

The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

No 36] SAINT ANDREWS, N. B., WEDNESDAY AUGUST 2, 1848. [Vol. 15

THE SIX POINTS OF RAILWAY COLONIZATION

(From the London Railway-Record.)

A MEETING of the Society for the Promotion of Colonization was held at the Hanover-square Rooms, on Tuesday; the Earl of Harroway in the Chair, supported by Lord Ashley, Lord Montagu, Lord Farnham, Mr. Hodges, M.P.; Mr. F. Scott, M.P.; Sir Thomas Dyke Acland, M.P.; Mr. V. Smith, M.P.; Mr. Stanley, M.P.; Mr. Montagu Gore, Mr. Arthur Mills, Dr. Lang, Cap. Air. Maconochie, and many other gentlemen interested in the subjects of colonization and emigration. The objects of the Society were stated to be to collect information; to communicate with parties interested, both at home and in the Colonies; to establish agencies; to make up the balance of funds supplied by parishes for the emigration of deserving individuals; and to assist landlords in the recovery of advances made for similar purposes.

While we hail with pleasure the appearance of zealous and vigorous efforts on the part of influential public men to systematise and give a practical direction to the all-important duty of Imperial Colonization, we cannot too often repeat our conviction that colonization, to be effective, must be national in its scope, national in its extent, and national in its organization. Systematic national colonization involves six material points and absolute requirements—

1st. A Social Emigration must be organized as the grand preliminary; as a means to the great end of Colonization; and as part of its machinery.

2nd. Existing markets must be connected and improved, and means of immediate employment thereby afforded to emigrants on their first arrival, by the construction of Colonial, or rather Colonization, Railways.

3d. Some assistance towards Physical Preparation, as in the clearing of timber land, the erection of cottages, the survey of sites for towns, the erection of bridges, and the like, must also be afforded by capital and practical philanthropy, in the outset, leaving room and verge enough for private enterprise.

4th. Moral and Sanitary Preparation, also, must be encouraged, by the foundation, or partial endowment, of schools, churches, and public institutions; the formation of parks and cemeteries; and provision for all the means and accessories of physical and moral health.

5th. These outlays must be recovered by the traffic of the lines and the enhanced value of the lands, the price of such lands to be paid in such convenient instalments, over a period of years, as shall not press too heavily on the energies or capital of the yeoman or other colonist; and

6th. The Imperial Government, upon the obvious and unexceptionable security of the Colonial revenues, and the mortgage of the railways and of the lands thus enhanced in value, for payment of interest and replacement of capital, must create the necessary funds by an issue of Exchequer bills, or Government money, to be advanced to the colonies as required, on condition of employing so many able-bodied men and their families per mile of railway.

The last of these propositions forms the basis of a comprehensive scheme of railways and colonization, developed and elaborated by one of the most practical and experienced gentlemen in the railway world; and of which we shall have more to say anon.

An important practical suggestion was made by Mr. Sydney, whose name is so well known in connection with railway literature, for obtaining the funds necessary for carrying out emigration to Australia, by reducing the price of land to such an amount as would enable men with capital under £100 to become possessors and cultivators of farms of fifty or eighty acres. Under the existing system, the price of land in Australia is maintained so high, and the lots so large, that in 1846 the land fund scarcely produced an amount suffi-

cient to defray the expenses of management. At 5s an acre, in lots of eighty acres, half a million a year might easily be obtained and devoted to purposes of emigration.

From an announcement made at the meeting above referred to, reported in the *Morning Chronicle*, we learn that Lord Ashley is, on Monday night, to preside over a meeting upon this subject, of parties connected with the working classes, in the Hall near Fitzroy-square, lately signalled by the meetings of the Chartist Convention. It cannot but be matter for serious congratulation amongst all well-thinking persons, that the practical benefits of colonization are likely to be discussed in the very arena where hitherto the problematical advantage of political subversions has been the engrossing and distracting theme; and, from a document which has lately reached us, bearing the name of the artisan who made the announcement at the late meeting, and which quotes *in extenso*, as part of the plan of a society to carry out the objects of colonization, the principles set forth in this journal (but mixed up with much irrelevant theory), we have reason to believe that the subject of colonial railways is likely to form a conspicuous portion of the argument.

We certainly doubt the practicability of carrying out great objects, requiring nicety of organization and management, by the heterogeneous instrumentality of a multitude of working men; and we believe that the noblemen and gentlemen encouraging this movement would act more wisely by directing their attention to the opportunities for employment presented in the fields of railway colonization already opened in British North America, where a first detachment of able-bodied men and their families, generously sent out and provided for at the expense of Earl Fitzwilliam, have been comfortably located and housed, and are now proceeding with vigour and spirit in laying the foundation of an altogether new and unprecedented development of social colonization.

ATLANTIC & PACIFIC RAILWAY.

We quote the following observations from the City Article of the Times of Thursday:—

"The project in the United States for a railway from the Atlantic to the Pacific seems likely, now that the war with Mexico is ended, to become a subject of practical consideration; and in a letter published by Lieutenant Maury, of the American navy, we have a clear view of the most prominent bearings of the undertaking. The route hitherto proposed has been a northern one from New York up to Chicago and thence to Oregon, and the Columbia river; but Lieut. Maury contends that the dangerous navigation at the mouth of the Columbia, and the fact of this outlet being effectually commanded by the British possession of Vancouver's Island, constitute insuperable objections to it. He, therefore, proposes that the line should commence from the port of Charleston, in South Carolina, to Memphis, in Tennessee, and thence to Monterey or San Francisco, in California. From Charleston to Tennessee a railway is already completed, and the distance from Memphis to Monterey is 1,500 miles. By this route, the distance from the English Channel to the Pacific would be 5,370 miles; by the Chicago route it would be 5,320.

"The general advantages of constructing a railway to connect the two oceans through the heart of the United States consist in the fact, never lost sight of in that country, that the increase in value of the land through which it would pass would far more than cover the outlay to be incurred, and also that such a line would confer exclusive advantages on the United States, which would be lost if the communication were effected by the old scheme of a canal across the isthmus of Panama. The particular recommendations of the California over the Oregon route are the secure nature of its harbours, their convenient position for the 300 American vessels annually employed in the whaling expeditions

in the Pacific, and the central point they would present for the establishment of a great naval station and dock-yard, San Francisco being midway between the southern and northern boundary of the American possessions on this coast, which now extend about 1,000 miles.

"By the construction of the contemplated route, Lieut. Maury asserts that the United States would be placed in a position to command the trade of the entire East. 'Hitherto,' he says, 'in all parts of the world, except Europe and the West Indies, the ships of the two great competitors on the ocean have met on barely equal terms.' To reach home from India, China, New Holland, the Islands of the Pacific, or the ports of South America, an American and British ship had both to pursue the same route, although the course of one was terminated at Liverpool; while the other had to proceed to New York. But now that Oregon and California are Americanised, all of these ports are nearer; and the chief among them, as Bombay, Calcutta, Singapore, the ports of China, Japan, New Holland, Australia, Polynesia, and the islands of the East, many thousand miles nearer to the United States than they are to England.'

"The following is a table of comparative distances to England and California, from various places in the eastern and southern seas:—

	To England Miles.	To ports of California Miles.
From Persian Gulf	11,300	10,300
— Bombay	11,500	9,800
— Calcutta	12,200	9,300
— Singapore	12,300	7,400
— Canton	13,700	6,100
— Shanghai	14,400	5,400
— Jeddo (Japan)	15,200	4,500
— New Guinea	14,000	6,000
— North-West point of New Holland	11,800	7,800
— North-east do. do.	13,500	6,900
— New Zealand	13,500	5,600

It is indeed, as our contemporary observes, impossible to exaggerate the importance of such a vast project. It will enable the United States to command the trade of the entire East—the increase in the value of the land through which the line will pass will far more than cover the outlay to be incurred—and thus, without permanent cost, it will confer exclusive advantages on the Republic. We would only observe that, three years ago we pointed to such a connection through British North America as the ultimate result and extension of any railway to be established in those provinces; and, now that the Times gravely considers and calculates the benefits of such a scheme to the United States, we shall not be accused of exaggeration if we affirm that the railway now in course of active construction in New Brunswick is destined, within a generation, to extend itself through British territory to the Oregon.

COLONEL CALDER, R. E.—This gentleman, who has so long held the command of the Engineer Department in Nova Scotia, and who is so deservedly esteemed by the Citizens of Halifax, is now about to be relieved from his official duties by Lieut. Col. Savage, R. E., who has recently arrived here from England.—[Halifax Times.]

AN OLD ENEMY—Mr. Stephens, of the Colonial Office, has been appointed a member of the Privy Council, for the consideration of all matters relating to Trade and foreign plantations. The Colonies may expect more trouble.—[Halifax Sun.]

AN IRISH LEAGUE has been formed in this city, whose object is "to procure and disseminate a true knowledge of the state of Ireland, and to assist that country in obtaining an independent Parliament.—[New Brunswick.]

The Washington correspondent of the New York Express says that the Senate, after a long debate, has defeated the bill for incorporating the Texan into the American Navy.

DESTRUCTIVE FIRE.—GREAT LOSS OF PROPERTY.

We have the melancholy task this week of announcing an awful visitation to St. Andrews—the destruction by fire of one of our largest and most valuable properties, viz., the Rope-Walk and buildings owned by Messrs. J. and R. Jarvis—with their new Ship, nearly ready for launching, and two Dwelling-houses, with the furniture, &c.; one owned by Captain Peter Smith, and occupied by G. Penlebery; the other owned and occupied by Mr. Wm. Jarvis, who, we are sorry to say, has lost everything. The fire was discovered by one of Messrs. Jarvis' apprentices about half-past 2 o'clock on Monday afternoon last. It appears that some tar, which was boiling for the purpose of taring rope, boiled over, and a lad attending it threw some water on the flames, which spread to the side of the building situated at the lower end of the Rope-Walk, near the water's edge, and within a few yards of the new Ship. Several barrels of tar were in the building, which immediately ignited; and the whole establishment, extending from Water-treet to the shore of the harbour near the Light House, was immediately in a blaze. The alarm was given—Church bells rang—and the appalling cry of Fire resounded through our streets. The fire-engines, and, we may add, the whole male population of the town, were early on the spot; but, the flames had made such progress, that even the workmen employed in building the vessel had not time to save their working tools.—Such was the rapidity with which the fire spread, that the boys employed in the "Walk" were obliged to save themselves by jumping out of the windows and doors.

The heat was so intense that the houses on the western side of the Rope-walk were frequently on fire, large pieces of lighted shingles &c. were scattered over the town, and it was with difficulty that the fire was prevented from spreading.

Much credit is due to the Fire companies, and the inhabitants generally for their exertions to save the property. The Military under Lieut. Wells also did good service. Great praise is due also to our neighbors in Robbinston who came over in boats to the number of 50 persons and employed themselves usefully in assisting to remove furniture carrying water &c.

We learn that Messrs Jarvis loss including the Rope-walk, rope, several suits of new sails, new ship &c. is estimated at £10,000 no insurance on the Rope-walk &c.—and only £1000 on the vessel. We, in common with the whole community deeply sympathize with these gentlemen whose labours for years have been destroyed—their hopes blasted—and their families ruined. Thus in a few hours, have these industrious, honourable, and enterprising gentlemen seen deprived of everything—a large number of persons thrown out of employment, and the town suffered a loss which will not soon be made up.

His Excellency the Lieutenant Governor, and Lady Head, accompanied by Colonel Hayne, Provincial Aid-de-Camp, arrived in town last Monday night, by the Steamer "St. John" from Fredericton, and took apartments at the St. John Hotel.

On Wednesday His Excellency held a Levee, which was numerously attended.

On Tuesday, His Excellency visited Patridge Island, and personally inspected the Quarantine arrangements at that Station, which afforded His Excellency much satisfaction.

His Excellency has since visited the Provincial Lunatic Asylum, which is now nearly finished on Carleton Heights, the Marine Hospital, the Almshouse, the Penitentiary, &c.—His Excellency was much pleased with the beautiful situation of the Asylum, and with its interior arrangements.

Yesterday His Excellency and Lady Head visited the Orphan Asylum in this City, and inspected the School connected with the establishment. After expressing their gratification at the manner in which the institution was conducted throughout, the distinguished visitors gave a donation of Six Pounds in aid of the contributions in support of the establishment.

Yesterday, His Worship the Mayor and the members of the Common Council waited upon His Excellency, with an address—to which His Excellency was pleased to make a suitable reply.—Courier, 29th.

GAOL BREAKING.—About a fortnight ago, two prisoners, named McMains and Hill, accused of stealing coffee from the Brig *Fellowship*, made their escape from our Gaol; and,

on Wednesday night last, three others got out and made off. One of the latter, named Slater, for whose apprehension a reward of £10 has been offered, is the thief who was caught in the chimney of the Bank of New Brunswick last March.

SHIPPING JOURNAL

PORT OF ST. ANDREWS

ARRIVED.
July 31, Schr. Dart, Anderson, Bangor, Flour—Master.
" " Defiance, Pine, Eastport Flour &c.—master.
CLARED.
July 29, Schr. Flying Arrow, Potter, Westport, ballast.
31, Brig Progress, Tegan, Londonderry, Deals by Steam Mills Co.

NORMAL SCHOOL

TIMOTHY F. HARLEY, grateful for the liberal encouragement he has hitherto received, begs leave most respectfully to inform his friends and the public, that he has returned from the Model School at Fredericton, and that he will open School on Monday-next, August 7th, at his School-house in Queen's-street, where youth will be instructed in the various branches necessary for mechanical or mercantile pursuits on this improved system.—Terms moderate.
St. Andrews, August 1st, 1848.

MARINE AND FIRE INSURANCE.

Protection Insurance Company of N. J. CAPITAL, \$200,000.

Camden Insurance Company of N. J. CAPITAL, \$100,000. WITH A SURPLUS OF OVER \$30,000.

HARTFORD FIRE INSURANCE COMPANY OF CONNECTICUT. CAPITAL, \$150,000.

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 Freights, 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, or, in case of differences, the Courts of this state will be recognised.
E. D. GREEN, Agent.
Calais, June 1, 1848.
Refer to Wm. Ker, Esq; Agent, St. Andrews, N.B.

FARM BY AUCTION.

ON SATURDAY, the 1st day of JULY next, will be offered at Public Auction,

THE Farm together with the Dwelling House, Barn and out-houses, formerly occupied by the late Thomas Greenlaw, in the Parish of St. Andrews, containing 30 Acres more or less. The said Farm is very pleasantly situated on the old road leading from St. Andrews to St. Stephen, near and adjoining the residence of Capt. A. McCurdy, there is said to be indications of coal on this farm.

TERMS OF SALE.—One third cash down, one third in 6 months, and one third in 12 months—approved security.

ALSO—the right under Mortgage of a Lot of Land containing 20 acres, now in possession of Elias Greenlaw, on the western side of the said road, and adjoining the above farm.

The sale of the above Property is postponed until Friday the 1st of September, then to be sold in the Market Square, unless previously disposed of at private sale.

Apply to JOHN WILSON.
St. Andrews June 21, 1848.

ST. ANDREWS FOUNDRY

ON SALE of the FOUNDRY as follows:—Cooking Stoves of different descriptions, Franklin Stoves, Hall Stoves, Fire Frames, Plough Metals, Cart Boxes &c.

ALSO—will Cast at the shortest notice, all descriptions of Iron Work and Compositions for Ships Mills &c.
Apply to James W. Street, agent for the "Foundry"—or to the Subscriber JOHN AYMAR.
St. Andrews, May 30, 1848.

N. B.—Cash Paid at the Foundry for Old Copper.
JOHN AYMAR.

COLLECTOR OF RATES NOTICE.

Notice is hereby given to all Persons liable to pay POOR and COUNTY RATES in the Parish of St. Andrews, that if they do not pay them to me, on or before the 22d day of August next, they will be sued for the same.
HUGH MORRISON,
Collector of Rates.

July 26, 1848.

It is just the Time

To buy NEW GOODS at C. NOWELL'S, Variety Store, Robbinston. He has just received a fresh stock of

W. I. Goods, Groceries, Boots and Shoes of the best quality, and at low prices.

TOWNSEND'S SASSAPARILLA and other valuable Patent Medicines.

SCHOOL BOOKS, and books suitable for Gifts and Keepsakes—Also the Lives of Generals Taylor and Scott, illustrated with numerous Engravings. It is literally a Variety Store, will you call and see. Robbinston, July 22, 1848. rtw

AT INVOICE

Western Dried Apples & Beans.

2500 pounds Dried Apples,
40 bushels White Beans,
Just landed and for sale at invoice and commission at
C. NOWELL'S,
Robbinston, July 22, 1848.

Farm for Sale.

THE Subscriber offers for sale that pleasantly situated and well cultivated Farm, at Brandy Cove, St. Andrews Commons, occupied by him, containing 35 Acres—20 of which are under a high state of cultivation. On the Farm are a comfortable Dwelling House, well finished, a large Barn, and out-buildings, the whole well fenced.

ALSO.
Will be sold separately or with the Farm, the growing Crops, consisting of—Potatoes, Oats, Turnips and Grass; together with several implements of husbandry.

ALSO.—2 Cows, 1 Horse, Waggon, Sled, &c. The farm is within 2 miles of the Town, and bounded by the River St. Croix, along the beach is an abundance of rockweed, muscles, mud &c. The situation is not surpassed in the neighborhood, and is a most desirable place for a man of family.

Any further information can be obtained on application at the Standard Office, or to JAMES THOMAS, St. Andrews, July 18, 1848.

NEW ARRANGEMENT!

Passage to Boston, Eastport and St. John N. B. THREE TIMES A WEEK EACH WAY.

STEAMERS
ADMIRAL, Capt. Thos. Rogers,
SENATOR, Capt. Seymour,

Will leave Boston and St. John, from and after Wednesday, the 19th instant, every

MONDAY, WEDNESDAY AND FRIDAY.

For the above Places.—Returning—will leave Eastport for Boston on the above mentioned days, at 2 1/2 o'clock, P. M., via Portland Rail Road; or Cabin Passengers may continue on in the boat to Boston, at the same price, at their option.

The Boats leave Boston, direct for St. John, N. B., on the above days, touching only at Eastport.

Passengers being in Portland, bound to Eastport, can obtain Tickets of the Agent of this Line in that city, for \$1, over the Railroad, and take the Boat in Boston.

The Boats leave Eastport for St. John, at 11 o'clock, on (TUESDAY, THURSDAY AND SATURDAY) of each week.

Passengers will be Ticketed through to St. John, by the steamer Nequasser for Steamer Admiral and Senator.

For Freight or Passage, apply to GEORGE HOBBS, Agent.
Eastport, Monday, July 17, 1848.

NEW SPRING AND SUMMER GOODS!

THE Subscriber has received per *Cambrina* from London, and *Wanderer* from Liverpool via St. John.

A Splendid Assortment of FANCY AND DOMESTIC GOODS,

IN WOLLENS, LINENS, SILK & COTTONS

which are now open for inspection, of Purchasers, and will be Sold Extremely low for Cash, as they have been purchased in some of the best Houses in England, and No Second Price asked.

Purchasers will find it worth their notice to call and examine the present Stock, as it will be found large for this market, and well assorted, and as above mentioned extremely low prices for Cash.

D BRADLEY, Original Cheap Store, next door to Mr. Bradford's Temperance House, St. Andrews May 30, 1848.

IRELAND

Our correspondence from Belfast, Dublin, and Cork has come to hand, and contains a variety of rather startling intelligence.

From Belfast, our letters are chiefly occupied with details of the Orange processions in the North of Ireland, on the 12th instant; we are happy to say that all passed off quietly, and without any breach of the peace.

The conduct of the Repealers on this occasion was most commendable, as they abstained from any interference with the processions.

Dublin is much excited by the late arrests. The Commissioners of Police, yesterday, issued a placard cautioning news-vendors against selling "felonious and seditious" papers, as they would thereby render themselves liable to prosecution.

Mr. Charles Gavin Duffy, although confined in "a felon's cell," has again addressed the readers of the "Nation": on the point of attack, the clubs. He says—

We have no real and vital power, then, but that which the clubs have, or may have, and we must hold them fast, or all is gone. There is at present no law enabling the Irish Government to put down the clubs. If they attempt to do so without a law, they ought to be resisted at every point of attack.

No club-room ought to be yielded without a siege. If they ask an act of Parliament, it cannot pass under ten days or a fortnight; if there were six honest and capable Irish members, it would not pass this session. But the interval, whatever it may be, ought to be used in spreading the club organization with the furor of a crusade.

If the act become law, and our law right is stricken down, the presidents of all the clubs in Ireland might meet as a provisional council, summon the country around them, and resist the aggression with arms. No fairer ground of national quarrel can ever rise. It is a ground broad enough and clear enough for a battle field; for it involves, practically, the right we possess—the right to complain and resist. When it is gone, we will have thrown away sword and shield. We may submit and die.

Mr. T. D. M'Gee, who, although indicted for sedition does not scruple to come within the more voracious fangs of the Treason-felony Act, in an article headed "Ireland's Trial," he daringly writes as follows:—

What I would advise the people to do is this, that they forthwith throw themselves into 'The Irish League.' That every club sends up to the next meeting its two, three, or five hundred members to be proposed.

That by the 1st day of August next we shall have 100,000 Irishmen enrolled as Leaguers, and may try the effect of their moral force influence on the cases of the patriots now in Newgate. That, in the meantime, every club shall double its numbers, and every member of a club shall be rigidly required to observe the original rule, and to bring in one new member.

By these means 200,000 or 300,000 men may be actually enrolled before the adjourned Commission resumes. If all moral influences fail—if juries are packed, and false verdicts obtained against true men—then, and not before, I demand 'an arrest of judgment' by the Irish people. I demand this, not because of my personal attachment to the prisoners, but for the sake of our ancient cause and country. If these men, with such notice and warning, are also sent to Bermuda, the sooner every man calling himself 'Nationalist' chooses another country the better for him and for outraged human reason."

Bar Iron, Hardware, &c.

Ex Charles-Hamerton from Liverpool, The subscriber has received his usual assortment of Hardware, among which are the following: 12 doz. N. E. Patent Scythes 38 and 40 inch. 70 Bags Nails & Spikes assorted, 2 Rolls 5lb and 4lb sheet Lead, 4 Cutter Key Vices, 12 Boxes Tin Plates 1C and 1X, 406 Bars "T. Banks" best Iron, 11 Bunds Plow plate 1 3/4 inch wide, 12 do Thimble Iron, 2 X 1-8, 355 Bars Common Iron assorted, 28 Bunds Shot assorted &c. &c. JAMES W. STREET.

JUST Received—6 Superior center Draft PLOUGHS. W. WHITLOCK.



SHERIFF'S SALES.

The following Sale will take place at the COURT HOUSE IN ST. ANDREWS.

Real Estate of John Marks January 20 To be sold by Public Auction on Saturday the 20th day of January, 1849, between the hours of 12 a. m. and 5 p. m., at the COURT HOUSE in St. Andrews.

ALL the right, title, interest, claim and demand of John Marks of in and to all that certain tract or lot of land, containing 120 Acres, more or less, situated in the Parish of St. Stephen, and lying between lands owned by Mrs B. Porter and the Widow Lindsay, being part of the Grant to Nehemiah Marks, Esquire, deceased, and now in the possession of John Marks, with the Dwelling House occupied by him and J. G. Stevens, Esq, and with the other buildings also fronting on the main road leading from St. Stephens to Milltown occupied by Messrs Ryder, Rogers, Todd and others.

ALSO All that certain Farm lot situated in the Parish of St. Stephen, and lying between lands owned by John Dinsmore and Abraham H. Marks, now in the possession of John Marks, with the Barn and other buildings thereon and containing 150 Acres more or less.

To satisfy executions issued out of the Supreme Court at the suit of the President Directors and Company of the St. Stephens and Calais Banks, endorsed to levy respectively £722 15. with interest from the 16th day of June 1847, and £370 15.2, besides Sheriff's fees &c.

THOS. JONES, Sheriff of Charlotte. Sheriff's Office, St. Andrews, July 8, 1848.

NOTICE.

ALL persons having any legal demands against the Estate of John Mowat, deceased (late of the Parish of St. George.) are hereby requested to present the same duly attested, within three months from this date, and all persons indebted to said Estate, are requested to make immediate payment to HARRIET MOWAT, Admx. W. H. MOWAT, Admr. St. Andrews, July 8, 1848.

LOAF AND CRUSHED SUGAR, &c.

Ex Charles Hamerton from Liverpool. REFINED LOAF SUGAR, in 6lb and 12lb loaves, Refined crushed Sugar, suitable for preserving fruit, Pearl and Pot Barley, Split Pease.

ALSO, In Store, and constantly on Hand, S. F. Flour, Corn Meal, Navy and Pilot Bread, Beans, Rice, Pork, Boston Hams, Mollasses, Brown Sugar, Soucheong and Hyson Tea, Coffee, Pollock and Cod Fish, Porpoise, Seal, and Fish Oil Soap, Room Paper, Preserved Ginger, A good assortment of Mens, Womens, Boys, Misses and Childrens Shoes, &c. &c. July 12. W. WHITLOCK. Auctioneer and Commission business attended to as usual. W. W.

TEA, SOAP, CRUSHED SUGAR, &c.

Ex Charles Hamerton just arrived from Liverpool 22 CHESTS Congou Tea, 4 Tierces moist crushed Sugar, 70 Boxes Steel & sons Yellow Soap, 20 do Crown do 80lb. each, 5 Bags Black Pepper, 10 Cwt. best White Paint, 3 Casks Whiting, 1 do Glue, 3 Pipes best Cognac Brandy, "Martell" and 6 Hhds. Otard's brands, 6 Hhds. finest Pale Hollands, &c. &c. July 5, 1848. J. W. STREET.

NOTICE.

ALL Persons having any demands against the Estate of Daniel Malloch, late of the Parish of St. Andrews, deceased, are requested to present them duly attested within three months from this date; and all persons indebted to said estate are requested to make immediate payment to WM. MALLOCH, Executors. W. H. MOWAT, July 8, 1848.

NEW-BRUNSWICK BENEFIT BUILDING SOCIETY AND SAVINGS FUND.

Established under Act of Assembly 10th Victoria, Chap. 53, at a public Meeting, held at the Hall of the Mechanics-Institute, Saint John, September, 1847.

Shares, £120; Monthly Subscriptions, 12s. per Share; Management Fee 7s. per share; present Entrance Fee, 5s.

The monthly Subscriptions are payable in Saint John on the first Monday in every month, and at the Branch Office, or Agencies, on the Third day previous. The first Subscription is due on the third day of January, 1848.

TRUSTEES—(with a Seat at the Board)—Wm. Wright, R. F. Hazen, and H. Chubb, Esqs. DIRECTORS: Charles Druy, George Wheeler, Charles E. Raymond, James Poyntz, William C. Dunham, John C. Littlehale, John H. Gray, Samuel Huyghue, James Agnew.

BANKERS—Bank of New Brunswick. SECRETARY & TREASURER—Mr. C. L. Street.

George D. Sweet, Esq. Agent, St. Andrews. Alexander Campbell, Esq. Agent, St. Stephens.

THIS SOCIETY is established on a mutual simplified system—the most approved in England; and founded on a basis so sound as to give the most effectual security to its members. THE DESIGN OF THIS SOCIETY IS—

1st—To enable persons to become their own Landlords, and purchase Freehold or Leasehold Property, by advances made by the Society. (Extra portions advanced for £30 a year for eleven and a half years, which runs pays both principal and interest. Other sums in proportion.) 2ndly—To provide a safe and profitable Fund for SAVINGS, or Investments for small or large sums of money. (This Society offers opportunities in this respect which no other Institution in this Province can do.—Savings Banks only pay 5 per cent. whereas this Society pays 6 per cent. Compound Interest.)

3rd—OTHER IMPORTANT ADVANTAGES ARE— 1st—No money is lent but on security on Real Property. 2d—New Members are admitted up to the time the Society will end, with equal proportionate advantages.

3d—Any Member may withdraw the amount of his Shares at any time after the first year, with the compound interest thereon. Shares may be transferred at any time.

4th—Members may invest their Money in PAID UP SHARES which will necessarily be doubled. £60 at the commencement being worth £120 at the conclusion.

5th—Mortgages can be repaid at any time with proper notice. 6th—The Accounts and Bank Book are open for the inspection of members at every monthly meeting.

7th—Securities given by all Officers of Trust. The Board of Directors in St. John have the GENERAL MANAGEMENT of the Society—but for the purpose of accommodating persons resident in other parts of the Province, BRANCH OFFICES, or AGENCIES, are formed—where Shares can be obtained, and all the payments made, in the various districts; and LOCAL BOARDS of Management will be established so soon as the number of Shares taken in any district appear it advisable.

The FEES are procured from the Monthly Subscription of the Members, and also from Monies invested in Paid up Shares, which will always ensure ample means for meeting the advances required.

The PROFITS are certain, because the amount paid by the borrower, for an advance, must necessarily form the fund for paying the lender.

The EXPENSES of the SOCIETY are small, as the Officers act gratuitously, with the exception of the Secretary and Treasurer.

The FEES and FINES form a Contingent Fund out of which the expenses are paid, and the balance, which will be very considerable, will go into the general Fund, which will lessen the duration of the Society.

Every information, with copies of Prospectus, Rules, &c. can be obtained on application at the Office of the Society or at the Office of the Agents: By order of the Board, CHARLES L. STREET, Secretary & Treasurer Prince William street, St. John, N. B. December 25, 1847.

NOTICE.

A Meeting of the Stockholders of the Charlotte County Bank, will take place at their Banking House on Monday the 1st proximo at noon, to elect Directors and take into consideration such matters as may be laid before them. J. RODGER, Cashier. C. C. Bank, 3d. April, 1848.

E. BAYARD, M. D.

Graduate of the University of Edinburgh, Intends practising his Profession in St. Andrews and its vicinity. Dr. E. B. may be found at his rooms, in Mrs COLDWELL'S Boarding House, King-street.

Mr. Editor and patiently, and a system of to have an end sense of their people on the other parts of the board for evan more anxious to inconvenience, cess of evasion, many cases? From these cinders experience, nicious effects, differently situ, excess of merging passes off unhe

How a comp taxation, shoul ning and perpetu mands, would b of illustrations sealed illusion Long usage, pr all combined to quires a strong break it. Poli patriotism sickn general mind on to a sense of using a mania for the benevol Little wonder, t be nearly extinc proverb. Can it their burdens, a instance! As loo ing pack-horses that they may n of his own coun voluntary and s done it. It was of others, altho themselves as a Ignorance of e ledge than igno adequate motive it may be whol therefore, little wantonness.

Man is a stran it once patien missive—easily The twilight of divides the world and idiots. The latter. Wit is found in the b deceivers would To tell a commu merical freedom, more nor less the To tax sons for an offence to mor The transition fr easy. The exten encourages wai drones. The sy tionful. The law and frugality a ce the law of man, another. This fa by the practice, be removed from clearer by-and-by.

(FOR T St. DAVID To Mr. THOMAS F SIR,—Althou deprexy was have always d been actively en half a century, sands of my fo many thousand no one ever b in law, for the or for any man I ever find it n any such acti which was 100 money advance prison. In sho than three or fo my wanderings this world. St