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FREDERICTON, 4th FEB. 1846.

Mr. Editor

The present session of the Legislature was opened by Sir William Colebrooke, in the usual manner, by a very good speech to both Houses. The speech makes no mention of the difficulties which arose last year, nor of the subsequent proceedings resulting therefrom.

As I intend to write you a few letters in the old way, I shall by way of preface, briefly state the causes which brought the Government of the Province into its present condition.

Your readers all know that the Governor, the Legislative Council, and the House of Assembly, make the laws, and that no act can pass and be in force unless the Governor and a majority of the Members of each of the two Houses agree to the same. In addition to these, there is another Body, called the Executive Branch. This consists of the Governor and a number of Gentlemen called the Executive Council, and their business is to give effect to various Legislative enactments, to appoint persons to fill offices, and to discharge several other public duties. The Governor is bound by instructions from the Queen to consult his Executive Council in all matters of importance, and the Council being so consulted, are accountable to the House of Assembly for the Governor's executive doings. The Governor however, after due consultation, has power to act contrary to the opinion of his Council, but "when his acts are such as the Council do not choose to be responsible for, they are at liberty to resign."

Under the operation of these principles, the Government of this Province was strictly conducted by Sir William Colebrooke until the death of Mr. Odell, the Provincial Secretary. Mr. Reade was then appointed to fill the vacant office without consulting the Executive Council, upon which four of them resigned, protesting against the appointment. The other four approved of the proceedings and remained. In this state of things, the House of Assembly was called upon for an expression of its feelings in relation to a largely unjustly disapproved of the Governor's conduct, and approved of the conduct of the retiring Councilors.

It then became absolutely necessary to form either a new Executive Council, or to add as many as would form a legal quorum for the dispatch of business, and thus not being done, the House of Assembly, after having some time, passed a vote of Want of Confidence in the Executive Branch of the Government. The Governor then retaining his old Council as added thereto two gentlemen out of the House of Assembly, who voted in his favour, and who approved of Mr. Reader's appointment. This gave a good deal of dissatisfaction to some, and on a discussion which ensued one of the Executive Members set the House at defiance. After some deliberation, the Members generally agreed to go on with the business of the Session, and to refer the whole matter to the Queen. An address to Her Majesty was accordingly prepared, handed to the Governor, and by him sent off on the 25th of last February. The business of the Session was concluded without further difficulty, and the House prorogued on the 14th of April.

Sometime last Summer a dispatch arrived commanding Sir William to dismiss Mr. Reade and appoint Mr. Saunders in his room. This was immediately done. He was also directed to call back his retired Councilors, and Messrs. Johnson, Chandler, and Hazen, were summoned to resume their seats at the Council Board. They attended, but receiving unsatisfactory answers to some of their enquiries, they were unable to continue, and so resigned a second time. Since then all kinds of reports about a new election of a new council, a new Governor &c. have been circulated; the House however was called together and met the old Governor, in the usual manner, on the 29th of last month.

On the first day of the Session, Col. Allen informed the House, that the Executive Council had resigned, and that the Governor would endeavour to appoint a new Council which would be approved of by both branches of the Legislature. This was "glad tidings of great joy" unto many, and was received as a pledge that the business of the Session would proceed harmoniously.

The Speech was taken up in the usual manner and discussed, and the several subjects recommended therein referred to select committees. The debate thereon was interesting so far as it related to the position of the Executive Government, the dispute with Canada about the Boundary line, and Mr. Gregory's abstract of the Parish School Reports. The address in answer to the speech was agreed to as the Committee reported it, and was presented to Sir William by the

To day a Bill brought in by Mr. Boyd to assess the County of Charlotte, passed the house without opposition.

it was stated that some difficulties had arisen in the formation of a new council, but that all matters would be settled in the course of the day.

Your's
JACK ROBINSON

RAILWAY MATTERS.

To the Editor of the Colonial Gazette.

Sin.—The importance to Great Britain of colonial possessions, and by every enlightened statesman, as well understood, that a formal discussion of the subject is at present unnecessary. That the North American province of rank among the most valuable of British colonies, is a fact too well known to require explanation or proof. That every practicable means should be employed by the Government to promote their prosperity, and unite them by firm and indissoluble ties to the parent state, is a sentiment which requires only to be mentioned, to command implicit belief. The present condition of these provinces, together with the strenuous efforts made by the United States to gain, by means of railway, a more immediate intercourse with Canada and New Brunswick, not only furnish a most favourable opportunity for granting to the British possessions in North America the incalculable benefits of an entirely colonial railway, but strongly intimate the necessity of such a measure, for the interest and advantage of the British Government and nation.

It is not y intention to enter into a minute detail of the disastrous consequences about to ensue from the extension of American railways into Canada. Let it be sufficient to observe, that the immediate effect, in a commercial point of view, will be to turn a large portion of Canadian traffic into the United States, and to give a profitable shipping trade to the latter, at the expense of the lower provinces and Quebec. Whatever social or political consequences might be produced by this cause, it is evident that these will have no tendency to cherish the amicable feelings toward England that are now expressed through the length and breadth of the provinces, or to strengthen the union and harmony which subsist between the colonies and the parent state. That a railway from a seaport on the Atlantic or Bay of Fundy to Quebec and Montreal would counteract the injurious effects of the American schemes—would open up and easily improve an immense tract of British territory—would furnish especially a desirable conveyance for the Maritime mail and troops—would increase and benefit Canadian commerce—would introduce into the English market great and rapidly-increasing amount of colonial produce,—would create an enlarged consumption of British merchandize,—would tend to raise up a British power in America capable of keeping a wholesome check upon the grasping ambition of its republican neighbors,—are truths that must forcibly strike the attention of every careful observer.—That such a railway, constructed upon economical principles, would, in a pecuniary point of view, be a successful enterprise, there can be no reasonable doubt.

Now, the question to which the most serious attention of the Government ought to be directed is, how can this project, so desirable in itself, and attended by so many beneficial consequences, be accomplished? If it be left to the unaided efforts of the colonists, it is scarcely necessary to say that the result will be a failure. If it be left to the combined exertions of British and colonial capitalists, I fear there is no reasonable ground to anticipate a more favourable result; not because money and enterprise are wanting, but the difficulty is to satisfy British capitalists of the practicability of the undertaking, and of its returning when completed an adequate remuneration for the expenditure. They, with commendable caution, would require the inhabitants of the provinces to subscribe for a fourth part of the stock, and would insist that the colonists themselves have confidence in the scheme, and that they are assured of its being ultimately successful; and if the latter refuse, as they probably will, to take stock to any considerable amount, the conclusion will be immediately drawn that the project is bad, and the prospect of success more than doubtful.

This conclusion, however just and natural it may seem, is nevertheless erroneous. There are various causes to deter American colonists from engaging in railway speculation, even under circumstances which in England would be considered most favourable. To them, railway schemes are a novelty,—they have little experience in such projects, and no proofs at hand of their practicability and success. The means, too, of provincial capitalists are very limited; and such is the scarcity of money, that capital can always be safely invested at a high rate of interest. Six per cent. is the legal rate of interest, and a higher rate is frequently more frequently to be obtained. The small amount of stock in a railway bank, the credit of which is untried, and which for several years had declared semi-annual dividends of four and four and a half per cent., sold at five and ten per cent. discount. A few years ago, in the province

of New Brunswick, to meet a deficiency in the revenue, Treasury notes bearing six per cent. interest were issued; and, although the redemption of these notes was certain, they were sold in the market at a great discount,—many of them not realising more than eighty-five or ninety per cent.

Stock yielding six per cent. per annum would in London doubtless be considered an excellent investment; and yet, if it could be demonstrated that the contemplated American railway would pay to the shareholders this rate of interest, from what has been stated it is evident that few colonial subscribers could be obtained; and even if it would return eight per cent. no very great amount of stock could be sold. Colonists are not disposed to embark capital in any speculation, where there is not what appears to them a certainty, or at least a strong probability, of realising large profits. This being the case, notwithstanding the fact that the railway project is now briskly agitated in the colonies,—that the colonial legislatures and private individuals will give it their countenance, and to a certain extent their support,—that prospectuses of the Halifax and Quebec Railway Company, and forms of application for shares,* were issued from Margate street in October last,—notwithstanding all this, without more efficient and efficient interference and aid of the British Government, I fear the undertaking will be finally abandoned. British capitalists can scarcely be expected to engage extensively in a Transatlantic scheme, without reasonable assurance of a remuneration for their capital; and the colonists can only give them the required assurance by subscribing largely themselves. This they are not likely to do without a fair prospect of obtaining a much higher rate of interest for their money than capitalists in this country demand. Without, therefore, the enterprise presents the most flattering prospects, there is, if left entirely to the public, every chance for its failure.

I have certainly no desire to state any thing prejudicial to the laudable attempts now making to carry this important design into execution, nor do I conceive that any thing in this letter will have that effect. My object is not to retard the work, but to solicit more powerful and effective aid for its accomplishment. The Government of this country once took an important step in the commencement of its very scheme, at a time too when the necessity of prompt and energetic action was less urgent than it is at the present; why should they not, therefore, take another step that would be decisive of the matter, and secure to their country and its colonial offspring the advantages of it, as evidently much to their loss? This precious country, which the Ministry ought to pursue in this matter is the money to determine. They might select the route, and take the chief control and management of the affair into their own hands; or they might guarantee an annual sum to any company that would complete the railway, and carry the mails regularly, and the troops when required. The latter measure would create that public confidence in the project which would enable its promoters to dispose of the shares, and to carry their designs into immediate effect.

One reason for the instant action of the Government, in such a way as to determine the matter positively, is the probability that such a course would be followed by the abandonment of the Montreal and Portland scheme and any injurious effects to British interests in a political or other point of view, that might proceed from railroad communication between the United States and Canada, would thus be happily avoided, and the colonial railway left without a rival. On the contrary, if the Portland route be not abandoned, the Government can easily protect the colonial railway, should it be completed as soon as the other, by the imposition of a small duty upon Canadian produce passing over the Portland line. But if no colonial railway be constructed, and the Canadians are thus obliged to send their produce to market through the state of Maine, and afterwards in American vessels, the existing relations and arrangements between the Governments of Great Britain and the United States clearly show that such produce will be admitted into England upon the same footing as produce exported from the colonies solely through a British medium. Indeed any other arrangement would be very unfair to the Canadians, they not receiving proper encouragement, or assurance to establish a line of communication through British territory, and being obliged to pay extra duty if they adopt any other means of exportation. The privilege of exporting produce through an American medium, without extra duty, once granted could not easily be withdrawn; and his alone would not put all future attempts to construct a colonial railway entirely out of dispute. Competition with the Portland line, without some legislative protection, would be hopeless.

Under these circumstances it is not prudent to risk the accomplishment of a work of so much importance to the uncertain action of a company. If the present opportunity pass unimproved, there is no hope of fu-

ture operations being attempted. Now is the time for the British Government to act, and to act decisively.

In writing this article it was not my design at first, to advert to the various routes for the proposed railway, which have been suggested; as the selection of a route is a matter of secondary importance, and one peculiarly the province of the Government, or a company engaging to perform the work. There is one thing, however, of which it will not be improper to take notice. Much importance has been attached to the facility of conveying troops by railway, in case of war with the United States; and an objection has been urged against the route from St. Andrew's to Quebec, which is by much the shortest and most eligible in various respects, on the ground of its being too near the frontier of Maine, and therefore in a position to be easily destroyed by the enemy. If a war with the United States on the Oregon question should take place, the completion of the railway would be too late for any available purpose in this struggle; and a war with that nation upon any other question is extremely improbable. Admit, however, that in peace it is wise to prepare for war, whether likely to happen or otherwise; yet the objection, whatever it may be worth, is of no more force against the St. Andrew's route than any of the other routes contemplated. There is not one of them that does not run for fifty or a hundred miles along the American boundary, thus affording as great a facility for committing depredations on the line, and for entirely stopping the railway communication, as an enemy could desire.

I apprehend that the defence of the British provinces from America encroachment depends on something more indestructible than railways. As long as the colonists possess the feelings and sentiments of Britons,—as long as they preserve a deep-rooted attachment to British laws and British connexion,—as long as they cherish a fond and steadfast veneration for that constitution which excites the admiration of the world,—we say of our American invaders—Let them come! Should a colonial railway *ever* be constructed, I cannot bring my feelings to acknowledge the propriety of hiving, as one writer on this subject has done, that the British provinces "*may be lost*" or even to admit the possibility of such a catastrophe. I assert that it is revolting to the patriotism of colonists, directly or indirectly to utter threats to the Throne and Government of England, that, unless, they "govern wisely and well we will cause a constitution for ourselves." The filial regard of the American colonists is not that of a child, which submits to parental authority as long as its wishes are gratified; but it is that strong and enduring affection which clings to its object through danger and difficulty,—through ~~and~~ trouble,—through good and through bad report,—and which neither neglect nor time itself can eradicate.

On the other hand, I could not conceive that the conduct of Great Britain towards her colonial possessions was that of a heartless parent, who treats his offspring with disregard, because he knows it will be patiently borne; or who inflicts injuries because he supposes that filial affection will prove too strong to permit revolt or retaliation. I cannot imagine that the colonies will receive less kindness and attention, by professing and exhibiting a devoted and unshakable attachment to the parent country; or that they will obtain greater favour and privileges, by attempting to excite her fears.

No, let not the colonists be slandered with revolt. The kind and liberal policy now pressed toward them has implanted in their bosoms principles of loyalty and patriotism, — has made of their interests, as well as their duty, to maintain their connection with the parent state to the utmost of their power. In part even of her Majesty's dominions are to be found more dutiful subjects or better citizens than in the North American provinces. Nowhere does our beloved Sovereign with more undivided sway, live in the hearts and regulate the minds of a loyal and grateful people. — nowhere is the name of "hero of a hundred battles" greeted with more genuine and heartfelt enthusiasm; — nowhere is the excellence of the British constitution more acutely felt, or gratefully appreciated; — nowhere do Britain's flag and Britain's glory excite more lively emotions of rapture and exultation; — and nowhere are there braver hearts or abler hands to repel an invading foe, and to maintain unsullied the honour of the crown and nation.

I believe the British Government to be incapable of treating the American colonies with neglect, and therefore I cherish the hope that a measure of such deep and vital interest to them as that under review, and one by no means unimportant to this country, will be immediately and successfully promulgated. I trust the day is not far distant, when the Hudson and the Atlantic will be one, when North Carolina and the Far West will be next neighbours, — when the vast wildernesses shall be opened and become a fertile field, — when colonial prosperity and Britain's

glory shall span the broad continent of North America from shore to shore.

Yours, &c.,

A BRITISH AMERICAN.

London, B.

From the Society for the propagation of the
Gospel in Foreign parts, Quarterly
Paper.

THE UNIVERSITY OF CHICAGO

*From the Rev. Dr. S. Thomson, Missionary
at St. Stephen.*

"The Mission consists of the parishes of St. Stephen, St. David, St. James, and St. Patrick, which unitedly cover a tract of country more extensive than an ordinary English county. There is now in each parish a parish church, in good repair, and every fitted for the decent celebration of Divine Service. The congregations vary, according to the church in which they assemble, and the season of the year. Fifty may be reckoned as the minimum, and three hundred as the maximum number in any of our churches. Severe weather, and the absence of some part of the population, diminish the number of the faithful, but during the summer months, when the chance diminishes some of our churches fifty, for a Sunday or two, are crowded and happy; and for the greater part of the year the very least exceed one hundred."

"In addition to the services of the Mission containing the usual offices of ease, at the two principal churches, St. Stephen & John the Baptist, by your Lordship."

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and only a few of the members of the pastor's family (one of them from the priest) and the other from the parish of St. David and St. John was not, I believe, a single family belonging to the Church, and the St. Patrick's which the church was a wilderness. The whole Mission then, and but eighteen communicants—and are one hundred, but some are families professing to be members of the Church, now several hundreds.

Provincial Parliament.

HOUSE OF ASSEMBLY.
Extracts from the Journals.

January 29.
The following Committees have been appointed.
Trade—Messrs. Partelow, Rankin, Boyd, W. H. Street and Botsford.
Lumbering Interest—Messrs. Thomson, Taylor, Wark, Perley, Hannington, Scoullar.
Roads—Messrs. Fisher, Connell, Scoullar.
J. Earl, McLeod, Partelow, Palmer, Brown, Wark, Rankin, End, Barbare and Smith.
Agriculture—Messrs. Wark, Perley, Wilmut, Barker, Gilbert, McLeod, Brown, Jordan, Smith, Palmer, Rankin, End, Barbare.
Public Accounts—Messrs. Partelow, Taylor, Boyd, Rankin, and Botsford.
School Petitions—Messrs. Botsford, End, Jordan, Gilbert, and Hill.
Expanding Lanes—Messrs. Thomson, S. Earle, and Fisher.
Fisheries—Messrs. Boyd, Payne, Allen, End, and Smith.
Education—Messrs. Brown, J. Earl, Wark, Wilmut, and Rankin.
Finance—Messrs. Wark, Brown, Gilbert.
Prisoners—Messrs. End, Hill, Fisher, Hannington, and Barbare.
Light House—Messrs. Boyd, Partelow, Rankin, Hannington, and Stewart.

January 30.
Mr. Boyd, presented a Petition from William H. Mowat, Robert Stevenson, J. H. Wilmut, and William Whitlock, Commissioners of Highways, together with sixteen other inhabitants of Saint Andrews and Saint George, praying for an alteration in the rate of the Great Road between those Parishes, which was received.
Mr. Boyd presented a Petition from the Rev. John M. Donald, Pastor of the Presbyterian Church at Saint Andrews, praying that an Act may pass for the purpose of holding a public meeting, for religious and other purposes, to be held at Saint Andrews, on the 2nd inst. of the month of February, which was received.
Mr. Boyd presented a Petition from the Rev. John M. Donald, Pastor of the Presbyterian Church at Saint George, praying that an Act may pass for the purpose of holding a public meeting, for religious and other purposes, to be held at Saint George, on the 2nd inst. of the month of February, which was received.

January 31.
Mr. Boyd presented a Petition from the Rev. John M. Donald, Pastor of the Presbyterian Church at Saint George, praying that an Act may pass for the purpose of holding a public meeting, for religious and other purposes, to be held at Saint George, on the 2nd inst. of the month of February, which was received.

February 1.
Mr. Boyd presented a Petition from the Rev. John M. Donald, Pastor of the Presbyterian Church at Saint George, praying that an Act may pass for the purpose of holding a public meeting, for religious and other purposes, to be held at Saint George, on the 2nd inst. of the month of February, which was received.

February 2.
Mr. Boyd presented a Petition from the Rev. John M. Donald, Pastor of the Presbyterian Church at Saint George, praying that an Act may pass for the purpose of holding a public meeting, for religious and other purposes, to be held at Saint George, on the 2nd inst. of the month of February, which was received.

February 3.
Mr. Boyd presented a Petition from the Rev. John M. Donald, Pastor of the Presbyterian Church at Saint George, praying that an Act may pass for the purpose of holding a public meeting, for religious and other purposes, to be held at Saint George, on the 2nd inst. of the month of February, which was received.

MAILS FOR ENGLAND.

Days on which the Mails for England will close, at the Post Office, in this Town.
Thursday 29th January, at 5 1-2 A. M.
" 26th February, " " "
Tuesday 28th March, " " "
" 26th April, " " "
Thursday 28th May, " " "
" 25th June, " " "
Tuesday 28th July, " " "
Thursday 14th August, " " "
" 27th " " " "
Tuesday 10th September, " " "
" 29th " " " "
Thursday 13th October, " " "
" 26th " " " "
Tuesday 12th November, " " "

THE STANDARD.

St. Andrews, Wednesday, Feb. 11, 1846.

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, otherwise they must be over until next week.

Alms and Relief House.
Commissioners—R. M. Andrews, R. Walton, C. A. Babcock, Thos. Turner, John Bailey.

St. Andrews.
Steam Mill and Manufacturing Company.
R. M. Andrews, Esq., President.
J. Wetmore, Agent.

Saint Stephens Bank.
G. D. King, Esq., President.
Director next week—S. Hitchens.

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, Jan. 4. Montreal, Jan. 30.
London, Jan. 3. Quebec, Jan. 29.
Edinburgh, Jan. 1. Halifax, Feb. 7.
Paris, Jan. 1. New York, Feb. 7.
Toronto, Jan. 29. Boston, Feb. 8.

Rail Road.—We beg to direct the attention of our readers, to a letter on our first page, pointing out the advantages of a Rail Road to unite this Province with Canada, written by D. S. Monismen, Esq., of this town, who is now in London, which we copy from the *Colonial Gazette*. The straightforward, manly, style of the composition, as well as the important facts, and feelings of loyalty so forcibly set forth in this letter, are deserving of great praise, and must command the approbation of every lover of his country in British America. Several other letters have been published in London, by Mr. Monismen, pointing out more particularly the many advantages that the line from St. Andrews to Quebec possesses, over every other line proposed; and here we may remark, how singular it is, that every person on this side the Atlantic, who has written on this all important, all engrossing subject, not immediately connected with the County of Charlotte, should apparently take so much pains to keep this line in the background. The reason is obvious—the writers alluded to, know well, that it presents advantages in a commercial point of view, which no other line that can be constructed, between the Upper and Lower Provinces, can for one moment compete with, on feasible grounds.

But, if we must have a road for military purposes, in other words, if we are to have a continual war with the United States, so long as these colonies remain British, and the States remain unsubdued, the Halifax line is, the only one to be thought of, and every other should be thrown out of the question; every other consideration should yield at once to the great object, of affording a safe and expeditious transit to our troops and munitions of war.

But is there a reflecting man living, who would desire such an unholy state of things—who would yield up the blessings of peace and commerce, with all the advantages which naturally follow in their train for one single year, for years of conquest with all the misery of bloody carnage, which must accompany them? The very idea of people so connected as the British and Americans are, by every tie of descent, as well as interest, going to war for the gratification of a few hot-headed politicians, who, for the mere prospect of holding the reins of the American government for a time, would plunge the two nations into a war, is too monstrous to be seriously thought of. Take the past history of the two countries, for example, and we find, that out of sixty years since the Revolution, we have had less than three years of war.

This was three too many, and accomplished nothing, but a great waste of life and treasure. Has either party any thing better to expect at the present time, should a war grow out of the misunderstanding now existing? No! and woe unto the men who shall be instrumental in bringing about such a calamity—in bringing such a curse upon the two countries. Great Britain holds a proud position at this moment: altho' prepared for any or every contingency, she disdains to listen to the war cry of those "braggart" politicians in America, who would plunge their country into an unjust war. The most enlightened men in the nation see this, and blush for their country, when they acknowledge that such men enjoy the confidence of a considerable portion of the American people. Under all these circumstances, what are the chances of war between England and the United States? The calm repose of British statesmen, and the British Press, has put to flight the "war spirit" that was raging only two months since; and the benign influence of peace once more assumes the sway, and dispels the gloomy fears of a terrible conflict. Will the inhabitants of British America then, turn their attention to a war rail road, or to one, the best calculated to facilitate British commerce? And the only line which really can compete with those now about to be projected in Maine and Massachusetts, for the ostensible purpose of turning and securing the corn trade, and a part of every other trade from the Canadas, to American merchants, and American shipping. It ever the produce of Canada is to be brought to the waters of the Atlantic by rail road, and the trade reserved to British subjects, and British shipping, the shortest and cheapest route must be adopted—and that will come to the County of Charlotte in New Brunswick. Interested parties may even the name of Saint Andrews, from the face of every map—they may keep every argument respecting its claims out of sight, and throw every obstacle in the way of those who advocate its claims to a preference, but the river St. Croix, and the inner bay of Passamaquoddy, forming one of the most splendid inland harbours in the world, will exist, the situation of the country has been fixed by the God of Nature! and it is past the wit of man, and the wealth of all those who seek to pre-empt the interests of the surrounding inhabitants, to change the situation, or to destroy the natural claims and advantages that they possess.

Melancholy Accident.—We are informed that on Saturday last, a young man named Alexander Greenlaw, who was working in the woods at Digby, was killed, by a tree falling on him, which he was cutting—his head, neck, arms and breast, were dreadfully mangled.

LEGISLATIVE SUMMARY.—In the Assembly on the 2d inst. Mr. W. H. Street called the attention of the House to the paragraph in the Speech of his Excellency relative to the contemplated Rail Road. He was anxious to see a railroad through the Province, but would like to know what line of railroad the Speech referred to. It was his opinion, that English capitalists would not take stock in such an undertaking, unless they had the support of the Home Government—His Honor the Speaker, was anxious to see a railroad uniting the British American Colonies, and hoped nothing calculated to create discord on this subject would exist, no sectional considerations should influence him; he cared not what line was adopted provided it was a good one, and there was little doubt that through whatever section of the Province it might pass, there would grow out of its erection other lines.

Mr. Partelow was not wedded to any particular line, the importance of the measure generally should outweigh any particular objections urged—Mr. End wished to know, whether the railroad referred to in the Speech was to be a government measure. Mr. Fisher was of opinion, that the erection of a railroad intersecting the Province and uniting the Colonies would be a vast benefit to the country. He was anxious to see the people bestir themselves: while they were chatting, others were at work. He was desirous of seeing a railroad erected in New Brunswick.—The Hon. Mr. Simonds was ready to give his support as a member of that House, to a Colonial railway approved of by the British government, and it was his opinion that if the railway should be built to connect the three Colonies, it would be done under the sanction and with the assistance of the Imperial government. He doubted much if the British Parliament would erect or assist in erecting a railway, passing along the American frontier. It must, he thought, intersect this Province in the interior, and pass towards Quebec on the opposite side of the river Saint John.—Mr. Botsford was in favor of passing the resolutions prepared by his Hon. friend from St. John (Mr. Partelow), and as respected the railway, let it be erected wherever the government or capitalists might think most advantageous.—Mr. Payne was ready to support any line of railway adopted finally as the best for the general interests, of the country.—Mr. Wilmut said he would support the great national

railway, which would unite the British North American Colonies. He would indeed be sorry to see any hindrance or obstruction offered to the accomplishment of this great work. He cared not where the railroad was built, provided it accomplished the grand object of uniting North American Colonists. In case of difficulty with our neighbors this project would, when completed, place these colonies in a better position to defend themselves, besides the immense facilities it would give to internal commerce.—Mr. W. H. Street, would go quite as far as the honorable and learned member for York or any other honorable member on the floor of that House to facilitate the erection of a railroad to unite the American provinces: what he alluded to was the vague and indefinite terms in which it was spoken of in the Speech. No particular line was alluded to, nor was it said whether the contemplated railway was a government measure, or a joint stock speculation.—Mr. Gilbert was astounded that any objection should be made to the way the subject of a railway had been made introduced in the Speech. It was well known that in England, and in many parts of the United States, these works paid well. The erection of such a railway would increase the number of emigrants, help to settle the wilderness lands, and in every way benefit the country. Its supporters should have his voice.

On the 3d inst. several Bills were passed without debate.
On the 4th inst. several Bills were read a third time and passed; and among others the Bill to give another Member to the County of Albert. After which Hon. Mr. Hazen informed the House that an Executive Council, had been formed consisting of a quorum for the dispatch of business during the present Session. It was well known that he and three of his colleagues had retired from the Council last year, and it was not necessary now to recur to the causes which led to their resignation. It was also known under what circumstances two of the members of the House accepted office during the last Session. He had been called on during the recess to resume office as an Executive Councillor, but owing to difficulties then in his way, he had found himself unable to do so. The Government therefore was carried on by the Council made up last Winter until recently when they had all tendered their resignation as announced by one of their members a few days ago. His Excellency had therefore called to his Council the Attorney General and the Hon. Mr. Shore, which together with his two late colleagues, the Hon. Mr. Johnston, and the Hon. Mr. Chandler, and himself, would compose the Executive Council. He assured the House that he accepted office at his time for the sole purpose of bringing along with the business of the country, and that he was ready and willing to resign the important and difficult situation which he had accepted should the arrangement not prove satisfactory to the country. He was anxious to dispose of the business now on hand in a satisfactory and proper manner, and came prepared to support any Government in their lawful endeavors so to do. He again assured the House that should the appointments which he had announced prove unsatisfactory to the country, he was prepared cordially to support an administration headed by his colleague from St. John, (Mr. Simonds), or by any other gentleman who might undertake the task.

Mr. Fisher moved an Address to the Governor for a return of all Mill reserves granted since the 10th of March 1844, with the conditions and rules relative thereto.

The Washington Correspondent of the New York Journal of Commerce under date 4th. Feb. says:—
"I have taken great pains, this morning, to investigate the foundation of the rumor that the Oregon negotiation has been reopened between Mr. Pakenham and Mr. Buchanan. I find that the rumor is premature, but that it is based on a very general belief that Mr. Pakenham has instructions of a discretionary kind to resume the negotiation, at a proper time, by offering a conciliatory proposition, and to repeat the offer of arbitration as an alternative. But it is not probably true that Mr. Pakenham will make this overture until he shall see what we are going to do. He will, at least, wait till we have exhausted a little more of our wind on the subject."
"I write merely to say that I have now the best authority for asserting that there is no foundation whatever for the rumor, that Mr. Pakenham has made any overtures to our government, or that the negotiation has been resumed."

By late American papers, we learn that the combined forces of England and France had achieved a victory over the Argentine troops, and captured the forts at the mouth of the river, Patana; not however without serious losses as regards life, and property in the way of shipping.
The English brig of War Dolphin alone received 107 round shot in her hull and rigging during the engagement; the French steamer Fulon 104 shot; and a French vessel, or at least a vessel manned with Frenchmen, but formerly belonging to the Buenos Ayreans, was completely riddled. The total loss of the allies amounts to about 150 killed and wounded, while on the part of the enemy no correct statement has yet been made public.

Suspected Incendiaries.—A man named Cline has been taken, on suspicion of being concerned in the late attempt to set fire to Mr. Bosson's house. Two other persons are also suspected, and the police officers are in search of them. The suspicion is founded on the evidence of the lad referred to in our paper on Monday last.—*Halifax Herald*

Meeting of the Peewholders of Christ Church, Fredericton.—The Head-Quarters of Wednesday last says:—"We understand that the meeting of the Peewholders, held in Christ Church yesterday forenoon, relative to the erection of the Cathedral, terminated in removing any difficulty which might have existed heretofore on this subject. We sincerely hope that every thing will now go on harmoniously, and that the Lord Bishop will be supported by all Churchmen, and we can almost answer for it, that the course his Lordship has pursued towards the inhabitants of Fredericton will ensure him the good will of all ranks of Christians."

Mississippi on the Oregon Question.—The Legislature of Mississippi have adopted resolutions affirming that the U. S. title to the whole of Oregon is demonstrated by the correspondence between the plenipotentiaries of the two governments, to be clear and uncontested; and that the action of the President of the United States in his efforts to adjust the Oregon controversy, is marked by a spirit of liberal concession, firmness, patriotism, and signal ability.

Emigrants. The number of emigrants from the United Kingdom and from the Lower Provinces into Canada since 1829 is 433,425.

Another surprising Cure by Holloway's Pills.—Miss Barber, a very respectable milliner and dress maker, residing at Bellevue place, Shrewsbury, had been for a considerable time in a low nervous, despondent state, accompanied with general debility, together with settled pains in her head and stomach, with much expectation. From this most critical state she was perfectly restored to health by taking three boxes of Holloway's Pills. This wonderful medicine will give new health and vigour to persons of the most debilitated constitutions, and sedentary habits, and this after every other means have failed.

MARRIED.
At St. John, on the 27th ult. by the Rev. Dr. Gray, Mr. Edward Seabell, to Margaret Ann, daughter of John Jordan, Esquire, of the Parish of Simonds, County of Saint John.

At Fredericton, on the 5th inst. by the Rev. Samuel Elder, Mr. Isaac Hagman, of Queensborough, to Miss Mary Ann Green, of the former place.

DIED.
At his residence in the Parish of St. Patrick, on Monday morning last, aged 73 years, Mr. JOHN CARR, a native of the County Antrim, Ireland. Mr. Carr emigrated to this country, upwards of twenty six years ago and lived in this county during that time, and maintained an unblemished character. He has left an aged widow and numerous offspring to mourn the loss of an affectionate husband and kind parent—and a large circle of acquaintances to lament the loss of a kind friend and obliging neighbor.

At the Father's residence, Grand Lake, on the 1st inst. Mr. J. M. Wood, son of the Rev. A. Wood, in the 25th year of his age, a young man of much promise, and unblemished reputation, much beloved by those who knew him best. He was a Graduate of King's College, Fredericton, and intended for Holy Orders. He died at peace.

At Halifax, on the 28th January, the Hon. S. G. W. Archibald, Master of the Rolls, and Judge of the Court of Vice Admiralty, aged 67 years. By the death of Mr. Archibald, Nova Scotia has been deprived of one of its ablest Judges, and society of one of the most amiable of men.

Mail Stage.
RETURN
St. Andrew's & St. Stephen.

IF Subscriber thankful for past favors and respectfully intimates to his Friends and the Public generally that he continues to run a two horse Stage between St. Andrews and St. Stephen, leaving St. Andrews on Tuesdays and Thursdays at 7 o'clock and on Saturdays at 10 o'clock—returning leaves St. Stephen on Wednesdays Fridays and Sundays at 10 o'clock.

A comfort bed Stage and good horses have been put on the route—and every attention will be paid to the comfort of Passengers.
Light freight taken on moderate terms.
THOMAS HARDY.
St. Andrews Feb. 11, 1846.

To the Public.

TAKE NOTICE, that an application will be made at the next Session of the Legislature, for an Act to incorporate a Company for the purpose of Canalling and locking the River St. Croix, from the tide water in St. Stephen, to the Monseigneur Brook.

NOTICE.
AN assessment of TWELVE AND ONE HALF PER CENT on the Capital Stock of the St. Andrews Steam Mills and Manufacturing Company, having been made on the 12th inst. agreeable to a notice published in the Saint Andrews STANDARD for that purpose.—NOTICE IS HEREBY GIVEN, that the amount of said assessment is required to be paid to the Agent of the Company, within Thirty days from this date.

JUSTUS WETMORE, AGENT.
St. Andrews, Jan. 29, 1846.

Apprentice Wanted.
Wanted a BOY from 14 to 16 years of age, as apprentice to the Printing Business, Apply immediately at the
STANDARD OFFICE.

of the Peabodys of Christ
Frederickson. The Head, Quarters
Friday last says: "We understand
meeting of the Peabodys, held in
church yesterday forenoon, relative to
any difficulty which might have ex-
istence on this subject. We sincerely
trust that every thing will now go on har-
moniously, and that the Lord Bishop will be
satisfied by all Churchmen, and we can al-
most say for it, that the course his Lord-
ship pursued towards the inhabitants of
this island will ensure him the good will of
all Christians."

on the Oregon Question.—The
people of Mississippi have adopted
a resolution affirming that the U. S. title
to Oregon is demonstrated by the
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of the two Governments, to be clear and un-
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surprising. Care by Holloway's
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MARRIED.
On the 27th ult. by the Rev.
Edward Seale, to Margaret
the daughter of John Jordan, Esquire, of
St. Simmonds, County of Saint

DEED.
In the Parish of St. Pa-
trick, in the County of
Down, a native of the County
and County during that time, and
an unblemished character. He
was a Graduate of the
University of Oxford, and a
Member of the Society of
Jesus, and a member of the
Order of St. Basil, and a
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On the 25th ult. by the Rev.
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Encampment.
AN Emergent Meeting of the Encamp-
ment will be held on Tuesday the 17th
February, at Masons Hall, at 1-2 past 6 o'-
clock p. m.
By order of G. C.
Feb. 10, 1846.

Macstay's Dispensary.
W. C. MACSTAY Junior, begs to inform the
Inhabitants of Saint Andrews and vicinity, that he
has taken half the Shop, still occupied by his Fa-
ther, for the purpose of opening business as a
DRUGGIST & APOTHECARY,
and has on hand a good supply of
Comstock's Drugs and Patent
Medicine,
which are offered at cheap rates for Cash only.
Also
Gins, Colours, Vanish, Dye Stuffs and Groceries,
Shops Medicine Chests expeditiously furnished or
refilled at reasonable prices.
For Medical advice, Dispensing and Surgical
Operations, application will be made to W. C.
Macstay Junior, at his residence,
21 Andrews, January 25, 1846.

Day School.
MISS GILLES, begs respectfully to in-
vite to the inhabitants of St. Andrews that
she intends opening a School, on Monday
2nd February next, for the usual branches
of a female English Education, at her Pa-
rents' residence in Water Street, directly
opposite Mr. Turner's Store.
Fees, from 5s. to 10s. per Quarter.
St. Andrews, 26th January, 1846.

Schooner for Sale.
The Subscriber offers for Sale the Schooner
FOREST of 15 Tons. Built then—as she
now lies at Barch Cove—she is well found
tanned, with Sails, Rigging, Cables, An-
chors &c.
For further particulars apply to
JOHN McMASTER
St. Andrews, Jan. 29, 1846.

NOTICE.
TO BE SOLD, and entrance on the 1st
April.
The LOT of LAND on the
Common,
situated near the Poor House, containing a
little 12-1-2 acres, under excellent cultivation
now occupied by Benjamin Tait.
On the premises are a good Dwelling House,
Barn, &c. The Lease will be renewed on the
1st of May next. Apply to
WILLIAM KER,
THOMAS MCNEER,
JOHN McKEAN,
Trustees
St. Andrews, 13th Jan. 1846.

On Consignment.
250 Barrels superfine Flour,
30 Barrels Rye Flour,
30 Barrels Potatoes,
30 do. Nix Flour,
200 Bags Indian Meal,
100 Bags Beans,
Which will be sold at very low rates
for cash only by
DIMOCK & WILSON.
St. Andrews, 1st January, 1846.

New Winter Goods.
WM. MELONEY,
Respectfully informs his Friends and the
Public generally, that in addition to his
former stock, he has received from
England, a general supply of
WINTER GOODS,
consisting of
LADIES DRESSES and CLOAKINGS,
Do ready made cloaks, latest fashion,
Cashmere Dresses, Silk Ribbons,
Silk HATS, SHAWLS, Orleans,
Beaver and Pilot CLOTHS, Buckskins,
Mole-skins, Ready made Winter Clothing,
Fur Caps, Rose & White BLANKETS,
White and Red FLANNEL, Sheetings,
Shirtings, Leno, Fancy Shirts, Duck,
Cottons, Prints, Tailors Trimmings of
every description, and a variety of other ar-
ticles which will be sold low.
St. Andrews, Dec 17, 1845.

Flour, Meal &c.
Just received Ex. "Sarah Ann" from
Boston.
50 Bbls. Georgetown and Genesee best
Superfine Flour,
20 Bbls. Rye Flour,
20 Do Corn Meal,
2 Tierces Rice, half bbls. Buckwheat
flour.
Ex. "Speed" from Liverpool via St. John,
10 Crates well assorted Barrenware.
J. W. STREET.
Dec. 16, 1845.

Notice.
I hereby given that the following Non Resi-
dent property in the Parish of St. George—has
been assessed as under for the present year, and
unless the amount together with cost of adver-
tising, are paid within three months from this date,
the same will be sold according to law.
James Birchall, secy. 5s 10d,
GUY CLINCH,
Collector of Taxes.
St. George, Nov. 10, 1845.

LOOK HERE.
Ex. Barque "Janthe" and other Arrivals.
A large assortment of Blue, Dove, colour
and Brown printed, Crockeryware, by the
crate or retail. Plates and tea sets sold
separately if required—also 20 Sets China,
assorted.
ALSO—Hard Ware of various descrip-
tions with Joiner's tools &c. and a large as-
sortment of Dry Goods.
An assortment of Iron, various sizes
SHIP CHANDLERY
Consisting of—Chain Cables, Anchors, Tar, Pitch,
Oakum, Shooting Paper, Ships Compasses, Bunt-
ing Flags, Kneeling Jackets, and a general as-
ortment for Ships and Sailors use.
GROCERIES in every variety. These with
their Stock previously on hand forms a very
heavy and extensive assortment, which they are
determined to sell by wholesale or retail at low
prices.
DIMOCK & WILSON.

FOR SALE.
290 ACRES OF LAND,
in the Parish of Pennfield,
County of Charlotte, situate
on the Big New River, a-
bove the Mills owned by
Farman & Co. of Boston, and on the rear
of lands owned by Hugh Gallagher. The
Lot is well wooded with Spruce and Pine
to good quality. Enquire of
R. & H. GILBERT, Barristers,
St. John, Nov. 15, 1845.—2mos.

NEW STORE.
Dry Goods and Groceries.
THE Subscriber begs respectfully to in-
vite to the inhabitants of St. Andrews
and vicinity that he has just arrived
from England, with a handsome assortment
of Goods—which he is now opening at the
Store adjoining Mr. E. Phasants, Market
Wharf, and formerly occupied by Mr. J.
McKean,
—among which are—
BLACK, Blue, & Olive, West of England
Cloths, Beaver and Pilot Cloths, Tweeds,
Cassimeres, Doeskins and Mole-skins, a va-
riety of Shawl pattern Vestings, Cotton Vel-
vet for do., Cases Silk & Beaver Hats,
Cloth Caps, Buttons, Silk, Twist, Thread
Brown Holland, &c. &c.
Best Liverpool Soap & Candles, &c.
All of which are offered at the lowest
Market prices, by
WM. MELONEY,
ALSO,
250 Barrels Prime No. 1 HERRINGS.
1 Keg of best Durham Mustard
FLOUR, Corn, Meal, Tea, Coffee, Rice,
&c. Ship Stores, put up at the shortest no-
tice.
St. Andrews, Oct. 21, 1845.

List of Letters.
Remaining in the Post Office—Saint Andrews
DECEMBER 1st, 1845.
A
Avery William
Alexander Thomas
Alexander Mr.
B
Benson John
Bannon Noy
Barrett Leonard
Brown J. B.
Bollen Benjamin
Barlett Miss Frances
Bell John
Bradford Benjamin
C
Corker Mr.
Cummings John
Cove Alexander
Cogan Felix
Conlin Charles
Corbett James
Clark John 2
D
Dewolf E
Douke Samuel
E
Edwards James
F
Freeman Mrs. Sophia
Fox Mrs. Geo. N.
Francis Thomas
G
Gumpper George
Greenland Alexander
H
Hanney David
Hanson Hiram
For Saint Patricks.—
A
Appley John
B
Brown James
Black Elizabeth
Brodrick Rachel
C
Cascilles Samuel
Clark Lydia
For West Isles,
Grand Manan.
C
Comms. of Highway
Moses Thos
Stone Madeline
Welch Abigail
Comms. of High
ways
Dixon R. E.
Henry Mrs
Kendrick Elizabeth
Wilson John
Wilson Edward
GEO. F. CAMPBELL,
Persons calling for any of the above will
please say advertised

B. A. FAHNESTOCK'S VERMIFUGE.
A SURE REMEDY FOR WORMS.
JUST received a large supply of B. A.
Fahnestock's Vermifuge, for expelling
WORMS, from the system, a medicine ad-
mitted by all who are acquainted with it and
can be recommended as an effectual remedy.
—Certificates of its extraordinary effects can
be produced without number.—Being dried
from the proprietors, can be warranted ge-
nuine.
Sold Wholesale and Retail, by the Subscri-
ber.—A liberal discount made to retailers.
THOMAS SIME
Agent for the Proprietors.
St. Andrews, June 3, 1845.

Soap and Candles.
September 2, 1845.
40 BOXES London SOAP, as Ready
Rhino from London
20 Boxes Mould and Dip Candles.
Ex "Favourite" from St. John
Just received and for sale by J. W. STREET.

Day & Evening School.
TIMOTHY F. HARLEY,
GRATEFUL for the liberal encourage-
ment he has continued to receive at
his Day School, begs leave most respect-
fully to inform his friends and the Public,
that he intends opening
AN EVENING SCHOOL,
on Monday, November 24th at his School
House, in Queen's Street, where YOUTH;
will be instructed in the various branches
necessary for Mercantile or Mechanical
&c. pursuits.
Hours of attendance from 6 1/2 until
9 o'clock.
St. Andrews Nov. 17, 1845.—3in.

WISTAR'S
BALSAM OF WILD CHERRY.
A Compound Balsamic Prepara-
tion from Wild Cherry
Bark and Tar.
The best remedy known to the world for the cure of
Coughs, Colds, Asthma, Croup, Bleeding of the
Lungs, Whooping Cough, Bronchitis, In-
fluenza, Shortness of Breath, Pain
and Weakness in the Breast or
Side, Liver Complaint, and
the later stages of
CONSUMPTION.
A THOUSAND CURES in cases deemed
utterly hopeless have firmly established its
vast superiority over every former medical
discovery. It has always been styled "Na-
ture's own Prescription," being formed chief-
ly from chemical extracts from Wild Cherry
Bark and Tar—two trees that are thickly
scattered wherever disease of the lungs pre-
vail. We give a few instances of its extraor-
dinary power, from a catalogue almost with-
out end.
A lady (address will be given at the New
York Agency) who was given up by all of her
physicians to die of consumption, had a hard
tumour for months on the side—raised among
large quantities of matter a sort of lung sub-
stance—had taken no medicine for two months
being past all hope—entirely cured by a few
bottles of this Balsam in September and Oc-
tober, 1844.
A Williams, Esq., Attorney, &c., New-
York, cured of spasmodic asthma of 25 years
standing, certified to by Recorder Falmadge
and J. Power, D. D.
A German, New York city, who had not
sleeping down for 7 years, (being obliged to
sleep in a sitting posture) so far cured as to
attend to his business in the most stormy wea-
ther.
Thomas Bradley, Esq., J. P., Jamaica, L.
I., cured of asthma of 40 years' standing.
Mrs. Anna D. Hopkins, of Knowlesville,
N. Y., entirely cured of liver complaint and
general debility of eighteen months' standing.
Jacob Hodgman, M. D., Huntington, cured
a child of P. schroeb, of obstinate disease
of the lungs after he had tried all the usual
remedies in vain.
"There is no such thing as fail" in the
history of this wonderful BALSAM. Evi-
dence the most convincing—evidence that
no one can doubt—fully establishes this
fact.
NO QUACKERY! NO DECEPTION!
All published statements of cures
performed by this medicine, are, in every
respect TRUE. Be careful and get the
genuine "Dr. WISTAR'S BALSAM OF WILD
CHERRY," as spurious imitations are a
broad.
Address all orders to SETH W. FOWLE,
Boston.
For sale in St. Andrews, by, THOS. SIME.
St. Stephen—JOHN M. CAMPBELL.

FLOUR & MOLASSES.
Just received and for sale by the Subscriber,
50 Barrels superfine FLOUR,
10 do RYE do.,
10 Puns, prime retailing MOLASSES,
—On Consignment—
40 Boxes Liverpool SOAP.
H. McLEAVY,
Sep. 1, 1846.
Public Notice.
All Person indebted to the CROWN, in
sums less than Twenty Pounds, for the pur-
chase of Lands or Timber, in the County of
Charlotte, are requested to call and pay the
amounts to the Subscriber, who is duly au-
thorized to receive the same.
THOS. WYER,
Receiver of Crown Debts
in the County of Charlotte.

Sugar & Molasses.
Ex. "Favourite" from St. John.
10 Hhds. Good Retaining Molasses,
6 do. Bright Sugars
For Sale by
J. W. STREET.
Dec. 24, 1845.

NEW GOODS.
G. KEIVE,
BEGS to announce to his friends and the
Public, that he has received a part of
his full supply of New and Fashionable
Goods, consisting in part as follows:—
PILOT and BEAVER CLOTHS, Buck
skins Tweeds, and other articles for Win-
ter Clothing, Blankets and Flannels, Drug-
gets, Carpeting and Hessian Rugs, over all
Stockings, and Woven Varns, a great Va-
riety of Flannels for Cloaking, do. Shawls and
Hdkfs., Orleans and Lower Cloths, Cash-
mere Crossover, a new article for Ladies
Dresses, Silk Fringes and Gimps, Silk and
Cotton Velvets, Bonnets Silk and trim-
mings, do. Shapes and Ribbons, Muff
Boss and Ruffs, white and coloured Stays,
Laces, Edgings, Muslin Insertions, and
Trimmings in great variety, Muscle coun-
terpanes, blue and white Cotton Warp
Hats, Caps, and Comforters, Scarf and
Hdkfs., a good assortment of ready made
Clothing, garments made to order at the
shortest possible notice, and warranted;
Tailors Trimmings, together with other
articles usually found in a Dry Good Store.
A further supply daily expected.
St. Andrews, Nov. 5, 1845.

Hartford Fire
INSURANCE COMPANY.
Connecticut, United States.
Incorporated in 1810—with a Capital of
\$150,000.
This long established Institution has for
more than thirty five years transacted its
extensive business on the most just and liberal
principles—paying its losses with honorable
promptness.
The Subscriber having been appointed
Agent for St. Andrews, begs to inform the
Public, that he is now prepared to take on
every description of Property against loss or
damage by Fire.
St. Andrews, March 26, THOMAS SIME.

Independent Opposition
Line.
COVERED COACH with 4 HORSES
Leaves the St. Andrews Hotel, on Monday
Wednesday, and Thursday mornings,
And the St. John Hotel
On Tuesday, Thursday, and Saturday
Mornings.

The Subscriber tenders his thanks for
the liberal support he has received for 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 Driver Geo. Christie, 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 Russ' Hotel, St. An-
drews and St. John Hotel, St. John, and
parcels or bundles left at either place to go
by this Stage will be attended to.
All Parcels and Letters at the risk of the
owners.
L. L. COPELAND.
St. Andrews Aug. 18, 1845.

To Let.
And possession given immediately.
A FARM about 20 miles from St. An-
drews near Goss's Farm on the road
to Fredericton, containing 100 acres with
a good House and Barn thereon.
Apply to
GEO. D. STREET.
St. Andrews December 1, 1845.

Cook Wanted!
WANTED a good Cook, to whom cur-
rent wages and permanent employ-
ment will be given.
Apply to
ROSS'S HOTEL.
St. Andrews Dec. 9, 1845.

NOTICE.
THE subscriber is desirous to contract
for 25,000, pieces CEDAR, to be de-
livered at Chamcook Dock, on or before
the 1st day of June next, to be 9 feet long
square butt with a saw, none under 9
inches nor over 12 inches diameter at the
small end, to be sound, fresh, free from bark
and straight as possible.
The above for Railroad purposes
JOHN WILSON,
Chamcook,
or
DIMOCK & WILSON,
St. Andrews.
Chamcook, Oct. 22, 1845.

ALL MAY BE CURED
BY
HOLLOWAY'S OINTMENT!
FIFTY ULCERS CURED IN SIX WEEKS.
Extract of Letter from John Martin, Esq., a Chris-
tian, Office, Tobago, West Indies.
February 4th, 1846.

To the Proprietors Holloway's Ointment.
Sir—I beg to inform you that the inhabitants
of this Island especially those who cannot afford
to employ medical gentlemen, are very anxious of
having your astonishing Medicines within their
reach, from the numerous benefits some of them
have derived from their use, as they have been
found here, in several cases, to cure Sores and
Ulcers of the most malignant and desperate kind.
One gentleman in this Island, who had, I believe,
about fifty running ulcers about his legs, arms, and
body, who had tried all other Medicines before the
arrival of yours, but all did him no good.
But yours cured him in about six weeks, and he is
now, by their means alone, quite restored to health
and vigour.

(Signed) JOHN MARTIN.
PILES, FISTULAS, AND HEARINGS-DOWN.
A remarkable cure by three Pills and Oint-
ment.—A well pay treatment, lately receiving atch.
Holloway's Ointment, whose name by request is quile-
red, had for twelve years suffered from piles and fis-
tulas, besides general bearing down and the most
distressing humors. He had twice undergone opera-
tion, but to no purpose, and at last gave up all
hope of recovery. Yet, notwithstanding the de-
claration of complaints, together with a deli-
cious constitution, he was completely cured of all
indispositions, and restored to the enjoyment of
health by these justly renowned medicines.
Every other means had failed.

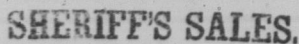
EXTRAORDINARY CURE IN
INDLES OF LEPROSY AND
DIRTY SKIN DISEASE.
Mr. LEWIS REEDON, of
Tobago, writes under the date of the 1st of
May, a full and interesting account of his
cure of a most distressing disease, which he
of the most distressing description, and
sy, blotches, scales, and other
most frightful nature, and
there remains the skin of the
CANCELED DRESS.
Copy of a Letter from John Martin, Esq., a Chris-
tian, Office, Tobago, West Indies.
February 4th, 1846.

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