

**THE STANDARD.**  
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 Each repetition of 12 lines, 10  
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 Each repetition of 12 lines, 15 per line.  
 Advertising by the year as may be agreed on.

# The Standard.

OR RAILWAY AND COMMERCIAL RECORD.

No 3] SAINT ANDREWS, N. B. WEDNESDAY, JANUARY 17, 1849. [Vol. 16

**ENGLISH MAILS.**

Days on which the steamships sail from Europe and America.

Europe	Dec. 10	New York
America	Dec. 20	For Boston.
1849.		
Canada	Jan. 13	New York
Niagara	Jan. 27	For Boston.
Europe	Feb. 10	New York
America	Feb. 21	For Boston.
Canada	Mar. 10	New York
Niagara	Mar. 24	For Boston.
Europe	April 7	New York
Canada	April 14	For Boston.

**DEPARTURES FROM AMERICA.**

Europe	Jan. 10	New York
America	Jan. 21	For Boston.
Canada	Feb. 7	New York
Niagara	Feb. 21	For Boston.
Europe	Mar. 7	New York
America	Mar. 21	For Boston.
Canada	April 4	New York
Niagara	April 18	For Boston.
Europe	May 2	New York
Canada	May 16	For Boston.

**MARINE AND FIRE INSURANCE.**

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

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

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

**PUBLIC LECTURE.**  
 DELIVERED BY  
 THE REV. C. CHURCHILL,  
 Before the Quebec Mechanics' Institute.  
 Tuesday Evening, Dec. 19.

ON THE IMPORTANCE AND ADVANTAGES OF INTER-COLONIAL COMMUNICATION.

MR. PRESIDENT, LADIES AND GENTLEMEN.

It will, I believe, be admitted by all present this evening that we live in a day when the diffusive light of general knowledge has attained a meridian which no previous day in the annals of the world has ever witnessed. When mechanical ingenuity and scientific skill have reached an eminence—when the most arduous expectations of previous generations were conceived or contemplated, and in which a maturity has been given to previous germs of thought, and an impulse acquired by general science, which a short time ago would have been deemed the utopian expectations of minds which had overleaped the bounds of proper calculation, and lost the balance of serious consideration—There is also this peculiarity:—It has been an impetus not acquired by one section of the baffling tribes of humanity merely—but which has been participated in by nations, that a few years ago were in the very infancy and adolescence of civilization itself. A mighty development of intellect has taken place as by a common impulse, and the countries hitherto the slowest to acknowledge and profit by the lucubrations of scientific men, have started into activity and overtaken in their progress, the very pioneers of science, as they have advanced into the different fields of speculative enterprise.—This fact has accelerated the momentum of those first engaged, and it is now a vigorous strife of mental powers to supply the desiderated material for advancing knowledge as fast as the demand shall be created.—In this energetic enterprise British skill has done much for the world at large.—British manufactures first pushed their way into every market—then arose the competition of labour, and British mechanism became demanded by those who had before been contented with merely British manufactures, until an emigration of scientific mechanics was sought after, and established under every European government.—Then where the strife had been confined to commercial enterprise merely, and was shared in by every country of the globe.—Britain took another impulse in the extension of scientific research and invention. The elements of nature which had slumbered for ages in their own dominion, or only brought their contribution to the laboratory of the chemist or the platform of the lecturer on science, were placed from their dormant state to advance and assist the labour of the artisan, and effect a more rapid communication between distant points of observation.—With the developments of the undreamt of power of steam to assist labour, and to diminish distance, a new field of enterprise was opened, in which every nation of the world now shares, and where England was soon

destined to find competitors and originators in other lands, and from the energy of other minds than its own.

England and America have become two grand foci of illumination to the world, compelling, yet combining their energies, and producing conjointly a thirst for general information and general knowledge, which their advancing energies have untidily hitherto been scarcely able to satisfy.

One peculiar advantage of this mental activity has been a better knowledge of the mutual resources of each other, and a better acquaintance with each other's position.—Contrast the miserable ignorance of the two continents, respecting each other's commercial capabilities and general resources, even fifteen years ago, with that possessed at the present time—and you have the most valuable tribute paid to the results of scientific ingenuity and enterprise, which has ever been laid at the feet of genius.—Steam has shortened, almost annihilated, distance—and the subjugation of the subtle electric fluid to the purpose of commerce, has apparently left room for little advancement to be made in these two great trophies of the enterprise and genius of the 19th century.

Yet there is very much remains to be accomplished to perfect the details of that knowledge which has thus been acquired—the nations of the earth have yet mutually to perfect their knowledge of each other, and what is of more importance, the knowledge of themselves.—It is a race where even the energies of the sun may outstrip the energies of the fire—and in which—for these terms I think will not be misunderstood—England has to put forth all her latent energies, lest other countries bear away the palm of social and general progress—and outstrip here in the race and competition of general knowledge and national success.

England requires generally a better knowledge of her colonial possessions, and her colonies require a better knowledge of each other.—Hitherto the knowledge of the colonies has been till within a few years, confined to the records of the Colonial Office in Downing street, when it ought to have been published so diffusively through the country, that the operatives in every factory, and the learners in every academy should have been familiar with these colonies as with the history of the adjoining country or shore.

A stronger proof of the little correct information possessed at home, even respecting the British North American Provinces—we need not wish for, than will be found in consulting late directories for general use.

I have no wish to detract from the general usefulness of Chamber's Information for the People—but in referring to a rather extended notice of these provinces in that work, I read that, in Nova Scotia, the chief towns are Halifax, Trent, Londonderry and Ouslow; whereas in fact, the first mentioned only is not town at all; Trent is an insignificant though beautiful village; and the other two are neither towns nor villages—but townships.

Then a little farther back, Goldsmith's Geography makes no mention whatever of Nova Scotia, New Brunswick, Newfoundland, or Prince Edward's Island. But in speaking of Canada, it tells us that the market of Quebec, which is the only town mentioned, is well supplied, that the carts made of are drawn by dogs, and that the French ladies are very superior to the gentlemen, as they can both read and write.

We can look back a little farther, and find school books which were used in this country a few years ago, in which we are very gravely told that the Indians amuse themselves in floating in their canoes down the Falls of Niagara!

Then again, the colonies themselves adjacent to each other, at least, ought to have been, and must now be made better acquainted with each other, and be united in a bond of co-partnership, to which they have been almost utter strangers, and which alone can consolidate their continued connection and general prosperity.

As an illustration of our meaning, let us observe, that one great reason of the prosperity of the neighboring Union, even amidst political and social elements of opposing force, has been the general information possessed by all classes of the community, even from their childhood, of the geographical position and natural capabilities of the several States. It has been the study of their world. We have seen it in the very Atlas of the school-boy, and while we have been deprecating in these books, the apparently undue prominence given by them to the several States of the Union, compared with other parts of the world—we have overlooked the fact that this has been one great element of their success. The minds of their youth have been made well acquainted with the world in general, but particularly intimate with every feature, commercial, political, national, and social, in their great confederacy. It would have been well for Great Britain if its wide-spread colonies on which the sun never sets, but through which the morning sun and the roll call of her bugles form an invisible belt of communication round earth and sea; if, I say, its colonies had been placed less as a terra incognita before the youth of the last generation; and it would have been well for her colonies, and a geographical prominence and precision had been secured for them in their books and atlases of elementary instruction, and their rising youth had been better instructed in the knowledge of our British Colonial possessions. It is true that some of these have only lately developed their importance, but there are others that are venerable in the history of their connection with Great Britain, and yet but little known, even to their immediate neighbours.

Newfoundland was a possession of the British Crown in 1583, and yet still but little known. The youth of Nova Scotia and New Brunswick know little of Canada; and the rising generation of this Province, little of their immediate neighbours. Even the governmental departments and the merchants themselves, have been limited in the knowledge of each other's resources and interests. It is only a very short time since the produce of these colonies was permitted to be brought free into this province, while the claims of free trade were heard above the clamour of "protectionists" over every part of the world.

There was a day when a literary protective duty, if I may use this expression, seemed to exist in the high price of books as though it were to act as a barrier against the acquisition of knowledge by the poor.—What a wonderful revolution has been witnessed in this department. One cheap publication a day—Chambers' Edinburgh Journal, has done more by the diffusion of cheap, useful, and interesting information, for the people to break down this monopoly of knowledge by the higher classes during the last fifteen years, than the previous literature of a whole century has done. And with this acquired momentum, what a host of auxiliaries has started into existence. There has been a complete revolution in the whole extent of the educational department, and our province is largely sharing in the boon; while, to fill up interstitially the required amount of information suited to the age, the establishment of literary societies, public reading rooms, Mechanics' Institutes and popular lectures, have been the supply created by the demand.

If these lengthened remarks have been but introductory, they have arisen still out of the consideration of the subject which we have proposed to examine, and it is from a belief in the truth of the principles we have advanced, that we have conceived that every additional item of information respecting these colonies is an important matter in their advancement in the scale of general progress, and which has made us now willing to offer this very humble tribute for the furtherance of so interesting and laudable a design.

Time was, and not long since, when no such imperative demand was made. There is not much greater difference, considering the age in which we live, between the character of the communication between the northern counties of England and its metropolis, than a Fly, as it was called, took three weeks to accomplish a journey that now occupies but 20 hours, and the difference between the old method of monthly communication between England and British North America by the old sailing packets, and the now regular weekly communication by elegant and successful steamers.

Scarcely ten years have elapsed since then, and what a difference exists! Go back to the old system, and it was my privilege in Halifax to bid farewell to the one, and to hail the appearance of the other. A passage of 90 days was by no means uncommon. I have seen three of them through passages of different length in port of call. And then recollect the delay of a proportionate length in the transmission of a letter from Halifax to Toronto, when in addition to the 28, 9d. transatlantic postage, there was the addition of 2s. 1d. to Montreal and 2s. 10d. to Toronto, and the difference will be seen. Great was the boon towards the advancement of Colonial communication with the mother country, when the charge of postage was changed to one general sum, whether Quebec or Port Sarria was its ultimate destination—but even in this little was done towards Inter-Colonial Communication, and much remains to be accomplished. Do we doubt that such will be effected? No! Let an intelligent mind contemplate the introduction of the New Postage system in England, when from John O'Grass in the north of Scotland to the Land's End, or from the Giant's Causeway in Ireland to Dover, one penny per letter yields a revenue already nearly equal to the former system. See the same system on a less liberal scale, still admitting the principle, in the adjoining Union. Already see the young French Republic and the older Empire of Russia, taking the same mighty stride of advancement in their efforts for general improvement; and who can doubt the extension of the system, and its ultimate success in the Colonies of Britain on this continent. Whether the scheme of Ocean Penny Postage be adopted or not, the time cannot be far distant when we shall hail similar if not so liberal advantages in these

colonies, and a uniform rate of postage open up a wide field of improvement in every other department of communication.

With this there must be a corresponding demand for other improvements. I need not say that communication by letter will not secure all the advantages we contemplate in our views of Inter-Colonial Communication. There must be a personal explanation of the different colonies by individuals—a mingling of the communities by personal interview, and there must be facilities afforded for this far beyond what at present exist. Do we ask the full reason of the intelligent information possessed by the inhabitants of the United States, of their different territorial advantages, we shall not find the full reason in their early education. Much has unquestionably been effected thereby as elementary and fundamental but it has been fully accomplished by opening up vast lines of communication by land and water, which has brought the wide extremities of that country within visiting distance of each other. New Orleans and New York were 20 years ago—though one be but 25' and the other 2000 miles.—The isthmus of Panama is already bridged by mail transit, and steamers from New York in Chagres in the Gulf—and from Panama to Oregon in the Pacific have belted the entire sea coast of the Union by means of steam. Ocean steamers are shortly to double Cape Horn fortnightly for the Western Coast of South America, and every intermediate port. Railroads are built in almost every state—about the full extent of the Northern Frontier then to the Southern extremity, with every intermediate position, where traffic either exists or can be created. The only blank on this great Continent is in the British Possessions, and the time must soon come when this monopoly must cease; then, and not until then, shall its deep forests echo to the reiterations of the axe—its stillness give way to the busy hum of commercial enterprise—its plains be filled and tamed by the hardy sons of toil, its real position be understood—and its energies and capabilities be fully developed. The utterance of popular opinion will not must hasten the time, while a somnolent indolence may shut up our prospects, till every opportunity of a advantage be realized by others, and our position in the scale of progress become a state of paralysis or nonentity. Already we see the eye of our neighbours scanning our prospects and attempting to circumvent our policy.

The carrying of our British Mails over American territory, was hailed as a boon, but its interruption was a greater. This may appear strange to some, but our views may be explained.

Until the interruption of this arrangement, the practicability of a rapid carriage of the mail, especially the letters, through British Territory, had never been properly tested, but the result has been most satisfactory with very few exceptions, and these owing to the breaking up of the roads in Spring and Fall.—The English mail has been in Canada, fully as early as if it had come through the States. Then the contractors for its transit to British Colonies, employing more than 800 horses; the men employed are ours, the produce consumed is ours, the money expended is British Money, spent in British hands for a purely Colonial object. There is at the present moment under the aspect of a New Postal arrangement between Great Britain and the United States, an effort making on the part of the latter Government again to procure the transmission of the mails through the United States. Our most ardent wish is that it may never succeed. Let there but be a new arrangement of this character consolidated, the next effort would be to procure the direct passage of the steamer to Halifax and Newfoundland; and with this arrangement, what would be the result? Not only would all the honor accruing to Halifax, as the residence and native place of the originator of this successful enterprise be lost, but the commercial gain of the United States, in its speculations secured to our disadvantage; the necessity of the establishment of a railroad from Halifax to Quebec, be no longer thought of, nor telegraphic communication with the lower Provinces be a matter of necessity at all.

It will be in the recollection of all, that prior to the establishment of Railways to their present extent in the adjoining States, a Military road from Halifax to Quebec was felt by the British Government to be a desideratum of no small magnitude, especially considering the then unsettled question of the Maine boundary, and its survey was actually entered upon, and its outlay estimated.

Never has this project been lost sight of, and never has its importance diminished, nor will these Colonies remain an integral portion of the British Empire, can such a scheme ultimately be abandoned; a means of communication of some kind must exist, through purely British Territory, between the upper and lower provinces, whether this shall ultimately be a Railroad or not cannot exist a matter of uncertainty; if our present mail arrangements continue in force, the site of such road may be a legitimate subject

for difference of opinion; indeed, whether at first, such may be projected from Halifax direct may be a matter of question.

There is at present a scheme in operation for a railway from St. Andrews to Quebec, which deserves our consideration; but before we enter upon this subject, there is another matter which calls for our pressing notice. A scheme has lately very lately been presented to the public, which has already claimed the serious attention of this community. I allude to the possibility of an almost entire water communication between the city of St. John and the city of Quebec; through the waters of the St. John, and Madawaska Rivers, and Lake Temiscouata to the Banks of the St. Lawrence; at the debouchure of the River de Trois Pistoles.—I am aware, that the great arguments to be advanced against this scheme, is the fact that owing to the severity of our climate in the winter season this could be interrupted at the very lowest estimate for at least five months in the year; this is at first sight a very feasible and legitimate objection to the plan; but let us consider the matter a little more closely, and these several particulars will not fail to strike the intelligent observer.

1st. A more direct route than this presents to us has never yet been projected. As the Niagara will show us, from a very short distance above the city of Fredericton, the River St. John, for a very considerable distance, runs nearly parallel with and within a very short distance from the boundary line. 2d. This river, unlike the St. Lawrence, is not under the influence of tidal interruptions to prevent its being bridged with ice at a very early period of the season of winter; it is always frozen early; the temperature of Fredericton, closely assimilating with that of Quebec; and this ice bridge sets in in the full burst of spring; so that at the best, scarcely ten days would elapse between the time of the steamer actually entering and the time when the ice would be made available for a winter road which is at the present time used for the transmission of the Mails by Express.

3d. A winter ice road on the very route of the steamer in summer, in the hands of active and enterprising contractors, would be as speedy as that of the steamers in the summer season, and almost as rapid a mode of communication as a railroad itself. Subsidy the obstacles presented in such a road to water by the accumulations of snow. Here, then, we dispose of this great objection to the route itself, and may proceed to consider some of the reasons which press the immediate consideration of this subject, on the ground that it may be made available in a single season; whereas a period of at least three years must elapse before a railroad could possibly be placed in active operation.

The subject of a water communication between the city of Quebec in Canada, and of St. John in New Brunswick, has already engaged the attention of the public.—The Editor of the New Brunswick newspaper, published in St. John, was the first to moot the subject in print, although a communication of the same nature was actually made in this city, by the intelligent manager of the Reading Room, and since then has been taken up in a very spirited manner in an able article in the Fredericton Head Quarters newspaper, which article was copied into the columns of the Morning Chronicle published in this city. To this article I have been indebted for some matters of intelligence connected with parts of the route with which I have been personally unacquainted.

The route contemplated for an almost entire Steamboat communication between St. John and Quebec, will be seen upon the Diagram. The main feature is the river St. John, where it unites with the Madawaska, which runs from Lake Temiscouata, and falls into the St. John, at

The great interruptions on this route are what are termed the Grand Falls of the St. John, with a descent of 75 feet, the Little Falls—which are merely a succession of rapids—and a distance between the head of Lake Temiscouata and the navigable part of the river Trois Pistoles, difficult only estimated at 15 to 25 miles. What the character of the country is in this distance, I have been unable correctly to ascertain; but the impression upon my mind, in conversations with persons who have visited this part is, that the lands are high and the face rugged; so be it.—A survey has already been ordered of these distances, to be laid before the New Brunswick Legislature in its next session, and then all doubts will be removed.

Let us, meanwhile, look at the feasibility of the plan, according to the best estimate we can form at present.

I am disposed, in the remarks I have to make, to differ from the plans pronounced by the writer of the article in question.—There are two great difficulties there proposed, to be overcome, in a way which would certainly militate against the immediate operation of the plan. The first proposed what he terms a "lock" to be placed at the Grand Falls; and falling in that, he would erect at a

the said Bank-  
 out of day of  
 the  
 their  
 send them  
 If subscribers  
 then papers from the office  
 are directed, they are held respon-  
 they have settled, their bills, and order-  
 their papers to be discontinued.  
 If subscribers remove to other places  
 without informing the publisher, and their  
 paper is sent to the former direction, they  
 are held responsible.

**K. SOCIETY**  
 10th View  
 held at the  
 Saint John,  
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19 inches at 17 3-161—Sales of St. John Dec. at 46 7/8; to 27 1/2.

LAND.—The trial of Mr. Charles Gavran... The court refused to grant a writ of habeas corpus...

Continental.—During the last fortnight... The Pope still remains at Castel...

THE Pope still remains at Castel... A Most Remarkable Accident took place...

THE Annual Report of the C. C. Agricultural Society... The Stockholders in the St. Andrews and Quebec Rail Road Company...

NOTICE.—The Stockholders in the St. Andrews and Quebec Rail Road Company... WILL be received at the Rail Road Rooms...

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Saint Andrews Grammar School.

MR. MORRISON, Principal. THIS Institution was re-opened on MONDAY, 15th instant...

ENGLISH MAILS. Days on which the Mails for England will be closed at the Post Office, St. Andrews, 1st 1849.

Table with columns for Day, Date, and Time. Lists mail departure times for 1849.

A BILL to provide for the more effectually repairing the Roads and Bridges...

WHEREAS the scattered state of the population on the Island of Grand Manan... 1.—That it be enacted by the Lieutenant Governor...

11.—And be it enacted, That the monies required to be paid by virtue of this Act... 12.—And be it enacted, That this Act shall continue and be in force until the first day of April which will be in the year of our Lord one thousand eight hundred and fifty-two.

A BILL To Incorporate the Sons of Temperance, No One Sons of Temperance of the Province of New Brunswick.

SECTION 1.—That it be enacted by the Lieutenant Governor, Legislative Council and Assembly, that an association called the Sons of Temperance, No One Sons of Temperance of the Province of New Brunswick...

NOTICE.

ALL Persons having any demands against the Estate of Samuel Curry, late of the Parish of St. Andrews, deceased, are required to present their claims...

RAIL ROAD ROOMS. St. Andrews, 24 January, 1849.

NOTICE.—The Stockholders in the St. Andrews and Quebec Rail Road Company, are hereby notified, that a Second Call of TEN PER CENT. OF THE CAPITAL OF SAID COMPANY...

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BANKRUPT NOTICES.

IN the matter of Stephen H. Hatch, of the County of Charlotte, Bankrupt. WHEREAS under the provisions of the Act of the General Assembly of the Province of New Brunswick...

WHEREAS under the provisions of the Act of the General Assembly of the Province of New Brunswick, intitled "An Act relating to Bankruptcy in this Province..."

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en discussed with the Frankfurt... President took place...

President took place... The French Government...

The French Government... The Pope still remains at Castel...

A Most Remarkable Accident took place... The Annual Report of the C. C. Agricultural Society...

NOTICE.—The Stockholders in the St. Andrews and Quebec Rail Road Company... WILL be received at the Rail Road Rooms...

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Original issues in Poor Condition Best copy available.



SHERIFF'S SALES.

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

State of John Marks January 20
J. S. & R. Jarvis March 10
Wm. Wilson do 24
Maurice Narris do 24
John & James Curran do 24
Edward Scely May 5
Steam Mill Company do 26

To be sold at Public Auction on Saturday the 24th day of MARCH next, between the hours of 12 a. m. and 5 p. m. at the COURT HOUSE in St. Andrews.

All the right, title, interest, claim properly and demand whatsoever of JOHN CURRAN and JAMES CURRAN to that certain parcel of Lot of Land, situate in the Parish of St. Stephen, being the eastern half of a lot in Milltown, bounded in front by the Public Highway leading from James Christie's corner to the Mohannes settlement and Sprague's Falls.

The above Lot being the same which was mortgaged by John Curran to B. F. Waite and S. D. Todd in April 1846 for \$750 00. The same having been seized and taken to satisfy an execution at the suit of Samuel M. Gilmer, endorsed to levy \$23 10 10 besides Sheriff's fees, &c.

THOS. JONES, Sheriff of Charlotte. Sheriff's Office, St. Andrews, Sep. 13, 1845.

To be sold at Public Auction on Saturday the 24th day of MARCH 1845, between the hours of 12 a. m. and 5 p. m. at the COURT HOUSE in St. Andrews.

All the right, title, interest, claim and demand of JOHN S. JARVIS and the following Lots of Land situated in the Town Plat of St. Andrews, viz: Lot of 1/2 Acre in Town Lot No. 6, block letter T...

To satisfy Executions issued out of the Supreme Court, at the suits of the President Directors and Company of the Charlotte County Bank, and John Townshend and Robert Townshend, endorsed to levy respectively \$1150 and \$293 10 &c. besides Sheriff's fees, &c.

THOS. JONES, Sheriff of Charlotte. Sheriff's Office, St. Andrews, Sept. 2, 1845.

To be sold at Public Auction, on Saturday the 24th day of MARCH next, between the hours of 12 a. m. and 5 p. m. at the COURT HOUSE in St. Andrews.

All the right, title, interest, claim, properly and demand whatsoever of WILLIAM WILSON, of or in and to all that certain tract or parcel of Land, with the buildings and improvements thereon, situate in the Parish of St. Patrick, and lying on the South Eastern side of the road leading from St. Andrews to Fredericton, in the Northern angle of a Grant to Peter Stubs, containing 150 Acres, more or less, being lot No. 5, and the same lot which was deeded by said William Wilson to his sons William Wilson, James D. Wilson and Thomas C. Wilson on the 8th day October 1843.

The same having been seized and taken to satisfy an execution at the suit of Robert Burns, endorsed to levy \$42 2 9, besides Sheriff's fees &c.

THOS. JONES, Sheriff of Charlotte. Sheriff's Office, St. Andrews, Sep. 13, 1845.

To be sold at Public Auction, on Saturday the 24th day of MARCH next, between the hours of 12 a. m. and 5 p. m. at the COURT HOUSE in St. Andrews.

All the right, title, interest, claim properly and demand whatsoever of JOHN CURRAN and JAMES CURRAN to that certain parcel of Lot of Land, situate in the Parish of St. Stephen, being the eastern half of a lot in Milltown, bounded in front by the Public Highway leading from James Christie's corner to the Mohannes settlement and Sprague's Falls.

The above Lot being the same which was mortgaged by John Curran to B. F. Waite and S. D. Todd in April 1846 for \$750 00. The same having been seized and taken to satisfy an execution at the suit of Samuel M. Gilmer, endorsed to levy \$23 10 10 besides Sheriff's fees, &c.

THOS. JONES, Sheriff of Charlotte. Sheriff's Office, St. Andrews, Sep. 13, 1845.

To be sold at Public Auction on Saturday the 5th day of May next, between the hours of 12 a. m. and 5 p. m. at the COURT HOUSE in St. Andrews.

All the right, title, interest, claim and demand of Edward Scely of or in and to the following Properties in the Parish of St. George, with the Houses, Mills and other appurtenances thereunto belonging, viz: All that certain lot or parcel of land, commencing at the boundary at the shore of the Basin, so called thence running in a southerly direction to the eastern gate post near the Tan-house, on the Mascareen road, so called, thence to the Mill stream: All that lot or parcel of land beginning at a Pine tree on the bank of the River Maguadavic near the residence of the late Stewart Scely, thence westerly along the St. Andrews road:

All that certain lot or parcel of land commencing on the road leading from Maguadavic to Mascareen at the intersection of the Eastern boundary line of lot No. 62 in the Mascareen grant: And also all that certain lot or parcel of land in the neighborhood of Bockway's, beginning at Elm tree on the north-western bank of the Maguadavic river, these Lots containing in all 200 Acres more or less.

The same having been seized and levied on, to satisfy an Alias Execution issued out of the Supreme Court, at the suit of J. Mrs. Lyonn, endorsed to levy \$114 4 8 besides Sheriff's fees &c.

THOS. JONES, Sheriff of Charlotte. Sheriff's Office, St. Andrews, 20th October, 1845.

To be sold at Public Auction on Saturday the 26th day of May, 1849, between the hours of 12 a. m. and 5 p. m. at the COURT HOUSE in St. Andrews.

All the right, title, interest, claim and demand of the St. Andrews STEAM MILLS & MANUFACTURING COMPANY to Lot No. 17, situate in Maurice's Division, of the Town Plat of Saint Andrews, registered in a plan of the Pagan Estate, and beginning at a point on the North western line of a new street laid down on the aforesaid plan, leading from Water street to the Harbour, with the Steam Mill, and other erections and improvements thereon, and also, all the said Company's right, title, interest claim and demand to a tract of land on the Leppasin, in the Parish of Penfield, containing 540 acres granted by the Crown to the said Company: To satisfy Executions issued out of the Supreme Court, in favour of James W. Moore George W. Mow, and S. D. Todd and Charles W. Waite, endorsed respectively to levy \$2313 7 4, \$295 18 10, and \$296 6 5, besides Sheriff's fees &c.

THOS. JONES, Sheriff of Charlotte. Sheriff's Office, St. Andrews, Nov. 10, 1845.

SUGAR AND MOLASSES. 10 Hhds. Muscovado MOLASSES, 5 do. Bright SUGAR, Just received and for sale low.

J. W. STREET, Sheriff of Charlotte. Sheriff's Office, St. Andrews, Oct. 23, 1848.

NATIONAL LOAN FUND, LIFE ASSURANCE SOCIETY OF LONDON. CAPITAL, 500,000, Sterling. Exclusive of a Reserved Fund (Surplus Premiums) of £37,000, Sterling.

ADVANTAGES OFFERED BY THE SOCIETY. Perfect security, arising from a large Capital, totally independent of the Premium Fund.

Loans—Two thirds of the Annual Premiums paid or half the Premiums for the first five years, which half may remain on interest, to be deducted from the amount of the policy at the death of the assured.

Division of Profits.—The Bonus in this Society is declared ANNUALLY, and each year the Assured has the option of receiving the profits in Cash, in reduction of premium or in addition to the sum insured, the Bonus are PERMANENT.

Premiums may be paid annually, half yearly, or quarterly. Assurance may be effected for one year, five years, or for life, with or without participation in the profits of the Society.

A liberal allowance for the surrender of all policies. Every information as to the Society's Rate of Premium, mode of Assurance, and blank forms of application may be had at the office of the Subscribers, who have Pamphlets for gratuitous distribution, and all documents required for effecting Assurance.

Local Directors at St. John. EDWARD L. JARVIS, Esq., Chairman. Edward Allison, Esq., Robt. F. Hazen, Esq., Wm. Wright, Esq., John H. Gray, Esq., WILLIAM J. STARR, Esq., Managers. FREDERICK R. STARR, Esq., Agents. Medical Examiner at St. Andrews, Dr. GUY. GEO. D. STREET, Sub-Agent at Saint Andrews.

DISSOLUTION OF COPARTNERSHIP. THE COPARTNERSHIP heretofore existing under the Firm of LITTLE & JONES, is this day dissolved by mutual consent.

For sale. A commodious TWO STORY HOUSE situated in Queen Street, at present in the occupation of Mr. Dennis Bradley.

Shed Iron, Tin Plates &c. &c. Ex Columbus from Liverpool, via St. John, the subscriber has received, 40 Boxes sheet Iron assorted, 12 boxes Tin plates, 24 Sheet Iron, Wares, 20 do. single & double cut all Files, 20 do. Pin & Hand saw Files, Muscles and Sheeps' make, 10 Bags best Horse and Ox Nails, &c. &c. Nov. 1, 1848.

NOTICE. ALL Persons having any demands against the Estate of Mrs. ANN JARVIS, late of Saint Andrews, in the County of York, deceased, are requested to present the same, duly attested, within three months from this date: but all persons indebted to the said Estate, are required to make immediate payment.

E. BAYARD M. D., Graduate of the University of Edinburgh, Intends practising his Profession in St. Andrews and its vicinity.

NOTICE. ALL persons having any legal demands against the Estate of JOHN MOWAT, deceased (late of the Parish of St. George), are hereby requested to present the same duly attested, within three months from this date, and all persons indebted to said Estate, are requested to make immediate payment.

COFFEE. Just received per Schooner Nelson, from Boston 6 Bags St. Domingo and Java COFFEE. For sale low. JAMES W. STREET, Nov. 10, 1845.

Hams, Hams, Hams. JUST received and for sale by the Subscriber a Lot of prime Boston HAMS, Nov. 15, 1848. W. WHITLOCK.

NOTICE. ALL Persons having any demands against the Estate of James Spence, late of the Parish of St. James deceased, are requested to present the same duly attested within three months; and all persons indebted to said Estate are requested to make immediate payment.

In preparation for the Press, Woodvale Grange: A Miscellaneous Visit to the Forest of New Brunswick.

By CHARLES HAMERTON just arrived from Liverpool 22 Casks Maiting, 1 do. Glue, 2 Pipes 1/2 best Cognac Brandy, "Martell" and 6 Hhds. do. Oran's brands, 6 Hhds. finest Pale Holland, &c. &c. A good assortment of Mens. Womens, Boys Masses and Childrens Shoes, &c. &c.

BREAD! BREAD! 300 BARRELS different qualities and Brands CRACKERS, do. and pieces. Biscuits Soda, Biscuits Sugar and Tapioca BISCUIT Also a few barrels do. EXTRA FAMILY FLOUR, Southern and Western WHEAT MEAL. For sale at a small profit at READISH & CO'S BAKERY, Corner of Canal and Water-works, EAST FORT.

SAMUEL COCHRAN, Wharfmaster, AYMAR'S WHARF, ST. ANDREWS. Respectfully informs the Merchants, Ship Owners and Shipmasters, in this County, that he has taken the said Wharf on Aymar's Wharf, where he is prepared to execute all orders in his line of business that may be entrusted to him, with fidelity and on moderate terms.

Passage to Boston, Eastport and St. John A. P. THREE TIMES A WEEK EACH WAY. STEAMERS. SENATOR, Capt. Thos. Rogers, ADMIRAL, Capt. Sigmour, WILL leave Boston and St. John, on and after Wednesday the 19th instant, every MONDAY, WEDNESDAY and FRIDAY.

FOR SALE 200 Acres of WOODLAND with a valuable Mill Privilege thereon, located on the "Little Falls" on the River St. Croix. This property is situated in a central part of the Parish of St. James, and is so well known as not to require further description.

NOTICE. ALL Persons trespassing on lands belonging to Robert William Crookshank, Junr., in the Parish of St. Patrick, namely, 300 Acres deeded by the late Colin Campbell and Wife, to R. W. Crookshank, Junr., 29th September, 1828, and also the North-Easting part of Lot No. 3, is granted to Samuel Gardner, adjoining the above on the great road leading from St. Andrews to Fredericton, and containing 100 Acres, will be prosecuted to the utmost rigour of the law.

PAINT OIL. Ex "Laconic" from Hull, 5 Hhds. Boiled LINSEED OIL, 5 do. do. For sale low. J. W. STREET, Oct. 2.

FLOUR &c. Just received Ex "SENATOR" from Boston, via Eastport. 50 Hhds. Georgetown Sup. fine Flour, 20 do. Genesee do. do. 10 do Philadelphia Rye do. 41 Boxes Sperm Candles. For sale by Oct. 10, 1848. J. W. STREET

NOTICE. A Dividend of THREE PER CENTUM on the Capital Stock of the Charlotte County Bank is hereby declared payable in 30 days from date. J. RODGER, Cashier. C. C. Bahl, Oct. 30, 1848.

NOTICE. THE Subscriber has received per Cambridge from London, and Wanders from Liverpool via St. John, A Splendid Assortment of FANCY AND DOMESTIC GOODS, IN WOLLYNS, LINENS, SILK & COTTONS, which are now open for inspection, of Purchasers, and will be sold extremely low for Cash, as they have been put here in some of the best Houses in England, and the second Trade asked.

NOTICE. Merchants, Storekeepers, Mechanists, Farmers and Families, are respectfully informed that MR. CROWLEY'S AMERICAN AND PROTESTANT is removed from No 305 Washington Street, to No 75 Chambers Street, Boston. Suitable Assistants of both sexes, supplied on such as favor him with their patronage.

NEW-BRUNSWICK BENEFIT BUILDING SOCIETY AND SAVINGS FUND. Established under Act of Assembly 10th Vic. No. 24, at public Meeting, held at the Hall of the Insurance Institute, Saint John, September, 1847.

TRUSTEES—(with a Seat at the Board)—Wm. Wright, R. F. Hazen and H. Chubb, Esqrs. DIRECTORS: Charles Drury, George Wheeler, C. E. Hayward, James Parsons, William C. Dunham, John C. Little, John H. Gray, Samuel Haydock, James Agnew. BANKERS—Bank of New Brunswick, SECRETARY & TREASURER—Mr. C. I. Street.

THE ST. ANDREWS FIRE INSURANCE COMPANY. Protection Insura CAPITAL CANADA CAPITAL WITH A SURPLUS HARTFORD FIRE OF \$500,000 CAPITAL THE Subscriber, for the above-named Calais and vicinity, has a new policy on the Mutual plan, with a capital of \$100,000 on Marine policy. All losses on cases of differences, to be referred to Wm. King, Esq.

MECHANIC. On Monday evening the 24th inst. a lecture on Astrology, first, abandoned with its chaotic and intelligible will the familiarity of its aptitude to impel the mind to the wide field of investigation; and the lecturer first made of the stars, and their position and their appearance of light, and their next descent and more complicated aspects to the naked eye, and the various stars, furnish curious speculation.—What example, must there be of a planet revolving in a plane of which is red, various colours.—The do. of scenery in some far exceed any thing vision on the planet V.

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NOTICE. ALL Persons having any demands against the Estate of James Spence, late of the Parish of St. James deceased, are requested to present the same duly attested within three months; and all persons indebted to said Estate are requested to make immediate payment.

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