

Price 12s 6d in Advance]

SAINT ANDREWS, NEW BRUNSWICK, WEDNESDAY, AUGUST 27, 1845.

[15s. at the end of the year

DESCRIPTION OF THE
Great Britain.

The particular features of this great work, which invests the Great Britain with unusual interest, are—1st, her extraordinary magnitude; 2d, the material used, iron being employed to a greater extent than in any other ship; 3d, the peculiarities of form which have been adopted, and qualities they confer on her as regards speed and seaworthiness; 4th, the construction of the engines and boilers and other machinery for motive power; 5th, the employment of the screw propeller; 6th, the use of a peculiar mechanism, by which the power of the engine is applied to turn round the screw.

The length of the keel is 280 feet—total length 322 ft.

Breadth, 15 feet—depth 32 feet 6 inches—feet of water when loaded, 16 feet.

Displacement, 2934 tons—tonnage by old measurement, 3443 tons.

Plates of keel nearly one inch thick—plates of bottom varying to three quarters of an inch at extremes, and to five eighths generally.

Topsides half an inch, and at the extreme aft 7-16th.

The ribs are framed of an angle iron, 6 inches by 3 1/2 inches, half inch thick, and 7-16th—distance of ribs from centre to centre amidships, 14 inches increasing to 21 inches at the ends.

Ten iron sleepers run from the engine room, gradually diminishing in number to the fore-end of the ship and under the boilers, the platform of which they support—in midships there are 3 feet 3 inches in depth, supported by angle irons in the form of inverted arches, and at a short distance from each other.

She has five water-tight partitions—stows 1200 tons of coal—1000 tons of measurement—the engines weigh 340 tons—the boilers 240 do. and hold 290 tons of water.

The main shaft is 28 inches in diameter, in the centre, and 24 inches in the bearings; in the rough, before turned, it weighed 16 tons. It has been lightened by a hole of 10 inches diameter bored through. A stream of cold water passes through the cranks and this hole when the engines are at work.

The screw shaft is in one long and two short or coupling parts. The part next the engine solid, 28 feet by sixteen inches diameter. The hollow intermediate shaft 65 feet by 2 feet 8 inches diameter. The screw part is 25 feet 6 inches, and also 16 inches diameter. The total length is 130 feet, and it weighs altogether 38 tons. The screw is of six arms, 15 feet 6 inches diameter, 25 feet pitch, and weighs four tons—the main drum is 18 feet diameter, and drives four chains, weighing seven tons; the screw shaft drum is six feet diameter, and the weight with the pulley when working is equal to 85 tons on the bearings of the main shaft. The cylinders are four in number, 88 inches each; stroke, six feet; power 1000 horses; the condensers are of wrought iron, 12 feet by 8 and 5 deep.

Four separate steam engines drive round the axle of this monstrous wheel, two at one end of the axle, two at the other, the wheel between. The cylinders are placed apart at the bottom of the vessel, and the piston rods, which issue out of them, converge to the ends of the cranks of this wheel. Each pair of engines works one crank, and the two cranks are placed at right angles; but the chains in the extraordinary thing; there are grooves on the wheel—at the end of each link of this huge chain there are teeth projecting into these grooves, so that as the wheel revolves, the chain is compelled to revolve with it. At the bottom of the vessel, immediately below the great wheel, lies a little wheel or pinion, having grooves cut in its circumference of the same size, and at the same distance from each other, though much less in number than those of the large wheel. The same chain passes round both wheels, and while the large wheel revolves by the power of the engines once, the small one revolves as much oftener as it is smaller. The small wheel has for its axis the axle of the Archimedes screw, which is attached to the after end of the axle, and precludes through an aperture in the stern into the water.

Under the whole space of the engines, up to the top, the angle irons are doubled—the upper main and a lower deck are of wood, two cargo decks are of iron.—The officers and crew are all accommodated on two decks under the fore-castle.

From the ship's bottom to the upper deck runs, either side, for the whole length of the engines and boiler space, a strong iron partition, forming below the coal bunkers; and above, the servants' accommodations on one side, engineers' cabins and stokers' accommodations on the other, beside twenty-six water closets.

She has six masts, fitted with iron rigging, adopted in consequence of its offering two-thirds less resistance than hemp—a great point going head to wind. The plain sails of a fifty-two gun frigate, that is, without

counting royals, staysails and steering sails, number something short of 5000 yards of canvass, and the plain sails of the Great Britain amount to 4943 yards. She carries four large life boats of iron, and two boats of wood in the davits, and one large life-boat on deck; they are built according to a patent taken out by Mr. Guppy; and are capable of carrying 400 people. A short time ago, her life boats were tested. One of them was lowered in the water, the valves in the bottom being so arranged as to give free ingress and egress to the water. To fill her more rapidly a number of sailors were sent into her with buckets, and she was soon filled up to that height at which the water flowed out as it was bailed in. About thirty men were then sent into her to stand on the gunwale, when from the height she still floated out of the water, it was evident that she could, when full of water, sustain from fifty to sixty persons without the possibility of her sinking.

The Great Britain has 26 state rooms, with one bed each, and 113 with two, so that in addition to her crew, officers, firemen, &c., she can accommodate 252 passengers, each of whom can be supplied with a single bed, and that without making up a single sofa, or any other temporary convenience.

The walls of the after or principal promenade saloon are painted in delicate tints, and along the sides are several fixed chairs of oak. A row of well-proportioned pillars, which range down the centre of the promenade, serve the double purpose of ornament to the room and support to the deck. In this saloon, on either side, is a range of exceedingly comfortable state-rooms and sleeping-berths. About twelve of these on each side of the deck will be reserved for ladies, as they are made to communicate with two commodious ladies' boudoirs, or private sitting rooms, measuring 17 feet by 14 feet.

The frame-work of the stair-cases, communicating from the saloon with the deck, is of iron. The stairs are far more wide and commodious than is generally met with on ship-board. From this promenade you descend into the main or dining saloon, which is 94 feet 6 inches long, by 30 feet wide.—Down the centre are twelve principal columns of white and gold, with ornamental capitals of great beauty. Twelve similar columns also range down the walls on either side.

Between these latter and the entrances to the sleeping-berths are, on each side of the deck, eight pilasters, in the Arabesque style, (of which character the saloon generally partakes,) beautifully painted with oriental birds and flowers. On either side are seven doors, which open into as many passages, each of which communicate with four bedrooms. The arch-ways of the several doors are tastefully carved and gilded, and are surmounted with neat medallion heads.—Some looking glasses are so arranged as to reflect the saloon lengthwise at two opposite sides, from which a very pleasing illusion is produced. The walls of this apartment are of a delicate lemon-tinted drab hue, relieved with blue, white and gold. At the stern end are a number of sofas, which range one above the other, nearly up to the stern lights. At the opposite extremity is a large room for the steward's use. The saloon is fitted up with rows of dining-tables, of sufficient capacity to admit of 360 persons sitting down to dinner at one time, with perfect convenience and comfort. On each side the forward promenade saloon there are 36 berths or sleeping places, and in the saloon below it 30 in each side, making in all, forward, 132. To the state rooms there are passages leading from the saloons, and running athwart the ship. In the fore-castle are berths, 36 in number, for a portion of the crew.

LIFE ASSURANCE.

We have ever been of opinion that Life Assurance was too little regarded in this country; and that notwithstanding some objections which existed against it, every prudent man who is engaged in business, and all who are not certain of leaving their families provided for in the event of death, should avail themselves of the advantages offered by Life Insurance Companies to insure their Widows and Children against absolute poverty in the event of their death.

When mercantile business is very precarious, as in the case in this city, what merchant who feels a proper desire to guard his family against want, can afford to neglect the opportunity which Life Insurance Companies offer, to accomplish so desirable an object?

Then the very many Clerks, and others who are dependant upon their yearly salary for the support of themselves and families—how terrible is the reflection to them, that with their life terminates the means of subsistence for their Wives and Children! and so with the Mechanic, who is poor, or his fortune if he has one, is not beyond the reach of those contingencies to which all are alike subject. To all such the Life Insurance companies are open; and by annually devoting a very small portion of their earnings to the trifling Premiums required, all anxiety in regard to the pecuniary wants of their family in the event of death, may at once be relieved.

Death is not a pleasant visitor, come when he may; but nothing, nothing can be more horrible than to witness his approach, in the conviction that the hour of his triumph consigns a Wife and Children to want, or to that cold charity of an unfeeling world with which all become familiar in their observations upon passing events. Give to the dying man the conviction that by his industry or foresight he has guarded those he loves from the horrors of want, and the grim tyrant is not only stripped of half his terrors, but too frequently hailed as a friend certain to give relief to the troubled spirit, and freedom from all those ills which flesh is heir to.

This is no picture of the imagination; but on the contrary one of frequent occurrence. How few days pass even in this small city that some poor man does not breathe his last, leaving a Wife and Children penniless or in want, who might by a little foresight, and the yearly appropriation of a small portion of his earnings to an Insurance upon his Life, have left them in comparative wealth, and thus saved himself the severest of all his pangs in the hour of death. Even the very selfishness which too frequently prompts a man to abstain from effecting an Insurance on his Life because it requires a yearly sacrifice of means from which he cannot reap any fruits, should induce him to purchase that consolation in the hour of death which all must feel who are conscious that by small sacrifices of unnecessary luxuries or pleasures during life, they have secured those whom they love, against the horrors of that want which is too frequently the parent of crime, as well as of mental and bodily suffering.

Reflections such as these and witnessing the sufferings of those whose husbands and fathers, had they been less selfish, might have shielded them from the cold charity of the world, have long since rendered us the advocates of Life Assurance. The improvement in Life Insurance Companies has kept pace with the spirit of the age; and at this moment, instead of being conducted to add to the wealth of the wealthy, they are little more than associations of the rich and poor, in which each contributes pro rata, to protect the families of all those associated, from the evils of want. They are emphatically the greatest and most important CHARITIES of the day, in which the money of the rich, the strong, the enterprising, and the industrious, is annually invested for the protection of the weak and the helpless, of the widow and the orphan. They are SAVINGS BANKS of a higher and nobler character than any other ever devised by man, and every wife and daughter in the land should invoke their husbands and fathers to become a partner to so noble a charity—a contributor to the widow's and the orphan's Fund.

One of the great objections heretofore existing against Life Insurance, was the great danger of a man's becoming enabled to pay his annual premiums and thereby sacrificing his policy after having paid his premiums for years. This is now remedied by a loan from a Company of a portion of the premiums—which not only enables the assured to keep his policy alive and in force—but offers him assistance in the time of temporary embarrassment and distress. We earnestly hope that the wives and children of all who are dependant upon the salaries or labours of any individual, will endeavour to impress upon him, that by denying himself a few temporary luxuries now, he will not only guard them against want hereafter, but render his own death bed one of comparative happiness.

Let all reflecting persons give their countenance and support to Life Insurance Companies, because they are in fact, as now instituted, nothing more or less than large sums contributed by affectionate husbands and fathers for the sole benefit of their wives and children. Instead of "Insurance Companies" they should be styled, as they truly are, "The Widow's and Orphan's Fund Societies."

In this case, at least, we are guiltless of not practicing what we preach. We have our life insured for £1500 sterling, and though that is rather a large sum for a bachelor, it proves that what we recommend to our readers is commended from a real sense of its utility.—Halifax Post.

Terrible Disaster.—As the Steamer Marquette was backing out of one of the wharves at New Orleans on the 1st inst, she burst her boilers.

The scene as described by those who saw it immediately after the frightful accident, was awfully heart rending. Pieces of the wreck were thrown, with human bodies, into the air and at immense distances. The boat was literally blown to atoms.

How many lives have been lost by this terrible accident is not known—indeed it never can be accurately ascertained, as several who were going as Passengers had not registered their names, and it is feared that many of the deck passengers are lost. The ladies and children in the cabin were all saved and escaped injury, except a small girl.

One dead body was taken from the wreck, of a man, name unknown, who had his legs

literally blown away. Three other persons died on their way to the hospital. There were nineteen persons in the City Hospital.

The Pictou Chronicle gives a list of 12 persons who have died since the calamity.

Butter Making.—Every dairy woman should know, and perhaps does know, that her milk, set for butter making, should be closely watched and skimmed before it begins to sour, and that the latter skimmed cream should lay on the top of the former, and her body of cream should never be stirred till churning time. A layer of sweet cream gently laid upon that before skimmed, twice in a day, keep it from the hot air, and preserve it from becoming very acid, in the warmest weather, if churning be done once in four days.

Our dairies fare hard, of late, since the daughters forsake them. I use my churn for a cream pot to save work. Perhaps it is well known that extreme heat melts cream, and renders it unfit for butter, and if your readers will have patience I will relate a trifling part of recent experience. Last year the wind deprived us of the shade of a beautiful tree which protected our dairy room from the sun. And one day last week when the thermometer stood at 27, not aware of the extreme heat, I commenced skimming into my cream as usual. The three following days the weather was cooler. When I churned the three days' cream which lay on the top made fine butter, which (if rightly managed) I will warrant to be pure at the end of the dog days.

The one day's cream at the bottom I could not separate from the buttermilk, because it had been melted. If I had stirred the whole together as I skimmed it, I should have lost all my butter; whereas, I lost only one-fourth. If asked why it did not so mingle by churning as to spoil the whole, I answer, I cannot tell. All I can say is that three-fourths of my butter made very soon, and came from the churn nice, while the remainder was good for nothing.—Cor. Boston Cultivator.

To prevent Must or Mowburn in Hay.—Take a number of smooth poles, lay the butt ends out side, so that they may be easily pulled out; let the mow or stack settle for a few days, then pull them out; this will leave a passage for the air into the hay, that will insure it against must or mowburn, for some distance around the holes.—Ibid.

OREGON.

As this region has become one of the principle topics of the day, an intelligent friend, who has been for many years not only an observer of passing events, but has stored his mind as well as drawers with their history and peculiar features, has sent us extracts of the several treaties on the subject between this country and Great Britain, as follows.

The third article of the treaty between the United States of America and His Majesty, the King of Great Britain and Ireland, dated October 20th 1818, is in the words following, to wit:

"Article 3. It is agreed, that any country that may be claimed by either party on the northeast coast of America, westward of the Stony Mountains, shall, together with its harbors, bays, and creeks, and the navigation of all rivers within the same, be free and open, for the term of ten years, from the date of the signature of the present Convention, to the vessels, citizens and subjects of the two powers: it being well understood, that this agreement is not to be construed to the prejudice of any claim which either of the two high contracting parties may have to any part of the said country; the only object of the high contracting parties, in that respect, being to prevent disputes and difficulties amongst themselves."

The first, second and third articles of the treaty between the United States of America, and His Majesty, the King of Great Britain and Ireland, dated the 6th day of August, 1827, are in the words following, to wit:

"Art. 1. All the provisions of the third article of the Convention concluded between the United States of America, and His Majesty, the King of the United Kingdom of Great Britain and Ireland, on the 20th of October, 1818, shall be, and they are hereby, further indefinitely extended and continued in force, in the same manner as if all the provisions of the said article were herein specifically recited."

"Art. 2. It shall be competent, however, to either of the contracting parties, in case either should think fit, at any time after the 20th of October, 1828, on giving due notice of twelve months to the other contracting party, to annul and abrogate this Convention; and it shall, in such case, be accordingly entirely annulled and abrogated, after the expiration of the said term of notice."

"Art. 3. Nothing contained in this Convention, or in the third article of the Convention of the 20th of October, 1818, hereby continued in force, shall be construed to impair, or in any manner affect, the claims which either of the contracting parties may

have to any part of the Country westward the Stony or Rocky Mountains."

In the work of Mr. Rush, the following anecdote is told. It shows how irksome Persian dignitaries must find the civilization of Western Europe;

Two servants of the Persian Ambassador having offended him lately in London, he applied to the British Government for permission to cut off their hands. On learning that it could not be granted, he gravely remonstrated! In the sequel he was ill able to comprehend how the laws of England could deny his request. Finding, however, that his hands were tied up, he told his servants, "it was all one; they must consider their heads as being off; far off they would come when he got them back to Persia."

Travelling to New York.—The number of passengers from Boston to New York, and from New York to Boston, during the month of July last, by the several routes by way of Norwich, Stonington, and Newport, including as well those by steamboat as those by the Long Island Railroad, was 18,160. Of this number 16,343 were first class passengers, and they were nearly all carried for a fare of two dollars each; and 1826 were second class passengers, mostly carried at \$1.62 1/2 each, making gross receipts about \$86,000. In carrying the passengers, six or seven steamboats of a large class have been regularly employed, and the cost of the several railroads over which the travel passed, with their respective establishments, was about \$10,000,000. This is probably the largest number of passengers ever conveyed between the two cities in the same space of time. [Advertiser.]

The Weevil.—The Pictou Chronicle says, that this destructive insect is very prevalent in the wheat crops in many parts of the county of Colchester. The Weevil is a small red insect which appears in the grain while in the ear, and renders it useless. In some places crops have been entirely destroyed by it.

Compassion.—Compassion is an emotion of which we ought never to be ashamed. Graceful, particularly in youth, is the tear of sympathy, and the heart that melts at a tale of woe; we should not permit ease and indulgence to contract our affections, and rap us up in selfish enjoyment. But we should accustom ourselves to think of the distresses of human life, of the solitary cottage, the dying parent, and the weeping orphan. Nor ought we ever to sport with pain and distress in any of our amusements, or treat even the meanest insect with wanton and undeserved cruelty.

Shark Caught.—About 8 o'clock last evening, one of those monsters was taken by a hook and line, from the water at Messrs. Perkins & Smith's wharf. It measured 8 feet in length, and required the strength of six men to get it on the wharf. We frequently notice boys in the water at this and other wharves in the city, and the fact that these monsters are about our waters, should serve as a caution against exposure in this manner. They are particularly fond of "naked little boys," and would snap up one of them in a twinkling.—New London Star.

A Hard Hit.—Several years ago in North Carolina, where it is not customary for the tavern keepers to charge the ministers anything for lodging and refreshments, a preacher presuming stopped at a tavern one evening, made himself comfortable during the night, and in the morning entered the stage without offering to pay for his accommodations. The landlord soon came running out to the stage, and said, "There was some one in there who had not settled his bill."—The passengers all said they had, but the preacher, who said he had understood his never charged ministers any thing. "What! you a minister of the gospel, a man of God," cries the inn-keeper, "you came to my house last night, you sat down at the table without asking a blessing; it lit you up to your room and you went to bed without paying to your maker, (for I staid there until you had undressed;) you rose and washed without prayer, ate your breakfast without saying Grace, and as you came to my house like a sinner, and ate and drank like a sinner, you have got to pay like a sinner."

A fellow, who got a livelihood by fiddling at fairs, was one day met by an acquaintance who had not seen him in a great while, who accosted him thus:

"Bless me! what! are you alive?" "Why not?" asked the fiddler—"did you send any body to kill me?" "No," replied the other, "but I was told you were dead."

"Aye,—so it was reported, it seems," says the fiddler, "but I knew it was a lie as soon as I heard it."

"I don't think you are alive!" "may be no," said the fiddler knocking him down.

SUMMARY OF NEWS

Halifax, Quebec and Montreal Rail Road.—We learn that a Deputation of highly respectable gentlemen have had an interview with Lord Stanley at the Colonial Office on the subject of this Railway, and we have much pleasure in stating that there appears to be a growing interest in England on the subject. The mere fact of a Deputation having been received by Lord Stanley is proof that the parties making the proposal are of good standing and really in earnest, and also that the Government are disposed to listen to them. It cannot but be a matter of congratulation to the people of these Colonies that a subject of so much importance to their future prosperity, has been taken up at this favourable time, and meets with such general concurrence.

Some of the gentlemen composing the deputation who waited on Lord Stanley are, we understand, in communication with His Excellency the Lieutenant Governor of this Province respecting their project, and it is said to be His Excellency's intention to request a Public Meeting at Fredericton (or some other place) at which Meeting persons from all parts of the Province, who feel an interest in the subject, will be invited to attend, and express their views and opinions.

A copy of the proposed Railway, by request, an article in the proposed Railway, and a paper recently started in London, entitled "The Railway Intelligence," and our readers will observe that the public in England is fully alive to the great importance of this great undertaking.

(From the Iron Times, July 29.)
We perceive that the Secretary of State for the Colonies received a deputation on Saturday last, of persons interested in the formation of a Railway to connect the capitals of Nova Scotia and Canada, through New Brunswick, the Company having power to purchase and settle lands upon the line. The importance of such a railway, as respects the facilitation of Anglo-American commerce by means of the projected railways across the State Islands to Galloway or Antigonish, cannot be overestimated, for the land must sooner or later become the highway to British America. The distance from the Western coast of Ireland to Halifax, is not more than 3,000 miles; and Halifax also is from 500 to 600 miles nearer England than the Cape of Good Hope. The Union of the British Empire must cordially sanction and support a scheme of this kind, having in view not only the promotion of transatlantic intercourse, but the development by the stimulus of a railway, of the vast resources presented in the colonial field of British America. It should be noted that while the first object is no doubt to some extent attained by the contemplated Yankee lines from Boston and Portland to Montreal, and the St. Lawrence, it is of infinite importance that the transit of the English, Manx, and of English goods should be, if possible, through our own possessions, rather than through the transit of a nation, which may not find it always their interest to pressure to facilitate such transit and intercourse. Add to this, that a line from Halifax, not only equal in length to those which will supersede the dangerous and uncertain navigation of the St. Lawrence, but the port of Halifax is actually a more secure and much nearer to the Atlantic, and a terminus, will save a great deal of difficult coast navigation.

It results, therefore, the interests of England, Ireland, and of the British Colonies, we wish the proposed enterprise every success. Out of the million tons of exports and imports now transported by the Saint Lawrence, the transfer of even a tithe would afford a very remunerative return, while the rapid communication and peopling of the country by means of railway facilities, will also ensure an increasing passenger traffic. To this, also, is to be added the vast increase of value certain to accrue to lands upon the line.

The population of our North American Colonies, already equals that of Scotland, and the proposed Railway would, moreover, in connection with those of the States, afford accommodation to a population of eighteen millions.

Since giving the foregoing observations, we have received Canadian papers, which seem to be filled with railway speculations. From these, taken in conjunction with information obtained from various other sources, it appears that the United States and Canada are soon to be articulated with lines of railway to an extent as great as our own country. We perceive a railway from Niagara to Detroit, another from Ontario to Huron, a third from Ogdensburg to Boston, from Boston to Portland, and from Portland to Montreal. To England, however, most of these projects look for the useful, although we doubt not a large portion of capital might be profitably secured.

In our own provinces, great facilities exist for the construction of an economical railway, in the abundance of timber and other materials, and, doubtless, the whole of the land necessary for the works, will be granted by the local governments, free of expense.

The Canadian papers are disposed to give a trial to the wooden railway upon Prosser's or some other system of guide wheel, which admits of the use of smooth tires, wheels, the wood being indurated by Payne's process, and rendered proof against dry rot or decay. If some such system should indeed be successfully introduced in America, where wood is abundant, and iron comparatively scarce, the saving in construction would be enormous. We believe we speak correctly, when we say, that the reduction would amount to such, that instead of £10,000 to £15,000 per mile, as in the Irish estimates,

an outlay of from £1000 to £1500, at one-tenth, would be sufficient to establish railways perfectly durable and efficient.

Let us take occasion here to affirm generally, that of all portions of the British dominions, our Colonies in British America constitute unquestionably the most legitimate field for British enterprise and capital. From vicinity, similarity of climate, mineral wealth—in especially, the abundance of coal and iron ore—their trading facilities, fisheries, timber, and agricultural production, they cannot fail rapidly to become, by railway accessibility, a field of the mightiest commercial and trading importance—an effectual and permanent outlet for the surplus labour and capital of the mother country.

MEXICO.

The news by the last arrivals from Mexico assume quite a threatening aspect. M. Gracia Conde, in a circular dated the 16th ult., says that the Government will "tomorrow communicate to Congress the declaration of war."—The Mexican schooner Relampago brought advices from Mexico to the 16th, but up to that time neither a declaration of war nor non-intercourse had been decided upon. It is probable that the Mexican Government are awaiting the final decision of the Texas Convention.

Late and Important from Mexico.—By an arrival at New Orleans from Mexico, we have rumours in abundance. Some of them assert that Mexico will very shortly declare war against the United States, and others that she will, without declaring war, close their ports against our vessels, and take the position of non-intercourse with us and our products. Both these classes of rumours are supported by private letters from merchants and partners in Mexico to their correspondents in this country. The only rumour, however, which seems to be fully authenticated, is that the Mexican Consul at New Orleans has received orders to do so more business in his line. This, while it does not settle the question between non-intercourse and war with Mexico, greatly strengthens the conviction that we are likely to have one or the other.

LATER FROM MEXICO—DECLARATION OF WAR!!

NEW ORLEANS, August 5th, 1845.
The schooner Relampago, which recently arrived at the Balize from Vera Cruz, came to the city on Tuesday evening. It was not until a late hour yesterday that we received the letter, an extract from which follows, containing the official communications, a translation of which is subjoined.

We have reason to believe that the despatches to the Department of State at Washington, brought by the Relampago, communicated the fact of war having been declared by the Mexican Government.

OFFICE OF WAR AND MARINE.
Circular.—The United States have communicated the perfidy against Mexico, by sanctioning the decree which declares the annexation of the department of Texas to that Republic.

The injustice of that assumption is apparent, and Mexico cannot tolerate such a grave injury without making an effort to prove to the United States the possibility of her ability to cause her rights to be respected.

With this object the Supreme Government has resolved upon a declaration of war against that power, seeing that our forbearance, instead of being received as a proof of our friendly disposition, has been interpreted to an acknowledged impossibility on our part to carry on a successful war.

Such an error on the part of the United States, will be advantageous to Mexico, because, suddenly abandoning its pacific attitude, it will, to-morrow, communicate to Congress the declaration of war, and excite the patriotism of its citizens to sustain the dignity of the nation and the integrity of its territory, now treacherously attacked, in utter disregard of all guarantees recognized in this enlightened age.

The Government is occupied in covering the different points on the frontiers, and in collecting the necessary means, so that nothing may be wanting to those whose glory it will be to defend the sacred right of their country.

I have the honor to communicate for your intelligence, and to direct your conduct.
God and Liberty.—Mexico, July 16, 1845.
CARCIA CONDE.

(From the New Orleans Bee.)

The El Siglo of the 16th July, contains the proclamation of Signor Garcia Conde, Minister of War, calling upon the Generals of the different Departments, to have all the militia under their commands in readiness to march to the point at which they may be deemed advisable to act, in the event of a probable war between Mexico and the United States.

Congress was still in session in the city of Mexico.—Up to the 19th neither war nor non-intercourse between Mexico and the United States had been declared.

The Extraordinary Council, consisting of Ex-Governors of the Departments, Ex-Ministers, etc., whom the President had the constitutional right to convene and consult with upon extraordinary occasions, had been ordered to assemble.

Before the President would take upon himself the responsibility of recommending or declaring war upon the United States, it was highly probable that he would wait until the assembling of this Council, as in the event of that measure being suggested by them, the President would be relieved from any responsibility, should it, as it undoubtedly must, terminate unfavorably towards that Government.

The New Orleans Bee of August 8, says, "The papers received by the Relampago,

on Wednesday night, came to hand so late, that we were unable to do more than furnish a brief summary of the intelligence. Our files are as late as the 19th ultimo, from the city of Mexico.

In regard to the question of war, it should be distinctly understood, that although Mexico will, in all human probability, resolve upon hostilities with the United States, the very latest and authentic advices that no declaration of war or of non-intercourse had been made. Mexico is doubtless preparing for war, but will not declare war, until fully apprised of the action of the Convention.

The Diario del Gobierno, of the 17th ultimo, contains an exceedingly profuse statement addressed by Senor Louis G. Cuevas to the two Chambers, on the 16th ultimo, reviewing the entire subject of annexation, and the conduct of the American and Governments, at elaborate length.

Newfoundland.—St John's papers to the 13th inst. have been received by the Steamship Unicorn, which arrived yesterday afternoon from St John's in 52 hours, the quickest passage on record.

His Royal Highness Prince Henry, third son of the King of Holland, arrived at St John's on Saturday the 9th inst. in the Dutch National Frigate the Rhine, of 60 guns. Great preparations had been made for the reception of the Prince, to some of which we have alluded in previous Nos. of this paper, by way of a genteel hint to our own authorities, seeing there is a probability that we also may receive a visit from this royal scion of the Protestant house of Orange.

His Excellency the Lieutenant Governor went on board the Rhine immediately upon her arrival, and was received with a royal salute which was returned from shore—another salute fired upon His Excellency's departure. At half past one same day his Royal Highness landed and was received by a Guard of Honor, and by His Excellency and suite, and the heads of departments, civil and military. Several Gentlemen were presented, & His Excellency was pleased to announce that His Royal Highness would avail himself of the public reception intended for him on the Monday following. The Prince and the Lieutenant Governor then stepped into His Excellency's carriage and repaired to Government house, followed by their retinue.

Great preparations were made for the landing on Monday—three triumphal arches were erected in the streets through which the Prince was to pass, which were also planted with rows of trees.

The Prince was followed to the shore by the boats belonging to the mercantile establishments decked with colours. Her Majesty's Ship Hinchinbroke manned her yards and fired a royal salute which was returned by the Rhine, and when the Prince stepped on shore a royal salute was fired from Fort William.

His Royal Highness, accompanied by Sir John Harvey proceeded to Government House in His Excellency's carriage, followed by several carriages containing the Members of the Council, and an immense concourse of all classes. A great number of carriages filled with ladies were drawn up on either side of Cochran street, complimented his Royal Highness as he passed, and fell into the procession as previously arranged.

The Officers of the French schooner of war La Mouche, took part in the proceedings.

On Sunday His Royal Highness attended divine service at St. Thomas's Church. On Monday His Excellency entertained his illustrious guest at dinner the second time. The Lord Bishop of Nova Scotia and the officers of the garrison and heads of departments were also present. There was an imposing display of fireworks at night.—Times.

UNITED STATES.

The Alexandria Gazette says, "the action of the Secretary of the Treasury, in declaring Texas a foreign country as far as our revenue laws are concerned, whilst the action of the Secretary of War makes it a part of our own country, only shows the difficulties and perplexities in which we have been involved ever since the Texas business was commenced under Tyler's administration."

Expensive Worship.—Rev. Mr. Dean, a Baptist missionary, states that the Chinese expend \$360,000,000 annually for incense to burn before their idols. It is about one dollar a piece for every man, woman and child in the empire. Poor, unenlightened idolaters! what christian privileges! May the day soon come when the Holy Bible shall diffuse its truths over your land, and make ye as godly as ye are a great people.

A Young Heroine and a Narrow Escape.—We have just heard an incident which occurred at Glen Cove yesterday, and which does infinite credit to two or three persons there, one of whom is a young lady, but hitherto more than fourteen years of age.

A young man, while bathing there, got beyond his depth, and being unable to swim was sinking fast, when he was perceived by Miss Willis, daughter of Wm. H. Willis of this city. The girl was an expert swimmer, and being in the water at the time, quickly as thought she darted for the sufferer. The drowning man caught the girl with all the strength of a dying man, and the girl in turn made an effort to extricate herself by biting the clenched hands that held her fast. She was unable to do so, and both were about to be drowned, when they were happily discovered by some laboring men near by and saved. [New York Express.]

Bodies in Niagara Falls Whirlpool.—A letter in the Buffalo National Pilot of Saturday says: "The Whirlpool, near Niagara Falls, has of late become a receptacle of dead bodies. In addition to two human bodies noticed on the 29th ult., which still re-

main in the grasp of its 'agitated waters,' are added the bodies of two horses and a hog. These may be seen from the bank above, passing around a 'funeral circuit' of a mile or more in circumference—each succeeding circuit drawing them nearer to the vortex of the Whirlpool, until each in their turn, become submerged beneath its angry embrace, to repeat its former evolutions. The sight of human bodies in the whirlpool is solemn and terrific—the blue waters seem to hold their prey, in defiance of human effort to dispossess them—until satisfied in reveling with the dead, it emits them through its narrow outlet into the rapids below, to be entombed in Lake Ontario.

A New Governor.—The Kingston Chronicle and Gazette, of the 9th August, (a paper which supports the Governor General), makes the following announcement:

"We have been informed on good authority, that His Royal Highness Prince George of Cambridge, has received the appointment of Lieutenant Governor of Nova Scotia, and Major General commanding the forces in that Province, relieving Lord Falkland, and Sir Jeremiah Dickson. His Royal Highness's last appointment was that of Major General on the Staff at Corfu. He will now assume both the Civil and Military command of Nova Scotia."

We rather believe that Prince George of Cambridge is to succeed Sir Hercules Pakenham, as Governor of Portsmouth, at the close of the year, and that Sir Hercules is to come to Nova Scotia.—Chron. Aug. 19.

Eastport, August 13.—The Lord Bishop of Fredericton visited that parish, and administered the apostolic rite of confirmation, to twenty-five persons, whom, together with a large congregation assembled on the occasion, he extemporaneously addressed in a very interesting and impressive manner, pointing out some of the most important duties of the genuine christian, and exhorting all present to live godly and holy lives, in peace and harmony with each other. Soon after service, his Lordship received a complimentary address from the Rector, Church Warden and Vestry of St. George, to which without any previous preparation, he promptly returned an appropriate and eloquent reply. On the following morning, his Lordship proceeded to St. John.

POTATOE CROP.—We regret to learn that the Potatoc crop in this County has been injured by rust and dry rot. Many of our farmers will be sufferers, as they have planted more than double the usual quantity of potatoes this year, for shipment.

The Crops generally throughout the United States (with the exception of grass and oats) are said to be fully equal to last years. Wheat is admitted on all hands to be beyond an average crop—Indian corn promises well, Potatoes in some places, however, have been visited by the disease of last year.

Inquest.—An inquest was held at Welshpool, Campobello, on the 16th inst., on the body of a man picked up off Head Harbour, supposed to have been in the water for some time. By a letter found in his pocket, it is supposed he was a passenger in the ill-fated ship, Tom Cingle. The body was decently interred at Welshpool. Further information can be had on application to Thomas Moore, Esquire.

The Rev. Mr. O'Brien, being about to leave Halifax, to visit his native country, a large meeting of the R. C. Inhabitants was convened to convey to him the expression of their esteem, when the round sum of \$105 was subscribed to purchase a piece of plate for him.

His Royal Highness Prince Henry, of the Netherlands, had arrived at Newfoundland, and was received with due honours.

LAST NOTICE.—Persons indebted to this Office, are hereby notified that they will be presented with their accounts, this week, many of which are of long standing. We trust they will be prepared to pay them, as those who do not, will have their names struck from our list, and their accounts handed to an Attorney, for collection.

Pure Charity.—A lady yesterday afternoon lost a pocket book containing \$10 in money, and a check for \$200; for the recovery of which a reward of \$10 was offered. The pocket book was found by Mr. Henry Smith, the "razor man," who called this morning at our office for the purpose of advertising it, where he met the loser, who had called for a similar purpose. The lady tendered Mr. Smith the \$10; which he refused to receive, but directed the lady to No. 1 Scott's Court were lay a sick man, destitute, to whom he desired the reward might be paid which was accordingly done.—Boston Transcript.

Drowned.—Yesterday, from alongside of the Brig Argyle, Mr. William Brint, (second mate), aged 30 years, a native of Dover, England, leaving a wife and one child in Yarmouth, N. S. Funeral, this day at 4 o'clock from the Brig Argyle, at Mr. Craig's Wharf, Nelson street.—Courier.

THE STANDARD.

ST. ANDREWS, WEDNESDAY, AUG. 27, 1845.
Charlotte County Bank.
Hon. HARRIS HATCH, President.
Director next week—W. Fisher.
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 next week.
Savings and Loan House.
Commissioners—R. M. Andrews, R. Walton, C. A. Babcock, Thos. Turner, John Bailey.
Saint Stephens Bank.
G. D. King Esq., President.
Director next week—J. M. Marks.
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.

LATEST DATES.

Liverpool, Aug. 6. Montreal, Aug. 14.
London, Aug. 4. Quebec, Aug. 14.
Edinburgh, Aug. 1. Halifax, Aug. 17.
Paris, Aug. 1. New York, Aug. 17.
Toronto, Aug. 7. Boston, Aug. 17.

THE ST. STEPHEN BAZAAR.—the proceeds of which are to be appropriated towards the erection of a Presbyterian Church in that place, came off successfully on Thursday and Friday last. On Thursday, notwithstanding the unpleasant state of the weather, the large room was crowded almost to suffocation, and the spacious tent, where the refreshments were laid, filled with all the delicacies of the season, was also crowded. The room was tastefully decorated with flags, pictures, flowers and evergreens, and the tables were loaded with contributions of beautiful and elaborate workmanship, nearly all of which were the handiwork of the Ladies of Saint Stephen, and reflect the highest credit upon their taste, talent and industry. The passage from the room to the tent was lined with two rows of trees, interspersed with evergreen

and flowers. The St. Andrews Amateur Band who had volunteered their assistance upon the occasion, played at intervals during each day, and formed a pleasing addition. It gave us much pleasure to notice a number of persons present from the surrounding parishes, and from St. Andrews and Calais. The greatest unanimity presided, and the good people of St. Stephen, seem gratified with the result of their exertions. The amount collected we are happy to announce was £174.

STEAM.—On Tuesday last our old friend Captain Michener, formerly of the Frank, paid our inhabitants a visit in the new steamer "Nequasset," which has been purchased by some persons in Eastport, Calais, Saint Stephen, and this Town, for the purpose of running on this river. The Nequasset is a fast boat, of 99 tons burthen, and 85 horse power; the cabins are well fitted up and comfortable, which, with being commanded by an experienced and attentive master (Capt Michener) will we trust, ensure her a remunerating patronage.

The Nequasset will leave Eastport every morning (Sunday excepted) for Calais, touching here, and returns in the afternoon.

A correspondent at St. George, furnishes us with the following information:

On Friday the 15th inst. the Lord Bishop of Fredericton visited that parish, and administered the apostolic rite of confirmation, to twenty-five persons, whom, together with a large congregation assembled on the occasion, he extemporaneously addressed in a very interesting and impressive manner, pointing out some of the most important duties of the genuine christian, and exhorting all present to live godly and holy lives, in peace and harmony with each other. Soon after service, his Lordship received a complimentary address from the Rector, Church Warden and Vestry of St. George, to which without any previous preparation, he promptly returned an appropriate and eloquent reply. On the following morning, his Lordship proceeded to St. John.

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Copy for of I hereby c and diste which pscible ment in a ale of Pre ment in a chase a bo trial; and ly, that sh myself gra perfectly r recommen (Sign William!

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St. Andrews Amateur
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are happy to announce

Today last our old friend
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a visit in the new steamer
which has been purchas-
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l, this day at 4 o'clock.
Argyle, at Mr. Craig's
ret.—Courier.

Copy of a Letter sent to the Editor
of the Newfoundland Times.—Sir,
I hereby certify that I had been, for a num-
ber of years, labouring under a most painful
and distressing complaint, for the cure of
which many receipts were unsuccessfully
prescribed; that having seen an advertise-
ment in the Newfoundland Times for the
sale of Professor Holloway's Pills and Oint-
ment in this island, I was induced to pur-
chase a box of the Pills and gave them a fair
trial; and am happy to certify, thus public-
ly, that shortly after I took the Pills I found
myself gradually getting better, and am now
perfectly recovered, and I can, therefore, safely
recommend the medicine to the public.

(Signed)
William Stacey, Cherry Gardens, St. John's,
July 11, 1845.

MARRIED.
At St. John's on Tuesday morning last,
by the Rev. W. T. Wishart, Mr. Alexander
Jardine, Merchant, of that city, to Mary
Jane, only daughter of the late Mr. Thomas
Charters, of Roxburghshire, Scotland.

At Halifax, on the 4th instant, by the
Rev. John Pryor, Hon. James W. Johnston,
Attorney General of Nova Scotia, to Louisa,
daughter of the late John Pryor, Esquire,
and widow of the late Capt. Henry Went-
worth, R. R.

On the 14th instant, by the Rev. Samuel
Thompson, A. M. Rector, of Saint George,
Mr. John Billings of the parish of St. An-
drews, to Miss Phebe Sparks, of St. George.
And on the 19th inst, by the same, Mr.
James Parker Spinnery, to Miss Sarah Moss,
all of the Parish of Saint George.

SHIPPING JOURNAL

PORT OF ST. ANDREWS

- ARRIVED.**
Aug. 21, schr. Mary Jane, Watson, Eastport,
Sundries.
— "sloop Hornet, Chaudley, Eastport,
Sundries.
— 23 schr. Yarmouth Packet, Clements,
Trinidad, Molasses, Wm. Bab-
cock, & son.
— 25, sloop Hornet, Chaudley, Eastport,
Sundries.
— "schr. Sarah Ann, Waycott, Boston,
Oil, &c. R. Walton.
— 27, Steamer, Nequasset, Michener,
Eastport—Passengers.
CLEARED.
Aug. 21, schr. Mary Jane, Watson, Eastport,
— "sloop Hornet, Chaudley, Eastport,
— 23, schr. Rainbow, White, Eastport,
— 25, Bque. Wm. Ward, Grady, Hall,
Deals, by J. Wilson.

Reported—Ship Champlain, of Cork,
from St. John, put into Mechanics, on Sunday
last taking with 9 feet of water in the hold.

Valuable Property, FOR SALE BY AUCTION.

ON SATURDAY next, the 30th inst.,
at the hour of noon, on the premises,
the undersigned will sell by Auction, the
house and Premises, in the Town of Saint
Andrews, formerly occupied by the Rev.
Alex. McLean, comprising three Town Lots.
—Terms as follows: 10 per cent, on the
day of Sale, 15 per cent, on the delivery of the
deed, 25 per cent in 12 months, 25 per cent
in 18 months, 25 per cent in 24 months, with in-
terest from the day of Sale. To be secured by
approved indorsed Notes, or a Bond and
Mortgage on the Property.

JAS. W. STREET,
Auctioneer.

St. Andrews, August 26, 1845.

MOLASSES.

20 Hhds. Prime Revolving Molasses,
C. Yarmouth Packet, from Trinidad, for
sale by
J. W. STREET.
August 26, 1845.

Bankrupts Sale.

In the matter of John W. Todd and Seth
Townsend, Bankrupts.

TO Be Sold by public Auction on Mon-
day the 18th day of September next, at
seven o'clock in the forenoon at the Tannery
Middle landing St. St. John, all the outstanding
debts due and owing to the above mentioned
Bankrupts, John W. Todd, and Seth Town-
send, and all the interest of the Creditors of
the said Bankrupts therein.

S. H. WHITLOCK,
Attest.

St. Andrew's 26th August 1845.

Militia Battalion Orders.

THE FIRST DIVISION of the armed Bat-
talion of the County Militia, consisting of Cap-
tains Pettit, Mulholland, Wallace, and a. McKen-
zie, Callicott, Knight, and Johnston's Companies,
to muster at the Lower Falls, of Magogadwin, on
Friday the 12th day of September at ten o'clock in
the morning.

THE SECOND DIVISION—consisting of Cap-
tains McCollins, Duncan, McFarlane's, Samuel
McFarlane's, and McKays Companies, to muster
at the Lower Mills on Magogadwin River, on Satur-
day the 13th day of September at 10 o'clock in the
morning, for General Inspection.

By order of the Hon. Col. Commanding,
Signed, RICHARD MCGEE,
Lieut. and Adj. of Bn. & Co. Militia.
St. Andrews Aug. 23, 1845.

INDENTURES

And other Blanks for sale at this
Office.

STAGE, BETWEEN ST. ANDREW'S & ST. JOHN.

The Subscriber tenders his thanks for
the liberal support he has received in his
line for many years, and respectfully an-
nounces, that his Coach will run regularly
three times a week, as heretofore between
St. Andrews and St. John, leaving St. An-
drews every Monday, Wednesday and Fri-
day morning at 6 o'clock am, and St. John
on the mornings of Tuesday, Thursday, and
Saturday. He is also prepared to furnish
extra conveyances when required. A care-
ful and attentive Driver, who is well known
to the public will continue to drive. Every
attention will be paid to the comfort of
Passengers, and good horses and substan-
tial carriages will be kept on the line.

Books are kept at Ross' Hotel, St. An-
drews and St. John Hotel, St. John, and
tickets or bundles left at either place to go
by this Stage will be attended to.

L. L. COPELAND.

St. Andrew's Aug. 18, 1845.

Insolvent Debtors Notice.

Wednesday, the thirtieth day of
July, A. D., 1845.

By His Honor the Master of the Rolls.
ON Reading the Petition of Ora A. King, of
Saint Stephen, in the County of Charlotte,
Trader and Lumberer, setting forth a state-
ment of his affairs, as therein particularly de-
tailed, declaring that he is insolvent cir-
cumstances, and praying that an order may
be made for calling a meeting of the Creditors,
pursuant to the Act of Assembly, intitled
"an Act," to afford relief to persons unfor-
tunately burdened in certain cases. It is hereby
ordered, that the Clerk of the Peace in and
for the County of Charlotte, do call a Public
Meeting of the Creditors of the said Petition-
er, to be holden at the office of the said Clerk
of the Peace, in this said County, on Monday
the twenty second day of September, next, at
eleven o'clock in the forenoon for the purpose
of enabling the Petitioner to offer a composi-
tion to, or make terms with his Creditors, and
to render an exposition of his affairs.

(Signed) N. PARKER, M. R.
In pursuance of the order of His Honor the
Master of the Rolls, whereof the foregoing is
a true copy. Notice is hereby given that
a Public Meeting of the Creditors of the said
Ora A. King, will be held at my office in Saint
Andrews, in the County of Charlotte, at the
time and for the purpose mentioned in the
said order.

W. HATCH,
Clerk of the Peace for Charlotte.

August 18, 1845.

Brandy, Wine, Gin, &c.

AUGUST 15 1845.

Ex. barque "Brunswick," from Liverpool
just arrived
10 Hhds best Cognac Brandy, and Hol-
lands Gin.
2 " Brown Sherry Wine,
2 " Gr. Cask Shillan, Madeira,
4 Hhds Bottled & Raw Linseed Oil,
12 cwt—1 cwt Kegs Best White Paint.
G. B. POLAND, Merch. &c. &c.
JAS. W. STREET.

Samuel F. Morse & Co.

Offer for sale at their extensive Warehouse,
No. 37 Milk Street,
BOSTON,

AMERICAN MANUFACTURED COTTON & WOOLEN GOODS

all of which they will sell on the most favor-
able terms for cash, or approved short credit.
In their assortment may be found
Heavy Blue and Blue mixed SATINET,
Do Black and Black " " " "
Do "Fancy, plain and fig'd " "
Heavy TWEEDS, Glasgow JEANS,
Blue Denims, Blue PRINTS, Cotton
Flannels, Manners Stripes, plain & twill'd.
A large variety of TICKINGS,
Bleached DRILLS, Unbleached Drills,
Bleached 3/4 7/4 4-4 and 5-4 COTTON,
Unbleached " " " " " "
Sawtooth, plain, and twill'd FLANNELS,
Yellow, White and Green " "
Blue & White Cotton Yarn of all num'rs,
Coloured & White Sewing Cotton—do
Wicking, Batting, White and coloured
Pelisse Wadding. Their assortment is the
most extensive that can be found in Boston,
and they respectfully request a call from those
that visit the Boston Market to make pur-
chases.

Boston, August 2, 1845. 32m

Royal Mail Stage,

BETWEEN ST. JOHN & ST. ANDREWS.

THE Subscriber desires to tender his
unfeigned thanks for the very liberal
share of public patronage which he has en-
joyed during many years, and begs most
respectfully to announce that having entered
into a Contract for the conveyance of
after Mr. Moffet's Mail, he will, on and from
the 15th instant, run a Two Horse Coach
three times a week, each way, between the
above places, leaving Saint John by the first
Boat to Carleton on the mornings of Mon-
day, Wednesday, and Friday, and St. An-
drews at 6 o'clock, A. M. on Tuesdays, Fri-
days, and Saturdays. Books kept at the
St. John Hotel, St. John, and at Ross' Ho-
tel, and McAleer's Store, Saint Andrews.

No exertion or expense that may contri-
bute to the comfort or accommodation of
Travelers, will be wanting on his part: he
is therefore solicited to collect, most humbly,
but confidently, a renewal of the support
which he was wont to enjoy.

Aug. 9, 1845. W. H. WILLIAMS.

NOTICE.

ALL PERSONS having legal demands
against the estate of ROBERT LIN-
dsey, late of the parish of St. Patrick in the
County of Charlotte, deceased, are request-
ed to present the same to the Subscriber
duly attested, within three months from the
date hereof, and all those indebted to said
Estate are requested to make immediate
payment to

ALEXR. LINDSAY,
Administrator.
St. Andrew's, 23d June, 1845.

To be Sold.

THE House and premises, in the town
of Saint Andrews, formerly occupied
by the Rev. Alexander McLean, compris-
ing three town lots.
If not disposed of before, the above Prop-
erty will be offered for sale, by Public
Auction, on SATURDAY, THE 30th
DAY OF AUGUST next, at the hour
of noon, at the Market Square, in Saint
Andrews. For further particulars apply to
the Subscriber.

GEO. D. STREET.

St. Andrews, July 14, 1845.

Public Notice

Is hereby given, That,

I will sell at Public Auction on Satur-
day, the 6th day of SEPTEMBER
next, at the Court House in St. Andrews,
at 2 o'clock p.m., being 30 days notice,
and upwards, to the highest bidder, "as
much of the Real Estate of James J. Bur-
chell, situate in the Parish of St. George,
as will be sufficient to pay the sum of £1
4s. 2d. assessed on his property in that
Parish, for the past year of 1844, with the
costs and charges, attending the same, by
virtue of a Warrant under the hands and
seals of Patrick Clinch and A. J. Wetmore
Esquires, bearing date the 10th March,
1845.

THOMAS JONES,
Sheriff of Charlotte.

Sheriff's Office,
Aug. 2, 1845.

NOTICE.

ALL Persons, having any legal demand
against the Estate of the late Joshua
H. Woodcock, of St. David, in the County
of Charlotte, deceased, are requested to
present the same duly attested, within three
months from this date; and all those in-
debted to said estate are requested to make
immediate payment to

D. WOODCOCK, Jr., Administrator.
St. David, Aug. 4, 1845.—rm.

Fire and Marine Insurance

THE CROTON MUTUAL INSURANCE COMPANY OF NEW-YORK

HAVING established an Agency in St.
Andrews, are prepared to take Risks
on Buildings and their contents, against
LOSS OR DAMAGE BY FIRE; and
on VESSELS, CARGOES, and FREIGHT,
against Sea Risk; at moderate rates of pre-
mium.

The standing of this Company is of the
first respectability, their promptness in ad-
justing, and paying Losses not surpassed
by any other Institution, and being on the
Mutual system must insure for it the confi-
dence and patronage of the public.
Blank Forms, and every information ob-
tainable on application to

ROBERT WALTON,
AGENT.
St. Andrews, July 28, 1845.

Notice.

TO all Military Pensioners, who under
late regulations commuted their Pen-
sions and are now residing in New Brun-
swick.

The Lords Commissioners of Her Ma-
jesty's Treasury having called for Reports
upon the cases of the commuted Pensioners
residing in these Provinces. All persons
now in New Brunswick who come under
this denomination will appear before any
one of the undermentioned Magistrates, &c.,
who may be nearest and most convenient to
their residence, to answer the enquiries
that will there be made of them, with a view
to their future benefit.

Frederickton—Commissioner's Office,
Bathurst—Thomas M. Deblon, Esquire
Richibucto—Honorable J. W. Weldon,
Shediac or Bend of Peticodiac—Bliss
Boisford, Esq.
Stanley—Colonel Hayne.
Woodstock—J. M. Connell, Esquire,
St. John—Commissioner's Office,
St. Andrews—Honorable H. H. Hinch,
St. Stephen—Robert Walton, Esquire,
Magogadwin—S. G. Andrews, Esq.
Commissioner, New Brunswick,
Frederickton, July 9th, 1845.

Packet Schooner.

MARY JANE, CAPT. M'MASTER
Will leave St. Andrews for Eastport
every Tuesday and Friday, to meet the
Steamer Portland, and will return as soon as
the arrival of the Steamer as possible.
For freight or passage apply to
JAMES MCM.
St. Andrews, July 11 1845.

A B.—Passengers are particularly requested to
pass their Entries on days of delivery, as ships at
the Croton House is open.

SUMMER GOODS.

M. SHERLOCK,
HAS RECEIVED HER STOCK OF

STAPLE GOODS,

Which she offers for sale at the lowest prices for Cash,
CONSISTING OF

Balsamine, Brage, Cashmere and De Laine DRESSES.
Parisian Clothes, Striped Orleans, Gingham, and Gingham MUSLINS,
Checked, Striped, and Swiss Muslin DRESSES.
Ladies Bonneted Muslin ROBES.
Cashmere, Chantilly, Shotland, Berlin, Indiana and Strath SHAWLS.
Tuscan, R. Island, Dunstable and Fancy STRAW BONNETS, and Bonnet Shapes,
Polka Scarfs, and Valenciennes Flouncing.
Valenciennes and Brussels Lace for Shawls.
Rich Lace Capes, Collars, and Berthes.
Thread, Valenciennes, Gimp-pure, Lisle, Laces, and Edgings.
Cambric, Insertion, and Edgings.
Ladies Silk and Cotton Hosiery.
Kid, Silk and Lisle thread GLOVES.
Corded, Oriental, plain and striped, BONNET SHAKES, and SATINS.
A Variety of French and English Cap and Bonnet RIBBONS.
Straw and Tuscan Edge, for Bonnets.
Blond Quillings, and Rosches.
French and English artificial Flowers.
Black and White Lace demi Vails.
Black, Lustré, Orleans, Cashmere, and de Laine Mourning Dresses.
Black and White Cape.
Black and White Mourning Collars.
White and Coloured Slay.
Marselle and Corded Petticoats, and Toilet Corsets.
Gents. Summer Cravats and Satin Scarfs.
Bugle Muffs, Collars and Berthes.
Ladies Silk and Satin Neck Ties.
Fancy Nets, Victoria and Bishop's Lawn.
Irish Linen and Lawn.
Book Mull, Jaconet and Medium MUSLINS.
Coloured and Striped curtain Muslins.
Childrens Cambric Caps and Robes.
Bucks Plaid and French de Laines for Childrens Dresses, pure, Silk and 1/2 Bells Wool.
Fancy and Mourning Prints.
Linen and Cotton Draper.
Ladies and Childrens Silk and Cotton Parasols.
Black and Coloured Cotton Vests, Gumps and Fringes, and Children's Tassels, Florens-
line and Fancy Buttons. Ladies Hosiery and Shoes. Childrens dresses, Wax and Leather Dolls.
Variety of Toys. Pastored paper and Cards. Writing and Note Paper, Steel Pens. Knitting and
Netting Needles, and a great variety of other Articles too numerous to enumerate.
St. Andrews, June 10, 1845.

NEW SUMMER GOODS.

C. KEIVE, CHEAP CASH STORE,
BEGS RESPECTFULLY to announce to his friends and the public generally, that
he has just received his Summer supply of

FANCY AND STAPLE GOODS,

which he has opened for the inspection of purchasers, hoping they will be found of a
good quality, and price as moderate as any others in Market, the Stock is principal-
ly all new as the vid was sold at Auction. Purchasers are invited to call and exam-
ine for themselves. They consist in part of the following articles:—
BROAD CLOTHS, CASIMERES, TWEEDS & BUCKSKINS, MOLSKINS,
Gambroon, Lichen Druggings, and Plaid for boys Dresses, a large assortment of London
Ready Made Clothing, of the latest fashions, one Case Paris Silk HATS, Cloth CAPS
Shawls, and Hosiery, a great variety of Dress patterns of the latest style, plain and figured
Orleans, and Lustré Cloths, BONNETS of every description, Hosiery and Gloves,
Silk, and Cotton Parasols, a great assortment of Gumps and Fringes, Corda
and Tassels, plain and figured, Dress and Bonnet SILK, White and Cold Stays, a large
Stock of printed Cottons, Pinafore, Robes and Slippers, Leather do, Bleached and un-
bleached Sheetings and Shirtings, Scotch Factory, Checks, Regatta, Irish Linens and
Lawn, Towelling, Ticking and Oxaaburgs, Table Cloths and Corers, Cotton Warps
Blue and White, Fancy Nets, Laces and Muslins, do. insertions, Edgings and Ribbons.
JEWELRY, and PERFUMERY, Steel pens, and Pen Knives, Table and Tea
SPOONS, together with a good assortment of GROCERIES and other Articles too
tedious to mention, but will be found at the CHEAP CASH STORE.
SALES FOR CASH ONLY.
St. Andrews, June 9 1845.—rm.

FASHIONABLE GOODS.

JOHN IRWIN,
Has received his usual stock of Spring and Summer Goods,
Which are now opening and offered for Sale at unusually low prices,
The Stock consists of a General Assortment of

FANCY PRINTED CASHMERE, Orleans, and OTTOMAN CLOTHS, a new ar-
ticle for Ladies Dresses;
Black and fancy Laces, A variety of Gumps and Fringes, Satin, Indiana, and Cash-
mere SHAWLS and Hosiery.
Fancy Straws, Tuscan and Dunstable BONNETS.
RIBBONS of newest style and patterns, Artificial Flowers, Yarns
Ladies Boots and Shoes, Misses ditto. Lisle thread, Kid and Silk Gloves, Silk and
Beaver HATS, Umbrellas and Parasols, Scarfs and Collars, COB-
CLOTHS—Black, blue, invisible green, and brown Broad Cloths of different shades,
TWEEDS, Casimeres, Buckskins, Doanline, and Molskine,
Jacks, Grey and White COTTONS, CALICOES, Linens, Lawn, and Musline,
Ready made Clothing and London Stays; Tailors Trimmings, and a quantity of
GROCERIES, with numerous other articles, worthy the attention of purchasers.
June 2, 1845.

St. Andrews Hotel.

WM. ROSS would respectfully
inform his friends and the Public,
that he has leased the Hotel lately occupied
by L. L. Copeland which has undergone
a thorough repair, and is now fitted up for
the reception of Travellers and others. The man-
ager pledges himself that no effort on his
part shall be wanting to give satisfaction to
all those who may patronize this Estab-
lishment with their patronage, hopes to merit
a continuance of that patronage so liberally
bestowed upon him since his commencing
ment.

N. B.—An experienced Hostler and good
Saddler for horses.
Horses and carriages always on hand.
The Stages for St. John, Frederic-
ton, and St. Stephen, leave this Hotel three
times every week.

JUNE 16, 1845.

PAINTS, HARDWARE, &c.

Ex. barque "Plutus," from Liverpool.
The undersigned has received as follows:—
3 Bags Dry Paints assorted Colours,
4 Casks " " " "
2 Casks Whiting, " "
4 Casks Comprising 3 very general
Casks Assortment of Hardware
8 Kegs 100 lb each best home and of Nails
10 Bags fine cut Rose Nails,
1 Case Scotch Screw Augers,
1 Cask Lead Iron, " "
1 do Pine Boxes, " "
1 do " " " "
1 do " " " "
1 do " " " "
1 Cask Persimmon Gum, " "
15 doz Prime N & S Nails, 36 and 40 inch
8 doz Long handled Spades and Shovels
6 doz Miners Shovels, Frying Pans, Scrub-
bing Brushes, Horse Brushes, &c. &c.
ALSO—4 Casks Fine China Tea.
JAMES W. STREET.

BLANKS
For Sale at this Office.

