cause of offence or trouble to the consciences of any portion of my subjects, and I am therefore anxious that you should consider whether measures may not be framed, which, whilst they remedy any doctrine or discipline of the established church, will also be of general advantage to the whole body of the community.

The speedy and satisfactory administration of justice, is the first and most sacred duty of a sovereign, and I earnestly recommend you to consider whether better provisions may not be made for this great purpose, in some of the departments of the law and more particularly in the court of Chancery.

I trust that you will be able to effect a just settlement of the question of tithe in Ireland, upon such principles as will tend at length to establish harmony and peace in that country.

You are already in possession of the report of the Commission appointed to enquire into the state of the Municipal Corporations in Ireland, and I entertain the hope that it will be in your power to apply to any defects and evils which may have been shown to exist in those institutions, a remedy founded on the same principles as those of the acts which have been already passed for England and Scotland.

A further report of the Commission of Inquiry into the condition of the poorer classes of my subjects in Ireland, will speedily be laid before you. You will approach this subject with the caution due to its importance and difficulty; and the experience of the salutary effect of the act for the amendment of the laws relating to the poor in England and Wales, may in many respects assist your deliberations.

I rely upon your prudence and wisdom, and upon your determination to maintain as well as to amend the laws and institutions of the country, and I commit those questions of domestic policy, to which I have deemed it my duty to direct your attention, into your hands persuaded that you will so treat them as to increase the happiness and prosperity by promoting the religion and morality of my people.

COMMERCIAL PROSPERITY.—A gentleman in Edinburgh, just returned from a commercial tour in the English manufacturing districts, mentions to us, that at no former period, or at least for many years, has there been such briskness in nearly all the departments of manufactures as at the present moment. Many of the manufacturers and merchants have orders on hand which it would require twelve months to execute. Some are literally refusing orders for goods, and not sending out their travellers, but transacting business by letters. A vast quantity of the goods now preparing is for the United States of America the stagnation of trade in that country, caused by the agitation of the Bank question, having been succeeded by a corresponding activity in all kinds of traffic. As an instance of the present briskness in the iron and hardware departments, we are told that a merchant the other day received an order from America for £1000 worth of nails, which he could get no nail manufacturer to begin executing sooner than three months afterwards. such accounts as these are exceedingly gratifying, and we are glad to say that a similar healthful demand is in operation for several of our Scotch manufactures.—*Scotsman.*

The first measure, we understand, to be brought forward by ministers, will be the Irish Municipal Reform Bill for which it is perfectly prepared.

The Irish Government is at present engaged with an inquiry into the grand jury system generally in that country

The Lord Lieutenant of Ireland has declined to confirm the appointments of Justice of the Peace recommended by Lords Lieutenants, in all cases where they are connected with Orange Societies, and do not give up that connexion.

In the event of Gen. Evans resigning his seat for Westminster, it is the intention of Admiral Napier to offer himself to represent that city in Parliament, in opposition to Sir T. Cochran.

We are sorry to hear that Lord Brougham who had arrived in town a few days ago from the north, has been again ordered into the country in consequence of the state of his health.

The Naval preparations at Toulon, are not discontinued, and it is still believed that an expedition to the Levant is intended. There are at this moment in the Roads, and ready for sea, six ships of the line.

The great Commercial house of Messrs. Roston, at Manchester, has failed for not less than £200,000. They are extensive fustain manufacturers, and shippers of goods of all descriptions, to every part of the world particularly America. The late fire at New York may have accelerated their stoppage.

Feb. 3.

Lord Carrington, whose marriage took place at Bath, last week, was born in 1752, and is, consequently, in the 84th year of his age.

Sir J. Graham and Sir R. McFarlane, are executors of the late Sir C. Grant. The will has been proved, and all the property, landed and personal, with the house in Grosvenor square, have been left to Mr. and Mrs. Brinsley Sheridan.

Mr. Jackson, the son of the President of the United States, is sojourning at Hastings.

The Venerable Ex-Ambassador Prince Talleyrand just attained his eighty-third year yesterday. It is said the Prince has bequeathed his Memoirs to the Minister of the Interior, M. Theirs.

The King has been pleased to appoint Col. Sir John Harvey to be Lieutenant Governor of Prince Edward Island, in the Gulf of St. Lawrence.

The King has also been pleased to appoint Jeffrey Hart Bent, Esq to be Chief Justice of the Colony of British Guiana.

The King has also been pleased to appoint Andrew Stockenstrom, Esq. to be Lieutenant Governor of the settlement of the Cape of Good Hope, comprising the several districts of Albany, Somerset, Viteahage, and Genal Revnet.

The King has also been pleased to appoint John Hindmarsh, Esq Captain in the Royal Navy, to be Governor and Commander in Chief of the Province of South Australia.

O'Connell had been dined—addressed and applauded—by the popular party at Liverpool. We have not space for the proceedings, which are extremely interesting, but take the following eloquent passage from the close of his speech;

"I have come here to speak to the common sense of Englishmen, I have come, above all, to speak strongly here for a fine people, full of activity and energy, and intellect, whom their very enemies admit to be the bravest in the world, if it were possible for any men to be braver than the English and the Scotch. (Cheers.) The shout of victory never rose from a British deck,—the flag of England was never borne forward in the battle, that the commingling streams of blood on the one, which secured the victory to the other, did not flow equally from English and Irish veins. (Cheers.) We have stood by you in the battle and in the breeze; we have stood by you in the contest for civil liberty, in every struggle against oppression to make man free and liberty triumphant, and therefore, as the advocate for my native land, as the retained Counsel,—let my enemies make what use of it they will,—as the representative of their wants and their wishes, and of their honest and conscientious determination,—I come to England to call upon the voice of Englishmen that frightened the tyrants of old,—that voice of justice which made England really the admiration of the world and its envy, to free Ireland from that system of oppression, corruption, and blood letting, which has rendered her miserable; for by so doing they would not only do justice, but promote the prosperity of England, and enable her to adopt means to free herself of a debt too great for endurance, which could be borne by no nation on the face of the earth but the British. Do this, and the mighty empire of the English, Scotch, and Irish, will be indissolubly bound together in the bonds of mutual affection by a community of interests and of rights. (Cheers.) Bound thus together, the Throne will be based on the hearts of twenty four millions of freemen, and who shall dare to soil the robe of such an Empire? Is it the despot of Russia? No; he has a red Rathcormac near to him in unfortunate Poland with widows and mothers and orphans, weeping for the loss of all that was dear to them. After killing the father and transporting the children, O let him come, and would that the moment had arrived when the wisdom of the present administration shall carry into full effect that demonstration to which I shall be proud to give my humble support. (Cheers.) It is said the admininistration has coalesced with me, merely because they have striven to do justice to Ireland. O what a compliment is that to me! They have not coalesced with me, but I am ready to coalesce with them, because they are doing justice to Ireland."

Charlotte County Bank.

HARRIS HATCH, Esq. President.

Director next week, - - *James Douglas, Esq*

DISCOUNT DAY, ... THURSDAY.

Hours of business, from 10 to 2.

☞ BILLS and NOTES for Discount must be lodged with the Cashier on or before WEDNESDAY, otherwise they must lie over until next week.

ALMS HOUSE AND WORK HOUSE.

Commissioner next week——Henry O'Neil.

The St. Andrews Standard

THURSDAY MORNING, MARCH 10, 1836.

LATEST DATES.

Via N. York,	*Mar. 10*	*Via St. John*	*Mar. 12*
Havre,	Jan. 8	Halifax,	Feb. 11
London,	Feb. 4	London,	Feb. 4
Liverpool	Feb. 5	Liverpool,	Feb. 5
N Orleans	Feb. 9	Quebec	Mar. 1

To this Port direct—London

By arrivals at Halifax and New York, we are furnished with intelligence from London to the 4th ult., and from Liverpool to the 5th.

The King's speech will be found in another part of this paper, from which it will be seen that the ministry intend to bring forward a number of measures affecting the institutions of the country, in furtherance of those views of reform which characterise the present Cabinet. The Church in all its ramifications appears to be an especial object of scrutiny, and the English and Irish tithes are to undergo some important change. The condition of Ireland and its municipal corporations will be taken into consideration; and it is to be desired that relief and improvement may distinguish the purposed reform. Mr. O'Connell declared in the name of the People of Ireland, at the Liverpool dinner, that they would relinquish all claim for the repeal of the Union if they only got justice; and he announced his intention of supporting the present ministers, as he thought them sincere in their professions to procure that justice for his country.

In a private letter we received by last post from England, opinions are expressed in unison with those of many of the public journals, as may be seen by the following extract:—The present military will be extremely hard pressed: the general opinion seems to be that they will suffer an early and entire defeat: in this borough very many of the whigs have had a meeting for the purpose of procuring another conservative member.

It can hardly be supposed, however, while the spirit of Reform is so extensively evinced in the United Kingdom, that any party could manage the country for any length of time which would not accord with the loud and determined calls of that spirit. Advices from Britain will now be looked for with intense interest and we trust they will afford us the assurance that the prosperity of the country and the happiness of the people are the earnest purpose of both the Houses.

Our latest news from Fredericton furnishes the following proceedings of the House of Assembly.

ST. ANDREWS AND QUEBEC RAIL ROAD.

Resolved, That the establishment of a Rail Road between the Port of St. Andrews in the Bay of Fundy, which is open at all seasons of the year, and the Port of Quebec, would promote the settlement of the Country, greatly facilitate the intercourse and extend the interchange of commodities between the British possessions in America, increase the demand for British Manufactures, afford facilities for the conveyance and settlement of Emigrants, and be the means of giving additional employment to British shipping.

Resolved, That for the aforegoing reasons and with a view to facilitate the important objects of the Saint Andrews and Quebec Rail Road Association, this House has passed a Bill authorising a Company to construct such Rail Road, as far as the Canada line, in the full confidence that the Legislature of Lower Canada will pass an act with similar provisions authorising such company to extend the same to Quebec.

Resolved, That an humble address be presented to His Excellency the Lieutenant Governor praying that His Excellency will be pleased to transmit the above resolutions to the Secretary of State for the Colonial Department as the opinion of this House, and praying also that His Excellency will be pleased to recommend the subject to the favorable consideration of His Majesty's Government.

On motion of Mr. Partelow, *Resolved*, that taking into consideration the important matters about being brought under the notice of His Majesty's Government by the contemplated address, founded on the Resolutions of a committee of the whole House, this day reported and adopted, it is expedient that one or more Members of this House, having the confidence thereof, should proceed forthwith to England to afford such information to, and negociate with, His Majesty's Government on the subject of the said Address, and such other matters as may be given them in charge; and further *Resolved*, That the Deputation in 1833 be renewed. To which Mr. Street moved as an amendment—to strike out all after the words "should proceed to England" and insert "with full power to effect the best possible arrangement upon the subject matter of the Resolutions that they can under the circumstances; and that in doing so they shall not be rigidly confined to the letter of those Resolutions or the Address founded thereon, but shall be governed in that respect by the circumstances arising out of the negociations which they may open with His Majesty's Government upon the subject, and especially in relation to the surrender of the Casual and Territorial Revenues."

And upon the question for sustaining the said amendment, the House divided,—Yeas, 9, Nays 19; whereupon it was decided in the negative.

The question was then taken upon the original Resolution, when the House again divided as follows:—Yeas—Messrs. Allan, Palmer, Crane, Robinson, Partelow, Johnston, Slason, Woodward, L. A. Wilmot, Miles Hayward, Stewart, Morehouse, Wyer, Brown, Clinch, Connell, Hill, Gilbert, and Rankin.—20. Nays—Messrs. End, Hannington, Chandler, Street, Weldon, Ford, M'Leod, and Freeze.—8; and thereupon it was carried in the affirmative.

Mr. Chandler, a member for Westmoreland, and one of the Deputation of 1833, then declined the honor, intended to be conferred upon him.

The House were then in course of debate upon the subject of the Deputation, and what Members should compose the same; when certain words were used by Mr. End, a member for the County of Gloucester, in reference to the Speaker as one of the Deputation and they were directed to be taken down, and are as follow:—

"You are akin to Papineau in politics, you are too much imbrued with his principles and sentiments, and you are the last man in this House that I would vote for as a Delegate."

And on motion of Mr. L. A. Wilmot, *Whereas* William End, Esquire, one of the members of this House for the County of Gloucester, did this day in debate address His honor the Speaker, while in the Chair, with the words following—"You are akin to Papineau in politics, you are too much imbrued with his principles and sentiments, and you are the last man in this House that I would vote for as a Delegate;" therefore *Resolved*, That the said words be referred to the Committee of Privileges to report thereon to this House.

The House then proceeded to the appointment of the Deputation; when Mr. Johnston proposed Mr. Crane, a member for Westmorland, as one, which was agreed to by the House.

Whereupon Mr. Speaker declined being one of said Deputation; and Mr. Johnston then proposed, that Mr. L. A. Wilmot, a Member for York County, should be the other member of such Deputation, which was also agreed to by the House.

BOSTON AND WORCESTER RAIL-ROAD.—By way of correcting an erroneous impression which had obtained some circulation, that the Worcester Railroad has been closed up during the greater part of the cold season, the Boston Daily Advertiser has copied the records of the interruptions, from which it appears, that notwithstanding the unparalelled severity of the winter, and the great num

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[Inserted by order of

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March 10, 1836.

MR. EDITOR,

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St. Andrews, March

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of snow storms, there have been only six days in which the whole train of passenger cars has not run through the whole distance between Boston and Worcester, and only eighteen days in which the whole four trips per day have not been regularly performed.

The Editor of the Standard is appointed Agent for the NEW YORK ALBION; and for the EMIGRANT AND OLD COUNTRYMAN. As several of his friends in the Country have been furnished with specimens of the latter paper, he requests they may be returned with directions how such as are wanted should be addressed. Advice is received from Dr. Bartlet that the E. & O. C. has been forwarded to J. C. and that for T. M'D. B. may be looked for in course.

On our first page will be found a condensed view of all the Rail Roads in England.

[Inserted by order of the Presbytery.]

*** The Presbytery of St. John have suspended the Rev. DAVID SYME, their Provincial Missionary, from the discharge of his pastoral functions.

March 10, 1836.

MR. EDITOR,

SIR,—As you will no doubt be duly notified by the Moderator of the Presbytery, of the Rev. Mr. SYME'S suspension by that Reverend Body on Thursday last, I beg that you will be kind enough to inform the Public at the same time, that that Gentleman has protested against the sentence, and appealed to the first Synod. Yours, &c.

L.

Shipping Journal.

PORT OF SAINT ANDREWS.

ARRIVED.

March 14, Brig Elizabeth Catherine, Whitty, Sugar, *Marks*.

CLEARED.

March 16, Bqe. Edward Reid, Forrest, Londonderry deals.

At Beaumaris, 16th Jan. Isabella, M'Caskell, hence, with loss of sails; bound to Dublin; 18, Jane, James; 20, Abercrombie, Kirby; 23, Ava, Gaskia; hence at Liverpool; 28, at Poole, Earl Selkirk, Froud, hence; at Bristol, 224, Satisfaction, Streaker, do; at Hull, 31, Minstrel, ——from this Port.

Schr *Atalanta* for New-Orleans, with $30,000 in specia, was lost on Tuspan bar. About half the money saved.

Schr. *Forrest*, Carter, from New York for Mobile was lost on Egg Island, Bahamas. A small part of her cargo saved.

Br. Brig *Emperor*, Regan, from Exuma for Baltimore, was abandoned, 15th ult. Crew carried to Savannah.

Russian barque *Frederick William*, from Liverpool for New York, was spoken, 17th Feb. lat. 33. 21. Lon 65, with loss of main and foremast.

Swedish Brig *Thetis*, from Gibraltar for Philadelphia, is lost on Seaming Beach, Del.—captain, and four of the crew Perished.

British Brig *Cherub*, Scott, for Amsterdam, in going out from Charleston, 21st ult. grounded on the South Breakers—got off and put back, leaking 12 inches per hour.

Brig *Lucy*, of Portland, and *Stranger*, from Gibralter, which put into St. Thomas in distress, have been condemned.

Brig *Superior*, of St. Johns, N. B, was abandoned, dismasted, and half full of water, lat. 32. 50. long. 72. Crew taken on board the barque Adeline from Liverpool for Norfolk.

Steamer *Cheraw*, Fash, from Camden, S. C. for Charleston, with 600 bales Cotton, went ashore near Bull Bay, 19th ult. and filled with water, part of her cargo thrown over, and part damaged.

British Brig Diamond, Stanly, of St Vincents outward bound from Wilmington, N. C. parted her chain, and went ashore in the river, 19th ult got off leaky and must discharge.

British barque Corsia, Venable, was lost on a reef of one of the Islands of the Kings Mill Group, in the Pacific, in October last, 4 or 5 of the crew drowned, and the captain and 3 or 4 more killed by the natives; remainder escaped to Guam. Communicated in a letter to the editor of the New-Bedford Gazette.

BY AUTHORITY.

PUBLIC NOTICE.

Frequent applications having been made for Licences to solemnize Marriage by persons whose Testimonials have not been considered sufficient to entitle them to such Licence, the following regulation are published by order of His Excellency the Lieutenant Governor in Council, for the information of all concerned; and to which all applicants for Licences in future are required strictly to adhere.

1. The applications to be accompanied by certificates, duly authenticated, shewing that a meeting House has been erected and exclusively set apart for the celebration of divine worship, by a congregation of Dissenters; and also shewing in what particular Parish or place such meeting House is situated.

2. The applicant must produce proof that he has taken the Oaths by law required; that he has been regularly ordained according to the Forms and Usages of the Denomination of Christians to which he belongs; that he has been duly elected and chosen by that congregation as their minister; that he is entirely devoted to his spiritual charge and pursues no secular calling whatever; and that no part of his support or means of subsistance is derived therefrom; and must also set forth particularly the manner of his election or appointment by his Congregation.

3. All certificates, authenticating the above facts, must be signed by three or more substantial Householders or Freeholders; and in all cases where the applicant succeeds another Minister in the charge of any Congregation, such fact must be stated.

Secretary's Office, 5th March, 1836.

CAUTION.

I forbid all Persons paying any apprentice of mine Pilotage or trusting any one on my account after this date without a written order from me. JAMES MELONEY.

St. Andrews, March 9, 1836.

LIST OF LETTERS

Remaining in the Post Office St. Andrews, 5th March, 1836.

A	Llewellyn, W. G
Andrews R M.	Lagmen, Isaac
Alder Capt. Robert 2	Loftus, Peter
Austin John & David	M
B	Moses, Captain
Brown Joseph	Murray, Daniel
Blamfield Joshua	Morrison Donald
Brown Elizabeth	M'Gowan, Samuel
Bryant Daniel A	Maxwell, Hugh
Burns Barney	M'Leod, James
Boyd William	M'Curdy John
C	Magharan, John
Calkin & Co Messrs M	M'Cann, Barnard
Chaffey J 2	M'Donald, William
Cavenagh William	Murchead, Miss Ann
Carman Thos. H.	M'Curdy, Prudence
Cameron, Lachlan	M'Kenny, Capt. John
Cameron, Alexander	M'Master, Capt. George
Cassels, John	M'Donald, Peter
Cockron, Hugh	M'Guire Mrs. Mary
Cassidy, Miss Ann	M'Lude Ellen
Cunningham, Henry	M'Kenzie Abner
Carr, James	M'Iver Michael
Cahill, Capt.	Mowat, J. H.
Carroll, Mary	M'Maugh Joseph
D	M'Leod, James late 74 Rgt
Daviss, John	M'Namara William
Den'y Samuel	M'Cormick, John L.
Davis, Henry D.	Manning, Rev. Edward
Dorman, Capt Duncan	N
E	Newcomb, John
Erwin David	O
Ellis, Mr.	O'Brien William
Ellis William	O'Donoghue, John
Elliot, Andrew	P
Eaton, Eliza	Proctor Michael
F	R
Flyn, Walter	Ryan, Mary
Farrell, Michael	Robertson, James
Fitzmaurice, Edward	Ryan, Bridget
Ferris, Joseph	Rindles Ellen
Flagg, Sophia	Robertson, Rev. James
G	Rine, Daniel
Gilleece, Frank	Robertson Robert
Graham, Samuel	S
Goodwin, James	Steveson Maria
Glass, Robert	Shorey Phineas
Gilbert William	Shea, James
Griffin, Michael	Symoure Charles
Gamble Jas.	Sloan, Alexander
H	Stephenson James
Higarty, Pat. or Michael	Simpson, James
Handy, Morris	Sullivan, Widdow
Haddock Jacob	Sloan, Elizabeth
Hamilton, George	Stitt, John
Howe, Simon	Simpson, Thomas
I	Straueghen, John
Inkster, Magnus	Shannon James
K	Stinson Edward
Kay, Mr.	T
Kile, John	Taylor, John
Kehoe, James,	Townsbend, William
L	Trenholm Jeffrey
Lock, John	Trenble Elliot
Lambert, Mrs. Lydia	W
Logan Catherine	Ward John A
Lovely John	

Persons calling for any of the above, will please say "Advertised."

GEO. F. CAMPBELL,
Post Master.

SALT.

6,000 Bushels Liverpool SALT, in STORE, and for sale low for Cash, or approved paper at three Months.

W. BABCOCK & SON.

March 17, 1836. ri.

TO LET.

FOR ONE YEAR OR MORE.

THAT large and commodious House at the head of the Landing, formerly occupied by Mr James Davidson Jnr. The House is in every respect fitted up for either a genteel Boarding house, or a private Family; having large accommodations with a store in front. Its situation is very suitable for a Boarding House in consequence of its contiguity to the Steamboat landing place.—For terms apply to

JOHN M'KEAN.
JOHN MANN Jnr.
or WM. MACLEOD

St. George, March 9th 1836. ri.

BOOT AND SHOEMAKING.

SAMUEL TODD.

WOULD respectfully announce to his friends and the Public generally that he has commenced business in the Boot and Shoe line, One door South of Happy Corner, Water Street, where the best materials and faithful work may be had on the most resonable terms.

St. Andrews, March 1st. 1836. nm.

WANTED IMMEDIATELY.

Two Schoolmasters, one for the Island of Grand Manan, and the other for Campobello. They will receive the ordinary Parish and Provincial allowances.—Such as can furnish satisfactory testimonals will apply to the Trustees, or the Rev. John Dunn

Campobello, March 1. 1836. vi

MUSICAL TUITION.

MRS. MILLAR respectfully announces her Intention of devoting her time to the Instruction of Music on the *Piano Forte*.

TERMS,—£2 per quarter.

March 2, 1836.

TEA, TEA.

FOR SALE BY THE SUBSCRIBERS

Twenty Chests Hyson, Congo & fine Bohea TEAS at low prices

W. BABCOCK & SON.

Feb. 16th, 1836.

NEW GOODS.

ON CONSIGNMET.

Just received per the John M'Cullom and Robert Watt, from Liverpool four Trunks containing as follows:

Superfine black Cloths, Drab, Oxford, Slate, and black dress Buckskins; Gentlemen's superfine coloured frock Coats, Gents. do. Petersham Frock Coats with Fur Collars, do. do black Cloth Vests. Fashionable ribbed and plain Cassimere Trowsers, India Rubber Cloaks or Capes, Fashionable Yacht Shirts &c. &c.

The above articles will be disposed of at a small advance and short Credit.

Dec. 7, 1835. JAS. W. STREET.

NOTICE.

ALL Persons having any Legal Demands against the Estate of the late William Sherlock, of St. Andrews in the County of Charlotte, deceased, are requested to present the same duly attested to the Subscriber within three months from this date, and all persons indebted to said Estate, are requested to make immediate payment to

MARGARET SHERLOCK.
Administratrix.

St. Andrews, March 16, 1836.

NOTICE.

ALL Persons having any legal demands against the estate of the late Samuel Connick of the Parish of St. Andrews, Farmer, deceased; are requested to render in the same to the subscribers for adjustment within twelve months from this date and all persons indebted to the said Estate are requested to make immediate payment to.

SARAH CONNICK *Excr.*
JOHN M'KENNY *Exctr.*

St. Andrews, Feb 26, 1835.

NOTICE.

ALL Persons having any legal demands against the Estate of the late Charles Christie of St. Andrews, Mariner, deceased, are requested to render in the same to the Subscriber for adjustment, and all persons indebted to the said Estate, are hereby requested to make immediate payment to

MARY ANN CHRISTIE.
Administratrix,

St. Andrews, March 6, 1836. rm.

NOTICE.

A Meeting of the subscribers to the stock of the *Saint Stephen's Bank* will be held at the Office of HILL & ABBOT, on Tuesday 1 Jd. of April next, at 2 o'clock for the purpose of choosing nine Directors and making bye laws.

ROBERT WATSON.
Chairman of Committee.

St. Stephen, March 4. 1836.

NOTICE.

THE SAIL MAKING Business heretofore carried on by the late JOHN S. JARVIS, deceased, will from this time be conducted by the Subscriber, and from a strict attention to business he hopes to merit the patronage of the public.

JOHN S. JARVIS.

N. B. The Sail Making carried on at St. Stephens as usual.

St. Andrews Feb. 19, 1836.

NOTICE.

The Co-partnership hitherto existing under the firm of H. & E. Jarvis, is this day dissolved by mutual consent; all persons having claims against said concern are requested to present them for adjustment, and all persons indebted thereto are also requested to make payment to E. Jarvis, who alone is authorized to settle the affairs of the firm.

HARRIET JARVIS.
ELIZA JARVIS.

N. B. The business as heretofore, will be conducted by E. Jarvis on her own account.

St. Andrews, February 22, 1836.

NOTICE.

Whereas Cavalier H. Jouett, William Curry and Melletiah Calkin, Administrators upon the Estate of Cadwallader Curry late of the Parish of Campo Bello, in the County of Charlotte, deceased, have, this day, presented the respective accounts of the said Estate for allowance.—All persons interested are hereby notified to appear at the office of the Subscriber in St. Andrews on Thursday the 31st day of December next, at the hour of one of the clock in the afternoon of that day, to shew cause, if any they have, why the said account should not be allowed.—Dated the 18th November 1835.

HARRIS HATCH.
Sur. and Judge of Probates for Charlotte.

TO SCHOOLMASTERS.

A Schoolmaster wanted at the Ledge district Parish of St. Stephen none need apply but such as can be well recommended.—Application to be made to either of the Subscribers.

JOHN BRAY,
JAMES SMITH.
PATRICK KELEHER.

Ledge, Feb. 22. 1836.

CAUTION.

I do Hereby Certify that my wife Catharine Farrell has left my bed and board, I therefore forbid any person to harbour her, or trust her one farthing on my account, as I shall not hold myself responsible for any debt she may Contract, but will resist the same to the last extremity.

MICHAEL FARRELL.

St. Andrews, Feb. 23, 1836. ri.

CAUTION.

ALL Persons are hereby forbid trespassing on lot number sixty, in second division, of the Island of Grand Manan, granted to the late Aaron Richardson; as each and every person so offending will be forthwith prosecuted.

DANIEL GATCOMB,
NATHAN GUPTILL,
EBEN. RICHARDSON.
Heirs at Law to the late Aaron Richardson.

Grand Manan, 7th Dec. 1835.

JUST RECEIVED,

Ex Ship Abercromby, Kerby, from Newcastle,

10 Anchors, with and without Iron Stocks, from 8 to 10 cwt. 20 do. from 3 to 8, cwt.; 10 small Anchors Iron Stock, from 56lbs. to 3 cwt. 8 chain cables from 1 inch to 1 1-4 from 75 to 90 fathoms, 4 do. 7-8 inch 60 fathoms, 3 do. 13-16ths 60 fathoms, 4 do. 3-4 inch 60 fathoms; 4 do. 11-16ths 45 fathoms; 6 do. 3-8ths 45 fathoms, 600 fathoms 9-16ths; 400 fathoms 1 1-2 inch 2 casks; 700 fathoms 3-8ths inch, which will be sold in any quantity for Topsail sheets Mill chains &c.

60 coils Rope, 1 1-2 to 5 inch, 5 coils Standing Rigging, 5 to 7 1-2 inch; 20 do from 9 to 18 thread Ratting; 10 do. Spun Yarn.

The above are from the Manufactories of J. Abbott & Co. of New Castle, and will be sold at a reasonable advance on their price, for cash or approved paper at 3 and 6 months.

WM. BABCOCK & SON

Nov. 4, 1835.

GETTY'S HOTEL,

COUNTRY-INN AND STABLES.

Corner of William Street and Water Street, Saint Andrews.

SAMUEL GETTY, in returning grateful thanks to his numerous Friends for the liberal patronage they have afforded him for many years past, at the place of business he lately occupied, takes this occasion to inform them and the Public, that his new Establishment is now fitted out in every particular for their accommodation. He will constantly keep on hand a supply of the best Wines, Spirits and Malt Liquors; *the utmost attention* will be paid to the arrangements of the Stable; and an experienced groom will always be in readiness for the care of Horses. Persons desirous of going by the Steam Boats and Packets will be punctually waited on and every attention paid to their convenience.

A Store is attached to the Establishment, and the following goods are now offered to the public by wholesale for Cash or approved notes at three months, or by retail at the most reasonable prices; viz:—

15 Puns. best, high-proof *Jamaica Rum*,
3 Pipes, best Cogniac *Brandy*,
3 Casks *Hollands*,
2 do. *Whiskey*, high-proof and excellent flavour.
Port Wine of superior quality,
Madeira.
London Porter in Bottles,
Flour in barrels and by retail; *Indian*, and *Oatmeal*,
Dry Fish, Cod, Pollock, and Haddock.
Teas; Scale and Loaf Sugar; best Liverpool Soap; dipped and mould Candles Starch, Blue, and Indigo; with a large assortment of the usual *Groceries*.

S. G. has ordered his usual extensive supply of *Garden & Field Seeds* which he expects to receive early in Spring, and every precaution has been taken to ensure their being of the best quality.

Saint Andrews, 25th February 1836.

SHERIFF'S SALE

To be sold by Public Auction at the Court House in Saint Andrews, on Saturday the 28th day of February next, between the hours of 12 and 3 P. M.

ALL the Right, Title, Interest, Claim and Demand of FRANCIS TATTON, in and to a certain Tract or Parcel of Land in the Parish of Penfield, bounded Easterly by a Lot owned and occupied by Hugh M'Pike, Southerly by the road from the School House to Crow Harbour, Westerly by Lands occupied by Jesse Prescot, and Northerly by a Lot owned and improved by Jacob Jack—the same having been taken in Execution issued out of the Supreme Court of this Province to satisfy James W. Street in a Debt of £78,6,4 with Interests and Costs.

COLIN CAMPBELL.
Sheriff of Charlotte

Saint Andrews 11th. Aug. 1835.

The Sale of this Property is postponed until the 1st of June next, when it will take place at the Court House at 2 o'clock P. M.

COLIN CAMPBELL,
Sheriff of Charlotte.

St. Andrews, Feb. 23, 1836.

ON SALE by the Subscriber for cash or approved paper,

20 Hhds. prime retailing Molasses,
12 Puncheons Demerara RUM,
5 ditto. Jamaica do.
Hhds. and qr. casks Port Wine,
ditto. ditto. Madeira do.
20 Bls. Canada PORK,
10 ditto. Canada BEEF,
6 Bales Irish Bacon,
25 Bls. Rye FLOUR,
50 Boxes SOAP,
40 do. mould and dipped Candles,
1 Bale Cotton Warp,
4 Hogsheads Brandy,
4 ditto Hollands GIN,
20 boxes PIPES.

ALSO.

An extensive assortment of Superfine Cloths, Cassimeres, Buckskins, Pelise Cloths, and a great variety of other articles.

JAMES BOYD.

St. Andrews, February 20, 1836.

PROSPECTUS

OF THE

NEW-ENGLND GALAXY.

THE GALAXY has been published eighteen years.—The nineteenth Volume will commence with the coming year and be conducted by

HENRY F. HARRINGTON,

Assisted by several popular and well known authors.

The columns of the paper will be mostly filled with STERLING ORIGINAL ARTICLES; *Of which Tales, Poetry and essays,—Notices of New Publications, and of the Times—Sketches of Foreign and Domestic Character and Scenery—Biographical Notices of eminent Individuals, and Letters from Correspondents, etc.* will form prominent features.

The publishers will endeavor as far as practicable to support American Literature and Character—to sustain a manly and unyielding criticism on Literature, Men and Manners and the drama, without regard to friends or foes—to exercise a surveillance over all matters of local interest by exposing all nuisances and abuse to the public weal, and to handle Quackery under its various garbs, without gloves. This course, a rapid and continued accession of subscribers has already proved eminently popular and successful, the Galaxy promising soon to possess a larger list, than any weekly paper in this state. Determined therefore, still more to merit support and in furtherance, of a promise that the paper should increase in literary merit as it gained in public favor the Publishers have engaged correspondents in several parts of our own country and in Europe

In addition to which they offer prizes—

ONE HUNDRED DOLLARS

As follows—FIFTY DOLLARS for the best and TWENTY-FIVE DOLLARS for the second best TALE and TWENTY-FIVE for the best POEM. The subjects and length of the several articles to be at the option of the competitors. Manuscripts can be directed to the Editor of the Galaxy, *post paid*, to June 1st 1836, and the award will be made by a literary committee during the month following The address of the writer should be enclosed in a sealed note marked Name's and the direction of the successful authors *only* will be opened. All the manuscripts to be at the disposal of the publishers of the Galaxy.

TERMS. The Galaxy is published every Saturday at THREE DOLLARS PER ANNUM IN ADVANCE. Postmasters or others forwarding twelve dollars shall receive Five papers or a reasonable commission.

CONDON & CO.
52 Congress street, Boston.

FLOUR MEAL &c.

Just received and for sale by the Subscriber

Bbls. Philadelphia superfine FLOUR,
do. Corn Meal and Rye do.
Half Bbls. Buck wheat Flour.
Barrels BEEF, boxes and half boxes Muscatell Raisins; Boxes London Mould Candles, &c. &c.

JAMES W. STREET.

10th Dec. 1835.

BEEF.

Just received and for sale by the Subscribers.

Forty barrels beef, in prime order for ships use.

W. BABCOCK & SON.

Feb. 10th, 1836.

TO LET.

Those well known premises at present in the occupation of Mrs. R. M'Aleavie, the situation for business is too well known to need a further description; possession will be given on the first day of May next.—Apply to the proprietor,

JAMES BOYD.

St. Andrews, Feb. 19, 1836.

JAMAICA RUM.

In Store, ten Puncheons Jamaica Rum, for sale low for cash or approved paper for three months.

W. BABCOCK & SON.

Feb. 16th, 1836.

PHILADELPHIA

SUPERFINE FLOUR.

JUST Received, 30 barrels, first quality Philadelphia Superfine Flour, which will be sold under what it can be imported from Eastport.

JAMES W. STREET.

Saint Andrews, 8th Feb. 1836.

WINES.

ON HAND—Quarter Casks superior Sherry and Port WINES.

W. BABCOCK & SON.

Feb. 11th, 1836.

TO LET.

The House late in the occupation of James M'Math, and the premises occupied by Thos. Boyle, and the three story House adjoining at present the house in the occupation of Mrs. Muir.

ALSO.

The two Stores situated on the Market Wharf.

JAMES BOYD.

St. Andrews, Feb. 21, 1836.

ON SALE.

5 Puncheons well flavoured and good proof Demerara Rum, 1 do. do. Jamaica.

ALSO.

6 casks Marsalla Wine of excellent quality 1 Hhd. best cognac Brandy.

Sept. 30, 1835 JAS W. STREET.

FALL GOODS.

E. & J. WILSON *have received by the Miranda from Liverpool, their supply of fall goods which they offer for sale on reasonable terms.*

Superfine blue, black, Adelaide and invisible green Cloths, superfine blue, black, and drab mitt double, milled Cassimeres, superfine blue and drab Pilot Cloth, Oxford mixture Satinetts, 120 pair 9, 10 and 11-4 rose Blankets, 50 pieces fine red Flannels, 10 pieces fine white do. 10 pieces stout twilled do. 10 pieces printed Salisbury flannel, 20 pieces 3 and 6-4 fine Merinos, 30 pieces coloured Bombazetts, 2 fashionable London Prints, 50 pieces white and grey Shirtings, 2 cases Gentlemen's Hats, and Ladies black Beaver Bonnets, 1 bale Cod, Mackarel and Chalk lines, black, blue and all colours Thread, Cotton and worsted Braces, 45 pieces narrow stripe Scotch Homespun's Boxes mould Candles, Boxes Soap, Ox Nails, pump Tacks, polish'd stock fire Irons, Brass head andirons, long handle Frying pans Shovels, Bake Kettles, Spiders, Tea Kettles, Fire Dogs, Crates well assorted Earthenware 1-2 5-8 3-4 7-8 1 and 1-8 inches round irons, 1 1-8 1-4 Square do. 2 1-2 c 3 inch flat do. 1-2 inch thick, 1 1-8 1 1-4 1 3-8 square Swedes Iron, 1 1-4 c 3 inch flat do. 1-2 to 3-8 inch thick.

St. Andrews, October 1, 1835.

THE Subscriber will make engagements on very liberal terms with persons wishing their Friends brought out from BELFAST in IRELAND, to this Country early in the Spring:—Please apply at the Store of

WILLIAM GILMOR

N. B. As W. G is in Belfast himself those who wish to make engagements may rely on first class vessels being obtained for the purpose, and his strictest attention to the comfort and convenience of the Passengers.

St. Andrews, January 27, 1836.

TO LET.

THAT excellent stand for business lately occupied by Mr. Charles Gillsland on the Market Wharf, will be let at a very moderate rent and possession given immediately.—Please apply to

W. M'LEAN.

St. Andrews, 24th Nov. 1835.

SHIP BELLS.

A few very excellent Ship Bells, are at present offered for sale at the ST. JOHN FOUNDRY at reasonable rates than can be had in any other part of the world.

ROBERT FOULIS

St. John, Aug. 10, 1835.

Original issues in Poor Condition
Best copy available

SHERIFF'S SALES.

To be sold by Public Auction on the premises on Saturday the seventeenth day of September next between the Hours of noon and four O'clock

ALL the Right, Title, Claim and Demand of ISAAC HANSON of in and to all that certain piece or parcel of Land with the House and other improvements thereon in the parish of Saint Stephens, situated at the head of the cove .—ALSO—all the other land belonging to the said Hanson situate in the said parish, the same having been taken on an Execution issued out of the Supreme Court of this Province to satisfy Dan Pineo & Peter Pineo of a debt of £126 15s. and interest besides Sheriff fees &c.

COLIN CAMPBELL.
Sheriff of Charlotte,

St. Andrews, March. 8th 1836.

To be sold at Public Auction at the Court House in St. Andrews on Monday the 29th day of August next, between the hours of 12 and 4 o'clock P. M.—

ALL the Right, Title, Interest, Claim and Demand of THOMAS JOHNSON of in and to the Farm Lot and appurtenances lately occupied by his Father Nicholas Johnson and himself about five miles from Saint Andrews aforesaid, also to Farm Lot No. 8, of the Chamcook Estate, adjoining the first mentioned Lot in the rear; the House in Water Street at present occupied by Mr S. Watts, and the small building joining Dr. McStay's Shop, the same having been taken by virtue of an Execution issued out of the Supreme Court of this Province to satisfy Jeno M'Lachlan, Esquire, in a debt of £19 11 2, and costs, subject to an attachment under the absconding debtors act, in favour of E. & J. Wilson, and previous Executions.

COLIN CAMPBELL,
Sheriff of Charlotte.

Saint Andrews, 24th February, 1836.

To be sold by Public Auction at the Court House in Saint Andrews, on Monday the 13th day of June next, between the hours of noon and 4 o'clock P. M.

ALL the Right, Title, Interest, Claim, and Demand, of JOSEPH SMITH in and to that certain Lot or parcel of Land situate in the Parish of Saint David, County of Charlotte, known and described as Lot No four in block letter T in the Cape Ann Association Grant, formerly granted to Thomas Henderson, by him sold and conveyed to Harris Hatch Esquire, who sold and conveyed the same to the aforesaid Joseph Smith the said Lot containing one hundred acres more or less.—together with all the rights privileges, Buildings and appurtenances there unto belonging the said property having been takenin execution issued out of the Supreme Court ofthis province to satisfy John Wilson Esquire in a debt of £194 12s. 4d. and Costs

COLIN CAMPBELL.
Sheriff of Charlotte.

St. Anderews, 1st. Dec. 1835

AT the Court House inySaint Andrews, on Monday the 30th day of May next, at 11 o'clock A. M. will be sold by Public Auction,

ALL the Right, Title, Interest Claim and Demand of THOMAS JOHNSTON of in and to the Farm Lot and appurtenances lately occupied by his father Nicholas Johnston about five miles from Town, also to the House in Water Street, at present occupied by Mr. S. Watts, as a Boot and Shoe Store &c. and the small building joining Doctor M'Stay's Shop, the same having been taken by virtue of an Execution issued out of the Supreme Court of this Province to satisfy John Parkinson and Robert Roberts in a debt of £35 2s 4d and expences.

COLIN CAMPBELL,
Sheriff of Charlotte.

St. Andrews, 14th Nov. 1835

To be sold by Public Auction the at Court House in Saint Andrews, on Saturday the 28th day of February next, between the hours of 12 and 3 P. M.

ALL the Right, Title, Interest, Claim and Demand of FRANCIS TATTON, in and to a certain Tract or Parcel of Land in the Parish of Penfield, bounded Easterly by a Lot owned and occupied by Hugh M'Pike; Southerly by the road from the School House to Crow Harbour, Westerly by Lands occupied by Jesse Prescot, and Northerly by a Lot owned and improved by Jacob Jack—the same having been taken in Execution issued out of the Supreme Court of this Province to satisfy James W. Street in a Debt of £78,6,4 with Interests and Costs.

COLIN CAMPBELL.
Sheriff of Charlotte

Saint Andrews 11th. Aug. 1835.

To be sold at Public Auction at the Court House in Saint Andrews on Saturday the sixth day of February next, between the hours of noon and four o'clock P. M.

ALL The Right, Title, Interest, Claim, and Demand of Alexander Moffat in and to Lot Number fourteen in Pagan Street in the town Plot of Saint Andrews, together with the Stone House and other buildings erected thereon, the said Property having been taken in Excution issued out of the Supreme Court of this Province to satisfy Alfred L. Street and George D. Street in a debt of forty nine Pounds Eleven Shillings and sixpence with Interest besides Costs against the said Alexr. Moffa —subject to prior Excutions.

COLIN CAMPBELL,
Sheriff of Charlotte

Saint Andrews, 28th July, 1835

ON Tuesday the 17th day of November next at the Public Landing in Saint Stephen, between the hours of noon and 4 o'clock P. M. will be sold by Public Auction.

ALL the Right, Title, Interest, Claimor Demand of WILLIAM GARCELON in and to a certain Lot of Land in the Parish of St. David, containing two hundred Acres, joining the North Eastern corner of Lot No. 26 in the Penobscot Association Grant, commonly called the Roix Lot; and Numbered Ten in the grant to the said William Garcelon, the same having been taken in Execution issued out of the Supreme Court of this Province, to satisfy George S. Hill in a debt of £82 besides Costs against said William Garcelon

COLIN CAMPBELL,
Sheriff of Charlotte.

St. Andrews, May 2, 1832. xm31

The above SALE is further Postponed, until the 28th day of May next.

COLIN CAMPBELL,
Sheriff of Charlotte.

St Andrews, Nov. 14, 1835.

THE NEW YORKER
QUARTO EDITION.

THE Publishers of THE NEW-YORKER, encouraged by the generous and steadily increasing patronage which has hitherto rewarded their exertions, propose to issue, from the commencement o their third Volume on the 26th of March ensuing, a new Double Quarto Edition of their journal, not instead of but in addition to that now published. Advertisements, except possibly a few of a strictly literary character, will be entirely excluded; and, in addition to all the matter presented in the folio New-Yorker, the Quarto will contain a page of popular music, &c. &c. and be accompanied by a handsome Title page and comprehensive Index at the close of the Volume.

The general features of the New-Yorker will remain essentially as they have heretofore been. Its columns will contain—

I. *General Literature.*—Original Tales, Essays Reviews, Poems, &c. with corresponding selections from the Quarterlies, Monthlies, and all the better class of periodicals, Foreign and American, with choice extracts from new works of substantial excellence. The Editor acknowledges with pride and gratitude his obligation to his regular contributor—and among them are some whose names have shed lustre on the cause of American literature—for the steadfast support hitherto afforded him, and the confidence with which he is now enabled to assure the public that it will not soon be withdrawn. He takes pleasure in recalling the fact that, since the establishment of the New-Yorker, no one other journal has afforded specimens in equal extent and variety of the productions of all eminent American writers of whatever section or class—a characteristic which he hopes it may still preserve; while his selections from the best foreign works have been exceeded—in quantity at least—by those of but three or four among the myriad of his Atlantic periodicals.

II. *National Politics.*—It has been the aim of the Editor to present a full and fair exhibit of the aspects, movements and struggles of parties, in our country, including the meetings of Conventions nomination of Candidates for state and nations Offices, and all other significant manifestations of political feeling, with the general results of elections, as fast as ascertained, and the official canvass in each instance, as soon as it shall have reached us. This course is believed to be in many respects original with this journal; and it is considered that we have just cause of felicitation in the fact that, persued as it has been thro' two years of untemitted political warfare, the fairness and general accuracy of our statements and returns have very rarely, if ever, been questioned. The Editor reserves to himself the right of remarking, as circumstances may seem to require and justice to dictate, on the less exciting political topics of the day, as on all others, with calmness, defence and moderation; but he will strive—he trusts not less successfully than hitherto—to exclude from the columns of the New Yorker every observation, reflection, or even argument, which may wantonly do violence to the sincere convictions of any well informed reader, of whatever principle or party.

III. *General Inteligence.* In this department we can only promise the most unwearied industry and patience in the collection, condensation, and arrangement of the news, Foreign and Domestic, which may be gathered from the weekly reception of four hundred journals, including some choice European periodicals, and which may be afforded us by the attention of our friends abroad among whom are stated correspondents at Paris and Mexico. Although the favors of these last will generally wear a literray rather than political aspect, we are yet justified in our confidence that no important intelligence which their position will enable them to transmit us more succinctly or speedily than would otherwise reach us will in any case be withheld.

Literary notices, Statistics, Brief notices of works of Art, Amusements, the Drama, &c. &c will from time to time be given. As a general rule, however, it will be the aim of the Editor to embody such articles, whether original or selected, as shall at least combine instruction with entertainment.

CONDITIONS.

The Quarto New-Yorker will be published every Saturday afternoon on an extra imperial sheet of the finest quality, comprising sixteen pages of three columns each, and afforded to its patrons in the city and country at THREE DOLLARS per annum, payably indexibly in advance. Any person or persons sending us $5 positively free of postage or other charges will receive two copies for one year, or a single copy for two years, and in the same proportion for a larger sum. The few who may desire to take the folio edition for immediate perusal and the Quarto for binding will be entitled to receive both for $4 50 in advance.

H. GREELY & Co.

*** THE NEW-YORKER (folio) will continue to be published at Two Dollars per annum in advance, to which Fifty cents will be added if not paid within six months. It will not however, be forwarded on credit to new subscriber of whose solvency we have no satisfactory assurnce.

W. H. KNOWLES.

Respectfully informs his Friends and the Public generally, that he has opened a STORE at No. 10 MARKET WHARF lately occupied by Mr. Charles Gilliland, where he intends to keep constantly on hand a complete assortment of

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St. Andrews, 20th May, 1835. 32tf

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GILBERT UGGLES.

St. George 2d May 1835 32.

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A JOURNAL, OF THE NEWS, POLITICS, AND LITERATURE OF EUROPE.

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St. Andrews, Jan. 19 1836.

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IT is now six months since this publication was commenced in Philadelphia—and although the publishers have used no extraneous means to circulate a knowledge of its merits, yet such is the satisfaction manifested by that portion of the Public who have been made acquainted with its character and contents, that its list of patrons continues constantly and rapidly to increase. This paper is now distributed regularly every week over a wide portion of the Union, and the most satisfactory assurances are received that it will eventually become one of the most popular among the numerous excellent periodicals which issue from the American press. No exertions will be spared to establish its new ascent reputation more extensively; and if the liberal sanction of those for whom it is especially designed shall warrant its future improvement—both as regards typographical measures and embellishment—will be materially advanced.

☞ The different PLAYS and FARCES that will appear in the course of the year, of themselves will be worth more than FOUR times the amount of subscription. The following is a list of those which have already appeared:—

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The Duel	R. B. Peake.
The Sisters	W. Barrymore.
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☞ The MSS. copy of the IRISH AMBASSADOR, the favourite and highly interesting Drama in which TYRONE POWER so successfully amused the Public as SIR PATRICK O'PLEMPO, has been obtained by the Publishers, and will be published forthwith.

☞ The Sporting Intelligence (at home and abroad) occupies a considerable portion of our columns, and is collected from the most authentic sources. Among the Portraits of celebrated Winning Horses which have been given, are—

The American Trotting Horse, EDWIN FORREST.

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An Epitome of important passing events.
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☞ The Vade Mecum is printed on large imperial paper, of a beautiful white texture, and is published every Saturday, at Three Dollars per annum, in advance. Orders from abroad, postage paid, will be promptly attended to, and the paper carefully packed to prevent it from rubbing by mail.

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St Andrews, June 16, 1835 35

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90 do. black do. 12lbs,
20 do. blue do. 20lbs,
14 kegs red do. 20lbs,
19 do, yellow do. 19lbs,
30 lbs. Whiting,
20 tons square, bolt and bar Iron assorted sizes
1 do. 1-4 in best refined Iron in 56lb bundles
1 cask 1-2 in chain for topsail sheets &c.
1 do. mill Chain,
1 ships Chain 90 fthms. 1 1-15 inch.
1 do. 90 fthms. 1 1-3 inch.
Ships Scrapers, Marlin-spikes, Trumpets signal Lanthorns, Cooks do. Brass Brinacle Lamps, Oil Cans, Union Jacks, and Ensigns
150 boxes Soap, 200 chaldrons round Coal.

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1 Cask Currants,
3 Cases blue and white Starch,
5 Kegs Mustard,
20 Boxes Pipes,
3 bales Cod, Pollock, and Mackarel Lines,
1 Hogshead China Breakfast & Tea Setts,
1 Hogshead do. Dining setts,
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10 doz. Umbrellas,
3 Trunks ready made Clothing,
Pieces of bleach'd and unbleach'd Cottons,
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The above GOODS, were selected by our Mr F. A. BABCOCK, during his stay in England, last winter; and as he intends returning this season, will be sold cheap for Cash or approved Paper.

WILLIAM BABCOCK & SON

St. Andrews, August 11, 1835

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By the late arrivals at St. John, the Subscriber has just received on consignment. the following articles.

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10 Puncheons Jamaica Rum, proof 22.
10 do. Rich flavoured Demarara.
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JAMES BOYD

Saint Andrews, 25th May 1835.

NOTICE.

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ALBERT G. FOSTER.

St. David, Nov. 18, 1835

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JAS W. STREET

14th October, 1835.

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