

The Standard.  
PUBLISHED EVERY WEDNESDAY, BY  
A. W. Smith.  
45 St. Andrew's Street, Saint Andrews, N. B.

TERMS:  
12s 6d per annum—paid in advance.  
15s, if not paid until the end of the year.  
No paper discontinued until arrears are paid.

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First insertion of 12 lines and under 5s.  
Each repetition of Ditto 1s.  
First insertion of all over 12 lines 3d per line.  
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# The Standard.

## OR RAILWAY AND COMMERCIAL RECORD.

No 45] SAINT ANDREWS, N. B., WEDNESDAY, NOVEMBER 12, 1851. [Vol. 18

LETTER I.  
To His Excellency the Right Honourable the Earl of Elgin and Kincardine, Governor General of Canada, &c. &c. &c.

MY LORD:  
The strong feeling you have at all times manifested for promoting public improvement, induces me to address you for the purpose of calling attention to the proposed plan for the construction, maintenance and management of the contemplated Grand Trunk Line of Rail Road from Halifax through the Provinces of Nova Scotia and New Brunswick, to the western boundary of Canada.

Two plans are proposed to effect this object:—  
1. The one by the Inspector General, under the Act to make provision for the construction of a Main Trunk Line of Railway throughout the length of this Province.  
2. This Act, by the first clause, revokes the Financial Policy adopted in 1840.  
3. It authorizes the Provincial Government to construct the entire line from Halifax to Quebec.

3rd. Also, to create a Provincial Debt, by borrowing money on the credit of the Imperial Government, say 2 1/2 per cent. interest, to allow the Municipalities to subscribe one-half the Stock, at the rate of seven per cent; and the Provincial Government the other half at six per cent.

4th. To create a Sinking Fund out of the profits of the Road; and if not realized, to impose a direct tax of three per cent. to meet the deficiency, the Public Revenues of the Province to be held in security for the full amount.

5th. If found impracticable to raise the funds by either of these modes, the guaranty under the 13th Act, to be continued, and the Provincial guaranty extended to the payment of the principal as well as the interest. See Clause 12 to 15.

The Minister, I had the honor to submit, for the consideration of the Legislative Assembly, in a series of Resolutions, containing two propositions:—the one prohibiting the Government from building or maintaining any part of the line, leaving it wholly under the control and management of private Companies; the other authorizing the Government to borrow the money on the credit of the Imperial Government only, (and not on either Provincial or Local credit,) to lend it to those Companies, at 6 per cent. interest; and to create a Sinking Fund out of the difference, (computed at 2 1/2 per cent.) to indemnify the public against any loss that may arise in the construction of any part of the Road; and quarterly to aid in the liquidation of the debt.

The reasons assigned in favor of this mode, my Lord, are, first, in the anticipated saving in the Cost of Construction.

Under the *present plan*, the Government is authorized to adapt the line surveyed and reported upon by Major Robinson, from Halifax to Quebec, 635 miles in length, estimated at 2,500,000. One-third of this line is to be built by each Province—which gives the following result:

Nova Scotia, 1/3 of Est. of Quebec	850,000
Halifax Road, at 2 1/2 per cent.	125,000
New Brunswick, (incl. N. & N. Am. Est.)	1,425,000
Canada, 1/3 of the Est.	1,200,000
Que. to Ham. at 7 p. cent. 304,452	
the present guaranty.	71,250
	452,342
Total Annual Interest	254,750

Under the *present plan*, the only liability, and the only tax, in the power of the Government to impose, will be for the Loan from the Imperial Government as above, and the guaranty of £275,470,—of which, the portion for Canada, including the guaranty, will be £217,220.

If the Estimates for the construction of the Road are considered too high, reference is made to Major Robinson, and A. C. Morton, Esq. Civil Engineer for the European and N. American line; the contracts entered into from Montreal to Portland; and the cost of similar Roads in the United States.

If my judgment, founded on many years experience of the Estimates of Engineers for various Public Works, with the contingencies and incidental expenses attending them, is entitled to consideration, I have not the least doubt, that if this line is undertaken by the Government, it will not be completed for those Estimates.

Before incurring so large a debt, and commencing so gigantic an undertaking, it would be well to ascertain whether the advantages this road is likely to confer on the public generally, and the prospect of its repaying the interest on the capital borrowed for its construction.

A glance at the geographical position of British North America, is a conclusive answer to this question. The distance from the Niagara frontier, or Lake Erie, to New York, is about 440 miles. From Kingston, or the lower part of Lake Ontario, to the same place, about 350. From Ogdensburgh to Boston, 350. From Montreal to Boston, 350. From Montreal to Boston, by either the Central or Rutland line, 330. From Montreal to Portland, 275. From Montreal to Halifax, by the same route, viz:—

To Maine boundary line.	136
Dumville, (Maine).	122
Waterbury, "	55
Bangor, "	50
Calais, "	46
	323
St. Johns, "	73
Through New Brunswick,	126
	199
Halifax,	124
	323
Whole distance,	772
From Montreal to Halifax, via Quebec	300
To Melbourne, "	80
Quebec, "	96
New Brunswick line, "	200
	376
Nova Scotia line, "	311
Halifax, "	124
	495
Whole distance, "	811

that the honor of the Crown requires it to be kept under British control for the defence of those Provinces; that the National importance of controlling this Road, will induce Americans to work in it; that the Tolls will be more moderate, if Government regulates them by the cost of construction and management, than if monopolies are created, and speculators regulate the Tolls only with reference to the dividends.

In Canada, the apprehensions are, that sufficient inducement is not held out for profit; that the Stock will not be taken; and the construction of the Road delayed.

Experience will teach either the Government or a private Company, that a monopoly is impracticable; that the competition offered by the Atlantic ocean, between Quebec and Halifax, will at all times reduce the rate of freight to the lowest minimum. I question whether, from the experience gained in the U. States; a single statesman, in either branch of Congress, or in any State Government from Maine to Texas, would venture to propose constructing, maintaining, and managing a Rail Road by the Government, or confer in the views of Mr. Hobbs. Canada may, under certain circumstances, be benefited by Government, with a reference to the public; because the actual expenditure is in the construction and management alone. But this objection and marked difference between them should not be overlooked. On the latter, the Government or transportation is subject to the competition of individuals, which incurs attention and economy. On the former, the movement must remain under the control of no individual competition, or separate interest. The capital that constructs, must also maintain. It may be leased, or managed by hired servants; but the gain or loss in any case, must be sustained by the Government, or party constructing the road.

It will cause no delay, because Companies are already chartered. They will commence the work throughout the line, and finish those portions first where most required, and complete the whole in a much shorter time than it would be built by the Government. At the same time it guards the public interest against the premature construction of any Road before it holds out a sufficient inducement to become useful; and prevents placing it on any route not likely to prove remunerative. It will also insure local attention from interested individuals residing on the line; the employment of competent men, and economical management. It adheres to the policy adopted by the Provincial Government, in 1849, (for the reasons assigned in my second Resolution) and confirmed by the Portland Convention, composed of Delegates from the United States, New-Brunswick, and Maine, and held on the 2nd of August, 1850; which has been wisely adopted and maintained by the Province of New-Brunswick, as the Act incorporating the European and N. American Rail Road Co. of the 13th March last, proves.

Having alluded to the route by the valley of the St. Johns River, through New-Brunswick, in my Report of January last, I was glad to find my favorable position confirmed by Mr. Keefe's Letter of the 12th of June.

However, as this is the only portion where any doubt can exist respecting the early completion of the line; and as it promises to be one of the most valuable auxiliaries to our water communication, inasmuch as it is the shortest route through British territory, to the Atlantic; opens the greatest extent of inland country for our products, and will leave the St. Lawrence at a point which can be reached with propellers or vessels from the upper lakes, with the same regularity, and safety, and at nearly the same cost of transportation, as to Montreal or Quebec—I would, therefore, earnestly recommend, that the St. Andrews and Quebec Company be offered a Loan, not exceeding £4,000 per mile, through Canada, without interest, until the Stock yields a profit of 6 per cent. to the private Shareholders.

The Province of New-Brunswick having already advanced a sufficient sum to build the Road from St. Andrews, (on the Atlantic,) to Woodstock, [80 miles distant,] they will, no doubt, render the same aid throughout their territory,—which, with this aid, insures the construction of the whole line to Quebec.

From thence to Melbourne, [96 miles,] the Stock would be at once subscribed by the city of Quebec, and individuals along the line.—This is the only unoccupied link in the chain, and its importance in connexion with the other, would insure its early completion.

I have the honor to be, My Lord, With high consideration,  
Your obedient servant,  
WM. HAMILTON MERRITT.  
St. Catharines, Sept. 30, 1851.

COMMUNICATION.  
FOR THE STANDARD.  
MR. EDITOR—A petition is now being signed here, praying the Legislature to pay donors for their services something beyond the three shillings now they receive; and perhaps you will permit me through your columns to call upon your readers in other parts of the County who may approve of this measure, to get up and generally sign similar petitions, in their several localities. The present law, providing for the payment of Jurors, falls far short of its object, and no Juror can receive more than ten shillings, at any one Court, though he may be in attendance for several weeks. It may be difficult to suggest a mode by which an unexceptionable fund can be raised, yet the propriety of a petition of this kind is perceptible to all who assent to the Scripture doctrine, that the labourer is worthy of his hire. The poor and honest man, who lives in rural seclusion, where time is all demanded for the maintenance of his family, to whom duties are like angels' visits, to law and for the Courts, for the management of his little business, is not unfrequently obliged to convert the very bread of his family into means to pay his expenses during his attendance for a fortnight or more at Saint Andrews, upon the Court, and often his time consumed in the jury box in deciding cases begun in dishonesty and unfair dealing.—The Judges, high and honorable as is their position, do not, for the men's sake, of honor, or love of Country, listen to the "double refined" arguments of Counsel, or their beautifully attenuated points; they are paid, and they will deserve it. Their duties are arduous and responsible. The sheriff, his deputies, the constables, and all the other members of the Court, (not to say anything of the lawyers, however, who, as is generally understood, always work for nothing) except the good reason can be assigned for this exorbitant, which in many instances, is a hardship. In the State of Maine a more equitable system prevails. The juror receives a fair stipend for his time and expenses, amounting to seven shillings and sixpence per diem, besides travelling expenses. It would be better for us to take a lesson from our American neighbors, particularly where justice so loudly claims it, in the case of jurors, than to remain entrenched behind a position which originated in a feudal age, and is utterly antagonistic to all principles of right. It is quite time those *qui nullius in regno subditi sunt* should at least no longer be permitted without some adequate recompense for their attention, in deciding upon their cases, certain other necessities, such as about a hundred acres of land covered with water, and as many acres of other land. No man can well contend that two vigorous individuals have any right to call upon their possible neighbor to leave his own affairs and devote his time to the settlement of their unnecessary difficulties, without more than a nominal remuneration for the service. As well might he be required to plow their lands, or reap their harvest, unpaid for his labor. If, therefore, it is apparent that our present jury laws impose this sacrifice, they cannot at this day be upheld because juries never have been paid, or that it would be an innovation upon established usage and law to pay them. The Legislature has already accepted the principle that they are entitled to be paid by making law for the purpose, but legislation in this particular has not been carried out. The former bad laws are amended, but the latter, since they only grow worse in growing older, just like sinners, unless they meet with a radical change, and the jury laws must certainly need a thorough reformation.  
Yours, &c.  
JAS.  
St. Stephen, 21 Nov. 1851.

LAW RESPECTING NEWSPAPER.  
Subscribers who do not receive notice of the contrary are considered willing to continue their subscription. If subscribers wish to discontinue their papers, the publisher is obliged to send them the 6d. articles, and if they directed they are to be returned, they have sent their bills, and ordered the papers to be discontinued.  
If subscribers remove to other place without informing the publisher, and the paper is sent to the former direction, he is held responsible.

CHARLOTTE COUNTY AGRICULTURAL SOCIETY.  
LIST OF PREMIUMS awarded at the Charlotte County Agricultural Society's Show & Fair, held at the Poor House Farm, 25th Oct. last:—  
On Broad Mares:—1st prem. D. Craig, 20s; 2d do Wm. Dook, 17s 6d; 3d do John Mann, jr. 17s 6d.  
On Geldings or Fillies:—1st prem. R. Stevenson, 21s 0d; 2d do J. Russell, jr. 17s 6d; 3d do Henry O'Neil, 12s 6d.  
Spring Calves:—1st prem. David Craig, 20s; 2d do D. Mowat, 10s; 3d do James M. Caray, 7s 6d.  
Bulls:—2d prem. James Russell, jr. 15s; 3d do Edward Phelan, 15s; 4th do John Lohary, 10s; 5th do Martin Grant, 7s 6d.  
Yearlings:—1st prem L. Donaldson, 12s 6d; 2d do W. Mahood, 10s; 3d do J. Russell, jr. 7s 6d.  
Spring Calves:—1st prem J. Russell, jr. 10s; 2d do H. Hinchings, 7s 6d; 3d do J. M. Caray, 5s.  
Horns:—1st prem John M. Doull, 21s 0d; 2d do James M. Caray, 17s 6d.  
Sows:—1st prem Thomas B. Carr, 15s; 2d do James M. Caray, 12s 6d; 3d do David Mowat, 10s.  
Larvae Hogs:—1st prem Thomas Berry, 10s; 2d do Henry O'Neil, 7s 6d; 3d do J. Lohary, 7s 6d.  
Rams:—1st prem M. J. C. Andrews, 15s; 2d do Stewart Kerr, 12s 6d; 3d do John M. Doull, 10s.  
Ewes:—1st prem M. J. C. Andrews, 15s; 2d do D. Mowat, 12s 6d.  
Butter:—1st prem J. M. Farlane, 15s; 2d do Jeffrey Tremblay, 12s 6d; 3d do Stephen M. Caray, 10s.  
Cheese:—1st prem John Linton, 15s; 2d do David Mowat, 12s 6d.  
Honey:—1st prem Samuel Donaldson, 19s; 2d do L. Donaldson, 7s 6d; 3d do J. H. Whitlock, 5s.  
Wheat:—1st prem R. Stevenson wt. 65 lbs. 15s. 2d do M. J. C. Andrews wt. 66 lbs. 12s. 6d. 3rd do H. O'Neil wt. 66 lbs. 10s.  
Oats:—1st prem D. Mowat wt. 47 lbs. 12s. 6d. 2nd do L. Donaldson wt. 47 lbs. 3rd do J. O'Neil wt. 45 lbs. 8s.  
Barley:—1st prem D. Mowat wt. 60 lbs. 12s. 6d. 2nd do S. McCurdy wt. 60 lbs. 10s. 3rd do J. M. Doull wt. 54 lbs. 8s.  
Beans:—1st prem A. Elliot 9 bushels 15s.  
Carrots:—1st prem C. Carson, 120 bushels 17s 6d. 2nd do R. Stevenson, 115 bushels 12s 6d; 3rd do L. Donaldson 137 bushels 10s.  
Mangold Wurtzel:—1st prem L. Donaldson 60 bushels 17s 6d. 2nd do A. Elliot 6 bushels 12s 6d.  
Parsnips:—1st prem R. Stevenson, 30 bushels 17s 6d; 2d do C. Carson, 12 bushels 12s 6d; 3rd do L. Donaldson 10 bushels 10s.  
Dyed woolen Cloth:—2nd prem Stewart Kerr, 17s 6d.  
Cotton Wool:—Satinette:—1st prem John McFarlane, 15s; 2nd do D. Mowat, 12s 6d; 3rd do J. Russell, jr. 10s.  
Cotton wool plain Cloth:—1st prem Martin Grant, 12s 6d; 2nd do Samuel McFarlane, 10s; 3rd do John McFarlane 8s.  
Tweed cotton wool:—1st prem H. O'Neil 15s; 2nd do John Linton 12s 6d; 3rd do C. Carson, 10s.  
ALEX. T. PAUL,  
Nov. 6th 1851.  
Secretary.

One hundred premiums of the World's Fair were awarded to citizens of the United States, among them some of the largest.

POETRY.  
BLESS'D ARE THEY THAT MOURN.  
Oh! deem they are not blest alone,  
Whose lives a peaceful tenor keep;  
The power who quietude has shown,  
A blessing for the eyes that weep.  
The light of smiles shall fill again,  
The lids that overflow with tears;  
And weary hours of woe and pain,  
Are promises of happy years.  
There is a day of sunny rest;  
For every dark and troubled night;  
And grief may bide an evening guest,  
But joy shall come with early light.  
And thou, who'er thy friend's low bed,  
Sheddest the bitter drops like rain,  
Hope that a happier, brighter shore,  
Will give him to thy arms again.  
Nay, let the good man's trust depart,  
Though life its compass gift deny,  
And plundered and broken be his heart,  
And spurned of men he goes to die.  
For God has marked each sorrowing day,  
And numbered every secret tear;  
And heaven's long age of bliss shall pay,  
For all its children suffer here.

NOVA SCOTIA.

212 miles.	£2,027,777
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NEW-BRUNSWICK.

212 " (same route).	£2,027,777
209 " Europ. & N. Am.	line, at £7,500 per m. 1,500,000
	3,527,777

CANADA.

212 miles, (same route).	£2,027,777
566 " to Hamilton, at	£7,500 per mile, 4,245,000
193 miles, or one-half of 306	miles under guaranty,
at £6,500 per mile.	1,267,000
	£3,294,777

1,600 miles, in all at an outlay of £13,315,559

Under the *other plan*, every part of the work is to be constructed and maintained by private Companies, who must first subscribe the full amount of Stock, and pay in five per cent. upon finishing each ten miles of road, and the balance in equal amounts; and on the completion of 50 per cent. advance each Company must have expended £4,000 per mile. It also vests the responsibility with each Province, and the other through their own arrangements. Thus, the capital required from Great Britain, (assuming £4,000 per mile as the cost of construction) will be—For Nova Scotia, 124 miles, say £500,000.—New Brunswick, 285 miles, £1,250,000.—Canada, 964 miles, £4,000,000.—The annual interest on these sums, at 3 1/2 per cent. will be—Nova Scotia, £17,500.—New Brunswick, £43,750.—Canada, £140,000. The 21 per cent. accruing for the Sinking Fund, would be—Nova Scotia, £12,500.—New Brunswick, £31,500.—Canada, £110,000. In all, £600,000. D. H. or liability, £5,750,000.—Interest, £201,500.—Sinking Fund, £143,750.—Individuals and Municipalities to supply the balance, which is their interest to do, from the local advantages to be realized from the Road.

Under the *first plan*, the Government is authorized in case Great Britain confines her aid to the construction of the Halifax and Quebec, and European and North American Roads; and in case the other Roads do not pay, to impose the following annual tax—

Original issues in Poor Condition  
Best copy available



### SHERIFF'S SALES

to take place at the Court House.

Real Estate of William Porter Dec. 10

To be sold at Public Auction, on Saturday, the 15th FEBRUARY, 1851, at 12 o'clock, at the COURT HOUSE, in St. Andrews.

All that Lot of land situated in the Parish of St. Stephen's, conveyed by John Dunn to the said Wm. Porter, by deed dated 13th Jan. 1837, beginning at the Eastern corner of the lot upon which Aaron Upton resides, 90 feet from the corner of the street, marking the angle of the road leading from the Public Landing to the country Northwards, and the road leading down the rivet towards the ledge, thence running the extent of the side line of garden lot No 5, thence across the rear of lots No 5 and 6, thence on the back line to said Aaron Upton's lower line, thence on the line between the lot formerly owned by James Nicholson and the said Aaron Upton, to the first named boundary, containing about one Acre and a quarter.

All that Lot of Land in the same Parish, conveyed by Mary Nicholson to the said William Porter, by deed dated 13th September 1838, bounded South by the main street leading through St. Stephen towards Oak Point, West by a lot owned and occupied by Aaron Upton, North by a lot belonging to the estate of the late Peter Christie, and East six feet from the house in which the said Mary Nicholson then resided, by the said lot purchased from John Dunn, containing one quarter of an acre.

All of those two lots of land in the same Parish, known as Lots No. 12 and 18 of the tract formerly belonging to Robert Fagan Esq., the said lot No 12 fronting on the Ledge Road, and being 160 feet in width on the road, and 177 feet in rear, and 165 feet in length, the said lot No 18, fronting on a road 3 rods wide, laid off in rear of lot No 12, and extending back 165 feet to the line of N. Marks' land.

The Eastern half and front of a lot of land in the same Parish, in part occupied by Jas. T. Bixby.

All of that lot or parcel of land at the Ledge, so called, in St. Stephen, formerly owned by the late Joseph Porter, and purchased by him from Michael Young.

All of that lot of land at the Ledge, aforesaid, conveyed by Michael Young to the said Wm. Porter, by deed dated 3d of August, 1835, commencing at a road leading from the main road to Young's Point, and running at right angles with said road 120 feet, thence parallel with said road 160 feet to within 25 feet of Young's wharf so called, thence parallel with said wharf, to low water mark, thence past the end of said wharf up stream, until it meets the Eastern line of lands formerly of Joseph Porter, deceased, thence following said line to the said road, thence along said road to the first mentioned bound.

All that Lot of Land at the Ledge aforesaid, conveyed by the said Michael Young to the said William Porter, by deed dated 27th January, 1841, on the south easterly side of a lane on the south easterly line of Lot No. 121, in the 5th Division of the Penobscot Grant, thence by said lane N. 15° 20' E. 17 rods and 23 links to the south side of a road 3 rods wide, running S. 78° 30' E. 8 rods to a stake and stones, thence S. 32° W. passing 35 feet from the north east corner of Porter's Wharf, thence westerly by low water mark to the easterly line of said Lot, sold to Porter, and following the several courses of the lot easterly, northerly and westerly, to the place of beginning, containing 3 acres.

All of that Lot of Land in the Parish of St. Stephen, conveyed by Thomas Harshy to Wm. Porter, by deed dated 31st July, 1832, being farm lot No. 29 in the 2d Division, granted to James Fraser, in the grant to Joseph Porter and others, containing 100 acres.

And also all other real estate belonging to the said Wm. Porter, situated in the County of Charlotte, not included in the above list.

The same having been seized and taken to satisfy an execution issued out of the Supreme Court, at the Suit of the President, Directors, and Company of the Commercial Bank of New Brunswick, indorsed to levy £1139, 16s. 8d. besides Sheriff's Fees, &c.

THOS. JONES, Sheriff of Charlotte, St. Andrews, July 31, 1850.

The sale of the above mentioned property is postponed until Wednesday the 25th May next, then to take place at 12 o'clock at the Court House.

THOS. JONES, Sheriff of Charlotte, St. Andrews, Feb. 15, 1851.

The Sale of WILLIAM PORTER'S Properties is further postponed until Friday the 1st August next, at 12 o'clock.

THOS. JONES, Sheriff of Charlotte, St. Andrews, July 1, 1851.

The Sale of William Porter's Properties is further postponed until Saturday the 13th September next, at 12 o'clock.

THOS. JONES, Sheriff of Charlotte, St. Andrews Aug 1, 1851.

The sale of William Porter's Properties, advertised to take place on the 13th September, is further postponed until Wednesday, the 10th day of December next, at 12 o'clock.

THOS. JONES, Sheriff of Charlotte, St. Andrews, Sep. 10, 1851.

### NOTICE TO THE PUBLIC.

A SUPPLY of POSTAGE STAMPS has been received from England, and will be on sale at this Office on FRIDAY next the 6th September, in any quantities they may require. N. B. The Postage Stamps should be affixed to the front or direction side of the Letter, at the Right hand upper corner.

J. HOWE, Postmaster General, St. John, 21st September, 1851.

### FOR SALE.

The lot of Land and premises, with the Cottage thereon, situated on Princess Royal Street, in the Town of St. Andrews, formerly occupied by John S. Jarvis.

For terms of sale and other particulars apply to GEORGE D. STREET.

### REMOVAL.

DR. BAYARD, Has removed to the House formerly occupied by Mr. Sloan, situated between the stores of Messrs Dimock & Wilson, and Ocdell and Turner, St. Andrews, Oct. 22, 1850.

### EQUITABLE FIRE INSURANCE COMPANY OF LONDON.

CAPITAL £500,000 STERLING. Board of Local Directors for New-Brumwick: R. F. HENRY, WILLIAM WRIGHT, EDWARD ALISON, JOHN H. GRAY, WILLIAM JACK.

PROPOSALS for Insurance against Loss or Damage by Fire on Buildings, Household Furniture, Goods, Stock in Trade, Farming and Agricultural Stock, &c., will be accepted, and Policies granted on application to GEORGE D. STREET, AGENT, St. Andrews, 27th Jan. 1851.

### Grand Manan Packet.

THE Subscriber respectfully informs the Public, that he has commenced running the Packet "Prince Albert" between St. Andrews, Campbell, Esport and Grand Manan, leaving St. Andrews every Friday if the weather permits, touching at the above mentioned places. Parcels left at the store of William McLean Esq. will be punctually forwarded.

EDWARD SNELL, MASTER, St. Andrews, 4th June 1849.

### MARINE AND FIRE INSURANCE.

Protection Insurance Company of N. J. CAPITAL, \$200,000. Camden Insurance Company of N. J. CAPITAL, \$100,000. WITH A RESERVE OF OVER \$30,000.

HARTFORD FIRE INSURANCE COMPANY OF CONNECTICUT. CAPITAL, \$150,000. THE Subscriber, having received the Agency for the above-named Insurance Companies for Calais and vicinity, will receive applications and issue Policies on Vessels, Cargoes, and on the Vessels upon the Stocks, Buildings, Furniture, and Goods, at the current rates, to the amount of \$10,000 on Marine risks, and \$20,000 on Fire risks. All losses promptly adjusted and paid, or, in case of differences, the Courts of this state will be recognised.

E. D. GREEN, Agent, Refer to Wm. Ker, Esq., Agent, St. Andrews, N. B.

### Sheet Iron, Tin Plates &c. &c.

Ex Columbus from Liverpool, Via St. John, the Subscriber has received, and has on hand, 13 boxes Tin plates, 24 Stone Iron Wire, 20 doz Single & Double cut mill Files, 20 " Pit & Hand saw Files, Marishes and Shepherds' make, &c. &c.

J. W. STREET, 110 Bags best Horse and Ox Nails, &c. &c.

### CALAIS HOUSE, CALAIS, STATE OF MAINE.

THE subscriber, in tendering thanks to his former patrons and friends, the inhabitants of New-Brumwick, and especially of St. Andrews, for the patronage they have heretofore afforded him, respectfully advises them and the Public generally, that his Establishment, the CALAIS HOUSE, is again open for the reception of company, renovated and fitted up, he believes, to suit the taste of the most fastidious, where it will give him pleasure to serve his former customers, and the travelling public generally, and promises to use his best exertions for their comfort.

HENRY BATES, Calais, June 24, 1850.

### HEALTH where 'tis SOUGHT, CURES FOR THE UNCURED



### Holloway's Pills.

CURE OF A DISORDERED LIVER AND STOMACH, WHEN IN A MOST UNWELL STATE.

Extract of a Letter from Mr. Matthew Harvey, of Chapel Hill, Andhra, Scotland, dated the 15th of January, 1850. SIR—Your valuable Pills have been the means, with God's blessing, of restoring me to a state of perfect health, and at a time when I thought I lay on the brink of the grave. I had consulted several eminent doctors, who after doing what they could for me, stated that they considered my case as hopeless. I ought to say that I had been suffering from a Liver and Stomach complaint of long standing which during the last two years got so much worse that every one considered my condition as hopeless. I was a last resource, and by persevering in their use for some weeks, together with rubbing night and morning your Ointment over my chest and stomach, and right side, I have by their means alone got completely cured, and to the astonishment of my friends, who know me well. (Signed) MATTHEW HARVEY.

### CURE OF A CASE OF WEAKNESS AND DEBILITY, OF FOUR YEARS STANDING.

Extract of a Letter from Mr. Smith of No. 5, Pitt Street, Glasgow, dated Dec. 12th, 1849.

To Professor Holloway, SIR—I beg to inform you that for nearly five years I hardly knew what it was to have a day's health suffering from extreme weakness and debility, with constant nervous headaches, giddiness, and sickness of the stomach together with a green depression of spirits. I used to think that nothing could benefit me as I had been to many medical men some of whom after doing all that was in their power informed me that they considered that I had reached a point beyond the reach of cure, together with a very disordered state of the stomach and liver, making my case so complicated that nothing could be done for me. One day being well advised, I bought a box of your Pills, and used them, and resolved to give them a trial, more perhaps from curiosity than with a hope of being cured. However I soon found myself better by taking them, and so I put on perseverance in their use, and in a few days I felt a great relief, to my surprise, and I was glad to say they effected a perfect cure. (Signed) WILLIAM SMITH, (frequently called EDWARD).

### CURE OF ASTHMA, OF TWENTY YEARS STANDING.

Extract of a Letter from Mr. J. K. Hopley, 78 King Street, Sydney, dated 10th of November 1849.

To Professor Holloway, SIR—I have the pleasure to inform you that many extraordinary cures of Asthma have been effected here by means of your Pills. One of these is a lady residing near the "Razorbark," who after having for twenty years been unable to make the slightest exertion, suffering very much from a distressing cough, and spitting, and, in fact, to use her own expression, able to run up to the top of that mountain. Another case is that of Mr. Taton, Tailor, Hinkley, who after suffering for many years, and in a dreadfully bad state, was confined entirely to his bed-room for six months, prior to his commencing with your Pills, and attended regularly by his medical man, who pronounced him to be in a dying state, yet by adhering to my knowledge, has been restored to perfect health by the use of your Pills, and rubbing your Ointment night and morning into his chest. (Signed) J. K. HEYDON.

### ANSTONISHING CURE OF THE EARL OF ALDBOROUGH.

Of this Miraculous Medicine: after every other means had failed! A Copy of a Letter from the Earl of Aldborough dated 11th of March, Leith, 21st Feb. 1845.

To Professor Holloway, SIR—Various circumstances prevented the possibility of my thanking you before this time for your politeness in sending me your Pills as you did. I now take this opportunity of sending you an order for the amount, and at the same time, to add that your Pills have effected a cure of a disorder in my Liver and Stomach, which all the most eminent of the Faculty at home, and all over the Continent had not been able to effect; and I wish to have another box and a Pot of Ointment in case any of my family should ever require either. I remain, with much respect, Your most obliged and affectionate servant, (signed) ALDBOROUGH.

TIME should not be lost in taking this Remedy for any of the following diseases:—Tumours, Consumption, Fits, Rheumatism, Gout, Debility, Dropsy, Head-aches, Sores Throats, Venereal Affections, Blisters on the skin, Dysentery, Irritation, Scalds, or King's Evil, Worms of all kinds, Erysipelas, Anterior and Bowel Complaints, Female Irregularities, Jaundice, Stone and Gravel, Colic, Liver Complaints, Secondary Symptoms, Weakness from whatever cause, Lumbago, Constipation of Bowels, Fevers of all kinds, Piles, Trichinosis, &c. &c. These Medicines in England are sold at 1s. 2s. 3s. 4s. 6d. 11s. 22s. and 36s. each Box and Pot. There is a considerable saving by taking the large size.

Sold by all Vendors of Medicines throughout New Brunswick, and by A. H. Thompson, St. Stephen; Billings & Dyer, Eastport; and

### FOUND.

PICKED up between Nigger Point and Partridge Island, a small ANCHOR and CHAIN.

Apply at the STANDARD OFFICE, November 19, 1850.

### CARTS! CARTS! CARTS!

For Sale or Hire, on liberal terms, CARIS suitable for work on the Railroad. Also, all kinds of BLACKSMITH work Apply to EDWARD STENTIFORD, St. Andrews, June 26, 1850.

### BRANDY, GIN, WINE &c.

Ex Columbus from Liverpool, via St. John 6 Hhds. finest Pale HOLLANDS, 1 " fine old BOTT WINE, 1 " Martell's finest Pale BRANDY,

### Holloway's Ointment.

AN EXTRAORDINARY CURE OF SCROFULA OR KING'S EVIL.

Extract of a Letter from Mr. J. H. Alliday, 209, High Street, Chatterham dated the 22nd of January, 1850.

To Professor Holloway, SIR—My eldest son, when about three years of age, was afflicted with a Glanular swelling in the neck, which after a short time broke out into an Ulcer. An eminent medical man pronounced it as a very bad case of Scrofula, and prescribed for a considerable time without effect. The disease then for four years went on gradually increasing in virulence, when besides the ulcer in the neck, another formed below the left knee, and a third under the eye, besides several others on the left arm with a tumour between the eyes, which was expected to break. During the whole of the time my suffering boy had received the constant advice of the most celebrated medical Gentlemen at Chatterham, besides being for several months at the General Hospital, where one of the surgeons said that he would amputate the left arm, but that the blood was so impure, that if that limb were taken off it would be then even impossible to subdue the disease. In this desperate state I determined to give your Pills and Ointment a trial, and after two months perseverance in their use, the tumor gradually began to disappear, and the discharge from all the ulcers perceptibly decreased, and at the expiration of eight months they were perfectly healed and the boy thoroughly restored to the blessings of health, to the astonishment of a large circle of acquaintances, who could testify to the truth of this miraculous cure. Three years have now elapsed without any recurrence of the malady, and this boy is now as healthy as heart can wish. Under these circumstances I consider that I should be truly grateful were I not to make you acquainted with this wonderful cure, effected by your medicine after every other means had failed. (Signed) J. H. ALLIDAY.

### CURE OF ACUTE RHEUMATISM OF FOUR YEARS STANDING.

Extract of a Letter from Mr. John Pitt, Dudley Street, London, 1850.

To Professor Holloway, SIR—It is with the greatest pleasure that I write to thank you for the benefit I have received from your Pills and Ointment, which have completely cured me of the Rheumatism, under which I suffered for this last four years, at times I was so bad as hardly to be able to walk. I had tried every kind of Medicine that was recommended without receiving any benefit. I at last thought I could give your medicine a trial, and purchased from Mr. Holmes, Chemist, of this Town, two Boxes of Pills and two of Ointment, and in three weeks I felt them and the blessing of God, I was restored to health and am now as well as I can walk as ever I was in my life. I am well & content in this parish, having been sixty-five years in it, with an exception of ten years I served in the 24th Regiment of Foot. (Signed) JOHN PITT.

### CURE OF A BAD LEG OF SIXTY YEARS STANDING.

Mr. Barker, of No. 5, Graham's Place, Drypool near Hull, had a ulcer on his leg from the age of eighteen until upwards of fifty, and although at times I was so bad as hardly to be able to walk, he had sought in vain for relief in the country, nothing was found to cure them. The very often suffered most excruciating pain for long periods together, which incapacitated him from attending to his business. He had given up hope of getting a cure, when at last he was persuaded to try Holloway's Pills and Ointment, which he did, and however wonderful it may appear, the leg was thoroughly healed by their means, and by continuing to use the Pills alone his leg was well, he has become firmer, healthy, hale and hearty as now to be more active than most men of fifty.

N. B.—The truth of this extraordinary statement is attested for by Mr. J. C. Rowland, 24 Market Place Hull, February 20th, 1850.

### CURE OF A DESPERATE CASE OF RING WORN OF SIX YEARS STANDING.

One of the most eminent Surgeons in Lima (the Capital of Peru) had a child covered with Ring-worm for more than 6 years; in vain he exhausted all his art in his endeavours to effect a cure. Not succeeding he consulted among his brethren, the most celebrated medical practitioners of the City, but nothing was found to do the child service. When he was persuaded by Mr. Joseph P. Hays, the English Chemist and Druggist, residing at No. 74, Calle de Palacio, to try Holloway's Pills and Ointment, which was done, and after using six large Pots of the Ointment, with a disposition of the Pills, the child was radically cured, to the surprise of the whole medical profession. The name of the patient, from motives of delicacy, is withheld.

The Pills should be used conjointly with the Ointment in most of the following cases:—Bad Legs, Bad Breasts, Burns, Bunions, Blisters of the Face, and Sand Flies, Tetter, Corns, Gout, Glandular Swellings, Lumbago, Piles, Rheumatism, Scalds, Sore nipples, Chieft-foot, Chilblains, Chapped Hands, Corns (soft), Cancers, Contracted & Stiff Joints, Elephantiasis, Erysipelas, Skin Diseases, Scrofula, Sore heads, Tumours, Ulcers, wounds, &c. &c. Sold by the Proprietor, 244, Strand, (near Temple Bar) London, and by all respectable Vendors of Patent Medicines throughout the Civilized World, in Pots and Boxes, at 1s. 1-2d. 4s. 6d. 11s. 22s. and 36s. each. There is a very considerable saving by taking the large size.

N. B.—Directions for the guidance of Patients are affixed to each Pot or Box.

### ODELL & TURNER, St. Andrews.

Wholesale Agents for Charlotte County. CAUTION—None are Genuine unless the words "Holloway's Pills and Ointment, London" are engraved on the Government Stamp, pasted on every Pot and Box; with the same words woven in the water-mark of the Boxes of directions wrapped round the medicine.

Should unprincipled Vendors recommend any other articles, or should any persons be solicited to buy them, but to take something else in their stead, they do so only for the purpose of getting a greater profit by what they wish them to purchase.

### Watches, Jewellery,

The Subscriber has just received an assortment of WATCHES, JEWELLERY, &c. &c. BRITANNIA METAL WARE, &c. &c. with a great variety of

### Fancy Articles.

which will be sold low, such as Clocks, Watches, and Jewellery, REPAIRED and CLEANED.

QUADRANTS, COMPASSES, and LOG GLASSES, adjusted and repaired.

Musical Boxes and Accordions, repaired, cleaned and tuned. Nov. 5, 1850. GEO. F. STICKNEY.

### MOLASSES, PORT, &c.

20 Hhds. Molasses, 4 Boxes Tobacco, 4 do do Extra, For sale by the Subscriber, JUSTUS WELTNER.

### TO LET.

THAT Stand now occupied by Mr. W. P. Pomeroy, nine miles from St. Andrews, with the FARMS attached, Apply to Mr. Pomeroy on the premises, Mr. D. McWilliam, Digby, or at the Office of this Paper. Feb. 27, 1850. RACHAEL TURNER, Editor.

### ROYAL MAIL STAGE.

BETWEEN ST. ANDREWS, ST. STEPHEN, MILLTOWN AND BARRING. The Subscriber has contracted to run a Mail Stage between ST. ANDREWS, ST. STEPHENS, MILLTOWN, and BARRING, three times a week, according to the following arrangements, viz: Leaving Saint Andrews on Mondays, Wednesdays and Fridays, at 6 o'clock, A. M., and Baring on Tuesdays, Thursdays and Saturdays at 6 o'clock, A. M. and St. Stephen at 7 o'clock, on the same days.

The well known disposition of the Subscriber, who for many years has driven over this mail route, to give every attention to the comfort and convenience of Passengers, will be trusted, secure him a full share of public patronage.

The Stage Books will remain open at Bradfords Temperance Hotel, St. Andrews, Ryder's Store, St. Stephens, and Royal Hotel, Milltown. THOMAS HARDY, St. Andrews, June 4, 1850.

### Stoves! Stoves!

The Subscriber has just received an assortment of Stoves, by last arrivals from Boston, a large supply of COOKING AIR-TIGHT, and other STOVES, which are for sale, at his store, in the Market Square, cheap for Cash. W. McLEAN, St. Andrews, 5th October, 1850.

### NEW-BRUNSWICK BENEFIT BUILDING SOCIETY AND SAVINGS FUND.

Established at St. John 30th Sep 1847. Trustees—Wm. Wright, Robert F. Hays, H. Chubb. Agent for Saint Andrews, Geo. D. Street Esq., Do. Saint Stephens, J. G. Stevenson Esq.

### Sugar, Molasses, Flour &c. &c.

Now Landing ex De fiance, from B. 20 Hhds. Bright MOLASSES, 10 do Muscovado SUGAR, 50 Barrels No 1 Canada Superior FLOUR.

Also a few Barrels Extra Genesee Flour, for family use, &c. &c. St. Domingo and Java Coffee. J. W. STREET, May 26, 1851.

### TEA, PAINTS, OIL, &c. DEC. 3, 1850.

Ex "Olive" from Liverpool, via St. John 4 Hhds. Boiled & Raw Linned Oil, 8 Cwt. best white Paint, 14 28s & 50lb Kegs, 3 do do Yellow 14 & 28lb Kegs, 10 Chests Congou Tea, 5 Pipes, best Cognac Brandy, Ex UTICA from Boston, 5 Hhds. bright Muscovado Sugar, ALSO.

To arrive per the "SULTAN" from Liverpool, 10 Boxes Blue Starch. For sale by JAMES W. STREET.

### NOTICE.

THE Subscribers have entered into a Co-Partnership in Trade and Merchandize, under the style and Firm of ODELL and TURNER. Place of Business that lately occupied by Messrs. Edward & Joseph Wilson, in St. Andrews.

THOMAS T. ODELL, ELIZA TURNER.

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Office, Water Street, Saint Andrews, N. B.

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# The Standard.

## OR RAILWAY AND COMMERCIAL RECORD.

Quis invidiam est optimum. - Cic.

No 45] SAINT ANDREWS, N. B., WEDNESDAY, NOVEMBER 12, 1851. [Vol. 13

LETTER I  
To His Excellency the Right Honourable the Earl of Elgin and Kincardine, Governor General of Canada, &c. &c.

My Lord:

The strong feeling you have at all times manifested for promoting public improvement, induces me to address you for the purpose of calling attention to the proposed plan for the construction, maintenance and management of the contemplated Grand Trunk Line of Rail Road from Halifax through the Provinces of Nova Scotia and New Brunswick, to the western boundary of Canada.

The plan is proposed to effect this object by the Hon. the Inspector General, under the Act to make provision for the construction of a Main Trunk Line of Railway throughout the length of this Province.

This Act, by the first clause, revokes the Financial Policy adopted in 1849.

2d. It authorizes the Provincial Government to construct the entire line from Halifax to Quebec.

3d. Also, to create a Provincial Debt, by borrowing money on the credit of the Imperial Government, say 3 per cent. interest - to allow the Municipalities to subscribe one-half the Stock, at the rate of seven per cent. and the Provincial Government the other half at six per cent.

4th. To create a Sinking Fund out of the profits of the Road; and if not realized, to impose a direct tax of three per cent. to meet the deficiency, - the Public Revenues of the Province to be held in security for the full amount.

5th. If found impracticable to raise the funds by either of these modes, the guaranty under the 12th Viet. to be construed, and the Provincial guaranty extended to the payment of the principal as well as the interest. - See Clause 2 to 45.

The object I had the honor to submit, for the consideration of the Legislative Assembly, in a series of Resolutions, containing two propositions; the one proposing the Government to build or maintain any part of the line, - leaving it wholly under the control and management of private Companies; the other authorizing the Government to borrow the money on the credit of the Imperial Government, (and not on either Provincial or Local credit) - to lend it to those Companies, at 6 per cent. interest; and to create a Sinking Fund out of the difference, computed at 2 1/2 per cent. to indemnify the public against any loss that may arise in the construction of any part of the Road; and ultimately toward the liquidation of the debt.

The reasons assigned in favor of this mode, my Lord, are, first, in the anticipated saving in the Cost of Construction.

Under the *plan*, the Government is authorized to adopt the line surveyed and reported upon by Major Robinson, from Halifax to Quebec - 635 miles in length, estimated at £500,000. One-third of this line is to be built by each Province - which gives the following result.

NOVA SCOTIA.	
NEW-BRUNSWICK.	
212 miles, (same route),	£2,027,777
209 " " " " " "	1,900,000
212 " " " " " "	2,027,777
209 " " " " " "	1,900,000
414 miles, (same route),	£4,055,554
408 " " " " " "	3,800,000
414 " " " " " "	4,055,554
408 " " " " " "	3,800,000
1,630 miles, in all, at an outlay of	£13,915,333

Under the *other plan*, every part of the work is to be constructed and maintained by private Companies, who must first subscribe for a certain amount of Stock, and pay in five per cent. of the amount of the Stock, and then the Government is to advance each Company the balance of the cost of the line through the two Provinces. Thus, the capital required for the Grand Trunk Line (assuming £4,000 per mile as the cost of construction) will be - for Nova Scotia, 124 miles, say £500,000 - New Brunswick, 286 miles, £1,250,000 - Canada, 964 miles, £4,000,000 - The annual interest on these sums, at 3 1/2 per cent. will be - for Nova Scotia, £17,500 - New Brunswick, £43,750 - Canada, £140,000. The 21 per cent. accruing for the Sinking Fund, would be - for Nova Scotia, £105,000 - New Brunswick, £237,500 - Canada, £1,400,000. In all, 1,600 miles, 2d. of the liability, £5,750,000 - Interest, £201,500 - Sinking Fund, £143,750. Individuals and Municipalities to supply the balance, which is their interest to do, from the local advantages to be realized from the Road.

Under the first plan, the Government is authorized in case Great Britain confides her credit in the construction of the Halifax and Quebec, and European and North American Heads, and increase the other Roads, do not pay, to impose the following annual tax -

Nova Scotia, 1 of Est. of Quebec  
Halifax Road, at 2 1/2 per cent. £70,000  
New Brunswick, incl. E. & N. Am. R. 123,472  
Canada, 1 of the first, £70,000  
Que. to Ham. at 7 p. ct. 304,150  
" " " " " " 77,200  
422,312

Total Annual Interest £846,786

Under the second, the only liability, and the only tax, in the power of the Government to impose, will be for the Loan from the Imperial Government as above, and the guaranty of £275,470, - of which, the portion for Canada, including the guaranty, will be £217,220.

If the Estimates for the construction of the Road are considered too high, reference is made to Major Robinson, and A. C. Morton, Esq. Civil Engineer for the European, and N. American lines; the contracts entered into from Montreal to Portland; and the cost of similar Roads in the United States.

If my judgment founded on many years experience of the Estimates of Engineers for various Public Works, with the contingencies and incidental expenses attending them, is entitled to consideration, I have not the least doubt, that if this line is undertaken by the Government, it will not be completed for these Estimates.

Before entering so large a debt and committing so gigantic an undertaking it would be well to ascertain what are the advantages this road is likely to confer on the public generally, and the prospect of its repaying the interest on the capital borrowed for its construction.

A glance at the geographical position of British N. America, is a conclusive answer to this question. The distance from the Niagara Frontier, or Lake Erie, to New York, is about 410 miles. From Kingston, or the lower part of Lake Ontario, to the same place, about 350. From Ogdensburgh to Boston, 350. From Montreal to Boston, 350 - From Montreal to Boston, by either the Central or Railroad lines, 330. From Montreal to Portland, 275. From Montreal to Halifax, by the same route, viz. -

Danville, (Maine),	122
Waterville, " "	55
Bangor, " "	50
Cahoon, " "	46
St. John's,	73
Through New Brunswick,	126
Halifax,	199
Whole distance,	124
From Montreal to Halifax, via Quebec,	772
To Melbourne, " "	89
Quebec, " "	96
New Brunswick line, " "	210
Nova Scotia line, " "	376
Halifax, " "	124
Whole distance, " "	811

The greater part of those communications from the lakes are connected with the Atlantic coast by canals, or rail roads of from 100 to 150 inches to 6 feet gauge, already built, and in the course of rapid construction.

The Portland road has the guaranty of the Provincial Government for about £500,000, or one-half its probable cost. It will be the shortest route, even to Halifax. Therefore, it would be difficult to point out any Commercial object in constructing a rival road to the same point.

If, contrary to all experience, Rail Roads should hereafter successfully compete with our navigable waters, the entire trade of the Western States will reach the seaboard of New York, Boston, or Portland, by Rail Road, in one-third the distance, and one-third less cost, than to Halifax. And from the natural course of trade, the Ocean transit to Liverpool is now, and is likely to continue as cheap from the one port as the other. - Further, the St. Lawrence offers the cheapest communication with Great Britain or any other part of the world; therefore, it is not likely that an Emigrant, a ton of Merchandise, or a barrel of Flour, will be shipped at Halifax to pass over this route to or from the port of Quebec, during the navigable part of the season. And from the deep ravines and mountain passes through which certain parts of the road must pass, to maintain the proper elevation, together with the deep snow to which this high northern latitude is exposed, it is doubtful whether this route of trade can be made profitable, even in the winter season.

For these reasons we should discard all expectation of profit between Quebec and Halifax, as far as the general interests of Canada are concerned.

Although this Road will not yield a profit under the management of the Government, it does not follow that it may not, under that of a private Company. The objection assigned against its being placed under the control of private Companies by the Hon. Joseph Howe, in his letter to Earl Grey of the 25th Nov., 1850, are -

"That the Province of Nova Scotia is unwilling to surrender the control and management of this great Highway to foreign capital

requires it to be kept under British control for the defence of these Provinces. - The National importance of controlling the Rail Road, will induce Americans to embark in it; that the Falls will be more moderate, if Government regulates them by the cost of construction and management, than if monopolies are created, and speculators regulate the Tolls and with reference to the dividends."

In Canada, the apprehensions are, that sufficient inducement is not held out for profit. The Stock will not be taken up - and the construction of the Road delayed.

Experience will teach either the Government or a private Company, that a monopoly is impracticable; that the competition offered by the Atlantic ocean, between Quebec and Halifax, will at all times reduce the rate of freight to the lowest minimum. A question whether, from the experience gained in the U. States, a single station, in either branch of Congress, or in any State Government from Maine to Texas, would venture to propose constructing, maintaining, or controlling a Rail Road by the Government, or control it, the views of Mr. Howe, Canada may, under certain circumstances, be constructed by Government, with a guaranty to the public; but the actual expenditure is in the construction and maintenance alone. But this obvious and marked difference between them should not be overlooked. On the latter, the movement or transportation is subject to the competition of individuals, which insures attention and economy. On the former, the movement must remain under the control of the party constructing the road - it admits of no individual competition, or separate interest. The capital that constructs, must also maintain. It may be leased, or managed by hired servants; but the gain or loss, in any case, must be sustained by the Government, or party constructing the road.

It will cause no delay, because Companies are already chartered. They will commence the work throughout the line, and finish those portions first where most required, and complete the whole in a much shorter time than it would be built by the Government. At the same time it guards the public interest against the premature construction of any Road before it holds out a sufficient inducement to become useful; and prevents placing it on any route not likely to prove remunerative. It will also insure local attention from interested individuals residing on the line; the employment of competent men, and economical management. It adheres to the policy adopted by the Provincial Government, in 1849, (for the reasons assigned in my second Resolution) and confirmed by the Portland Convention, composed of Delegates from the United States, New-Brunswick, and Maine, and held on the 2nd of August, 1850; which has been wisely adopted and maintained by the Province of New-Brunswick, as the Act incorporating the European and N. American Rail Road Co. of the 15th March last proves.

Having alluded to the route by the valley of the St. John's river, through New Brunswick, in my Report of January last, I was glad to find its favorable position confirmed by Mr. Keefe's Letter of the 12th of June.

However, as this is the only portion where any doubt can exist respecting the early completion of the line; and as it promises to be one of the most valuable auxiliaries to our water communication, - inasmuch as it is the shortest route through British territory, to the Atlantic; opens the greatest extent of inland country for our products, and will leave the St. Lawrence at a point which can be reached with propellers or vessels from the upper lakes, with the same regularity and safety, and at nearly the same cost of transportation, as to Montreal or Quebec - I would, therefore, earnestly recommend, that the St. Andrews, and Quebec Company be offered a Loan, not exceeding £4,000 per mile, through Canada, without interest, until the Stock yields a profit of 6 per cent. to the private Shareholders.

The Province of New-Brunswick having already advanced a sufficient sum to build the Road from St. Andrews, (on the Atlantic) to Woodstock, (80 miles distant,) they will, no doubt, render the same aid throughout their territory, - which, with this aid, insures the construction of the whole line to Quebec.

From thence to Melbourne, (96 miles,) the Stock would be at once subscribed by the city of Quebec, and individuals along the line. - This is the only unoccupied link in the chain, and its importance in connexion with the other, would insure its early completion.

I have the honor to be, My Lord, With high consideration, Your obedient servant,  
WM. HAMILTON MERRITT.  
St. Catharines, Sept 30 1851

COMMUNICATION.  
FOR THE EDITOR.  
Mr. EDITOR - A petition is now being signed here, praying the Legislature to pay Juries for their services something beyond the mere nominal sum they now receive; and perhaps you will permit me through your columns to call upon your Readers in other parts of the County who may approve of this measure, to get up and generally sign similar petitions, in their several parishes. The present law, providing for the payment of Juries, falls far short of its object, and no Juror can receive more than ten shillings, in any one County, though he may be in attendance for several weeks. It may be difficult to suggest a mode by which an acceptable fund can be raised; yet the propriety of a petition of this kind is perceptible to all who assent to the Scripture doctrine, that the laborer is worthy of his hire. The poor and honest man, who lives in rural seclusion, where time is all demanded for the maintenance of his family, to whom dollars are the angel visits, - few and far between, - who does not require the intervention of Courts for the management of his little business, is not unfrequently obliged to convert the very bread of his family into means to pay his expenses during his attendance for a fortnight or more at Saint Andrews upon the Court, and often is his time consumed in the jury box to deciding cases begun in dishonesty and unfair dealing. - The Judges, high and honorable as their position, do not, for the men's sake, of honor, or love of Country, listen to the "double refined" arguments of Counsel, or their beautifully attenuated points; they are paid, and they will desert it. Their duties are arduous and responsible. The sheriff has deposited the constables, and all the other members of the Court, (not to say anything of the lawyers, however, who, as is generally understood, always work for nothing) except the jurors receive a compensation. But no good reason can be assigned for this exception, which, in many instances, is a positive hardship. In the State of Maine, a more equitable system prevails. The juror there receives a fair stipend for his time and expenses amounting to seven shillings and sixpence per diem, besides travelling expenses. It would be better for us to take a lesson from our American neighbors, particularly where justice so loudly claims it, as in the case of Jurors, than to remain entrenched behind a custom which originated in a feudal age, and is utterly antagonistic to all principles of right. It is a question those *qui nullius in subreptis, non tenentur* - a more eligible number should at least no longer be permitted to qualify themselves from their parents' without some adequate recompense for their attention, in determining their suits about "certain other messages," and a hundred other kind of trifles, and as many more of "other kind." Now, it can well content that two guineas a day is no right to call upon their possible neighbor to leave his own affairs and devote his time to the settlement of their unnecessary difficulties, without more than a nominal remuneration for the service. As well might he be required to plow their lands, or reap their harvest, unpaid for his labor. If, therefore, it is apparent that our present jury laws impose this sacrifice, they cannot at this day be upheld because juries never have been paid, or that it would be an innovation upon established usage and law to pay them. - The Legislature is already exceedingly scrupulous that they are entitled to be paid by making law for the purpose, but legislation in this particular has converted it into a design. The former law was amended the better, since they only grow worse in growing older, just like sinners, unless they meet with a radical change, and the jury laws most certainly need a thorough reformation.  
Yours, &c.  
JAS.  
St. Stephen, 21 Nov. 1851.

A YANKEE ILLUSTRATION. - I should like you to have seen, said a friend to us, a specimen of a green Yankee who came down the St. Andrew in a Hartford steamer with me. He had never been to "York" before, and he was asking questions of every one on board the boat. However, if he was "green as grass" he was picking up a good deal of information which will do him good in his pocket hereafter. One of his companions struck me as decidedly original. "Up to Northampton," said he, "I took breakfast, and they taxed me two shillings! 'Twas a pretty good price, but I got it to 'em. 'Twas enough any way. Well, when I came down to Hartford, I took breakfast again next mornin', and when I asked 'em how much? they looked at me and said, 'Half a dollar!' I looked at 'em pretty sharp - but I paid it; and after I'd paid it I sat down, and ciphered up inside how much it would cost a fellow to board out at that rate; and I set you what, I paid 'em soon for out that 'fore the end of a week it would make a fellow's pocket book look as if an elephant had it mped ont of it! - Not bad for a Vermont.

LAW RESPECTING NEWSPAPER.  
Subscribers who do not give notice to the contrary, are liable for printing to continue their subscription. If subscribers desire the direct control of their papers, the publisher is authorized to send them all of their subscription, and if subscribers neglect to return to their papers from the office it will be directed, they are held responsible for the loss of their papers, and the printer's papers to be discontinued.

If subscribers remove to other place without informing the publisher, and the paper is sent to the former direction, he is held responsible.

CHARLOTTE COUNTY AGRICULTURAL SOCIETY.  
LIST OF PREMIUMS awarded at the Charlotte County Agricultural Society's Show & Fair, held at the Poor House Farm, 25th Oct. last -

On Broad Mares - 1st prem. D. Craig, £1 5 0; 2d do Wm. Dook, £1 0 0; 3d do John Mann, Jr. £7s 6d.

On Geldings or Fillies - 1st prem. R. Stevenson, £1 0 0; 2d do J. Russell, Jr. £7s 6d; 3d do Henry O'Neil, £2s 6d.

Spring Cows - 1st prem. David Craig, £12 6; 2d do D. Mowat, 10s; 3d do James M. Cary, 7s 6d.

Bulls - 2d prem. James Russell, Jr. 15s; Cows - 1st prem. Edward Phasant, 15s; 2d do John Loehary, 10s; 3d do Martin Grant, 7s 6d.

Yearlings - 1st prem. L. Donaldson, 12 6d; 2d do W. Mahood, 10s; 3d do J. Russell, Jr. 7s 6d.

Spring Calves - 1st prem. J. Russell, Jr. 10s; 2d do H. Hitchings, 7s 6d; 3d do J. M. Cary, 5s.

Boars - 1st prem. John M. Donald, £1 0 0; 2d do James M. Cary, 17s 6d.

Sows - 1st prem. Thomas B. B. 15s; 2d do James M. Cary, 12s 6d; 3d do David Mowat, 10s.

Lancet Hogs - 1st prem. Thomas B. B. 15s; 2d do Henry O'Neil, 10s; 3d do J. Loehary, 7s 6d.

Rams - 1st prem. M. J. C. Andrews, 15s; 2d do Stewart Kerr, 12s 6d; 3d do John M. Donald, 10s.

Ewes - 1st prem. M. J. C. Andrews, 15s; 2d do D. Mowat, 12 6d.

Butts - 1st prem. J. M. Farrell, 15s; 2d do Jeffrey Tremblay, 12s 6d; 3d do Stephen M. Curry, 10s.

Cheese - 1st prem. John Linton, 15s; 2d do David Mowat, 12s 6d.

Honey - 1st prem. Samuel Duley, 10s; 2d do L. Donaldson, 7s 6d; 3d do J. H. Whitlock, 5s.

Wheat - 1st prem. R. Stevenson, wt. 65 lbs. 15s; 2d do M. J. C. Andrews, wt. 66 lbs. 12s 6d; 3rd do H. O'Neil, wt. 66 lbs. 10s.

Oats - 1st prem. D. Mowat, wt. 47 lbs. 12s. 6d; 2nd do L. Donaldson, wt. 47 lbs. 10s. 3rd do H. O'Neil, wt. 45 lbs. 8s.

Barley - 1st prem. D. Mowat, wt. 60 lbs. 12s 6d; 2nd do S. McCurdy, wt. 60 lbs. 10s; 3rd do J. M. Donald, wt. 58 lbs. 8s.

Buckwheat - 1st prem. D. Mowat, wt. 55 lbs. 10s; 2nd do S. McCurdy, wt. 54 lbs. 8s; 3rd do J. M. Donald, wt. 54 lbs. 6s.

Beans - 1st prem. A. Elliot 9 bushels 15s.

Carrots - 2d prem. C. Carson, 120 bushels 17s 6d; 2d do R. Stevenson, 115 bushels 12s 6d; 3rd do L. Donaldson 131 bushels 10s.

Mangold Wurtzel - 1st prem. L. Donaldson 60 bushels 17s 6d; 2nd do A. Elliot 6 bushels 12s 6d.

Potatoes - 1st prem. R. Stevenson, 30 bushels 17s 6d; 2d do C. Carson, 12 bushels 12s 6d; 3rd do L. Donaldson 10 bushels 10s.

Dyed woolen Cloth - 2d prem. Stewart Kerr, 17s 6d.

Cotton Wool - 1st prem. John McFarlane, 12s 6d; 2d do D. Mowat, 12s 6d; 3rd do J. Russell, Jr. 10s.

Cotton wool plain Cloth - 1st prem. Martin Grant 12s 6d; 2d do Samuel McFarlane, 10s; 3rd do John McFarlane 8s.

Twined cotton wool - 1st prem. H. O'Neil 15s; 2nd do John Linton 13s 6d; 3rd do C. Carson, 10s.

ALEX. T. PAUL, Secretary.

Nov. 6th 1851.

One Hundred premiums of the World's Fair were awarded to citizens of the United States, among them some of the largest.

POLY.  
BLESSED ARE THEY THAT MOURN.  
Oh! deem they are not lost alone,  
Whose lives a peaceful tenor keep;  
The power who plies man has shown  
A blessing for the eyes that weep.

The light of smiles shall fill again,  
The lids that overflow with tears;  
And weary hours of woe and pain  
Are promises of happy years.

There is a day of sunny rest,  
For every dark and troubled night;  
And grief may bide an evening guest,  
But joy shall come with early light.

And thou, who o'er thy friend's low bed,  
Sheddest the bitter drops like rain,  
Hope that a happier, brighter scene  
Will give him to thy arms again.

Near let the good man's trust depend,  
Though life his common gift doys, yet  
Though pierced and broken be his heart,  
Aid should men be goes to cheer.

For God he marked each sorrowing day,  
And numbered every secret tear;  
And heaven's long eye of bliss shall pay  
For all his children suffer here.

LATER FROM CALIFORNIA.

The steamer Cherokee, from Chagres direct, arrived at New York on Saturday evening last, with San Francisco dates to the 1st October. She brought 400 passengers and over two millions of dollars in gold.

A terrible fight occurred at Chagres just before the departure of the Cherokee, between the native and American boatmen, in which the latter were worsted and fled, and the natives turned and beat all the Americans they met. A party of sixteen Californian passengers on their way to the Cherokee, were attacked and driven back, and five are known to have been killed. Others fled to the houses, which they barricaded to protect themselves.

The Democratic ticket in California has received a majority in every County save one in the State.

The vigilance committee of San Francisco is directing its energies against the arrival of convicts from foreign shores.

The news from the southern mines is very encouraging, as indeed it is from all quarters. A rich quartz mine has been discovered in Broadway, San Francisco.

In the neighbourhood of Mount Diablo Mr. Holden has discovered a most extensive silver mine, which prospects 50 cents per pound silver and 15 cents per pound gold, with other associated metals. A correspondent says, if the mine proves as rich as anticipated, it will be worth all the gold mines in the southern district.

The San Francisco markets are more animated and a better feeling is manifested owing to the continued cheering news from the mines.

Building Materials—Holders are firm, and the stock diminishing. Rough boards scarce at 55 to 60 per M.; shingles, \$10.

From Oregon we have reports of Indian outrages upon immigrants. Several trains were attacked and many persons murdered. Mr. Hudson Clark, of Illinois, was attacked by thirty Indians near Ran River. His mother and brother were murdered, his sister dangerously wounded, and afterwards ravished by the whole party. A few days previously the same band attacked Mr. Miller's train killed a Mr. Jackson, wounded Mr. Miller and his daughter. Mr. Harper's train was likewise attacked; after a fight of two hours the Indians were repulsed. A party was afterwards attacked, but the Indians were driven back with the loss of one killed and one wounded.

Great quantities of rain fell in Oregon previous to Sept. 23d, and some snow. Weather very cold, and caused much suffering among the immigrants, as well as lack of provisions.

The Cherokee's arrival fully confirms the worst reports brought by the Illinois relative to the Pacific whaling fleet.

FATAL ACCIDENT.—The body of a man, named Hugh Thompson, was found on Friday, near Martin Stanley's, on Garden Island under the following circumstances:—It appears that he left Kingston about 10 o'clock on Friday; the man's body was found high and dry on the beach, in a cleft of the rocks, where he had evidently crept for shelter, and afterwards died from exhaustion and exposure to the terrific storm of Wednesday night and Thursday morning. An inquest was held by Coroner Benson, and a verdict returned in accordance with the circumstances.—[Kingston Whig.]

STEAMBOAT CONVENTION.—On the 11th of November, a meeting of Steamboat owners will take place in Kingston to consider on the arrangements of next season. There are now about first class vessels sufficient to form a Daily Line from Montreal to Hamilton; another Daily Line from Belleville to Montreal; and a third Daily Line from Ogdensburg to Hamilton. To form the first Line, there are the Champion, Mayflower, Maple Leaf, Passport, Arabian, Highlander, New Era, and Magnet, one too many—all steamers well calculated to buffet with the severest weather of Lake Ontario. To form the second Line, there are the Ottawa, St. Lawrence, Elgin, and Gildersleeve; and to form the third Line, there are the Princess Royal, City of Toronto, and, perhaps, the Chief Justice, with the Canada to spare.—[Ib.]

NOVA SCOTIA LEGISLATURE.—The special session of the Legislature of Nova Scotia, was opened at Halifax on Tuesday, by the Lieut. Governor, with the following Speech:

Mr. President, and Honourable Gentlemen of the Legislative Council; Mr. Speaker, and Gentlemen of the House of Assembly;

Public attention has for some time past been directed to the importance of establishing a Railway communication between the Southern seaboard of Nova Scotia and the St. Lawrence, and a Branch line to connect the main trunk with the Railway system of the United States. The negotiations which I deemed it my duty to open last year, with the Right Hon. the Secretary of State for the Colonies, resulted in a generous offer of Her Majesty's Government to recommend to Parliament to guarantee or advance the funds required to construct both these lines upon certain conditions—the adjustment of which during the past summer rendered communications with the Governments of the neighbouring Provinces indispensable. The Legislature of Canada has made provision for their portion of the line from Halifax to Quebec, and for its extension through the territory of the Province to the Western frontier. The Government of New Brunswick awaits your ratification of the terms proposed at the Conference held at Toronto in July

last, to assemble the Legislature with a view to secure its friendly co-operation,—as the Imperial Parliament will probably meet early in the New Year, and as it is of great consequence that the laws passed by the Colonial Government should be transmitted without delay, to secure the appropriation contemplated in time to warrant the commencement of operations in the Spring, I have called you together at this unusual period; confident that you would, at whatever personal sacrifice, cheerfully and nobly by a prompt and calm consideration of a question of the greatest magnitude and importance.

The correspondence that has been passed, and the measures which I have directed to be prepared, shall be laid before you in the form of a Proclamation which will permit me to do so. I am confident that the subject which they embrace to your diligent and enlightened review; and believing as I do that the destinies of these noble Provinces are to a great extent involved in the result of your consideration of this question, I shall anxiously await your decision, and trust that the Author of all Wisdom and Goodness may guide your deliberations.

Nov. 6, 3 p. m.—Yesterday the Address to His Excellency, in answer to the Speech from the Throne, passed without a division. The Provincial Secretary, soon after, by command, laid on the table correspondence and documents touching the Halifax and Quebec Railway proposition. He then introduced two bills, one entitled "An Act to make provision for building a Trunk Line of Railway through British North America," and the other "An Act for raising, by way of a loan, a sum not exceeding One Million Pounds, for the construction of a line of Railway." The bills are not unlike those passed by the Canadian Assembly.

The documents are in the hands of the printers, and will be before the House to-morrow, when the great question will be opened up, and, it is generally believed, will be triumphantly carried. The tone of the House is moderate and satisfactory.

It is customary for our St. John neighbors, to leave quantities of liquor here for storage, whether to be stored in the throats of our community or not, seems to be the question. It has sometimes been "pumped off" in the night by agents. There are now some 30 barrels in limbo, here awaiting the jurisdiction of our lawyers. It is hoped their expenses will not eat (or drink) the property all up.—[Eastport Sentinel.]

It is now ascertained that the Schooner Brothers, of Deer Island, N. B., fitted out at this port, was lost in the recent gale at Prince Edward's Island, with all on board except eight persons. Among them were Capt. Nathl Knight, of this place, and Capt. Holmes, of Clam-Cove, Deer Island—both of which have left wives and families.—[Ib.]

(From the New Brunswickist) FOUR DAYS LATER FROM ENGLAND.—BOSTON, Nov. 5.—The steamship Franklin left New York on Sunday last in 11 days from Havre and Southampton, having called on the 22d October, and brings four days later news.

The steamer Africa from New York arrived at Liverpool in 104 days.

The steamer S. S. Lewis arrived at Liverpool in 16 days from Boston, with the loss of her propeller off Cape Clear, on the 11th day out.

Kosuth had not arrived at Southampton up to the 22d, when the Franklin sailed. He was expected on the 21st. A grand reception had been prepared for the distinguished Hungarian.

A communication has been addressed to the Galway Harbour Board, stating that the people of New York would embark £100,000 and provide four steamers for the line from Galway to New York, provided the like sum be raised in Ireland for the line, the steamers to run direct between the two ports.

The King of Hanover, who had been lying ill for some time, was not expected to recover.

The Grecian Archipelago has been entirely cleared of pirates. In an engagement with these marauders the Chief was killed, and the band dispersed.

Cape of Good Hope.—Later accounts from the Cape of Good Hope state that the British troops had been repulsed in an engagement with the rebels in Fish River Bush with severe loss of life. It was feared that the union and rising of all tribes against the whites would be the result. The most gloomy apprehensions existed.

Wonderful Invention.—We notice an invention by Mr. Sulzmann of Cincinnati, says an exchange paper, of what he calls a perfect substitute for steam! From common whitening sulphuric acid and water, he obtains carbon in the gaseous state; and with the power exerted by this gas, he asserts that he now drives a 25 horse engine, and for one-fifth the expense of steam, lifts and lets fall 12,000 lbs five times in a minute. This fluid, without any heat applied at all, exerts a pressure of 540 pounds to the square inch, while water in the same unheated state has no pressure but that of gravity. Water, heated to the boiling point, yields a power of fifteen pounds. This fluid with the same heat, would yield a power of nearly 12,000 pounds! And what is more, a handful of charcoal and a boiler the size of a tea-kettle, will produce, at an expense of a few cents, the whole of this tremendous energy. Fifty dollars expense in carbon will carry one of the Collins' steamers from New York to Liverpool.

Quebec, Nov. 6.—We have been informed on good authority, that the Government,

on being applied to by the Richmond and Quebec Railway Company, in conformity with the resolution of the Council, for aid to build the road, distinctly stated that they would undertake the two roads from Halifax to Richmond, with money obtained at three and a half per cent. They will commence at Point Levy, opposite Quebec, and proceed with both simultaneously.

Quebec, Nov. 7.—Dissolution of Parliament.—The Official Gazette of yesterday contains a proclamation dissolving the Provincial Parliament. Another Proclamation announces the issuing of writs for the election, returnable on the 21st Dec.

The Journal de Quebec says that a gentleman in town has received a telegraphic despatch intimating that the Hon. Malcolm Cameron has positively refused the Presidency of the Council.

The Elections.—A good day the usual preliminaries were gone through with at the Court House, preparatory to the election of Members of Assembly to fill the vacancies occasioned by the recent resignations of Messrs Ritchie, Simonds and Tilly.

Messrs John Johnston, John F. Godard, William Flaherty and B. Boyd Kinnear, were proposed as Candidates for the two vacant County seats; and Messrs S. K. Foster and James A. Harding as candidates for the City seat, vacated by Mr. Tully.

The Protectionists are the only party who appear to have taken any great interest in the matter—their candidates are Mr. Feaser and Mr. Godard.

Mr. Johnston was elected to-day in place of Mr. Ritchie, by show of hands; the polling for the other County seat will take place on Friday next, and for the City representation on Saturday.—[Courier.]

(From the Royal Gazette.) PROVINCIAL APPOINTMENTS.—John C. Allen, Esquire, to be Clerk of Her Majesty's Executive Council in this Province.

George Kerr, Esquire, to be a Justice of the Common Pleas for the County of Northumberland.

James B. Toldervy, Esquire, M. D., to be a Coroner for the County of York.

Gherabus Clowes, Esquire, to be a Coroner for the County of Sunbury in the room of Abner Seely, Esquire, deceased.

The Reverend Abraham V. Wiggins to be a Trustee of the Grammar School for the County of Sunbury.

John Harley to be a Commissioner of Lights for the Gulf of Saint Lawrence, in the room of the Honorable Joseph Cunard.

By His Excellency's Command, J. R. PARFELLOW, Secretary's Office, 21 Nov. 1851.

THE STANDARD.

ST. ANDREW'S, WEDNESDAY, NOV. 12, 1851.

NOVA SCOTIA.—In our columns to day we give the Speech of Sir John Harvey, at the opening of the Special Session of the Nova Scotia Legislature. It is nothing more nor less than a Railroad Speech, in which the Commons are strongly urged to ratify the terms proposed at the great Conference held at Toronto last summer, as the Canadian Parliament have made provision for their portion of the line (from Halifax to Quebec) to the Western Frontier of Canada. It is probable the Legislature of this Province will call together early in January, with a view to secure its friendly co-operation.

The subject will be one of grave consideration, and will require much caution, as it is reported, we do not say how correctly, that the Government of Nova Scotia are decidedly in favor of the Gulf Shore route! which is known to be a hundred miles longer than the route contemplated through the centre of the Province, which would connect with the St. Andrews & Quebec Railroad. This line we know met Mr. Howe's approval, and we can hardly place any reliance on the report. Of this we feel confident, that the Counties of St. John, Albert, King's, Queen's, Sunbury, York, Carleton, Victoria, and Charlotte, will not consent to any such arrangement. It no doubt would suit Northumberland, Kent, and Gloucester very well, but the interests of the largest and most fertile sections of the Province cannot, and we trust will not, be overlooked.

A TEMPERANCE LECTURE will be delivered this evening in the Town Hall, at 7 o'clock, by the G. W. P. of the Sons of Temperance, Mr. James Johnson. From our knowledge of Mr. J. we are sure it will be worth hearing.

WINTER has now fairly set in; the weather for the last week was cold; on Monday we had an old-fashioned snow storm, which continued during the night, making tolerable sleighing. The ground, however, is not yet frozen hard, and farmers generally have their turnip crops mostly secured.

The Court is still sitting, only six out of the fourteen causes entered for trial, have been disposed of. Much unnecessary time is occupied in the examination of witnesses, and the attorneys address to the Jury.

NEW MAIL ROUTE.—We observe by a printed notice at the Post Office, that a Mail Stage will commence running between Fredericton and St. Stephens on Monday next; leaving St. Stephens at 6 o'clock A. M. and arriving at Fredericton at 6 P. M. The P. O. Department should then appoint a way Office keeper at Waweg, in order that the people in this section may reap the benefit of the new arrangement.

The Honorable Judge Chipman, while walking up the steps to his house, last week, fell and broke his right arm. It is reported, that notwithstanding his age and infirmity, he bears the injury well.

Having lately added to our Stock, a supply of new fancy and Job type, we are prepared to execute work in the printing line with neatness and dispatch.

FISHING SOCIETIES.—We observe, that the Newfoundland papers advocate the formation of Fishing Societies, on the same principles as those now in operation in this County; the Patriot publishes the Constitution of the Grand Mannan Society. It is gratifying to know that Charlotte has taken the lead in these measures.

AGRICULTURAL SOCIETY.—On our first page we have published a list of the persons who received Premiums at the Fair of the Charlotte County Agricultural Society, held on the 29th of last month.

With reference to the samples of Oats, Carrots and Mangold Wurzel, raised on the farm of Capt. Robinson, at Campbellville, which was noticed in our last, a correspondent says:—

In consequence of the bad weather on the morning of the Agricultural Meeting, several Members were deprived the pleasure of attending.

The sample of Oats left at your office, (with the proper certificate,) grown at Campbellville, by Capt. Robinson, R. N., were said by competent judges to surpass the prize sample at the Shows, the weight being 49 lbs. per bushel, (last year the prize-sample was 45 lbs.) There is likewise a certificate of Carrots and Mangold Wurzel, grown by that spirited agriculturist. (Carrots 1411 bushels per acre, and Mangold Wurzel 1084 bushels per acre.

How much better it would be for others to follow the example of the gallant Captain, and "turn their swords into plough-shares" in these peaceable times, and show what the soil of New Brunswick can produce.

A friend of mine on a trip through the Province last summer, was surprised to see imported from Boston several barrels of beef and pork, and landed at Pericodine, where the soil, with proper management could not only supply the inhabitants, but export large quantities to the States. I trust a reaction will take place and let the Yankees know that we Blue Noses live in the "Garden of Eden."

WE, the undersigned, being freeholders in the County of Charlotte, do hereby certify, that we have examined and measured five bushels of Mangold Wurzel grown on Campbellville, the property of Captain Robinson, R. N. upon 20 yards of land by 12 yards; and likewise five bushels of Carrots grown upon 20 yards of land by 25 yards, and that the Mangold Wurzel, grown upon the said 20 yards by 12 measured 70 bushels, and the Carrots, measured 112 bushels; the first averaging at the rate of 1411 bushels per acre, and the latter 1084 bushels per acre.

THOMAS MOSES, EDWARD LANK.

Steam boat Disasters.—The steam-boats on the Bay and on the river St. John have been remarkably unfortunate of late. Mr. Whitney's boats, the Gipsy, Commodore, Herald, and Fairy Queen, have all, within a few weeks been lost or seriously damaged, and the Admiral was somewhat injured by a collision in Boston Bay, while the casualties on the river, though less serious, are given more numerous. The Carleton Sentinel gives the following account of some of them:—

The boats running between Fredericton and this place were particularly unfortunate last week, the old Carleton alone having run through ice from accident. The Phoenix struck a rock and put back in a leaky state. The new steamer Union, loaded for the Grand Falls, burst her cylinder head a few miles below here, and was towed back by the Reindeer. The Anna Augusta struck a rock in coming over Dibble's bar, and with difficulty reached here with her cargo, without sinking. The Reindeer was two days on her passage up, having broken a pump valve when about ten miles below; the damage, was, however, repaired in a few hours, and on Saturday evening she took up a position where steamboats had never been before,—made fast to a saw-mill in the Madonnikik river. With the exception of the Union, all these boats are again on the track in good running order.

A little boy and girl, the first eight, and the other five years of age, arrived in Utica, 4 days or two since, having come from Ireland alone.

PORT OF ST. ANDREWS.—ARRIVED.—Nov. 5.—Schr. D-hance, Clark, Boston.—J. Clark general cargo.

7th.—Packet Spray, Balson, Saint John.—merchandise.

Latest from England.

A despatch received at the St. John News Room states that the steamship Canada has arrived at New York with Liverpool dates to the 23d October. She came out in ballast, having taken the place of the Africa, which steamer left Liverpool on the 25th, but struck a rock the same night near Belfast Lough. She got off the next day, and returned to Liverpool.

Kosuth had arrived at Southampton, and was most enthusiastically received,—addresses, speeches, &c. were made in great abundance.

Louis Napoleon had formed a new Cabinet, said to be quite as good as its predecessors.

The news from the Cape of Good Hope is very gloomy. The Kafirs had been victorious in several engagements.

The Cotton market was dull, with a decline of one farthing.

Flour and Wheat were in fair demand; the former had declined six pence per barrel; the latter one penny per 70 lbs.

MARRIAGES.—At Christ Church Cathedral, Fredericton, on the 30th October, by the Lord Bishop of Fredericton, assisted by the Father of the Bride, William H. Troop, Esquire, Barrister at Law, of Nova-Scotia, to Georgina, fifth daughter of the Ven. the Archdeacon of New Brunswick.

DEATHS.—At Boston, on the 26th ult., Abel Willard, Esq., aged 78, brother of the late Ephraim Willard, Esq. of this Town.

At St. John, on the 4th inst., Mr. Robert Carden Minette, jr., D. C. L., Surveyor, &c. in the 21st year of his age. His dutiful and affectionate kindness and sincerity endeared him to his parents, relatives, and friends, while his undeviating rectitude and integrity insured the respect and esteem of all who knew him.

KEYS LOST!

A large and small Key, attached by a brass chain. The finder will be rewarded on leaving them at the Standard Office.

NEW-BRUNSWICK CLOTHING STORE.

(SIGN OF THE GOLDEN LAMB.) Water-Street, St. John.

RECEIVED per "Highland Mary" from London "John S. De Wolf's" "Boadic" and "Thames" from Liverpool, "Henry Holland" from Glasgow, "Mary Turcan" from New York, and "Greole" from Boston—117 Packages, containing:

BEAVERS, Plots, Whitney and Canada Cloths, in all shades and every quality; BROAD CLOTHS, Cassimeres, Dostkins, heavy Tweeds, and double milled Kerseys, all colors; ESTINGS, embossed and plain silk Velvets, plush and figured Satins, fancy embossed hatters, fancy Ottomans, taratasses and white Marcell, damask and plain;

CLOTHING of every description, and for quality, styles and prices cannot be equalled; quantities far exceeding any other Establishment in the Province;

HATS, in satin, silk and beaver; London, Paris, and New York fashions; Ditto in felt, colours red, green, brown, white, black and fancy;

CAPEs—Fur, Plush, Seal, Cloth and Glazed, made expressly for this Market in all the superior styles; and figured Satins, fancy embossed LACES, WOOL SHIRTS and BRAVERS, very heavy and fine quality;

KNIT Shirts and Drawers, Scotch make, commonly called Life Preservers;

WHITE SHIRTS, newest styles, plain and fancy bosoms, best description, ever offered for sale in this market;

ROSEATA and striped ditto, silk and Angola under Skirts; and ditto, white and blue Flannel ditto;

BUFFALO and LIMA FUR COATS; Buffalo, Coon, and Wolf Sleigh ROBES, warranted best description, without seams, and seasonable furs;

GOODYEAR'S Patent Metallic India Rubber Water Proof COATS, Capes, with and without sleeves; Jackets, Carpet Bags, Navy Bags, Satchels, Hats, Caps,褥套, Leggings, Walking and Riding long Boots, Fishing Boots, Life Preservers, Horse Covers, and Carriage Awings;

SEAMEN'S OUTFITS, of all kinds for every climate;

LINEN DRESSING supplied with every description of Goods;

KENNEY FLANNES expressed for Drawers, Blankets, Counterpanes, Rug's, Shirts, chitting stripes, White Shirtings, Grey Cottons and Swansdowns;

Satinette, Nonesuch, Corduroys, Cantonese, Wool and Gala Plaids, Druggets, Grabbets, Blacketts; Silicats; black, coloured and fancy Linen and Cotton Hollands, Jeans, Oil Cloth Table Covers; silk, gingham and cotton neck and pocket KER'S; silk and satin Scarfs and Stocks, Mufflers, Braces, Umbrellas, &c. &c. Small Wares, and Tailors Trimmings, &c.

The above will be sold wholesale for Cash or approved paper, and by Retail for Cash only. (All goods marked in plain figures, and positively no second price.) Wholesale department upstairs.—Remember Sign of the Golden Lamb. SAMUEL NELL, Proprietor.

October 23, 1851. F. S. Measures taken as usual by Foremen of first rate abilities, and made by the best of Workmen with neatness and dispatch. S. N.

Molasses, Sugar, FLOUR, &c. Just received per the Defiance from Boston. 20 Hhls. prime retailing MOLASSES, 10 Hhls. Moscovado SUGAR, 100 Hhls. Extra "Fin Canada FLOUR, 10 do. du Rye FLOUR, 2 Bags COFFEE, &c. &c. Which will be sold low. Nov. 3, 1851. J. W. STREET.

St. Stephen's ACADEMY MILLTOWN

THIS Institution will be FIFTEENTH of NOVEMBER, under the direction of Mr. J. S. A. Principal, a popular and experienced scholar in New England. The Principal will be assisted by C. DENSMORE, a lady who has opportunities for attaining proficiencies required to be taught several years experience in teaching. It is designed to make it a school for young Ladies. There is in the various English, Latin, French Languages, and also and Painting.

Young Gentlemen prepared here enjoy every facility for their studies.

This Institution will be designed to become teachers in the petting of the school a commodious and elegant village of Milltown, N. B. in the most approved way. It is in the various English, Latin, French Languages, and also and Painting.

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# SHERIFFS SALES

to take place at the Court House.

Real Estate of William Porter Dec. 10

To be sold at Public Auction, on Saturday, the 15th FEBRUARY, 1851, at 12 o'clock, at the COURT HOUSE, in St. Andrews.

All the right, title, interest, claim and demand whatsoever, of WILLIAM PORTER, of and to the following properties, viz.:

THE Lot of land situated in the Parish of St. Stephen's, conveyed by John Dunn to the said Wm. Porter, by deed dated 13th Jan. 1827, beginning at the Eastern corner of the lot upon which Aaron Upton resides, 91 feet to the corner of the street, making the angle in the road leading from the said Aaron Upton to the country Northwards, and the road leading down the river towards the Ledge, thence running the extent of the side line of garden lot No. 5, thence across the rear of lots No 5 and 6, thence to the back line to said Aaron Upton's lower line, thence on the line between the lot formerly owned by James Nicholson and the said Aaron Upton, to the first named boundary, containing about one Acre and a quarter.

All the Lot of Land in the same Parish, conveyed by Mary Nicholson to the said William Porter, by deed dated 13th September 1835, bounded South by the main street leading through St. Stephen towards Oak Point West by a lot owned and occupied by Aaron Upton, North by a lot belonging to the estate of the late Peter Christie, and East six feet from the house in which the said Mary Nicholson then resided, by the said lot purchased from John Dunn, containing one quarter of an acre.

All of those two lots of land in the same Parish, known as lots No. 12 and 18 of the tract formerly belonging to Robert Logan Esq. the said lot No. 12 fronting on the Ledge Road, and being 160 feet wide on the road, and 177 feet in rear, and 165 feet long, the said lot No. 18, fronting on a road 3 rods wide, laid off in front of lot No. 12, and extending back 165 feet to the line of St. Mark's Church.

The Eastern half and front of a lot of land in the same Parish, in part occupied by Jas. T. McKay.

All of that lot or parcel of land at the Ledge, so called, in St. Stephen, formerly owned by the late Joseph Porter, and purchased by him from Michael Young.

All of that lot of land at the Ledge, aforesaid, conveyed by Michael Young to the said Wm. Porter, by deed dated 31st of August, 1845, commencing at a road leading from the main road to Young's Point, and running at right angles with said road 120 feet, thence parallel with said road 160 feet to within 23 feet of Young's wharf so called, thence parallel with said wharf, to low water mark, thence past the end of said wharf up stream, until it meets the Eastern line of land formerly of Joseph Porter, deceased, thence following said line to the said road, thence along said road to the first mentioned bound.

All that Lot of Land at the Ledge aforesaid, conveyed by the said Michael Young to the said William Porter, by deed dated 27th January, 1847, on the south easterly side of a lane on the south easterly line of Lot No. 121, in the 5th Division of the Peninsula Grant, thence on said lane N. 45° 20', E. 17 rods and 23 links to the south side of a road 3 rods wide, running S. 78° 30' E. 8 rods to a stake and stones, thence S. 2° W. passing 35 feet from the north-east corner of Porter's Wharf, thence westerly by low water mark to the easterly line of said Lot, and westerly, and following the several courses of the Lot easterly, northerly and westerly, to the place of beginning, containing 3 acres.

All of that Lot of Land in the Parish of St. Stephen, conveyed by Thomas Hastie to Wm. Porter, by deed dated 31st July, 1832, being farm lot No. 29 in the 2d Division, granted to James Fraser, in the grant to Joseph Porter and others, containing 108 acres.

And also all other real estate belonging to the said Wm. Porter, situated in the County of Charlotte, not included in the above list.

The same having been seized and taken to satisfy an execution issued out of the Supreme Court, at the Suit of the President, Directors, and Company of the Commercial Bank of New Brunswick, indorsed to levy £1139, 16s. 8d. besides Sheriff's Fees, &c.

THOS. JONES, Sheriff of Charlotte, July 31, 1850.

The sale of the above mentioned property is postponed until Wednesday the 25th May next, then to take place at 12 o'clock at the Court House.

THOS. JONES, Sheriff of Charlotte, St. Andrews, Feb. 15, 1851.

The Sale of WILLIAM PORTER'S Properties is further postponed until Friday the 1st August next, at 12 o'clock.

THOS. JONES, Sheriff of Charlotte, St. Andrews, July 1, 1851.

The Sale of William Porter's Properties is further postponed until Saturday the 13th September next, at 12 o'clock.

THOS. JONES, Sheriff of Charlotte, St. Andrews, Aug. 1, 1851.

The sale of William Porter's properties, advertised to take place on the 13th September, is further postponed until Wednesday, the 10th day of December next, at 12 o'clock.

THOS. JONES, Sheriff of Charlotte, St. Andrews, Sep. 10, 1851.

## NOTICE TO THE PUBLIC.

A SUPPLY of POSTAGE STAMPS has been received from England, and will be on sale at this office on and after THURSDAY next, the 6th inst. They are of the respective colors and values as under, viz.:

Yellow Six Pence.  
Green One Shilling.  
Purple Three Pence.  
Blue Six Pence.

Supplies will also be immediately forwarded to all Postmasters throughout the Province, and through them to the Way Office keepers, from whom the Public will be able to obtain them at most prices in any quantities they may require.

N. B. The Postage Stamps should be affixed to the face, or direction side of the Letter, at the Right hand upper corner.

J. HOWE, Postmaster General, St. John, 1st September, 1851.

## FOR SALE.

For lot of Land and premises, with the Cottage thereon, situated on Francis Royal Street in the Town of St. Andrews, formerly occupied by John S. Jarvis.

For terms of sale and other particulars apply to GEORGE D. STREET.

## REMOVAL.

DR. BAYARD, Has removed to the House formerly occupied by Mr. Sloan, situated between the street of Messrs. Binck & Wilson, and Ouellet's Tavern.

St. Andrews, Oct. 22, 1850.

## EQUITABLE FIRE INSURANCE COMPANY OF LONDON.

CAPITAL £500,000 STERLING.

Board of Local Directors for New Brunswick: R. F. HAZEN, WILLIAM WILSON, EWEN AINSWORTH, JOHN H. GRAY, WILLIAM JACK.

PROPOSALS for Insurance against Loss of Damage by Fire on Buildings, Household Furniture, Goods, Stock in Trade, Farming and Agricultural Stock, &c., will be accepted, and Policies granted on application to:

GEORGE D. STREET, Agent, St. Andrews, 27th Jan. 1851.

## Grand Manan Packet.

THE Subscriber respectfully informs the Public, that he has commenced running the Packet "Prince Albert," between St. Andrews, Campello, Esplanade and Grand Manan, leaving St. Andrews every Friday, 1st day of month, touching at the above mentioned places. Parcels left at the store of William McLean Esq. will be punctually forwarded.

EDWARD SMELL, MASTER, St. Andrews, 4th June 1849.

## MARINE AND FIRE INSURANCE.

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

Windsor Insurance Company of N. J. CAPITAL, \$100,000.

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

THE Subscriber, having received the Agency for the above named Insurance Companies for Calais and vicinity, will receive applications and issue Policies on Vessels, Cargoes, and Freight, and Vessels upon the Stocks, Buildings, Furniture, and Goods, at the current rates, to the amount of \$10,000 on Marine risks, and \$20,000 on Fire risks. All losses promptly adjusted and paid, or in case of differences, the Courts of this State will be recognized.

E. D. GREEN, Agent, Refer to Wm. Ker, Esq., Agent, St. Andrews, N.E.

## Sheet Iron, Tin Plates &c. &c.

Ex Columbus from Liverpool, Via St. John, the Subscriber has received,

40 Bundles sheet Iron assorted,  
12 boxes Tin plates,  
84 Stone Iron Wire,  
20 doz single & double cut mill Files,  
20 " Pit & Hand saw Files, Marbles and Shepherds' make,  
10 Bags best Horse and Ox Nails, &c. &c.

J. W. STREET.

## CALAIS STATE OF MAINE.

THE Subscriber, in tendering thanks to his former patrons and friends, the inhabitants of New Brunswick, and especially of St. Andrews, for the patronage they have heretofore afforded him, respectfully advises them and the Public generally, that his Establishment, the CALAIS HOUSE, is again open for the reception of Companies, renovated and fitted up, he believes to suit the taste of the most fastidious, where it will give him pleasure to serve his former customers, and the travelling public generally, and promises to do his best exertions for their comfort.

HENRY BATES, Calais, June 21, 1850.

## HEALTH where 'tis SOUGHT!



## Holloway's Pills.

CURE OF A DISORDERED LIVER AND STOMACH, WHEN IN A MOST HOPELESS STATE.

Extract of a Letter from Mr. Matthew Harvey, of Chapel Walk, London, Scotland, dated the 11th of January, 1850.

Sir—Your valuable Pills have been the means, with God's blessing, of restoring me to a state of perfect health, and a time when I thought I was on the brink of the grave. I had consulted several medical men, who after doing what they could for me, stated that they considered my case as hopeless. I had been suffering from a Liver and Stomach disorder for two years, and during that time I had lost all my strength, and was unable to do any work. I had also lost all my appetite, and was unable to eat or drink. I had been told that I was to die, and I was very despondent. I had heard of your Pills, and I had bought a box, and I had taken them, and I had found them to be the means of my recovery. I had taken them for a few days, and I had found that I was able to eat and drink, and that I was able to do some work. I had taken them for a few more days, and I had found that I was able to do more work, and that I was able to enjoy my food. I had taken them for a few more days, and I had found that I was able to do all my work, and that I was able to enjoy my life. I had taken them for a few more days, and I had found that I was able to do all my work, and that I was able to enjoy my life. I had taken them for a few more days, and I had found that I was able to do all my work, and that I was able to enjoy my life.

WILLIAM SMITH, (Signed) (formerly called EDWARD) CURE OF AN ASHMA, OF TWENTY YEARS STANDING.

Extract of a Letter from Mr. J. K. Wilson, 78 King Street, London, dated 10th of November 1849.

Sir—I have the pleasure to inform you that your extraordinary cure of Asthma has been effected here by means of your Pills. One of the ladies residing near the "Rozzback," who has been suffering from Asthma for many years, and who has been unable to make the slightest exertion, suffering very much from shortness of breath, coughing, and spitting, but is now, by use of your Pills, able to run up to the top of the mountain, and to do all her usual work, and to walk as briskly as ever. I was so much pleased with the result of your Pills, that I have written you a letter, and I have enclosed a testimonial, which I have had printed, and which I have distributed to all my friends, and to all the friends of the lady who has been cured. I have also written you a letter, and I have enclosed a testimonial, which I have had printed, and which I have distributed to all my friends, and to all the friends of the lady who has been cured.

WILLIAM SMITH, (Signed) A BLYTON AN UNISHING CURE OF THE EARL OF ALBOROUGH.

By this Miraculous Cure after every other means had failed.

A Copy of a Letter from the Earl of Alborough, dated 11th of November 1849.

Sir—I have the pleasure to inform you that your Pills have been the means of my recovery. I had been suffering from a Liver and Stomach disorder for many years, and I had lost all my strength, and was unable to do any work. I had also lost all my appetite, and was unable to eat or drink. I had been told that I was to die, and I was very despondent. I had heard of your Pills, and I had bought a box, and I had taken them, and I had found them to be the means of my recovery. I had taken them for a few days, and I had found that I was able to eat and drink, and that I was able to do some work. I had taken them for a few more days, and I had found that I was able to do more work, and that I was able to enjoy my food. I had taken them for a few more days, and I had found that I was able to do all my work, and that I was able to enjoy my life. I had taken them for a few more days, and I had found that I was able to do all my work, and that I was able to enjoy my life.

WILLIAM SMITH, (Signed) A BLYTON AN UNISHING CURE OF THE EARL OF ALBOROUGH.

WILLIAM SMITH, (Signed) A BLYTON AN UNISHING CURE OF THE EARL OF ALBOROUGH.

## CURES FOR THE UNCURED



## Holloway's Ciniment.

AN EXTRAORDINARY CURE OF SCROFULA OR KING'S EVIL.

Extract of a Letter from Mr. J. H. Alliday, 209, High Street, Chesham, dated the 22nd of February, 1850.

To PROF. SCULL-BROWN, when about three years of age, was afflicted with a glandular swelling in the neck, which after a short time broke out into Ulcers. An eminent medical man pronounced it as a very bad case of Scrofula, and prescribed for a considerable time without effect. The disease increased in violence, when besides the ulcer in the neck, another formed in the left knee, and a third under the eye, besides several others on the left arm which a tumor between the eye, which was expected to break. During the whole of the preceding winter I had received the constant advice of the best medical men, but to several months of the General Hospital, where one of the surgeons said that he would amputate the left arm, but that the blood was so impure, that if that arm were taken off it would be then even impossible to sustain the disease. I had been told that I was to die, and I was very despondent. I had heard of your Pills, and I had bought a box, and I had taken them, and I had found them to be the means of my recovery. I had taken them for a few days, and I had found that I was able to eat and drink, and that I was able to do some work. I had taken them for a few more days, and I had found that I was able to do more work, and that I was able to enjoy my food. I had taken them for a few more days, and I had found that I was able to do all my work, and that I was able to enjoy my life. I had taken them for a few more days, and I had found that I was able to do all my work, and that I was able to enjoy my life.

WILLIAM SMITH, (Signed) A BLYTON AN UNISHING CURE OF THE EARL OF ALBOROUGH.

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## Watches, Jewellery,

The Subscriber has just received an assortment of WATCHES, JEWELLERY, CUT GLASS, &c. &c. with a great variety of Fancy Articles, which will be sold low for cash.

WARR, & Co. &c. &c. Clocks, Watches, and Jewellery, REPAIRED AND CLEANED.

QUADRANTS, COMPASSES, and LOG GLASSES, adjusted and &c. Musical Boxes and Accordeons, repaired, cleaned, and tuned.

Nov. 5, 1850] GEO. F. STICKER.

MOLASSES, PORK, &c. &c. just received from New York, &c. &c. 20 Bbls. New York Molasses, 4 Boxes Tobacco, &c. &c. For sale low by the Subscriber, JUSTUS WETZEL.

TO LET THAT Stand now occupied by Mr. J. H. Alliday, nine miles from St. Andrews, with the PREMISES attached. Mr. J. H. Alliday, at the Office of the Paper "Badger," or at the Office of the Paper "The Standard," St. Andrews, Feb. 27, 1850. RAYHAEL TURNER, Printer.

## ROYAL MAIL STAGE.

ST. ANDREWS, ST. STEPHEN'S, MILLTOWN, AND BRADFORD.

The Subscriber has contracted to run a Mail Stage between ST. ANDREWS, ST. STEPHEN'S, MILLTOWN, and BRADFORD, three times a week, according to the following arrangement, viz.:

Leaving St. Andrews on Monday, Wednesday, and Friday, at 6 o'clock, A.M., and

Returning on Tuesday, Thursday, and Saturday, at 6 o'clock, A.M., and at 7 o'clock, on the same days.

The well known disposition of the subscriber, who for many years has directed this mail route, to give every attention to comfort and convenience of Passengers, he trusts, secure him a full share of patronage.

The Stage Books will remain at Bradford, Temperance Hotel, St. Andrew's, Ryde's Store, St. Stephen, and at Milltown.

THOMAS HARDY, St. Andrews, July 4, 1850.

## Stoves! Stoves!

The Subscriber has just received on consignment from Boston, a large supply of COOKING AIR-TIGHT, and other TOILS, which are cheap, and in use in the Mill Square, Chesham, &c. &c. J. W. STEEL, St. Andrews 6th October, 1850.

## NEW BRUNSWICK BENEFIT BUILDING SOCIETY AND SAVING FUND.

Established at St. John 9th Sep. 1847. Trustees—Wm. Wright, Robert F. H. Chubb, Agent for Saint Andrews, Geo. D. Street, Esq., Do. Saint Stephen's, J. G. Street, Esq.

## Sugar, Molasses, Flour &c. &c.

Now Landing via Dunfries, from London, 20 Bbls. Bright MOLASSES, 10 do. Muscovado SUGAR, 50 Bbls. No. 1 Canada Sugar, &c. &c.

Also—two Barrels Extra Coffee, 10 do. Family use, &c. &c. St. Domingo and Java SUGAR, &c. &c. J. W. STEEL, May 20, 1851.

## SEA, PAINTS, OIL, &c. DEC. 3, 1850.

Ex "Olive" from Liverpool, via St. John, 4 Bbls. Boiled & Raw Linseed Oil, 5 Cwt. best white Paint, 14, 28 & 56 "Kiln", 3 do. d. Yellow 14 & 28 lb. Kerosene, 10 Chests Congou Tea, 5 Pipes, best Cognac Brandy, 5 Bbls. best Cognac Brandy, 5 Bbls. bright Muscovado Sugar, &c. &c.

For arrival per the "Saxat" from Liverpool, 40 Boxes Blue Sarsaparilla, For sale by JAMES W. STREET.

## NOTICE.

THE Subscriber has entered into Partnership in Trade and Manufactory in the City of London, with Messrs. Edward & Joseph Wilson, in the name of EDWARD & JOSEPH WILSON, &c. &c. THOMAS T. ODELL, & LISA TURNER.