

W. H. Smith.
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 W. H. Smith.
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Counting-House ALMANAC 1851.
 Monday Tuesday Wednesday Thursday Friday Saturday Sunday

JANUARY.
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FEBRUARY.
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MARCH.
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APRIL.
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MAY.
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JULY.
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AUGUST.
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SEPTEMBER.
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OCTOBER.
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NOVEMBER.
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DECEMBER.
 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

ET.
 Occupied by Mr. Wm. ...
 HALL TURNER, ...

L. STAGE.
 ST. STEPHEN ...
 ST. ANDREW ...
 MILLTOWN ...

Stoves!
 secured on consignment ...
 W. MacLEAN ...

UNSWICK ...
 LINDING SOCIETY ...
 JOHN 56th Sep 1847 ...

Public Office.
 October 11 1850 ...
 the inconvenience of ...

OWE, D. P. M. G.
 Liverpool, via St. John ...
 Paint, 14, 28 & 56lb ...

TS, OIL, & C.
 3, 1850, ...
 Liverpool, via St. John ...

Cognac Brandy
 from Boston ...
 Muscovado Sugar ...

SULTAN from Liverpool ...
 JAMES W. STREET

Original issues in Poor Condition
 Best copy available

The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

No 19] SAINT ANDREWS, N. B., WEDNESDAY, MAY 7, 1851. [Vol. 18

European Intelligence.

[From Papers by the Niagara]
 Parliament had adjourned for the holidays, and would meet again on the 28th.
 On a motion made in the House of Commons for going into Committee on the assessed taxes. Mr. D'Israeli made a speech in proposing an amendment, in which he censured the Government most severely, especially in that their policy throughout the present session entirely overlooked the distress which they acknowledged to exist among the owners and occupiers of land; thereby disappointing the hopes which the farmers had been led to entertain from the expression in the Royal Speech. The amendment was lost by a majority of 13 in favour of Ministers. Lord John Russell complained of the delusions practised upon the Country by these motions, which, when brought forward in Parliament, distinctly disclaim any intention of changing the Free-trade policy, but the result of the division upon which are paraded to the country as proof of the partiality of the House in favour of protection.
 The Papal Aggression Bill will be taken up again on 5th May.
 The Parliamentary Committee of Enquiry have resolved to recommend that the American Mail Steamers call at Holyhead for the purpose of receiving and landing mails.
 The Queen will open the Crystal Palace in state on the 1st of May; the public will be excluded during the ceremony.
 The schism in the Established Church is widening. The Bishop of Exeter proposes convening a Diocesan Synod. The Government case is at the bottom of the difficulty.
 There will be 30,000 troops within five miles of Hyde Park on the occasion of opening the great exhibition.
 Lady Franklin is again fitting out the "Prince Albert" for a voyage to the Arctic regions in search of the missing expedition.
 It is understood that the steamer Great Britain, now under the command of Capt. Mathews, will when her fittings are complete be entered for the New York trade.
 Rumours of a ministerial crisis in Prussia are rife.

FRANCE.

Trade is very dull in France. The Press favourable to the Ministry urges the presentation of petitions for a revision of the Constitution. The President had changed many of the Judicial functionaries in the Department. The conservators had gained signal triumphs at the late municipal elections.

INDIA AND CHINA.

India remains tranquil. A skirmish had taken place in the mountain near Kohat, between a horde of robbers and the Punjab regiment, in which the former were defeated and driven back. A conspiracy had been discovered in Nepal, the object of which was to murder Gen. Jung Bahadur; the conspirators were his own father and brother.
 From China we learn that the crop of Cotton is good and clean—exports heavy. Four piratical Junks had been captured.

CAPE OF GOOD HOPE.

Accounts from the Cape represent matters to be in a very unsatisfactory state. The British forces had obtained some victory over the Caffirs with hard fighting. Fort Armstrong had been destroyed; the Caffirs fought desperately; 27 of them were killed, and 160 taken prisoners, besides 400 women and children, and 70 or 80 stand of arms. The British had four men dangerously wounded and four horses killed.

MARKETS.

Cotton dull and 1/4 lower; total decline since the 8th inst., 1/4 per lb. Sales of the week 25,400 bales.
 Corn and Flour dull and declining; the flour market had been seriously affected by large importations from France, where prices were unusually low. The money market had been very steady. Consols closed at 97 1/2 for money and account.

TIMBER.

The House of Commons has acquiesced in the reduction of half the duty on Foreign Timber; this movement has had a favourable effect on the Market for that description of wood, but there is no perceptible change in the Market for Colonial, for which prices continue steady, but without much animation.

SHORT DRESSES.

Mrs. Bloomer, editor of the *Lilly*, has adopted the "short dress and trousers," and says in her paper of this month that many of the women in that place, (Seneca Falls,) oppose that change; others still are in favour; and many have already adopted the dress." She closes the article upon the subject as follows:—

"Those who think we look 'queer,' would do well to look back a few years, to the time when they wore ten or fifteen pounds of pericarp and bustle around the body, and balloons on their arms, and then imagine which looked queerest, they or we. We care not for the frowns of over-lustidious gentlemen; we have those of better taste and less questionable morals to sustain us. If men think they would be comfortable in long heavy skirts, let them put them on—we have no objection. We are more comfortable without them, and so left them off."

POETRY.

To those whom it may Concern,
 'Tis nobly done, good folks so speed ye still,
 Ye'll sooner reach the bottom of the hill;
 Complete your task, and e'er ye cease to write,
 The world will be o'erwhelmed with 'wood'rous light.
 Ye see the mountain is not very steep,
 And going down ye may the pathway keep;
 But when ye turn and find wood scramble back,
 Ye'll say, 'tis true, and that ye have LOST THE TRACK.
 Spare none, but give each honest heart a blow;
 Add to the widow's and the orphan's woe;
 And, when the unprotected ye abuse,
 Let gall and wormwood be the ink ye use.
 First dip your pens in malice, rancour, hate,
 And every vice that envy can create;
 Then grieve upon an adamantine board,
 The precious thoughts that in your brains are stored.
 Delight the public with your polished verse,
 And mixed with fables, private deeds rehearse:
 Revile the virtues that mankind adore,
 And reap your due reward—contempt and scorn.
 St. Andrews, May 3, 1851.

SALT Afloat.—A PRACTICAL JOKE.

During the great storm in this city on the 15th and 16th inst., a weather-beaten looking customer with his head and features pretty well smothered up in a trusty sou'-wester, entered our sanctum and addressing us, said:—
 "I want to advertise some salt afloat."
 "Go to the counting room," we replied,
 "we do not receive advertisements here."
 "I've been there, and nobody is in."
 "Nobody is!" exclaimed we in surprise,
 "it is but a moment since we left two clerks there up to their eyes in business."
 "So you won't take it?"
 "Oblige us by going to the usual place for such transactions."
 "You won't? Ha! ha! ha!" screamed our interlocutor, with a laugh that might have been heard in the depths of the Hoosac mountain.

We looked up and beheld the twinkling eyes and roguish visage of our wagwagish friend "Acorn" who had just left his store on Long wharf, where the tide had entered and set afloat in a conglomerated mass about five hundred sacks of prime salt!
 The way the young man "fetched up" against the other end of our sanctum, was a caution to all supporters of the "Hydr" law.

NINE or ten years ago we had the good fortune to behold Prince Louis Napoleon bodily in the flesh. His little compact figure was cased in complete steel, and he wielded a sword which was too great for his strength. The occasion was one of historical pomp and chivalric display. A Scottish nobleman had enlivened the prosaic dullness of our nineteenth century with a costly pageant borrowed from the middle ages. The halls and parks of Eglintown vied in picturesque magnificence with the "Field of Cloth of Gold."
 In the memorable spectacle to which we allude, the son of the ex-King of Holland was an ambitious if not a successful actor.—When we saw him he was engaged in gall combat in the interior of the castle with a halberd knight who, on the previous day, had unhorsed his competitors in the lists. The inauspicious weather had necessitated a recourse to in-door sports, and there, under the eye of the Queen of Beauty, and surrounded by a fair sprinkling of the flower of British nobility, our hero practised his craft and tierce in an ineffectual contest against a weightier arm and a quicker eye and hand than his own.—[Glasgow Citizen.

CURE FOR DIARRHOEA.

About this season of the year bowel complaints are generally prevalent, and sometimes will scarcely yield to medicine. The writer of this paragraph was at one time next to death's door with this complaint; he had tried all the medicine the doctor could think of, without benefit.—He was then advised to get a sheep's head, singe and boil it well, then drink the broth, without salt or seasoning of any kind. He did so, and a complete and speedy cure was the result. Take no part of the meat—merely the broth. This simple remedy has been suggested to many, and he never knew it to fail.—[Pittsweem Register.

A SCIENTIFIC TRICK.

On the 14th inst. as we are informed, one John B. Thompson alias Lewis alias Leon, went into the store of Palmer & Batchelder and laid out an amount of goods under pretence that he was about to purchase the same, and when he left the gentleman with whom he was negotiating missed his watch. Constable Wilson was put upon the track, and yesterday succeeded in arresting said Thompson, found upon him the identical watch, and committed him for

LAW RESPECTING NEWSPAPERS.

Subscribers who do not give express notice to the contrary, are considered as wishing to continue their subscriptions.
 If subscribers order the discontinuance of their papers, the publisher may continue to send them till all arrearages are paid.
 If subscribers neglect or refuse to take their papers from the office to which they are directed, they are held responsible till they have settled their Bills, and ordered their papers to be discontinued.
 If subscribers remove to other places, without informing the publisher, and the paper is sent to the former direction, they are held responsible.

former, in order to prove himself worthy of the confidence of the racials, set fire to a depot belonging to the Railroad Company, and was then received into full, and to them, fatal communion.

A NOTION FOR 1851.

For a genuine rarely commended us, by all that is ingenious, to our trans-Atlantic cousins. We saw an American rat trap once, in which the first rat that was caught, in trying to make his escape, set the trap for the benefit of his fellow rats, and we thought the idea a good one.—But it must yield the palm to another recently patented, which is thus described by the inventor, who, we imagine, will produce something that will be a caution to us Brits here in 1851:—"My invention consists in a trap constructed in such a manner that the rat who looks at the bait shall see his own image reflected in such a position as will lead him to believe that a second rat is endeavouring to get before him in seizing the bait; and when the first rat has been caught his image will also be reflected by a mirror, so that the next rat who shall look at the bait shall see two rats apparently striving to seize it, thus deceiving him upon the turning floor, which yields to his weight, and precipitates him into the body of the trap.—[The Arizona.

A CASE IN POINT.

Sir Fletcher Nerb, the celebrated lawyer, was a man of course, overbearing manner. In addressing the court on some questions relating to manorial rights, he said, "My lord, I can instance the point in my own person; I have myself *two little manors*." Here Lord Mansfield interposed with one of his blindest smiles, "We are well aware of that, Sir Fletcher."

We find in the Nova-Scotian a notice of the funeral of Dr. Hoffman. Dr. Hoffman had been a practising physician in Halifax for nearly forty years, and held for many years the situations of Surgeon-General of the Nova Scotia Militia, and Health Officer of the Port of Halifax. He was upwards of 70 years of age, and fell a victim to typhus fever, contracted it is supposed, in visiting an Emigrant ship—the *Infanta*. He had served in several ships of war with distinction. He was a native of Trieste, and entered the British service on the return of Nelson's fleet from the Nile. He was present at Corunna in the frigate *Endymion*.—His funeral was attended by all the members of the faculty in Halifax, and by the officers of H. M. S. *Columbia*.—Quebec M. Chron.

The "Great Britain" Steam Ship.

The *Woolwich Gazette* of April 1, says: "This fine vessel is again to be made ready for sea, and will be fitted with oscillating engines of 500 nominal horse power, by John Penn & Son, Engineers, Greenwich.

One of the most striking stories which Dr. Valentine tells, is about a red nosed chap, who, in spite of the colour of his proboscis, indignantly denied always that he was addicted to snifters. When asked how he accounted, then, for the deep hue of his sniffer, he said "he caught it in smelling 'obsters."

ORIGIN OF THE WORD DOLLAR.

The derivation suggested for this in Todd's edition of Johnson, is confirmed by a particular explanation of later lexicographers. In 1616, a silver mine was discovered at Joachim's hal (St. Joachim's Dale) in Bohemia, and the proprietors in the following year issued a great number of silver pieces, of about the value of the Spanish pistole, which bore the name of Joachim's thaler, subsequently abbreviated into dollar. Thus the dollar, like the guinea, commemorates the place from which it was originally coined.

SCRAPS.

LOVE OF MONEY AND TRUE LOVE.—Let those, who seek to marry their children for money, remember the admirable reply of the German girl to her father, who reproached her that her lover was lame.
 "Wilhelm pleases me," said she just as he is. If he had straight feet, he would not be Wilhelm then?"

A PHILADELPHIA QUAKER.

A certain "Friend," whom we very well knew was recently at a distant place of resort.—He arrived into the Post Office one morning, and while there, the Postmaster asked if he knew any English people staying at the hotel.—"Why does thee ask?" said the Quaker.—"Because," said the Postmaster, "there are half a dozen letters directed to England by the next steamer, and as the postage to Boston is not paid, I cannot send them." "Well, can, if thee cannot; what is the postage?" "For six double letters three dollars." "Well, here is the money; they will please mark the letters 'paid,' and send them to Boston." And with this injunction, the Philadelphia Quaker left the Post office—his pockets not quite so heavy as when he entered, but his heart, we are sure, a great deal lighter.—[N. Y. Gazette.

objection. We are more comfortable without them, and so left them off.

Whether, through the exertions of Mr. Howe, there be a railway through British territory to Halifax from Quebec, or not, the information, concerning the colonies of America, which that gentleman has given to Lord Grey, strongly entitles him to the thanks of all living under British rule, on this side of the Atlantic. His whole soul seems to have been in his work. With characteristic boldness he has blincked nothing. No man possibly could have been more outspoken, few would have dared to speak so plainly. A free trader, he yet sees a difference between that which is Britain's and that which is foreign to her. Indeed between a protectionist and such a free trader as Mr. Howe we can perceive but little difference. The socialists in reality are protectionists, for they would form communities or associations, the members of which would all benefit equally; and the free traders are socialists inasmuch as if they mean to perfect their scheme, to make trade free, they must reduce labour in every country to an equality. The socialists to protect labor must band themselves together against the middlemen and the sweater; the free traders must destroy all trade and political unions to allow full scope to an equality which does and must exist. Mr. Howe has presented the state of England in a most striking manner to the Colonial Secretary. The cost of poverty; the causes of it; the cure for it; he unhesitatingly and pointedly lays before his Lordship, adding these words:—"Driven to attribute to British and Irish statesmen a want of courage and forecast to maintain our brethren and protect their morals; or, to suspect the latter of being more idle, degraded, and criminal, than their conduct abroad would warrant, we gladly escape from the apprehension of doing general injustice, by laying the blame on our rulers."
 Free trader as he is, the colonial delegate would aid English economists by the creation of "new markets within the Queen's dominions, by the judicious location of those who are a burden upon the fertile lands of the empire, that they may become customers to those who remain at home." This is our view of the extent to which free trade should go. We have no sympathy for such as have no sympathy for us. Like likes like; like natures attract each other; different natures repel each other. A common aim should bind the mother country and the colonies together; there is no aim common to Great Britain and Foreign States.
 It is no wonder that Mr. Howe succeeded in his mission. It is not surprising to us that Earl Grey consented to build a railway; nor is it wonderful that the guarantee elicited upon another should have been fettered with conditions, which, though not insuperable, stand in the way of immediate action on the part of the Colonies. Lord Grey has only half his eyes opened to the value of a colonial empire. Until now he saw nothing in it but patronage. And in what manner he will act, after another Howe-application, will shortly be seen; the Colonial Secretary that not only a British railway needed in North America, but that ocean emigrant steamships, and emigrant agents in every respect of the United Kingdom, are necessary also.
 That Lord Grey, or indeed any other Minister, would be benefited by the counsel of such a man as Mr. Howe, as regards the colonies, is indisputable, and we hope the time is not distant when the colonies shall be represented as a Governor of Massachusetts long ago, and Mr. Howe himself much more recently, proposed, in the British Parliament, so that, if a wrong course is pursued, it will not be doing injustice to lay the blame not upon our rulers, but upon British statesmen, as ignorance of our resources, and our feelings will not then as now be pleaded in excuse.

ARREST OF A GANG OF DESPERADOES.

The Detroit Tribune of Tuesday, gives an account of the arrest of thirty-six desperadoes, along the line of the Michigan Central Railroad, who, for a long time, had annoyed the conductors of the road by placing obstructions on the track. A man employed by the Company got an inkling of the existence of an organization of scoundrels, warned himself into their confidence, and found that they were engaged in counterfeiting, horse-stealing, incendiarism, larceny, burglary, &c. The information remained with them until he had ascertained the names of between thirty and forty individuals along the line, and their simultaneous capture was contrived and executed on Saturday morning last. Among those arrested were three justices of the peace, five doctors, one judge, and four constables. Every town officer in the town of Leona is implicated. All are now safely lodged in prison. The arrests were made on a writ from the U. S. Court for stopping the mail, and for counterfeiting United States coin. The in-

SUMMARY OF NEWS.

(From the Courier) We have been favored with a copy of the Report of the Survey of the European and North American Railway, made under the authority of the State of Maine, by A. C. Morton, Esquire, Civil Engineer. It forms a book of 93 pages, and is accompanied by a map of the Railway, showing its connection with the Railways of the United States and Canada, and a map showing a plan for shortening the transit between New York and London.

The Report is an important document, and deserving of a more extended notice than we can give it today. We append a few extracts which will show the extent of the line to be built, and give an idea of the practicality of the work.

The following summary shows the length of road to be built in the State of Maine, in New Brunswick and in Nova Scotia.

Maine, (omitting fractions), 45 miles; New Brunswick, 200; Nova Scotia, 121; giving 430 miles—as the total length of the European and North American Railway. From the surveys made of the various portions, I can state with much confidence that, of the 423 miles of railway, there will be over 353 miles upon which the grades will not exceed 30 feet per mile, and for over 100 miles of this latter distance, the road will be level. The maximum grade, with the exception of one point, will probably not exceed 50 feet per mile, with comparatively a short distance of this inclination.

The portion of the line where the grades exceed this; is confined to a distance of about 12 miles, in crossing the Cobegund Hills in Nova Scotia. These inclinations probably will not rise higher than 50 to 60 feet per mile, and of the latter gradient there need not be more than five or six miles.

The greatest elevation passed over in the 420 miles is also at the Cobegund Hills, which is 600 feet; the greatest in New Brunswick probably will not exceed 350 feet, and that in Maine 300 feet above the ocean. It is a fact worthy of notice, that this great work throughout its whole extent of over 400 miles, traversing a country, the most promising characteristics of which are its numerous large rivers, lakes and inlets, that at no point is it interrupted by ferries, nor are the difficulties encountered or expenditures required in the construction of bridges and other works at all corresponding with the magnitude of the rivers to be crossed, and the objects to be attained.

The peculiarity, together with the great extent of line which may be constructed at a low rate, will tend to reduce the average cost of the whole work to a sum considerable below most of the great lines of the United States.

From the examination I have been able to make, together with information obtained from reports of the Engineers who have surveyed various parts of the line, I am of opinion, that with judicious management, the whole work may be constructed with a single track and equipment at a cost not exceeding \$30,000,000 per mile, or a total cost of twelve millions six hundred and twenty thousand dollars.

It is a most extraordinary and unusual circumstance to be able to cross a river of the magnitude of the St. John where it empties into the ocean—a river that is half a mile in width one hundred miles from the sea, and before its debouché attains a width of over three miles and yet can be crossed at comparatively moderate expense with a bridge not exceeding 600 feet in length, neither requiring a draw, nor interrupting navigation.

This site for a bridge is every way favorable for reaching the city of St. John, which is on the east side of the river, in full view, as well as for the continuation of the road eastward from this point.

THE SEA GIVING UP ITS TREASURE.

The Plymouth Memorial of Saturday says: "We learn, that during the gale of last week, a quantity of linseed oil came ashore in the breakers at Monument ponds. The oil was in 40 gallon casks, 14 of which were rolled upon the shore in safety, but several casks were burst by being dashed against the rocks. The casks that were saved, contained about 30 gallons of oil each, which proved to be in good condition. The condition of the casks was such, as to render it certain that they had been in the water a great while, perhaps many years. The outer surface of the casks was considerably decayed, and there were found ridges of iron rust on each, which were the only remnants of what were once iron hoops. The casks were covered with barnacles.

The Advertiser says the above probably came from the brig Holland of Boston, from Rotterdam, which was capsized and sunk in Massachusetts Bay about ten years since. The breaking up of the vessel, which was hastened by the gale, probably disengaged the casks from the hold, and, being lighter than water, they rose to the surface.

SHOCKING CRUELTY.—The Detroit Journal says, that, a few days since, as Mr. A. Miller, of Birmingham, Oakland County, was returning from the insane asylum with his son, 15 years of age, who had been discharged as cured, the father left the carriage to obtain some refreshment, leaving the boy in his seat. On his return, the father stopped for a few moments to talk with a friend in another car, and on going to the car in which he left his son, he found the seat vacant, and the boy gone. Upon making inquiry, the conductor told him that he had put a young man of the train some distance back, who would not pay his fare, nor give an account of himself. The father stopped at the next station, returned, and found the mangled body of his son lying on the track.

The fare of both father and son had been paid through from Utica to Buffalo. Some of the southern Cuba invasionists have arrived in Washington, where they remarked that the expedition would not be easily frustrated.

THE STANDARD.

St. Andrews, Wednesday, May 7, 1851.

St. Andrews & Quebec Railroad Company.

John Wilson, Esq., President. Julius Thompson, Esq., Manager. S. H. Whitlock, Esq., Secretary. The Board of Directors meet every Thursday, for the transaction of business.

Charlotte County Bank

Hon. HARRIS HATCH, President. T. B. Wilson, Esq., Solicitor.

Discount Day—TUESDAY.

Hours of Business, from 10 to 2. Bills and Notes for Discount must be lodged with the Cashier, on or before Monday, otherwise they must lie over until next week.

King and Albert House

Commissioners—Robert Ker, C. Dimock, John Lochary, D. Bradley, Henry O'Neal.

Saint Stephens Bank

Wm. Todd, Esq., President.

Discount Day—SATURDAY.

Hours of business, from 10 to 1. Bills and Notes for Discount must be lodged with the Cashier, on or before Friday, otherwise they must remain in his hands until the following discount day.

St. Andrews & Quebec Railroad Company.

At the Annual General Meeting of the Stockholders of the Saint Andrews and Quebec Rail Road Company, held at the Town Hall in Saint Andrews, on Tuesday the sixth day of May, 1851.

The President, John Wilson, Esquire, having taken the Chair, read a Statement of the proceedings and finances of the Company, for the Year past, which was accepted by the Stockholders. STATEMENT OF THE PROCEEDINGS AND FINANCES OF THE COMPANY, for the year past.

The close of the official year exhibits an assurance of successful prosecution on the part of the Company during the ensuing year, more than any past period. Much of the opposition heretofore shown to the progress of the undertaking, and the doubts entertained as to the permanency of the enterprise, but for various reasons who are not thought as to suppose that the present enterprise can ever be abandoned as unattainable. The Directors of the past year beg to report, that, since their appointment, they have nearly accomplished the Grading of ten miles of the line between St. Andrews and Bartlett's. This includes a substantial bridge over an arm of the sea contiguous to St. Andrews, called Katie's Cove. This bridge spans 550 ft., and is now ready for the rails. It has the approbation of several eminent and scientific gentlemen, who pronounce it to be a very substantial and efficient structure, put up at a comparatively moderate expense.

Several other bridges, within this section of ten miles, both of cobble and trestle work, are in progress of construction, which, with the wooden superstructure, the Directors confidently hope will be ready for the iron by the 1st of June next. The iron Rails of a flat or bridge form, with the Locomotive and Tender, were shipped from England last Fall, in two vessels, the Avon and Andale. The former vessel arrived at St. Andrews in March last, with a cargo of rails, locomotive, tender, &c. The latter vessel has also lately arrived at Halifax with the complement of rails and plates.

The Directors regret that the plates had not been shipped in the same vessel as the locomotive, as the rails might then have been laid down as far as Chatham, and the ballasting of that portion of the road completed. The actual expenditure of the Board up to this period, is \$33,000. This, it will be observed, embraces a large amount for surveying and engineering expended on the route through to Woodstock previous to the letting of any portion of the line.

The Directors have estimated the engineering expenses apart from the general outlay, and feel confident that, exclusive of these expenses, the amount already laid out on the part of the Company has not exceeded £3,000 per mile. This sum will be understood to cover the cost of locomotive, tender, rails, bridges, &c., and in fact the whole outlay of the road for the ten miles now under contract.

From the report of Mr. Light, the engineer of the Company, and other engineers preceding this gentleman, as to the local character of the line between St. Andrews and Woodstock, and its adaptation to railways, the Directors feel confident that the remainder of the road will not exceed \$10,000 per mile. During the last winter, the Legislature of the Province very generously voted £20,000 sterling in Provincial bonds, bearing an interest of 6 per cent, and redeemable in thirty years; the Province to assume a corresponding amount of stock in the Company, not however, subject to any interest, other than a pro-rata dividend upon the returns of the road after its completion to Woodstock.

Directors have used strict economy in the expenditure of the funds of the Company and respectfully recommend to their successors in Office a rigid adherence to the same policy.

The Directors also would urge upon their successors to push forward the work with all the practical dispatch that the funds of the Company warrant.

It affords the Directors much pleasure in congratulating the Company upon their present flattering prospects, but at the same time that they offer these congratulations they feel it their duty to call upon the friends of the undertaking to exert themselves as men engaged in a good cause and upon whose exertions depend the future promotion and progress of so laudable an undertaking.

All of which is respectfully submitted. Thereupon Resolved.—That the above statement be printed and that a full and detailed Report be published immediately after the arrival of Mr. Thompson, the Manager, from England.

Resolved Unanimously.—That the Imperial Act, Entitled "An Act for Incorporating The Class A. Shareholders of the St. Andrews and Quebec Railroad Company" and conferring on them certain powers passed 13 & 14 Vic.—Sess. 1850, received the assent of the Stockholders present and that the assent of this Company is hereby given to the full operation of the said Act. And further Resolved.—That such assent be signified by writing, under the Common Seal of the Rail Road Company, and the hand of three or more of the Directors thereof in the form and effect prescribed by the 37th Sections of the Act.

The President having left the Chair and The Hon. Harris Hatch being called thereat. The following Gentlemen were duly and legally elected Directors for the ensuing Year. Hon. Rear Admiral W. F. W. Owen. Hon. H. Hatch. G. S. Hill. C. Connell. Col. R. Hayne. Capt. J. J. Robinson, R. N. John Wilson. J. Thos. Moser. L. Donisthorpe. Wm. Whitlock. H. H. Hatch. T. B. Wilson. G. D. Street.

Resolved.—That this Meeting be adjourned until Tuesday, the 17th day of June next, for the purpose of general business. And after a vote of thanks to the Chairman the Meeting adjourned.

S. H. WHITLOCK, Clerk and Secretary.

THE SONS OF TEMPERANCE SOCIETY took place on Thursday evening, according to previous announcement, and, notwithstanding the rain storm during the day and evening, a large and respectable company met together on the occasion. The room was tastefully decorated with flags and evergreens; the tables were loaded with choice cakes of every description, and set off with vases of flowers, which had a pleasing effect—thanks to the ladies who presided at the tables. At 8 1/2 past 7, the Rev. John Ross having asked a blessing, the company sat down to the repast, and for nearly an hour the work went bravely on—another cup of tea here, and a cup of coffee there, with, "I'll thank you for the cake" was kept briskly up. After tea, Mr. A. Elliot was called to the chair, and his brothers of the Grand Division seated around him on the platform, made quite a showy appearance in their red velvet collars, and gold lace, supported as they were by the members of Charlotte Division in their white collars. The chairman having explained the object of the Meeting in an effective speech, called upon the members of the Grand Division to address the audience, Dr. Walker and Messrs. J. S. Beck, H. Seelye, A. H. Gilmore, and several other gentlemen, severally responded to the call from the chair, and made neat and appropriate speeches, which were interspersed with thrilling anecdotes. His Honor, Judge Wilnot, whose presence seemed to lend a charm to the meeting, then arose, and was greeted with enthusiastic cheers; after which, the Judge in his usual ebullient and happy style, addressed the large assembly in an eloquent speech, riveting the attention of all present, and concluded his remarks by saying, that it had been his privilege to be present at many Soirees, but the present one was as good, if not a shade better, than any he had ever witnessed; he then moved that the thanks of the meeting be given to the ladies who had provided the sumptuous repast and attended the tables: which was seconded, put from the chair, and passed by acclamation. The choir, who had been discoursing sweet music during the evening, then sang a beautiful temperance ode. Votes of thanks were passed to the committee of arrangement—the choir—and to Mr. Wan for the use of the room. Mr. Elliot having vacated the chair, Dr. Walker was requested to take the same, when a vote of thanks was given to the chairman for his able and impartial conduct in the chair. Three cheers were given for our railroad—and Her Majesty the Queen. The choir then sang the national anthem, the assembly

rising en masse, after which the company separated much pleased with their evening's entertainment. We regret, that our time does not permit of giving a full sketch of the interesting proceedings, which were promised us by a friend who was present on the occasion, but owing to circumstances which have since transpired, we have been disappointed in receiving our friend's communication, and have hurriedly thrown together the foregoing imperfect remarks.

To Correspondents.—The remarks of "A Colonist" are received—but owing to their great length, we are obliged to defer their publication, until our next number.

TEMPERANCE IN TORONTO.—The late change in the character of the City Council, and the appointment of tavern Inspectors have led to a gratifying change in the number of our alcoholic sinners. We learn that the number of tavern licenses is 151; confectioners' licenses 16; beer houses 10; being 14 less than the maximum fixed by the Council, and 182 less than were in existence last year. This is a gratifying movement in the direction of sobriety and good order. The success of the measure, practically, depends much upon the vigilance and fidelity of the Inspectors.—(Examiner.)

IMPORTANT DISPATCHES.—Accounts received from Montreal to the 20th April, state that "Despatches have just been published from Earl Grey, according to a 17th the Imperial Government will not respect a resolution in the Civil List, and will recommend the British Parliament to pay the Government of Canada, but in return will remove all the troops except from the garrisons of Quebec and Kingston, and will change the Province with the Ordinance, Canada and Berwick, and also with presents to the Indians. Earl Grey does not think that this will tend to a separation of the Colonies from the Mother Country.

THE CIVIL LIST BILL, recently passed by the Assembly of P. E. Island, provides the following allowances: Chief Justice, £700 per annum, with a Bonus of £500, to be paid forthwith. His successor £600 per annum. Present Master of Rolls, £500 per annum.—Successor, £400. Present or any future Attorney General, £120 per annum. Colonial Secretary and Read Correspondent £200 per annum. Registrar of Deeds and Keeper of Plans, £200 per annum. Clerk of the Executive and Legislative Council, £120 per annum.

The Bill also provides pensions of £200 each, per annum, for the Attorney General and Colonial Secretary, during the term of their natural lives.

The Editor of the Fredericton Amaranth of the 1st inst., says:—In consequence of arrangements we are making for improving our Paper, we have to apologise to our readers for issuing only a half sheet of the Amaranth this week. Having determined to increase the usefulness, and enlarge the influence of the Paper issued from this Office, we have now to announce that on Tuesday next the Amaranth will appear under a new name. On that day its Editorial management will pass into other hands.

The Brig, Andale, which lately arrived at Halifax in distress, from Liverpool, G. H., with a cargo of Rail road iron, for St. Andrews, was this day (Thursday) sold at Cunard's wharf by Mr. Lawson, as the new stands, with sails, &c., complete, and after some slow competition was knocked down to Mr. T. A. S. Dewell for the sum of £750.—Halifax paper.

THE POSTMASTER GENERAL.—A resolution has passed the Assembly making the office of Postmaster General political. We do not clearly comprehend the subject; but if it be the intention of the House to create a new office, the people will strongly oppose it, as there will exist no necessity for burthening them with a Postmaster General when the department is placed under our control. The efficiency of the Post Office will be no way increased by an additional officer, but it may rather be rendered less satisfactory to the public. What the Legislature should do, would be to bestow the office of Postmaster General upon our present active and attentive Deputy Postmaster, continuing the salary as at present, without making the office political, and abolish the office of Surveyor. There is no good reason why another office should be created, except it may be that some corrupt supporter of the Government wants to obtain a sinecure, as a reward for his services in sustaining the present Administration; at least we cannot imagine any other cause. The truth is, if we are to have a Deputy Postmaster, we want no Postmaster General; all that is required will be a change of names, the duties being the same. Then, why the office should be made political we have yet to learn. The business of the office requires the attention of the Deputy Postmaster constantly in his office. It is unlike any other public office in the Province, and one which cannot be neglected. As for having a Postmaster General and a Deputy Postmaster General besides, is well nonsense. The people will not pay £500 or more per annum for the purpose of supporting any man for walking about the streets of Fredericton with his hands in his pockets; and if this is the intention of the Resolution passed by the House, the sooner it is rescinded the better.—[New Brunswickian.]

We learn by the Toronto Correspondence of the Montreal Chronicle dated 19th April that the Cabinet had been in Council two days, and that it was rumoured that the subject of their deliberations was an immediate dissolution of Parliament.

We learn further from the same source that it is said George Thompson, M. P., has received intelligence that two assassins have been sent in search of him, with the deliberate purpose of murdering him, if they succeed in finding him, and that such intelligence has actually been communicated to Mr. Thompson, who is still in Toronto.—(Quebec Chronicle.)

THE POSTAGE STAMPS.—Postage stamps are about to be issued by the Post Master General, one representing the Beaver, of the denomination of 3d, the second representing the head of Prince Albert, of the denomination of 6d, and the third representing the head of Her Majesty, of the denomination of 1s, which will shortly be transmitted to the Post Masters at important points for sale.

MILITARY TRIP TO CANADA.—The New York Commercial Advertiser says, the 79th Regt. of Highlanders now stationed at Quebec, have sent invitation to the "Bowles Fenwick's," a volunteer company in this city to visit them in August next. The invitation has been accepted and the Canadians may expect to see a good specimen of our volunteer soldiery.—18.

THE RAILWAY.—Extract from Mr. Howe's letter to Earl Grey, of November 25th, 1850:—"The Halifax and Quebec line requiring Five Millions Sterling, to complete it, the united resources of the three Provinces are inadequate to the work, without very liberal aid from the British Government;—that aid having been refused, the project, for the present, has been reluctantly abandoned." "A Railroad to Portland offers many advantages which one to Quebec does not. It will cost only about one half as much. It must run nearly all the way through a comparatively improved country. It would connect Halifax with St. John, (and by the river, with Fredericton) and the larger towns of New-Brunswick, giving to all these, with the villages and agricultural settlements lying between them, most desirable facilities for internal traffic. The line to Quebec cannot be constructed by the Colonists unless the British Government make liberal contributions."

With the above view, the people of New-Brunswick entirely coincide; and, because Mr. Howe and his followers in Halifax, have, within three short months, arrived at precisely the opposite conclusion, they cannot expect that we should "jump Jim Crow," reason or none, at their bidding. We cannot understand why what was true in November should be a lie in March;—will the editor of the Novascotian be pleased to enlighten us on this point?

We really cannot descend to reply to the remarks of the Novascotian regarding the "outside barbarians" of New-Brunswick. If such conceited gasconades go down with the people of Nova Scotia, they must be a wonderful people surely.—[Courier.]

SHIPPING JOURNAL. PORT OF ST. ANDREWS. ARRIVED.—April 29th.—Packet Spray, Balsom, St. John, merchandise. Packet Fame, Ogdén, St. John,—merchandise. May 1st.—Packet Matilda, McMaster,—Eastport,—provisions. Packet Prince Albert, Swift, Grand Manan. 4th.—Norw. Barque Henriquez,—Gibraltar.—D. & T. Wemore, ballast. Norw. Brig America,—Boston,—H. Frye & Co., ballast.

Cleared at Boston, May 1st, brig Peter Wheeler, for St. Andrews.

TEA, SUGAR, MOLASSES, FLOUR, &c. BY AUCTION. Mr. J. W. STREET, will sell by Auction, on Friday next, 9th instant, at 11 o'clock A. M., at his Sales Room—

- 1 Hhd. Muscovado Sugar,
2 Bbls. Crushed Loaf Sugar,
4 Hbds. good retaining Molasses,
4 Chests of Souchong Tea,
1 keil chests of blue starch,
3 Kegs Plug Tobacco,
8 Bbls. Superfine Flour,
6 Boxes Mould Candles,
6 " Dip do.,
10 Yellow Soap,
4 Bbls. Cedar Vinegar,
3 Boxes best blue starch,
10 Kegs Cut Nails assorted sizes,
Boxes Tobacco Pipes,
2 Hbds. good Cognac Brandy,
1 " Pils do.,
3 Qr. Casks Madeira Wine,
2 Octaves " do.,
3 Qr. Casks Port Wine. &c. &c.

May 6, 1851. J. W. STREET.

Tea, Brandy, Geneva, &c. The Lisbon from Liverpool, via St. John:—

- 10 Chests fine Congou Tea,
4 Hbds. best " Martell" Brandy,
6 Hbds. Pale Rotterdam Geneva,
4 Boxes best blue Poland Starch,
2 Casks D. & Martini's Japan Blacking.
Also, to arrive per the Grace from Liverpool:—
3 fine Old Jamaica Rum,
20 Pipes " Martell," " Hennessy" & " U. Vine Brands,
1 Hhd. fine old Jamaica Rum,
2 Hbds. " old Port Wine,
1 Hhd. Brown Sherry,
32 Chests Congou Tea,
20 Bbls. " do.,
2 Hbds. Crushed Loaf Sugar,
8 Boxes best blue Starch,
122 Kegs C. F. FF, Gunpowder, 25 & 50 lbs. each, &c. &c.

J. W. STREET.

ALL persons against the veins, late of St. requested to produce, and all estate, are required to either William James Esq. Ingham, St. Miltown, St. S.

A DIVIDEND paid to WILLIAMS, who b Assignment, on a Check on the B. Apply at the office George

May 5, 1851. Linseed Just Received via St. John. 20 Hbds Boiled & 22 Kegs best white 4 Casks Whiting 1 Co. Lamb Bla

Assess NOTICE is desirgic the Store of Joh day of June nex are liable to be year, in the Pari real and persona they possess, in mation may be prevented after ted. These stat before a Justice requires.

S. H. W JOHN I W. H. M St. Andrews, BLAC

THE above bill, which is a breed of mairas as to his evidence in his to the habitation of attempt to subvert the creature of th consequence of th The above Hov Esquire, Charac the following plat Season, viz: Monday, 5th May Mills. Tuesday 6th, at 3 Wednesday 7th, at 1 field. Friday 9th, at W Saturday 10th, at Monday 12th, St. Shore. Tuesday 13th, at 15th, Moore's M 16th, Rolling St 17th, between St

AGRI AND Just receiv A) AGRICULT of the best qua Purple top and TUR Which have lat past St. Andrew

And pos THE H cupied I Apply to Apr. 22, 18

Steam THE Steamer having been commenced by port and Calais Hobbinstown by Steamer Anna Eastport, and S days, until firt Family Tick application to St. Andrews

From t THE

Feb. 4, 1851

Original issues in Poor Conditic Best copy ava



SHERIFF'S SALES

to take place at the Court House

Real Estate of William Porter May 28... Caleb Pike May 24... Wm Wyman Sep 27

To be sold at Public Auction on Saturday the 15th FEBRUARY 1851 at 12 o'clock at the COURT HOUSE in St. Andrews.

ALL the right, title, interest, claim and demand whatsoever of WILLIAM PORTER of in and to the following properties, viz:

All that Lot of land situated in the Parish of St. Stephen's, conveyed by John Dunn to the said Wm. Porter, by deed dated 13th Jan. 1837...

All of those two lots of land in the same Parish, known as Lots No. 12 and 15 of the tract formerly belonging to Robert Pagan Esq., the said lot No. 12 fronting on the Ledge Road...

All of that lot of parcel of land at the Ledge, so called, in St. Stephen, formerly owned by the late Joseph Porter, and purchased by him from Michael Young.

Also that lot of land at the Ledge, afore said, conveyed by Michael Young to the said Wm. Porter, by deed dated 3d of August, 1835, commencing at a road leading from the main road to Young's Point...

All that Lot of Land at the Ledge aforesaid, conveyed by the said Michael Young to the said William Porter, by deed dated 27th January, 1840, on the south easterly side of a lane on the south easterly line of Lot No. 131...

And also all other real estate belonging to the said Wm. Porter, situated in the County of Charlott, not included in the above list.

The same having been seized and taken to satisfy an execution issued out of the Supreme Court, at the Suit of the President, Directors, and Company of the Commercial Bank of New Brunswick, indorsed to levy \$21129, 16s. 8d. besides Sheriff's Fees, &c.

THOS. JONES, Sheriff of Charlotte, St. Andrews, July 31, 1850.

The sale of the above mentioned property is postponed until Wednesday the 29th May next, then to take place at 12 o'clock at the Court House.

THOS. JONES, Sheriff of Charlotte. St. Andrews, Feb. 15, 1851.

To be sold by Public Auction on Saturday the 24th day of May 1851, at 12 o'clock at the COURT HOUSE in St. Andrews.

ALL the right, title, interest, claim and demand whatsoever of CALEB PIKE, of in and to the following property.

PIKE, of in and to the following property. All that certain lot, piece or parcel of land, situate in the Parish of St. Stephen, in the County of Charlotte, commencing at the highway leading from the Ledge to Oak Point...

The same having been taken to satisfy an execution issued out of the Supreme Court at the suit of Arthur Griffin, indorsed to levy \$26 19s 3d, with interest, besides Sheriff's fees &c.

THOS. JONES, Sheriff of Charlotte. St. Andrews, Nov. 16, 1850.

To be Sold by Public Auction on Saturday the 27th day of September next at the hour of 12 o'clock, at the COURT HOUSE in St. Andrews.

ALL the right, title, interest, claim and demand whatsoever of WILLIAM WYMAN, of in and to the following Property, viz:—

All that certain lot, piece or parcel of land, commencing at the junction of the Western side of the Road leading from St. Andrews to St. Stephen's, containing one acre and a half...

Also a piece of land in Saint James, bounded South by the little Rolling Dam, and North by Barry's Rippis, embracing land on each side of the Degueguash River, containing one hundred acres, more or less...

The same having been seized and taken to satisfy an execution issued out of the Supreme Court, indorsed to levy \$162 16s. 6d. with interest, besides Sheriff's fees, &c.

THOS. JONES, Sheriff of Charlotte. St. Andrews, 4th June 1849.

Grand Manan Packet. THE Subscriber respectfully informs the Public, that he has commenced running the Packet "Prince Albert" between St. Andrews Campello, Esport and Grand Manan, leaving St. Andrews every Friday...

EDWARD SNELL, Agent, St. Andrews, 4th June 1849.

CA LAIS HOUSE, CA LAIS, STATE OF MAINE.

THE subscriber, in tendering thanks to his former patrons and friends, the inhabitants of New-Brunswick, and especially of St. Andrews, for the patronage they have heretofore afforded him, respectfully advises them and the Public generally, that his Establishment, the CALAIS HOUSE, is again open for the reception of company, renovated and fitted up, he believes, to the taste of the most fastidious, where he will give him pleasure to serve his former customers, and the travelling public generally, and promises to use his best exertions for their comfort.

HENRY BATES, Calais, June 24, 1850.

MARINE AND FIRE INSURANCE. Protection Insurance Company of N. Y. CAPITAL, \$200,000. Camden Insurance Company of N. J. CAPITAL, \$100,000.

THE Subscriber, having received the Agency for the above-named Insurance Companies for Calais and vicinity, will receive applications and issue Policies on Vessels, Cargoes, and Freight, and Vessels upon the Stocks, Buildings, Furniture, and Goods, at the current rates, to the amount of \$10,000 on Marine risks, and \$20,000 on Fire risks. All losses promptly adjusted and paid for, in case of differences, the Courts of this State will be recognised.

BRANDY, GIN, WINE &c. Ex Columbus from Liverpool, via St. John 6 Hhds finest Pale HOLLANDS, 1 fine old PORT WINE, 1 Martells finest Pale BRANDY.



HEALTH where 'tis SOUGHT. HOLLOWAY'S PILLS. CURE OF A DISORDERED LIVER AND STOMACH, WHEN IN A MOST HOPELESS STATE.

Extract of a Letter from Mr. Matthew Harvey, of Chapel Hill, North Carolina, dated the 15th of January, 1850.

Sir—Your valuable Pills have been the means, with God's blessing of restoring me to a state of perfect health, and at a time when I thought I was on the brink of the grave...

THOMAS EDWARDS, St. Andrews, 15th Dec. 1849.

CURE OF AN AFFECTION OF TWENTY YEARS STANDING. Extract of a Letter from Mr. J. M. Hedges 78 King Street, Sydney, dated 10th of November 1849.

Sir, I have the pleasure to inform you that my extraordinary cure of Anthon's case is now fully confirmed...

J. M. HEDGES, Esq. 78 King Street, Sydney, 10th Nov. 1849.

AGENTS, JOHN HATHWAY & CO. 49 SOUTH JOHN STREET, ST. JOHN.

Sheet Iron, Tin Plates &c. &c. Ex Columbus from Liverpool, Via St. John, the Subscriber has received, 12 Boxes Tin Plates, 24 Stone Iron Wire...

J. W. STREET, St. Andrews, Feb. 15, 1851.

MOLASSES, PORK &c. Just received ex Scho'r. Le Tang from New York 20 Hhds. Molasses, 20 Bbls. New York Mess Pork, 4 Boxes Tobacco, 4 do Extra.

JUSTUS WETMORE.

WATCHES, Jewellery, &c. The Subscriber has just received an assortment of WATCHES, JEWELLERY, CUTLERY, BRITANNIA METAL WARE &c. &c.

Fancy Articles, which will be sold low for cash. Clocks, Watches, and Jewellery, REPAIRED AND CLEANED. QUADRANTS, COMPASSES, and LOG GLASSES, adjusted and touched.

Nov. 5, 1850. GEO. F. STICKNEY.

U. S. CONSULATE NOTICE. C. WHITTAKER, Esq. United States Consul at St. John, N. B., having with the sanction of His Excellency the Lieutenant Governor, appointed me U. S. Consul for the Port of Saint Andrews...

STREET'S COLONIAL AND FOREIGN EXPRESS. THE Public are respectfully informed EXPRESSS are now made up at St. John, as follows:—

City delivery, Twice daily, Frederickton & Woodstock, Daily, Sundays Excepted.

St. Andrews, daily, Sundays excepted. Bond of Petticoat, Miramichi, &c., Saturday, at 3 P. M.

Digby & Annapolis Saturday, at 8 A. M Windsor and Halifax, and other parts of Nova Scotia, Prince Edwards Island, and Cape Breton—Monday and Thursday Evenings.

Eastport Calais and Boston, and thence to any part of the U. States and Canada—Thursday and Friday, at 7 A. M Newfound and Bermuda, every other Monday.

Jamaica, Havana, Chagres and CALIFORNIA, to meet Steamers sailing from New York, on the 13th, 28th, and 30th of each month.

Liverpool and London, G. B., by Mail Steamers, to and from Halifax, N. S. On the above routes will be forwarded by Steamers or Sailing Vessels—Small and Large Parcels, or Packages, Specie, and any kind of Heavy Freight Bills, No. es, &c. collected, Goods purchased, &c.

N. B. Parcels of the value of Two Pounds or upwards, must be booked as such, or the proprietor will not be held responsible.

The Proprietor pledges himself to the strictest attention and punctuality in all matters entrusted to his Express. Extensive arrangements have been made to meet every requirement, and will be added to and amended when required.

The charges will be moderate in all cases. Further information afforded at any of the Offices.

OFFICES: ST. JOHN—Corner of Church and Prince William Streets. Fredericton—Mr. James T. Nash, at Mr. Myself's Queen street. St. Andrews—Standard Office. Woodstock—Mr. William R. Newcomb, Windsor—Mr. D. E. Gelder. Annapolis—Mr. Lawrence Hall. Halifax—M. F. E. G. Fuller, Hollis street. Boston—No 7 State street, Liverpool, G. B.—Mr. Richard Thos. Buck, 49 South John street. St. John, CHARLES L. STREET.

INLAND ROUTE TO BOSTON, BY RAILROAD and STEAMBOAT. UNTIL further notice, the steamer "CREOLE" will leave St. John, on TUESDAYS at 7 o'clock, a. m. for PORTLAND, keeping the inland route, touching at Eastport and intermediate Ports.

Watches, Jewellery, &c. Received and for sale by the Subscriber an assortment of WAUCHES, JEWELLERY, CUTLERY, and FANCY ARTICLES, &c. &c. which will be sold low for Cash.

One 14 day French spring CLOCK, Patent Lever and Vertical Watches, Gold, Silver, and common. Watch Keys, Gold, Silver, German ditto, Silk, and India Rubber Watch Guards, Ladies and Gents, Gold, and Fancy St. Brooches and Rings, Gold, Silver, and German Silver Pencil Cases, Gold and Plated Earrings, Ladies' Companion Silk and Leather Purses, Pocket and Needle Books, Card Cases, Tablets, Paper Machs, Portfolios and Fire Screens, Hat, Hair, Nail, Tooth, and shaving Brushes, Silver mounted and Plain Bohemian Glass Scent Bottles, Ink Stands, Letter Clips, Thermo meters, Britannia Metal and Brass Card Idesicks, Snuffers and Trays, Razors and Razor Strops, Key Rings, Tea Bells, Pocket, Lash, and Fine Combs, Telescopes, Silver Blue Steel, and German Silver hunter Spectacles, Carpenter's and Pen Knives, Butcher's Ditto, Nail, Pocket, and Tailor's Scissors, 1 set Fire Irons, Hot Water Jug, Percussion Caps, Sea Tea Trays, Military, Shaving, and Fancy Tuller, Soap, Hall & Son's Sporting and Rifle Powder with a variety of other articles.

Clock, Watches, Jewellery, &c.; Cleaned and Repaired: Quadrants, Compasses, and Log Glasses, adjusted. Cash paid for old Gold and Silver.

GEORGE F. STICKNEY.

TO LET. THAT Stand now occupied by Mr. Wm. Porter, nine miles from Saint Andrews, with the FARNS attached. Apply to Mr. Pomeroy on the premises, Mr. D. McCallum Dugdeswash, or at the Office of this Paper.

ROYAL MAIL STAGE, BETWEEN ST. ANDREWS, ST. STEPHEN, MILLTOWN AND BARRING.

The Subscriber has contracted to run a Mail Stage between ST. ANDREWS ST. STEPHENS, MILLTOWN, and BARRING, three times a week, according to the following arrangement, viz:— Leaving Saint Andrews on Mondays Wednesdays and Fridays, at 6 o'clock, A. M., and

Barring on Tuesdays, Thursdays and Saturdays at 6 o'clock A. M. and St. Stephen at 7 o'clock, on the same days.

The well known disposition of the Subscriber, who for many years has driven up this mail route, to give every attention to the comfort and convenience of Passengers, will he trusts, secure him a full share of public patronage.

The Stage Books will remain open a Bradfords Temperance Hotel, St. Andrews Ryeber's Store, St. Stephen, and Ray's Hotel, Milltown. THOMAS HARDY, St. Andrews, June 4, 1850.

Stoves! Stoves! The Subscriber has just received an assortment of Stoves from Boston, a large supply of COOKING AIR-TIGHT, and other STOVES, which are for sale, at his store, in the Market Square, cheap for Cash.

W. MACLEAN, St. Andrews, 6th October, 1850.

NEW-BRUNSWICK BENEFIT BUILDING SOCIETY AND SAVINGS FUND.

Established at St. John 5th Sep 1847. Treasurer—Wm. Wright, Robert F Huxey, H. Chubb, Agent for St. Andrews, Geo. D. Steves, Esq., Do. Saint Stephens, J. G. Stevens, Esq.

Notice to the Public. GENERAL POST OFFICE, St. John, December 11 1850.

In order to obviate the inconvenience existing under the present arrangement which requires the Postage of Letters and Newspapers for Newfoundland to be paid in advance, His Lordship the Postmaster General has been pleased to direct that hereafter the Postage on correspondence pass between New-Brunswick and Newfoundland may be pre-paid or not at the option of the sender. J. HOWE, D. P. M. G.

TEA, PAINTS, OIL, &c. DEC. 3, 1850. Ex "Olive" from Liverpool, via St. John 4 Hhds. Boiled & Raw Linseed Oil, 8 Cwt. best white Paint, 14, 28 & 56lb. Kegs. 3 do do Yellow 14 & 28lb Kegs, 10 do do Congo Tea, 5 Pipes, 1 best Cognac Brandy, 5 Hhds., 1 best Cognac Brandy, Ex UTICA from Boston, 5 Hhds. bright Muscovado Sugar, At. So. To arrive per the "Scotian" from Liverpool 10 Boxes Blue Starch. For sale by JAMES W. STREET

The... 12s 6d per an... 15s, if not paid... Advertisement by th

Table with columns for Country, Rate, and other details. Includes entries for Asia, Niagara, Europe, Africa, Canada, and America.

COUNT... A L M

JANUARY, 6, 13, 20, 27

FEBRUARY, 3, 10, 17, 24, 31

MARCH, 7, 14, 21, 28

APRIL, 4, 11, 18, 25, 30

MAY, 1, 8, 15, 22, 29

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JULY, 2, 9, 16, 23, 30

AUGUST, 6, 13, 20, 27

SEPT., 4, 11, 18, 25, 30

OCT., 1, 8, 15, 22, 29

NOV., 5, 12, 19, 26

DEC., 3, 10, 17, 24, 31

Original issues in Poor Condition Best copy available