

The St. Andrews Standard.

PUBLISHED BY A. W. SMITH.

No. 14

SAINT ANDREWS.

THE LEGISLATURE.
RAILWAY DEBATE.

railway connection with this Province. But look at the City of Bangor, it has involved itself to the extent of \$1,100,000.

THE STANDARD.

ST. ANDREWS, APRIL 8, 1863.

TO OUR SUBSCRIBERS.

17 In consequence of our printing paper not having arrived in time, we will be obliged to delay the publication of the Standard this morning.

TEA MEETING.—Don't forget the Tea Meeting in the Town Hall, this Evening; it promises to be a good one, and the proceeds are to be devoted to a religious purpose.

17 An old fashioned snow storm commenced on Tuesday afternoon and continued during the night, and up to the time of publication. The going is now heavy—in many places there are large drifts.

Sheriff's Sales.

To be sold at Public Auction, on Saturday the 20th day of June next at 12 o'clock, noon, at the Court House, in Saint Andrews:—

All the right title, interest, property, claim and demand of John Robertson, of in and to all that certain Lot or piece of land, situated in the Parish of St. David, containing 20 Acres, more or less, mortgaged by him to James G. Stevens, Esq., on the 20th of June, 1856, and described as part of tract G.

The same having been seized and taken under and by virtue of an execution, issued out of the Supreme Court, in favor of James G. Stevens, Esq., endorsed to levy £33 12 2, with interest Sheriff's fees, &c.

THOS. JONES,
Sheriff of Charlotte.

Sheriff's Office St. Andrews,
Dec. 18, 1862.

To be sold at public auction, on Saturday, the 22nd April next at 12 o'clock, noon, at the Court House in St. Andrews:—

All the right, title, interest, property, claim and demand of James Butler, of, in and to, all that certain Lot of Land, situated on the corner of Water and Augustus streets, in the Town of Saint Andrews, being the North East half of Water Lot Number Eight, in Block letter F, Morris' Division, with the Buildings thereon.

The same having been seized and taken under and by virtue of an execution, issued out of the Supreme Court, at the suit of Luther Dana, Abijah W. Farrar, and George Hyde, endorsed to levy \$20 45., with interest on \$35 13s. from 27th February, 1862, and 5s 6d for memorial, together with Sheriff's fees and incidental expenses.

THOS. JONES,
Sheriff of Charlotte.

Sheriff's Office St. Andrews,
Oct. 21, 1862.

PUBLIC SALE.

TO BE SOLD by Public Auction, on Saturday the sixth day of June next, at Chubb's Corner, in the City of Saint John, under the direction and with the approbation of the undersigned pursuant to a decretal order of the Supreme Court in Equity, made on Tuesday the sixth day of January last, in a certain cause wherein Francis Ferguson is plaintiff, and Alexander C. O. Trentowsky and William Babcock are defendants, the several lots, pieces or parcels of land, herein-aftermentioned and described, or so many of them as may be found necessary to pay to the said Plaintiff the amount of a certain Mortgage, with interest, and the costs of foreclosure, as in the said Decretal Order directed, that is to say:—

1.—All that certain tract, piece or parcel of Land, situate lying and being at the Parish of PENNFIELD, in the County of Charlotte and Province of New Brunswick, and bounded as follows:—Beginning on the Eastern side of the road from Beaver Harbour to True's and in the Northwestern angle of Lot Number eight granted to widow and Hens of John Carrol, in the first tier of Beve's survey made in the year One Thousand eight hundred and thirty, thence running by the Magnet south seventy five degrees and thirty minutes east, sixty seven chains of four poles each, to the north western boundary line of a lot surveyed by John E. Messinet, thence north fourteen degrees and thirty minutes east fifteen chains to a marked spruce tree standing on the northern boundary line of the said lot, thence south seventy five degrees and thirty minutes east fifteen chains along the same to another marked spruce tree standing on the north eastern angle of the said lot, surveyed by John E. Messinet, thence south fourteen degrees and thirty minutes west fifteen chains, thence south seventy five degrees and thirty minutes east fifty chains, thence north fourteen degrees and thirty minutes east fifteen chains, thence south seventy five degrees and thirty minutes east eight chains, thence North fourteen degrees and thirty minutes East thirty chains, thence North seventy five degrees and thirty minutes west one hundred and forty chains, to a marked cedar, standing on the eastern side of the road from Beaver Harbour to True's as aforesaid; thence south fourteen degrees and thirty minutes west fifteen chains along the said road to a marked spruce tree standing in the north western angle of lot number Ten (10) located to James Fraser, Junior, thence south seventy five degrees and thirty minutes east sixty seven chains, thence south fourteen degrees and thirty minutes west fifteen chains to a marked spruce tree, thence North seventy five degrees and thirty minutes west sixty seven chains to a marked stake placed on the eastern side of the road from Beaver Harbour to True's aforesaid, and thence south fourteen degrees and thirty minutes west fifteen chains to the place of beginning, containing five hundred acres more or less, granted to Paul McDonald in the year One Thousand Eight Hundred and Thirty Eight.

2.—Also, all those two certain other lots, pieces or parcels of land, situate lying and being at the said Parish of Pennfield, in the County of Charlotte, aforesaid, being Lots Number thirty-two, (32) and thirty-four (34) fronting on the Great Road leading from St. John to St. Andrews, originally granted to Patrick Gallagher, and containing two hundred and sixteen acres more or less, in the said Grant described as:—Beginning at a marked spruce tree standing on the Northern side of the Road leading from St. John to St. Andrews, at the South western angle of lot A in Deputy Wain's survey of that district, thence running by the Magnetic Needle North one hundred and twenty two chains of four poles each, along the Eastern boundary line of said Lot, thence South fifty six degrees East thirty chains to the north-western angle of the said number 21 (thirty one) of the said general survey; thence South one hundred and eighteen chains along the western boundary line of the same to a marked Spruce tree standing on the said side of said Road, and thence following the several courses of the same north westerly to the place of beginning.

Together with all and singular the buildings, erections and improvements on the said several lots standing and being, and the rights, members, privileges and appurtenances thereunto belonging.

The above Lots will be offered for sale in the parcels designated by the foregoing numbers prefixed to the descriptions.

Terms and further particulars made known at the time of sale or on application to the Plaintiff's Solicitor.

Dated the twenty fifth day of February, A. D. 1863.

G. SONEY SMITH,
Barriator, &c.

CHARLES DUFF,
Plaintiff's Solicitor.

[12s 6d. PER ANN. IN ADVANCE]

1863.

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ent. In 1862 there were may be better managed and made a source of \$70 square miles, and of revenue. We last year have a

THE LEGISLATURE.

RAILWAY DEBATE.

Mr. Fisher commenced his speech by speaking of the astonishment he felt at the number from Westmorland opposing this Railway, when it must go through his own County, and there was great anxiety for the section of the country which he represented, receiving justice in whatever work might be undertaken. He also referred to the circumstance of his having told the Secretary after three minutes consideration, on the day that he was told of the despatches that had been received containing the offer, that this was the best offer ever made and the best that ever would be made. The hon. member from Westmorland had condemned the Secretary's reference to the old records on the subject of this Railway, but he could not have taken a better course. Look at the men who advocated the undertaking in those days—Hugh Johnston, one of our oldest and most successful merchants, his heart was in the work; Alex. Rankin, than whom a better man never lived, looked into the future and saw the necessity of the work; Mr. Wilson, from Charlotte, another of the same stamp, also favored it. Could any better argument be put forth than the fact that such men moved in the matter? He then went back to a period anterior to the lives of these good men, and reviewed the history of the trouble which took place in Canada, and the concession of constitutional liberty to the Colonies. Then, coming to our own time, he referred to recent events, to the effect those events might have upon us; and our position was a dangerous one, without any connecting or strengthening link between the Colonies—Without something to bind them together, they must fall to pieces and crumble away. He speculated on the revolution that must attend this great work, which this iron road was pushed on to the Great West, through the Hudson's Bay territory, across the continent, connecting the Pacific with the Atlantic, bring us in connection with the fertile islands of that ocean, and securing the carrying trade of China and Japan. With the British possessions in North America united, we had the certainty of this becoming a large and great country and here he referred to a remark of an hon. gentleman, who had at one time represented the County of York, now Judge Wilmut, whom he eulogized highly, that a small country, makes small men. He maintained, too, that it would bring in connection and trade with thirty millions of people and induce a large amount of oceanic travel, as there were thousands in Canada and the United States who would be glad to avail themselves of the facilities of coming to the seaboard for pleasure, &c. It had been said that we were a poor people, and the debt was more than we could bear, but he turned to the census to show that we were not a poor people, and while the debt was large, we must not look at that but at our ability to pay it. We are in a position to manufacture, which Canada was not; we have coal, iron, and copper; Canada had no coal that he could ever hear of. He showed that by our last census cleared lands were valued at £22,000,000, mill property £800,000; stock, at a low estimate, £1,320,000; crops, £2,000,000 and home manufactures £200,000.

We are in a better position to undertake this work now with all our present debt, than in 1841, without any debt. We were rapidly advancing in wealth; in 1801, our whole revenue was only £60,000. He then indulged in glowing language and with telling power, our Province of New Brunswick. There was not on the face of the globe a place more advanced in civilization than it is. Our school system was as good as any in the world, except that we have not direct taxation, and he showed from statistics what was our advancement in this respect since 1832. But he would now come down to the great point, how we are to pay for the Railway. In the first place, with proper management, our timber lands would produce £20,000 a year. Our taxation would not increase in the smallest degree, it had been said by the hon. member from Westmorland that we were a most heavily taxed people. He could show him and referred to the figures to prove that our taxes in 1840 were the same as in 1832. Another argument of the Hon. Mr. Smith was that, considering where railroads existed did not increase faster than we did. Massachusetts did not increase, in the same ratio as we did, but the people of Massachusetts and other New England States were those who peopled the West and the Savannahs of the South, and who, by their industry and energy, have made that country what it is. Maine did not increase. No wonder. There was not a good piece of land there except that obtained from New Brunswick by the Ashburton treaty, and it was a remarkable fact that those counties of Maine, which advanced more rapidly, are those which look to the

railway connection with this Province. But look at the City of Bangor, it has involved itself to the extent of \$1,100,000, a sum equal to £17 a head for each inhabitant, then why grumble about the proposed taxation upon us for this railway? He also took the City of Portland, which, when he visited it, before its railway connection, had its streets growing with grass, and which had involved itself for railway connection, and he read from a book published by John A. Poor, to show the great increase in the value of property, as well as the advancement made in manufactures and commerce. He was in the House in 1849 and 1850, when the Stediac Railway was first mooted in the House, and he believed that the country was not then advanced sufficiently to undertake the work, and they had succeeded in throwing out the Bills, but he believed that if the railway extended to Canada or the States the work would pay better than it now does, and he was not much surprised that that road does not pay better, owing to its isolated position, but we had started in the advancements of the age, and if we do not go on to advance, we will be run over by the world and be left behind. Foreign capital is necessary to develop our country, and was foreign capital that made the United States what it is, one of the greatest countries on the face of the globe.

As to Governments building these roads, well, he said, there was something about it which he liked after all, and he could not understand the difference between a Government building a road made of iron and a road made of stone, besides there was something noble and grand in a people owing all their road, untrampled by private Companies. He had told them of the debts of Bangor and Portland, and he would now show the difference between these people and ours. We had the armies and navies of England to defend us, our whole expense for defense this year is \$10,000.

He had stated that the town of Moncton had decreased in numbers, but the whole parish had not. He would, however, take another place, and showed that village of Canterbury had increased 114 per cent, in ten years from the effects of Railways. He had asked to be showed any place where people had increased from the influence of railways. He (Mr. F.) would point to Canterbury. But he would not confine his arguments to any particular Village, Parish or County, but would confine the question to its general features. It was well known that no matter what line or route was adopted, New Brunswick must have the lion's share of the money to be expended. Flour might be cheap, but what was the use of it if there was no money to buy it? well, if there was a tax imposed on our flour, what man would object to pay it when he had plenty of labour and receiving good wages? The necessities of railways as necessities for travel and commerce was also touched upon. Again he would turn to Mr. Smith's figures on Canada, and these he thought not orthodox. He (Mr. F.) had endeavored to show that we were taxed to such an extent over the people of Canada that we were on the eve of breaking down under it.

Legislative Council.

[From the Morning Telegraph.]

A Bill to allow further facilities to cut and carry away timber from Crown Lands, being committed.

Hon. Mr. Tolson. I rise, your honors, not simply for the purpose of opposing the passage of this bill, but regard it as a matter of but small importance whether, under the existing system, it becomes law or not; but I do, consider it as of the first importance that we occupying the position we do, of conservators of the interests of the whole Province, should express a decided opinion when matters are introduced bearing in any degree upon these interests or any one of them. My opinions, with reference to the disposal of the Crown domains, are very well known, as I have on several occasions, particularly at the last Session of the Legislature, expressed them very freely and plainly; and I feel, as I have felt, that no apology is necessary from me for a candid expression of my views; as well because it is my duty as a member of this Legislature to make such a statement, from my business associations for the greater part of my life, I may claim to have a better acquaintance with the subject in question than many of your honors can reasonably be supposed to have. My views, as formerly announced, are unchanged; but my convictions are strengthened the more I see and think of the matter, and I take the opportunity now offered, while, as I have stated, I regard the fate of this bill as quite unimportant, of again entering my protest against any Legislation which is not in advance of the present system as one which, so far from protecting and guarding the great public domain, and making it as it should be, a source of wealth to the Province, induces

and fosters a frightful waste of that resource. And, thus protesting, I would call upon the Government and Legislature at once to do their duty in the matter and go to work seriously and promptly to devise and give effect to some radical change in the whole system of the management of the Crown Lands. Is the Province poor? Are her resources limited? Is it a fact that the Crown Lands of the Province are the only source to which we can look for returns by which to meet the increasing debt of the Province and a surt in her credit at home and abroad? Is it a fact that, of these lands, our expectations of a revenue must be confined to the Timber lands? True our farming lands are valuable and present great attractions for the agriculturist; but we cannot expect that the direct returns from these can be more than sufficient to meet the necessary expenditures for roads, and such other charges as are called for in order to induce and facilitate settlement. Another fact we must bear in mind—while there are doubtless districts of the Province in which the spruce lands are suitable for agricultural purposes, these are the exceptions and, as a rule, there is a strongly marked distinction between the farming and the lumbering lands; the latter, in a large proportion of their extent are unfit, and will not, until the Province becomes very thickly settled, be sought for agricultural purposes; indeed a great deal of these timber lands are of such a character as that they never can be made available for the use of the husbandman. The timber lands of the Province are fast being stripped and despoiled of that timber, between the ravages of fire, and the reckless speculations of the lumbermen; and still in view of all the facts mentioned—facts incontrovertible and self-evident—the whole policy of our legislation heretofore has been to encourage the wasteful destruction of that which should be a source of large revenue; to offer facilities for a reckless course of gambling in lumbering, and an indiscriminate pursuit of the lumbering business, which in a majority of cases benefits the Province, as it is now pursued. Are we not justified, then, in condemning the present system, and in calling for a reform? But are proofs asked for to sustain the assertions made? So far as the ruinous character of the business to a large majority of them, especially small operators, about whose welfare such strong sympathy is expressed by many Hon gentlemen, is concerned, the proof is all around us and the Province is full instances of its effects as manifested in worn out, mortgaged farms and dilapidated houses—in a living on their farms have been entirely by the facilities, so called, offered by Government, into the woods, with the hope of making a sudden fortune, and in a few years, have sacrificed their all. It is said that the business will not bear any additional burdens. Let us look at this objection. In the County of Charlotte there are two individuals, largely engaged in lumbering operations, who own one hundred thousand acres of timber land, and who do not cut a stick on their own lands, but purchase from others, paying \$1.50 per thousand, for spruce timber; holding their own land meantime, knowing full well that the time is coming when they will be amply remunerated by the increased value of their own timber lands. In the State of Maine the stumpage is from \$1.50 to \$2.00 for spruce, and from \$2.00 to \$5.00 for pine, while in this Province a more valuable piece is placed upon the public domain, amounting only on an average to about five cents.

Do we want additional proof that a larger revenue should and might be derived from our public domain? I find by reference to the Crown Land Report that the total revenue derived in 1862 from timber and lumber was \$13,045. In the County of Charlotte one gentleman on the St. Croix has for several years received in stumpage, from his own private lands, from \$10,000 to \$12,000 per annum or a sum nearly equal to the whole Crown Land revenues of the Province. And this is only one instance of very many which might be adduced to sustain the position. One more instance let me give of the value which business men attach to the timber lands and how they deem it advisable to take advantage of the Government system for the prosecution of their lumbering operations, holding their own lands, unimproved, and carefully preserving and protecting their timber for the future. The case now related to is on the Nashuok, where a tract held by a private individual containing 20,000 acres, being lately examined, with a view of purchase, was found to contain thirty millions of feet of lumber, the present owners operating meanwhile on Government Lands under Government restrictions. But it is argued that the Crown Lands should be open to the operations of the whole people, and a system of monopoly should not be encouraged. Now your honors will readily perceive, that the present is a system which favors monopoly to a great extent. In 1862 there were under license 2,570 square miles, and of these, 1,426 square miles, or one half of the whole, were held by twenty persons, and the whole territory was in the hands of 237 persons, while the average price paid was only \$4.50 per square mile. Now, your honors being fully aware of the evils of the present system, how are they to be remedied? The first suggestion which naturally presents itself, is that an increase of the mileage should be made, and that this would meet the complaints against the present system. But I am convinced, from my own experience, and observation, that the Government cannot manage the public lands as prudently or as profitably as could private individuals. Under the present system the lumbering interest yields so much influence in the Legislature and the Country, that it becomes quite impossible for the Government, however desirous they may be, to inaugurate and carry their measures of reform which they may be convinced are desirable, and despite the wish and will of the Government any reform or any legislation which does not suit the private interests of large operators is quite impracticable. Again, the number of the Province has been subject to great devastation by fires, and the loss to the Country by such has been immense. By putting the land under private management the Province would be relieved from such losses in the future. Again, it becomes an object to private speculators to encourage the opening up of settlements on their land, because by such their own operations are facilitated, and as well, because by such their timber is protected from the ravages of fire in the prevention of which the settlers are of course, interested.

In answer to the objection urged against looking up large blocks of land, I must say I think the policy a good one, because it equalizes the export and regulates the trade, spreading it over a series of years and stopping the immediate stripping of our lands of its timber.

Some gentlemen seem to entertain the opinion that there would be great difficulty experienced in collecting stumpage; but there need be no difficulty feared on this score. The Americans experience no difficulty whatever; they collect their stumpage at the port of shipment. By the American stumpage system the timber remains the property of the owner of the land until the stumpage is paid. Each proprietor has an officer corresponding with the deputies of the State land agent, whose duty it is to go round and visit the grounds of the several operators and take the marks and quantities of the timber; this memorandum is placed in the hands of the agent at the port of shipment, who upon these collects the stumpage as the lumber reaches port.

I have in my possession a proposition which, as part of my speech, I will read; To His Excellency the Honorable ARTHUR HAMILTON GORDON, Lieutenant Governor, &c. &c. To the Hon. Legislative Council; To the House of Assembly, &c. &c.

The undersigned residents of the County of Charlotte hereby respectfully make application to your honorable Body for the exclusive privilege of cutting and carrying away from all the Crown Lands of the Province, Pine, Spruce, Hemlock, Cedar, Hemlock, and all other kinds of timber and lumber for the term of ten years; for the sum of one hundred thousand dollars per annum, the Government reserving the right to make sales of land during the said term to actual settlers. Applicants to have the right to cut and carry away the timber and lumber from the lands thus sold. Applicants to have the rights, powers and privileges of Government to protect themselves against trespassers and aid them in collecting the stumpage.

Dated Feb. 23, 1863.

This is, your Honors, a genuine document, and the proposition will be made in good faith. It is signed by gentlemen of undoubted standing, who represent property to the value of one million of dollars; it is a proposition which shows how intelligent business men estimate the value of the Crown Timber Lands of the Province; it ensures a large annual revenue to the Province from a source which is now wastefully frittered away, and it is, I contend, worthy of most respectful consideration and cannot be passed by with indifference by those who really have at heart the interests of the Province.

Your Honors, we now understand the question in all its bearings. We know the evils of the system which now prevails; we know that the returns from the Crown Lands are inadequate to their value; we know that the business of lumbering should be restrained; we know what reforms are necessary, and we are offered a way by which we may escape the evils and place the Crown domain in a position by which it

may be better managed and made a source of revenue. We last year gave a distinct opinion on this subject; another opportunity is now offered, and I hope your Honors will avail yourselves of it to reverse that opinion, place on record your changed views, and assist by your influence in inducing a change in the present system of Crown Land management. Action who is prompt. The Pine forests have been ravaged, and the timber is gone from us, and unless immediate steps are taken to prevent it, the Spruce, like the Pine, will soon be among the things that were, and the country have to mourn over the short sightedness of its rulers and legislators in pursuing a ruinous policy.

Fredericton, April 1.

Dow introduced Bill to impose Tax for expenses of a recent public celebration. Cadip resolution for Committee of enquiry into affairs of Charlotte Co. Bank navigated.

House resumed morning in Committee reconsidering Bill taxing citizens of Fredericton for certain expenses of Prince of Wales' Celebration.

Smith, Johnson, Allen, Fisher, and Gilmore opposed repeal of sections of the Law, Hatheway and Steadman in favor. Bill passed with an amendment reducing amount from \$2000 to \$1400.

Arguments were that Committee incurring expenses exceeded authority, and that expenditure in many instances was for individual benefit.

Anglin introduced Bill to incorporate Pleasure Ground Association.

THE RAILWAY DEBATE.

Mr. Stevens said: It has been observed by the hon. member for York, Mr. Fisher, that it is all little countries make little men. We might further say that feeling in small matters such as heretofore have chiefly engaged our attention, tends to contract the mind, and causes to look at the great measure now before us with a limited vision and narrow mind, and to measure the probabilities of the beneficial results to arise from the vast undertaking now within our grasp, by those tests and with that capacity which we bring to bear upon our local matters. Like Diogenes in his tub, we are taken up with our own limited concerns, and are apt to see nothing beyond the little circle in which we moved. The question now before the House is one of such magnitude, that it ought to call forth the exercise of the most enlarged views; for it is one which embraces the value of our North American Colonies, and the principles and practical relations which should govern them as dependencies of the British empire. The future of our Province for good or for evil is in it, our action at this time will remain as a record to future generations, and our judgment in this matter will reflect either credit or disgrace upon us as a Legislature and as descendants of the noble Anglo-Saxon race. Opinions are now divided upon a subject earnestly sought and eagerly desired by Legislature for twenty years in succession, composed of men who, by their intellect, their eloquence, their statesmanlike views and their patriotic feeling, have reflected credit on any Parliament, many of whom have passed from this shifting scene and mingled with their kindred dust. We have taken their places, to us is now committed the fulfillment of their hopes and aspirations, and just in proportion as we act well our part in this momentous trust will our names be revered or condemned. There is now called into reality that which was so long contained for, and which, had the boon been granted before, would have been hailed with acclamations of delight, and renewed expressions of devotedness to our present and future. But what now is the position we are in? We start back at the offered consummation of former hopes, and as in the legend of old, tremble before the spirit of our own raising. The originators and promoters of the Inter Colonial Railway scheme argued that, by its adoption, internal prosperity, increasing trade, settlement of our boundless lands, flow of population and firmer connection and more indissoluble bonds of union would link our Provinces with each other and cause them to grow from small communities into one great mercantile nation. On the other hand, it is argued that taxation, absorption of our resources, and decimation of our country would ensue. Now, men of spirit—men who are most to be affected by the scheme—are divided in their opinions, hold adverse views, and pictured by the one, increasing activity in commercial business and pursuits, and a fresh impetus in every department in trade untold by others. It is not, then, to be wondered at if we should hesitate, and cast around for these evidences and circumstances which may tend to help us in arriving at a correct judgment. It is, however, time our minds were made up. There ought to be no

At half-past two o'clock the Railway Bill was again taken up and Mr. STEVENS resumed his speech, epitomising what he had said yesterday and proceeding to observe that he did not wish to discuss the question of route. He believed that that was a question which would come up when the offer had been accepted and the bill now before the House had been passed. He would first view the question in a great national aspect. He believed that it was the duty of a Province when it arrived at a certain age, to take care of itself, and share in the expenses of its own defence. He dwelt lengthily on the

day, 7th inst.

Four iron clads were engaged in the morning. The "Ironsides" was ashore but got off.

Nine Monitors and the "Ironsides" engaged in the afternoon. Incessant firing from two until five p. m., concentrated on Fort Sumter. The "Ironsides" and "Keokuk" were withdrawn at four p. m.

Intense excitement at Charleston. Rebel iron clads and the "Ironsides" engaged of bar on the 8th.

The "Keokuk" was reported sunk. The conflict was not renewed on the 9th.

10th. The wharf presented a lively appearance at the arrival of the Steamer.

Society of England.

104th Regiment, and daughter of the late
 honorable Isaac Allen, one of the first Justices of
 the Supreme Court of the Province.

Executors of the Estate of the
St. Andrew, March 25th 18

y available



