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SAINT ANDREWS, NEW BRUNSWICK, WEDNESDAY, FEBRUARY 11, 1846.

[15s. at the end of the year

From our Correspondent Jack Robinson!

Papineauville, 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 Council. 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 opinion, and after due deliberation a large majority disapproved of the Governor's conduct, and approved of the conduct of the returning Councilors.

It has become 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 this not being done, the House of Assembly, after waiting some time, passed a vote of Want of Confidence in the Executive Branch of the Government. The Governor then retaining his old Council has called thereunto two gentlemen out of the House of Assembly, who voted in his favour, and who approved of Mr. Reade'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, 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 whole House on Tues. afternoon.

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

In answer to a question put by Mr. End

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.

Sir,—The importance to Great Britain of colonial possessions is by every enlightened statesman so well understood, that a formal discussion of the subject is at present unnecessary. That the North American provinces 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 communication, 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 my 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 they 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 vastly improve an immense tract of British territory—would furnish a speedy and desirable conveyance for Her Majesty's mails and troops,—would increase and benefit Canadian commerce,—would introduce into the English market a great and rapidly-increasing amount of colonial produce,—would create an enlarged consumption of British merchandise,—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 most 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, in order to show 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 eight and even ten per cent. may frequently be obtained. I have often known stock in a bank, the credit of which was unimpeachable, 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 paying 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 "prospects of the Halifax and Quebec Railway Company, and forms of application for shares," were issued from Morgue street in October last,—notwithstanding all this, without the timely 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 that are evidently within their grasp? The precise course which the Ministry ought to pursue in this matter is not for me 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 assistance 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 this alone would 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 may 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. Andrews 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 American 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 constitution,—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 doing, 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 subject to the Throne and Government of England, that, unless they govern wisely and well, we will consume 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 trials and tribulation,—through good and through bad report,—and which neither neglect nor time itself can eradicate.

On the other hand, I cannot conceive that the conduct of Great Britain towards her colonial possessions is 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 pursued toward them has implanted in their bosoms principles of loyalty and patriotism,—has made it their interest, as well as their duty, to maintain their connection with the parent state to the utmost of their power. In no part of her Majesty's dominions are to be found more dutiful subjects or better witnesses than in the North American provinces. Nowhere does our beloved Sovereign with more undivided sway, live in the hearts and reign over 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 acerbly 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 promoted. I trust the day is not far distant, when Lake Huron and the Atlantic will be one,—when Nova Scotia and the Far West will be as near neighbours,—when the vast wilderness 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, Dec. 25.

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

NEW BRUNSWICK.

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 way fitted for the decent celebration of Divine Service. The congregations vary in the several churches in which they assemble, during the season of the year. Fifty persons are present as the minimum, and three hundred as the maximum number in any of the churches. Severe weather, and the absence of a part of the male inhabitants, are the only obstructions during the lumbering season, which chance diminishes some considerable number; and for the last year the very best success has attended the Mission contained in the foregoing account. In case, at the two next sessions, St. Stephen's, both of the churches, by your Lordship's order, the people has kept the Sabbath day, and multiplied.

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Provincial Parliament

HOUSE OF ASSEMBLY
Extracts from the Journals.
January 29.
The following Committees have been appointed.
Trade.—Messrs Parthey, Rankin, Boyd, W H Street and Balfour.

January 30.
Mr Boyd, presented a Petition from William H Mowat, Robert Stevenson, J H Whitlock and William Whitlock, Commissioners of Highways, together with sixteen other inhabitants of Saint Andrews and Saint George, praying for an alteration in the Great Road between those Parishes, which may pass towards making which was received.

January 31.
A Petition from the Rev. Samuel Elder, Minister of the Church at Saint George, praying for an Act to be passed for the purpose of holding a Synod, for religious and other purposes, to be held at that Church.

February 1.
A Petition from the Rev. Samuel Elder, Minister of the Church at Saint George, praying for an Act to be passed for the purpose of holding a Synod, for religious and other purposes, to be held at that Church.

February 2.
A Petition from the Rev. Samuel Elder, Minister of the Church at Saint George, praying for an Act to be passed for the purpose of holding a Synod, for religious and other purposes, to be held at that Church.

February 3.
A Petition from the Rev. Samuel Elder, Minister of the Church at Saint George, praying for an Act to be passed for the purpose of holding a Synod, for religious and other purposes, to be held at that Church.

February 4.
A Petition from the Rev. Samuel Elder, Minister of the Church at Saint George, praying for an Act to be passed for the purpose of holding a Synod, for religious and other purposes, to be held at that Church.

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, " " " "
Thursday 28th April, " " " "
Tuesday 12th May, " " " "
Thursday 28th June, " " " "
Tuesday 11th July, " " " "
Thursday 14th August, " " " "
Tuesday 27th September, " " " "
Thursday 10th October, " " " "
Tuesday 29th 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.

St. Andrews and Charlotte 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.

Director this week—F. A. Babcock.
G. D. King, Esq., President.

Saint Stephens Bank.
Director next week—S. Hitchings.
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. Munnison, Esq., of this town, who is now in London, which we copy from the Colonial Gazette. The straight forward, 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. Morrison, 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 of 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 unhappy 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 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 erase 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 regulate 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. Parthey 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. Parthey), 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. Wilton 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 Colonies. 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 despatch 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 being 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 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 also 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 Pewholders of Christ Church, Fredericton.—The Head, Quarters of Wednesday last says:—"We understand that the meeting of the Pewholders, 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, depressing state, accompanied with general debility, together with settled pains in her head and stomach, with much exasperation. 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 remedy has failed.

MARRIED. At St. John, on the 27th ult. by the Rev. Dr. Gray, Mr. Edward Seaton, 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 Hagrman, 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 neighbour.

At his 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 in 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, BETWEEN St. Andrew's & St. Stephen. IHD Subscriber thankful for past favors 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 comfortable 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 Canalizing and locking the River St. Croix, from the tide water in St. Stephen, to the Monument Brook. 51

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 15th 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.



SHERIFF'S SALES.

Real Estate of R. J. Turner
 Do Henry Seelye 28th Feb.
 Do John Carlyle 7th March
 Do John Ray 11th April
 Do Louis Frost 11th do
 Do Wm. and James Hanson May 17.
 Do John Lafferty 4th July.

To be Sold at Public Auction, on Saturday the 27th day of December next, between the hours of 10 o'clock in the forenoon, and 5 o'clock in the afternoon, at the Court House in St. Andrews.

All the right, title, interest, claim and demand of Henry Seelye, of, in and to that certain lot, piece or parcel of land situated in the parish of St. George, on the eastern shore of Lake Utopia, containing 7 acres more or less, particularly described in a Deed thereon from Henry Seelye to Farnham D. Seelye, bearing date the 20th May last, which Deed has been registered in the County records.

ALSO.
 All the right, title, interest, claim and demand of Henry Seelye, of, in and to that certain tract of land, situated in the parish of Penfield, containing 2800 acres, granted by Henry Seelye, by Letters Patent bearing date the 26th Sept. 1838.

The same having been referred on, to a Commission issued out of the Supreme Court, in and to the said Henry Seelye, and Wm. Kerr, Thomas and John McKean, Trustees of the said late James Rait, Esq. on the 13th 19th 26th &c. &c.

THOS. JONES,
 Sheriff of Charlotte.

Postponed until Saturday next.

THOMAS JONES,
 Sheriff of Charlotte.

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THOMAS JONES,
 Sheriff of Charlotte.

Postponed until Saturday next.

same day, at the COURT HOUSE in St. Andrews.

All the right, title, interest, claim and demand, of John Ray, of St. Stephen, in the County of Charlotte, Genl. of, in to, or out of all that certain Lath Machine, Store and Wharf built by Zami B. Heywood, contiguous to the lower bridge, at Whitton St. Stephen: Also, the privilege of drawing a sufficient quantity of water from the Independent Mill Flume, to give two square feet hoist at the water wheel of said lath machine, and the privilege of conveying the said water, to the said machine in a trunk sufficiently large for that purpose: being the same conveyed to the said John Ray, by one Wm. C. Scott, 18th May, 1841. Also, the privilege of drawing a sufficient quantity of water from the Dam built by Wright & Todd, to give two square feet hoist at the water wheel of said machine, and the privilege of conveying the same from the dam to the machine, in a trunk sufficiently large, for that purpose: together with other the privileges and appurtenances thereunto belonging or in any wise appertaining to satisfy an Execution of Fl. Fa. issued out of the Supreme Court, by Wm. Pike against John Ray, for £73 lbs 2d and Sheriff's fees, &c.

THOS. JONES,
 Sheriff of Charlotte.

Sheriff's Office,
 1st October, 1845.

To be sold at Public Auction, on Saturday, the 25th day of APRIL next between the hours of 10 o'clock in the forenoon and 5 o'clock in the afternoon, at the COURT HOUSE, in St. Andrews.

All the right, title, interest, claim and demand of Louis Frost, of, in and to all that certain lot, piece or parcel of Land, situate in St. Stephen, commencing three rods southerly of the south corner of the Tan House, at the corner or angle of intersection of the old road leading from Milltown to salt water by the new road, running back of said Hutchings buildings, as described in a deed from said Hutchings to A. S. Hill, deesd running southerly along the western side of said old road nine rods and thirteen links, thence westerly across to the said new road to a point on the eastern side line thereof, nine rods and thirteen links from the angle of intersection aforesaid, together with the buildings and out houses thereon.

ALSO.
 A certain other lot of Land lying and being on the south west side of the above mentioned lot containing a quarter of an Acre more or less, deesd to the said Louis Frost by one Robert Hutchings, to satisfy an execution of fl. fa. issued out of the Supreme Court, by Calvin R. Goodnow against the said Louis Frost for £48 10 2 besides Sheriff's fees &c.

THOMAS JONES,
 Sheriff of Charlotte.

Sheriff's Office,
 Sept. 20, 1845.

To be sold at Public Auction, on Saturday the 17th day of MAY next, between the hours of 10 o'clock in the forenoon, and 5 o'clock in the afternoon of the same day, at the COURT HOUSE, in Saint Andrews.

All the right, title, interest and claim, of WILLIAM HANSON, JAMES HANSON and ISAAC HANSON, and of each of them to all that certain piece, parcel or lot of Land, situated in the parish of St. Stephen, conveyed by Eleanor Rose, to the said William and James Hanson, bounded on the East by the road leading from the Cove in Saint Stephen to the Bass Wood Ridge, &c., being in the second tier of Lots in Mack's Grant, numbered 68 and containing 54 acres more or less, EXCEPTING that part of the said Lot formerly conveyed to one William Douglas.

ALSO.
 To 4 Lots of land included in the 6th division of the Penobscot Association Grant, situated in the Parish of St. Stephens and numbered 197, 198, 199 and 200 lying on the Eastern side of the St. Croix river near Sprague's Falls, so called.

The same having been seized and taken to satisfy an execution, issued out of the Supreme Court at the suit of Aaron G. Chandler, endorsed to levy £144 0s 6d besides Sheriff's fees &c.

THOS. JONES,
 Sheriff of Charlotte.

Sheriff's Office,
 St. Andrews, Nov. 5 1845.

To be sold at Public Auction, on Saturday the 4th day of JULY next, between the hours of 10 o'clock a. m. and 5 o'clock p. m. of the same day, at the COURT HOUSE, in St. Andrews.

All the estate, right, title, and interest of JOHN LAFREY, of, in and to that certain piece or parcel of Land situated in the Town Plat of St. Andrews, and known as half of Lot numbered Four in Block lettered E, in Morris's drainage, together with half of the House, out houses and other buildings thereon.

The same having been seized and taken to satisfy an Execution, in favor of John S. Jarvis & Robert S. Jarvis, endorsed to levy £11 14 6 and Sheriff's fees &c.

THOS. JONES,
 Sheriff of Charlotte.

Sheriff's Office,
 Dec. 16, 1845.

BLANKS
 For Sale at this Office.

DRY GOODS, Provisions, & Groceries.

The Subscriber grateful for the liberal patronage he has received, since his commencement in business, begs to inform his friends in Town & Country, that he has received his Stock of Dry Goods and Groceries, which he offers for Sale at low Prices.

CONSISTING IN PART OF:
 Broad Cloths, Cassimeres, Satinets, Molezins, Ready made London CLOTHING,
 Orleans, Cashmeres, Muslin de Lanes, Musline, Jaconets, Laces, Edgings and Insertions, a great variety of Prints, Silk Bluffs, Cotton, do, Ginghams, Striped Shirts, Checks, Flannels, Gloves, Hosiery, Bleached and Unbleached Cottons, Linen drill, Linen Towels and Table Covers, White and brown; Canvas, Padding, Silk and Twist Buttons, Thread, Needles, &c., Wadding, Basting, Cotton Waxes, Umbrellas, Hats, Caps, &c.

GROCERIES &c
 Flour, Meal, Pork, Fish, Tea, lard crushed, and Brown Sugar, Coffee, Cocoa, Chocolate, Molasses, Rice, Barley, Beans, Vinegar, Tobacco, soap, Candles, Crockeryware, Boots and Shoes, Glass 8x10, 10x12, 10x14, and 12x14, Shot, and other brushes, Blacking Black Lead, Lamp black, Paints, boiled and Raw Oil, Lamp Oil, and Vicks, Knives and Forks, sheath and shoe knives, Brooms, Pans and hair sieves, Locks, Keys, Sewing Latches and bolts, Iron Pots bake Kettles and Covers, Lanterns wool Cards fishing Hooks and Lines Pipes Spices Salm-stine Starch Blue Indigo Seythes sheaths and Hay Rakes Sappy of Sole Leather with numerous other Articles.

HENRY APC LEAVY,
 Water Street, St. Andrews July 1, 1845

NATIONAL LOAN FUND

LIFE ASSURANCE SOCIETY,
 EMPOWERED BY ACT OF PARLIAMENT.
 CAPITAL £500,000 ST'G.

Board of Local Directors, at Halifax, N.S.
 THOMAS R. GOSSEL, Esq. Chairman,
 JOHN STRACHAN, Esq. Hon. S. CUNARD,
 THOS. G. KINNEAR, Esq. J. DUFFAS Esq.,
 and J. ALLISON, Esq.
 Manager and Agent.

FREDERICK R. STARR, Esq.
 Sole Subscriber as Agent for (St. Andrews) is prepared to give every information as to the Society's rates of premium, mode of Insuring, &c.

The importance of Life Assurance cannot be doubted by any, and this Society, in addition to the security of a subscribed Capital of £500,000 Sterling, is founded on the Mutual and Joint Stock principle, and offers to the assured advantages over other similar institutions.

Premiums may be paid annually, half yearly or quarterly, and two thirds of the premium may be borrowed.

Pamphlets containing every requisite information and the report of the annual meeting of the Society held in London last May can be had at the office of the Subscriber.

Medical Examiner at St. Andrews—Dr. S. GOVE.

ROBERT WALTON,
 Agent for St. Andrews.

July 7, 1845.

St. Andrews Hotel.

WM. ROSS would respectfully inform his friends and the Public, that he has leased the Hotel lately occupied by L. L. Copeland which has undergone a thorough repair, and is now fitted up for the reception of Travellers and others. The situation is central being in the immediate vicinity of the Market Wharf. The manager pledges himself that no efforts on his part shall be wanting to give satisfaction to all those who may favor this Establishment with their patronage, hopes to merit a continuance of that patronage so liberally bestowed upon him since his commencement.

What should be done?
 The answer is plain. Give this vermifuge, which will be sure to do good, if they have no worms; and if they have, it will destroy and eradicate them with a certainty and precision truly astonishing.

It cannot harm the smallest infant or the strongest adult. There is no mercury or mineral in it. Mercury is the basis of most worm remedies, and the remedy is sometimes worse than the disease. So never use lozenges, but rely upon this. Every person will be convinced on one trial, that is the most perfect cure ever invented. Remember and ask for Kolmstock's Vermifuge.

FRENCH DEPILATORY.
 This article, used for taking off superfluous hair from the face and neck, is sold at 50 cents per bottle.

All of the above valuable medicines are sold by COMSTOCK & ROSS,
 No 19 Tremont Row—BOSTON.

Packet Schooner.

MARY JANE, CAPT. M'MASTER
 WILL leave St. Andrews for Eastport every Tuesday and Friday, to meet the Steamer Portland, and will return again after the arrival of the Steamer as possible.

For freight or passage apply to JAMES McM.,
 St. Andrews July 11 1845

N.B.—Consignees are particularly requested to pay their Entries on days of delivery, as soon as the Custom House is open.

Aug 9, 1845. WM. H. WILLIAMS.

The following Medicines are for sale by Henry McLeavy St. Andrews.

CONNELL'S MAGICAL PAIN EXTRACTOR.

The great healing value of this medicine is well known to all who have been afflicted with the various forms of rheumatism, neuralgia, sciatica, headache, toothache, earache, and all other forms of neuralgic pain. It is a powerful sedative, and its use is attended with the most rapid relief. It is sold in bottles of 10 and 20 cents each.

THE GREAT VALUE OF SERRA-PILULA AS A RESTORATIVE OF PURITY TO THE BLOOD.

It is well known to all who have been afflicted with the various forms of rheumatism, neuralgia, sciatica, headache, toothache, earache, and all other forms of neuralgic pain. It is a powerful sedative, and its use is attended with the most rapid relief. It is sold in bottles of 10 and 20 cents each.

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THE EARL OF ALDBOROUGH CURED BY HOLLOWAY'S PILLS.

The following is a true and correct account of the cure of the Earl of Aldborough by Holloway's Pills. The Earl was afflicted with a severe case of rheumatism, which had rendered him almost insensible to pain. He had tried every remedy in vogue, but without success. He was then advised to try Holloway's Pills, and after taking a few boxes he was completely cured.

HOLLOWAY'S PILLS.

THE EARL OF MALBOROUGH CURED OF A LIVER AND STOMACH COMPLAINT.

The following is a true and correct account of the cure of the Earl of Malborough by Holloway's Pills. The Earl was afflicted with a severe case of liver and stomach complaint, which had rendered him almost insensible to pain. He had tried every remedy in vogue, but without success. He was then advised to try Holloway's Pills, and after taking a few boxes he was completely cured.

A WONDERFUL CURE OF BRUISES OF FIFTY YEARS' STANDING.

The following is a true and correct account of the cure of a patient who had been afflicted with a severe case of bruises for fifty years. The patient had tried every remedy in vogue, but without success. He was then advised to try Holloway's Pills, and after taking a few boxes he was completely cured.

A CURE OF INDIGESTION AND CONSTIPATION OF THE BOWELS.

The following is a true and correct account of the cure of a patient who had been afflicted with a severe case of indigestion and constipation of the bowels. The patient had tried every remedy in vogue, but without success. He was then advised to try Holloway's Pills, and after taking a few boxes he was completely cured.

A CURE OF ASTHMA AND SHORNESS OF BREATH.

The following is a true and correct account of the cure of a patient who had been afflicted with a severe case of asthma and shortness of breath. The patient had tried every remedy in vogue, but without success. He was then advised to try Holloway's Pills, and after taking a few boxes he was completely cured.

A CURE OF RHEUMATISM AND GOUT.

The following is a true and correct account of the cure of a patient who had been afflicted with a severe case of rheumatism and gout. The patient had tried every remedy in vogue, but without success. He was then advised to try Holloway's Pills, and after taking a few boxes he was completely cured.

A CURE OF SCURVY AND BLOOD POISON.

The following is a true and correct account of the cure of a patient who had been afflicted with a severe case of scurvy and blood poisoning. The patient had tried every remedy in vogue, but without success. He was then advised to try Holloway's Pills, and after taking a few boxes he was completely cured.

A CURE OF NEURALGIC PAIN.

The following is a true and correct account of the cure of a patient who had been afflicted with a severe case of neuralgic pain. The patient had tried every remedy in vogue, but without success. He was then advised to try Holloway's Pills, and after taking a few boxes he was completely cured.

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HOLLOWAY'S PILLS
 THE GREAT HEALING VALUE OF THIS MEDICINE IS WELL KNOWN TO ALL WHO HAVE BEEN AFFLICTED WITH THE VARIOUS FORMS OF RHEUMATISM, NEURALGIA, SCIATICA, HEADACHE, TOOTHACHE, EARACHE, AND ALL OTHER FORMS OF NEURALGIC PAIN. IT IS A POWERFUL SEDATIVE, AND ITS USE IS ATTENDED WITH THE MOST RAPID RELIEF. IT IS SOLD IN BOTTLES OF 10 AND 20 CENTS EACH.