

The St. Andrews Standard.

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Vol 35

SAINT ANDREWS, NEW BRUNSWICK, AUGUST 26, 1868.

No 35

GOVERNMENT HOUSE, OTTAWA, Tuesday, 25th day of July, 1868. PRESENT: His Excellency the Governor General In Council.

ON the recommendation of the Honorable the Minister of Customs, and in pursuance of the provisions of the 11th Section of the Act 31 Vic. Chap. 6, intituled: "An Act respecting the Customs," His Excellency in Council has been pleased to order, and it is hereby ordered, that the following Regulations respecting the Coasting Trade of the Dominion, be and the same are hereby adopted and established.

Certified,
WM. H. LEE,
Clerk Privy Council.

COASTING REGULATIONS.

1. Vessels and Boats employed solely in the transport of Goods or Passengers from one Port or place to another Port or place within the limits of the Dominion of Canada, shall be deemed to be engaged in the Coasting Trade, and shall be subject to the Regulations governing the same.

2. None but British registered Vessels and Boats, wholly owned by British subjects, can lawfully be engaged in the Coasting Trade of the Dominion of Canada, and the names of such Vessels or Boats and the names of their Ports of Registry, shall be distinctly painted on the Stern of the said Vessels or Boats.

3. Such Vessels and Boats, without being subject to entrance or clearance as required by law, for Vessels trading between Ports in the Dominion of Canada, as well as Foreign Ports, Free, or goods duty paid, or passengers from any Port or places in the Provinces of Ontario and Quebec, to any other Ports or places in the said Provinces, or from any Port or place in the Province of New Brunswick, to any other Port or place in the said Province, or from any Port or place in the Province of Nova Scotia, to any other Port or place in the said Province, provided always that the owners or masters of such Vessels or Boats shall take out a licence for the season for that purpose from a Collector of Customs in Canada, and that the owners or masters in taking out the said licence shall enter into Bonds of \$500 conditioned that such Vessels or Boats shall not be employed in the Foreign Trade, and provided also that the Master of every such Vessel or Boat shall keep or cause to be kept, a Cargo Book in the form prescribed by the Customs Department, to be registered by the Collector of Customs who granted the Licence—in which Book shall be entered at the Port of Loading, an account of all goods taken on board of such Vessel or Boat, stating the description of the packages, the quantities, the descriptions and values of the goods therein, as also of the goods stored loose, and the names of the respective Shippers and Consignees, as far as any of such particulars are known to him; and at the Port of discharge shall be entered in the said Cargo Book, the respective days upon which any such goods shall be delivered out of such Vessel and also the respective times of departure from the Ports of loading and of arrival at the Port of unloading.

4. The master of any such vessel or boat shall produce his Licence and Cargo Book to any Officer of Customs, whenever the same shall be demanded, and answer all questions put to him, and such Officer of Customs shall be at liberty to note any remark on the cargo book which may seem to him proper; and if the Cargo Book shall not be kept in the manner hereby required, and the particulars of all Cargo laden and unloaded, duly noted therein, the goods and vessel shall be forfeited, and the master shall incur the penalty of \$100.

5. Before any coasting vessel or boat shall depart from any Port of loading in any one of the Provinces of the Dominion of Canada for any other Port in the said Dominion, not in the said Province of departure, an account or Report shall be made, in the form or to the effect following, and signed by the Master, shall be delivered to the Collector, who shall retain the duplicate and return the original account or report dated and signed by him; and such account or report shall be the basis of the Vessel or Boat for the voyage and the transire or pass for the goods expressed therein, except for goods under Bond or goods liable to Excise or Internal Revenue duty, which shall require the entries and warrants for landing to be signed by the proper Officers as required by law, and if any such account or Report be false, the Master who signed it shall forfeit the sum of \$100.

REPORT and Transire Coastwise for a Registered Vessel or Boat proceeding from one Province to another in the Dominion of Canada.

Port of Name of Vessel. Register Tonn. Master's name. Whether bound. Port of Registry.

Foreign Goods. Warehoused Goods removed under Bond. Goods liable to duty of Excise. Do. removed under Bond. Sundry other Goods Produce of Canada, &c.

(Signed) Master. 186

Cleared the day of (Signed) Collector of Customs for the Port of

6. Within twenty-four hours after the arrival of any coasting vessel or boat at the Port of discharge, which requires transire as above described, and before any goods shall be unloaded, the transire with the name of the vessel or boat, and the loading is to be discharged, noted thereon, shall be delivered to the collector, who shall note thereon the date of the delivery; and if any of the goods

on board such coasting vessel or boat shall be subject to any customs duty the same shall not be unladen until the cargo has been landed at the Custom House and a warrant granted for the landing there; and if any of the goods on board such vessel or boat be subject to any duty of excise or Internal Revenue the same shall not be unladen, without the authority or permission of the proper officer of excise; but no entry shall be required at the Custom House for any goods brought coastwise, the produce of Canada or goods on which the duties whether of Customs or Excise have already been paid or which are duty free.

7. Vessels and boats employed in the Coasting Trade and that shall not have taken out a Licence for carrying goods, and obtained a Cargo Book as above provided, shall report inwards and outwards at the nearest Port or place within the Dominion of Canada, and in default of their so reporting the Vessel or Cargo, the Master shall in each case be subject to the penalty of \$100 for departing and arriving without due entry inwards or outwards as the case may be: Provided that when a vessel or boat is engaged in the Coasting Trade, it shall be sufficient for the carrying out of this regulation that the owner or Master of such vessel do, as soon afterwards as possible, forward to the nearest Customs House a similar report in duplicate, or lodge the same at the first Port at which he shall touch where there is a Custom House Officer.

8. Goods under a removal Bond from one Canadian Port to another Canadian Port may be carried in any British registered vessel or boat, trading Coastwise with a proper Licence and Cargo Book upon such goods being properly entered in the Cargo Book and in the account or Transire, in duplicate, the Collector at the Port from which such goods are removed being required to forward by Mail to the Collector of the Port for which the goods are destined all the particulars and description of the goods so forwarded, and the Packages shall be properly marked in Red as now provided, but no goods under Bond shall be carried in any Coasting Vessel or Boat until the Master has delivered an account in duplicate, or transire to the Collector of Customs at the Port of loading.

9. No Coasting Vessel or Boat to touch at any Foreign Port unless forced by unavoidable circumstances and the Master of any Coasting Vessel or Boat which has touched at any Foreign Port, shall declare the same in writing under his own hand to the Collector or proper Officer of Customs at the Port or Place in Canada where his Vessel or Boat afterwards first arrives, under a penalty of \$100.

10. If any goods are unshipped from any Vessel or Boat arriving coastwise or unshipped or water-borne to be shipped to be carried coastwise on Sundays or Holidays, or unless in the presence or with the authority of the proper Officer of Customs, or unless at such times and places as shall be appointed and approved by him for that purpose; the same shall be forfeited and the Master of the Vessel or Boat shall forfeit the sum of \$100.

11. Officers of Customs may board any Coasting Vessel or Boat in any Port or Place at any period of the voyage search her and examine all goods on board, and demand all the documents which ought to be on board; and the Collector may require such documents to be brought to him for inspection.

12. No Fishing Boats or Boats used in Ferrying under 15 tons burden shall except by Special Licence of Permission, carry any goods from a Foreign Country which are liable to duty under a point of clearance, unless the same (in the case of Ferry Boats) be for the sole use of passengers then on board.

13. No goods can be carried in any Coasting Vessel or Boat, except such as are laden to be carried at some Port or place in Canada, and no goods shall be taken on board, or put out of any Coasting Vessel or Boat while on her voyage by River, Lake or Sea.

14. The Transire Coastwise required by these Regulations may in case of any Steam Vessel carrying a Purser, be signed by such Purser with the like effect in all respects, and subject to the like penalty on the Purser, and the like forfeiture of the goods, in case of any untrue statement in the Transire, as if the Transire was signed by the Master; and the word Master for the purpose of these Regulations shall be construed as including the Purser of any Steam Vessel; but nothing herein contained shall preclude the Collector or proper Officer of Customs from calling upon the Master of any Steam Vessel to answer all such questions concerning the vessel, passengers, cargo and crew, as might be lawfully demanded of him if the report had been made by him, or to exempt the master from the penalties imposed by these regulations for failure to answer any such question or for answering untruthfully, or to prevent the master from making such report if he shall see fit so to do.

15. The Coasting Regulations of the late Province of Canada dated the 12th April 1861, and all regulations heretofore existing in the Province of New Brunswick or Nova Scotia in reference to coasting in any of the said Provinces are hereby repealed.

(Signed) S. L. TILLEY,
Minister of Customs.

Forty Years' Experience have tested the virtues of Dr. Wistar's Balsam of Wild Cherry, and the result is, that it is the best remedy extant for pulmonary and lung disease; embracing the whole range, from a slight cold to a settled consumption. Were it not for its merits, it would long since have "died, and made no sign."

A London correspondent says:—"You may imagine how great the heat must be here when Sir John Parkinson, the Secretary of War, has ordered additional precautions to be taken at Woolwich and other arsenals for fear lest the solar rays should explode the gun powder and shells."

An Account Of the St. Andrews & Quebec Railway from its first inception in 1835.

BY W. M. BECK, C. E.

Third Period. 1850 to 1860.

[CONTINUED.]

A public railway meeting was held at Grand Falls on the 8th January, 1851; the inhabitants of that section were sensible of the great importance of a railroad communication to the seaboard, and were unanimous in supporting such an enterprise to the full extent in their power. It was resolved that the St. Andrews and Quebec Railroad was an enterprise of vast importance to the Province, demanding the encouragement and support of the people of that section; that the said railroad would afford speedy communication with the seaboard and a ready market for the surplus produce of the upper country. That a committee of ten persons be appointed to procure subscribers, viz: John Emmerson, F. E. Beckwith, Col. Coombes, Benjamin Beveridge, Francis Rice, P. C. Antiquary, W. T. Wilford, A. R. Hammond, George Doll and Augustus Webster, Esqrs. That the inhabitants of the County through whose land the extension of the railroad from Woodstock would pass, would cheerfully convey to the Company a right of way over the same, as done by landed proprietors in other sections of the Province.

On the 7th February the Company again advertised for tenders for the grubbing, grading, masonry and culvert work of 26 miles of the road from St. Andrews to the N. W. Branch of Digby's river, in sections, or for the whole length; these would be received up to the 12th of April. There were ten bidders, and the tender of Messrs. John G. Myers, Lawrence Myers & Bros., was accepted; the schedule of prices set forth—Bridge Masonry at \$4 75 per cubic yard; Culvert masonry \$2 per cubic yard; earth excavation \$1 25 per cubic yard. They also proposed to build 40 miles of the road commencing at St. Andrews and using the same weight of rail, furnish the whole expense of grading, and putting the road in running order for the sum of eighteen thousand five hundred dollars per mile, and if their proposal was accepted they would take \$75,000 stock.

[On the 4th April Alexander Light, C. E., joined the Chief Engineer Staff.] The Directors had decided upon the following mode of payments for the contracts in the first 26 miles. One fourth to be paid when half the work was completed, and accepted by Chief Engineer. One fourth when three-fourths were completed and accepted; and the balance on the full completion of the work; this mode of payment was taken in stock.

Messrs. Myers contract with the company was signed and sealed on the 15th of April for the grading of the first ten miles from St. Andrews, which, so far as the line had been located, proved to be the most expensive section.

The financial position of the Company on the 1st May stood thus—
Total amount of receipts, including those from England, \$9506 11 4
Total amount of expenditure, preliminary, construction, sundries, 8494 6 1

Balance in hand, £1012 5 1
During this month the Messrs. Myers, Contractors, arrived from Portland State of Maine with the greater part of their "Plant" and made active preparations for a commencement. The surveys had reached to Howard Settlement (65 miles) and three of the engineering staff were dismissed. Mr. Light remained an assistant on the 10 mile section.

On the 18th June the Board of Directors made a constitutional contract with the Messrs. Myers to build the entire line to Woodstock which was to be completed in eighteen months; from date, for the sum of ten thousand dollars per mile or £2000 each, comprising the following mentioned work—the entire excavations of earth and rock, embankments, bridges, culverts, piling, grubbing, laying down the continuous wooden rail sills and iron track thereon; slopes, slides and all substructures; also to provide the engineering, and to put the road in running order, and to be acceptable to the Company's consulting Engineer, A. C. Morton, Esq., of the Portland and Montreal Railroad; the Company to retain Mr. Light and Mr. Hanson on their former positions, paying them salaries! The Company to provide the iron rails, delivered at a wharf at St. Andrews, and all the necessary rolling stock required by the Contractors. The foregoing including also the contract for the first 10 miles which would be cancelled, in case of the acceptance of the second offer.

It will be remembered that the Messrs. Myers had under a previous offer for the whole work on the first forty miles of the road, at the rate of eight thousand five hundred dollars per mile, consequently they reduced this amount eight thousand five hundred dollars per mile in way of getting upward of 40 addition-

al miles to build, and the Company providing the iron superstructure. The surveys however been commenced at the Woodstock end of the road, from "Richmond Corner," situated about situated about six miles to the westward of the town of Woodstock on the high road to Houlton in State of Maine, and from thence continued to the Howard Settlement connecting with the previous survey to that place. Mr. Fielding Neale joined this party and superintended the location of the line conducted by Mr. Fielding.

The Consulting Engineer furnished the Board with the following estimate of the Iron and Rolling Stock, assuming 60 lbs. per yard for rails, on a total distance of 26 miles—
4000 tons Iron Rails, &c., delivered at St. Andrews, \$120,000
2 Locomotives of equal size as the one already bought, 10,000
2 Passenger Cars, 3,000
20 Heavy Good Cars, 8,000
20 Fine do do 10,000
2 Turn Tables, 3,000
4 Water Pumps, 2,000
Station & Engine House at St. Andrews 4,000
Station at Woodstock, 3,000
Intermediate Sheds at stopping places, 2,000
Fencing in all, 16,000

Average per mile for 80 miles, \$180,000
Messrs. Myers' proposal for grading and construction, \$2,250
Cost per mile, \$182,250
In sterling, say £22,447 4 0

The Great Portland Railway Convention was held on 31st July, the object of which was to carry out a continuous line of Rail from Halifax via St. John and St. Andrews Railway, through the State of Maine to join the American lines at Portland. Capt. Robinson, R. N., and John Wilson, Esq., represented the St. Andrews & Quebec railroad in interests at this memorable convention. Captain Robinson afterwards, in August, proceeded to England as an Agent for the Board with full power of Attorney to act as such.

During the month of August, the first grant of 10,000 acres from the Government under the Faculty Bill was conferred upon the Company, and was afterwards conveyed to Benjamin Sharpe, Managing Director at London for the benefit of the Class A shareholders.

J. W. Byrne, Esq., had entered the service of the London Board as Secretary and successor to Julius Thompson, Esq., who was then under orders to proceed to the Colony as Manager of the Railroad. Upon his arrival at he presented himself to the Board, with his credentials, at their meeting on the 20th November at which Captain Robinson was also present and made a lengthy statement of the result of his mission to England.

The resolution of the Board passed 17th November 1847 appointing the President as Manager was concluded, and the business of the Board was continued next day, when a letter was submitted from the Messrs. Myers, Contractors, requesting an advance of \$2000; The Secretary was ordered to state in reply that the Directors did not feel justified in complying therewith, the contractors having already overdrawn their account to the amount of \$800.

About this time, Fielding Neale, Chief Engineer, having resigned, on account of some misunderstanding with the President, Alexander L. Light was appointed to act as Chief Engineer in his stead. It was the declared wish of this gentleman that another Consulting Engineer should be appointed, the London Board having objected to Mr. Morton, the Local Board, after due enquiry, appointed A. P. Robinson, Esq., C. E., of Portland, Maine. Manager Thompson wrote this of this gentleman to the London Secretary, in December—

"Mr. Robinson bears a very high reputation for ability in the State of Maine, and is without doubt a very clever Engineer. I am quite certain that his calculation of a saving of \$40,000 in the mere grading of the line from Bartlett's Pond to the N. W. Branch of the Fredrick Road crosses, will be easily made by adopting his proposed alteration. I have not the least doubt that we shall derive most valuable assistance from Mr. Robinson's occasional visits."

Mr. George Weightman was appointed under Mr. Light to take the levels over the line of proposed alteration, and the plan and profile were accordingly altered.

At this period a contract had been arranged for laying the wood superstructure as far as Chamcook, 5 miles, a cargo of iron rails having left England on the 23d November, so that the road would be completed this distance and a Locomotive running before the opening of the Legislature, and be of service in obtaining further grants of land, as well as in passing the proposed Bill for £50,000. Petitions for which were signed by the Class A shareholders, including their Board of Directors, as well as by the Local Directors and Class B shareholders.

The financial position of the Company at the end of this year (1850) is thus represented—

Total Expenditure, £22,447 4 0
do Receipts, chiefly England, 19,321 15 0

Balance against Company £3,125 15 9
On March 11, 1851, the Larque "Avon" from Newport arrived with a Locomotive and Tenders and the first cargo of rails. The Locomotive was named "The Pioneer."

On the 27th March the Company issued a notice to Contractors for the acceptance of tenders until 1st May, for the grading 32 miles of the road, commencing from the end of the first 10 mile contract. About 18 tenders were received from various sections, stating prices per cubic yard, none were then accepted, for the Facility Bill having passed both branches of the Legislature, Manager Thompson was sent to England to negotiate with the London Board, and it was then anticipated that a contract would be arranged in England for the construction of the road to Woodstock.

During the month of April the second cargo of rails arrived in the ship "Anasale" which through stress of weather had been put back, twice to Cork and once to Halifax.

The annual general meeting of the stockholders was held at the Town Hall, St. Andrews, on the 6th May, at which the President read a statement of the proceedings and finances of the Company. The actual expenditure by the Board to this period had been £35,000, which included surveying and engineering of the route through to Woodstock; exclusive of these the amount had not exceeded £3500 per mile, which covered the cost of the locomotive, rails and bridges, and work on the 10 mile contract. From the Engineer-Report the Directors felt confident that the remainder of the Road to Woodstock would not exceed \$10,000 per mile. The Legislature of the Province had generously voted \$50,000 sterling in Provincial Bonds, bearing 6 per cent interest, and redeemable in 30 years.

The expenditure of the London Board, according to the declaration of their Secretary in the presence of the Lord Mayor of London was, up to March, as follows:—
Preliminary expenses, on formation of company and subsequently settling, £1,397 0 10
On account of Engine and tender, iron rails, and other material sent to St. Andrews, 4,167 8 11
Transmitted to the Directors of the Company in St. Andrews, 12,988 5 0

Total, £18,552 14 9
The expenditure in the Province to June 1st was currency—
Upon actual construction of the works, £17,807 18 2
Engineering and surveying expenses, 4,905 1 2
Office, Law and Crown Land surveys, 779 1 0
Preliminary, incidental, and other expenses, 2,370 7 8

The receipts amounted to £25,871 8 0
Balance against Company, £1,292 9 0
This expenditure entitled the Company to 20,000 acres of land in addition to the previous grant of 10,000 acres.

[To be Continued.]

Tactius tells us that in his time the spectators in public theatres were to stand during the representation, that they might not, if accompanied by wits, be tempted to waste whole days in idle amusements. A gentleman recommends the same plan to be adopted at public dinners, that persons may drink no longer than they can stand.

It has been ascribed to the Queen that, on asking the Duke (we suppose on a wet day), what looks he had on, and being answered, "The people call them 'Wetingtons,'" she exclaimed, "what an absurdity! Where, I should like to know, will they find a pair of 'Wetingtons?'"

Whether discretion is or is not the better part of valor, it is most certain that diffidence is the better part of knowledge.

If "wit's a feather," many of our young ladies have a great deal of wit about their heads, however little in them.

The most cheerful and soothing of all first side melodies are the bluish tones of a cricket, a tennet-kie, and a loving wit.

If wine gets men into quarrels, it sometimes gets them out. Ask your opponent to take a glass with you.

The seamstress who rings out young men by the brisk use of her thimble, is undoubtedly a thimble-igger.

It is far easier to see small faults than large virtues.

Mediocrity is a plant that bears but one flower—care.

ENGLAND SETTLEMENT IN NEW JERSEY. MONTMONT TRACT OF ID IN NEW JERSEY

considered proof of an extensive migration from the Atlantic States to the West, and the fact that the Montmont Tract of Id in New Jersey, is a fact of which the public are becoming more and more aware.

IN TWENTY YEARS,
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TELEGRAPH NEWS.

LONDON, Aug. 22.
A train of cars from Holyhead, containing passengers and mail, from Ireland which was proceeding towards Liverpool at the rate of speed, met with a bad accident at the little town of Abergele, in the County of Denbigh. A long train of loaded petroleum trucks had just been switched off in the siding to make way for the Irish mail, but the switchman had neglected to replace the switch, and a dreadful collision was the consequence. Seven persons, all passengers in the Irish mail train, were killed outright, and many others were badly injured. The cars or trucks were reduced to a shapeless mass, the concussion produced an explosion of the petroleum which instantly enveloped both trains in flames, and before the fire could be subdued, eighteen persons had been literally reduced to ashes.

New York, Aug. 22.
In November 1867, U. S. Consul DeMay, at Fayal, chartered a Portuguese brig and shipped 87 American seamen, mostly deserters from Whaling vessels for Boston. As nothing has been heard of the brig she is supposed lost, with all on board.

44th British brig Lotus from New York for Timor, with a cargo of provisions, was wrecked on West Coast Reef July 22nd. There were five of the crew and part of the cargo saved.

GAIL 14.

LONDON, Aug. 23.
It is proper to state that the despatch announcing the intended assassination of Queen Victoria, by a person supposed to belong to the Fenian organization, was received through the regular news channel.

The foreign office here has received no advice of the affair beyond that contained in the telegram in question.

A Paris paper suggests that the subject of Alabama claims by left to the satisfaction of one of the great powers.

The International Bazaar, of course, between the American yacht Sappho and her English yacht has been postponed until Wednesday.

The New Titles.

Lord Meick received from the Colonial Secretary a short time ago a despatch containing the following:

In consequence of the Confederation of the British Provinces, some revision of the former usage there about titles has become necessary, and I have the honor to inform you that His Majesty has been pleased to approve of the adoption of the following regulations:

1st. The Governor General of Canada, to be styled "His Excellency."

2nd. The Lieutenant Governors of Provinces to be styled "His Honor."

3rd. The Privy Counsellors of Canada, to be styled "Honourable" and for life.

4th. Senators of Canada to be styled "Honourable," but only during office, and the title not to be continued afterwards.

5th. Executive Councilors in the Provinces to be styled "Honourable," but only while in office, and the title not to be continued afterwards.

6th. Legislative Councilors in the Provinces not in future to have that title, but gentlemen who were Legislative Councilors at the time of the Union to retain the title of honor for life.

7th. The President of the Legislative Council in the Provinces to be styled "Honourable" during office.

8th. The Speaker in the House of Assembly in the Provinces to be styled "Honourable" during office.

With regard to the alleged evasion of the payment of Export Duty on Lumber, at St. Stephen, we understand that the Local Government at the late meeting, and on the suggestion of Hon. John McAdam, made arrangements for investigating the matter. It is said the Provincial Secretary, as holder of the Provisional power, will visit St. Stephen, in connection with the enquiry, and the Attorney General and Mr. McAdam will also probably be on hand. If a remedy is needed, it will probably be provided. The Government, we hear, expect to assemble again about the first of October, and this time in St. John. At the late session, little was done beyond appointing to the University Senate Hon. A. McLe. Secy in the place of Hon. W. B. Kimmar, deceased, and Dr. Aberton, of Fredericton, in the place of Lieut. Governor Wilnot, resigned. One or two members of the Government were unable to attend the meeting.

AN ATTEMPT TO POISON.—On Tuesday morning a small boy named George F. Fowler, between four and five years of age, belonging to Sussex, and staying at the house of John Anderson, carpenter, while sitting on a bank at the east end of Duke street, was asked by a colored woman named Mrs. Jackson if he would like some sugar. His answer being in the affirmative, she gave him something which had the appearance of white sugar. The boy, on going home, was immediately taken sick and seized with convulsions. Dr. Travers being sent for, said the boy had taken poison, which he had no doubt was strychnine. The little fellow on being questioned gave the above particulars. Medicine was immediately administered and the poison extracted from his stomach. Further inquiries will be made into this affair.

A New York exchange says of A. T. Stewart's new store: The building on Broadway and Tenth street is of iron, covering two and a half acres of ground, and is six stories in height, besides a high basement story and sub-basement. Its rotunda and dome in the center, rivaling those of the National Capitol at Washington—about the sun's light by day to the whole of the immense building; and will be lighted at night by a similar arrangement of gas and electricity to that of the Washington rotunda. The iron columns surrounding the rotunda, painted white as marble, are ornamented almost equal to the famous bronze doors of the House of Representatives. In the upper stories, already one thousand females are employed in the manufacture of the numerous articles of the toilet, sold below. When completed the building will contain some three thousand employees, including the salesmen.

SMASH UP ON THE RAILROAD.—As the down train was coming in on Saturday afternoon, a deal of from one of the lumber cars, upon the track, which threw eight cars off, killing them and their contents in one confused mass. Five of the cars are completely destroyed and the others are considerably injured. There were seventeen cars in the train at the time of the accident, which occurred while running down a heavy grade near Iron's Meadows. There was no damage to the passenger cars. [St. Croix Courier.]

The Standard.

SAINT ANDREWS, AUG. 26, 1868.

THE COURT.—The evidence in the cause Key vs. Dr. Thomson was closed on the part of the defence, on Tuesday. The Attorney General commenced his address to the jury in the afternoon and concluded this morning.

Mr. Kerr began his address and was still speaking when the paper was put to press.

The Bazaar and Regatta on Friday, Aug. 21.

The weather on Thursday last threatened a rain storm, and as it was during the evening, the fair was not very successful.

At early morning carriages and wagons from the country began to arrive, and the steamer from Calais and St. Stephen added to the large number of persons who came to enjoy the sports of the day. Such was the interest manifested on the occasion, that the Court was adjourned until Saturday.

The Bazaar building was tastefully fitted up, and the tables filled with a large variety of fine and useful articles; the refreshment table groined under the weight of the good things, tempting both to the eye and appetite; and on the upper floor a large table was placed, on which, during the day, a most substantial dinner was served. At each table three ladies presided, and it is but justice to them to say that they performed their arduous duties in a pleasing and highly satisfactory manner, as the records confirm. The building was opened at 10 A.M. for visitors, who soon began to congregate in the spacious hall, the sales during the day were moderate, notwithstanding the strong invitation of the ladies to purchase, but this deficiency was made up in the evening.

About one o'clock the train from Woodstock arrived with about six hundred excursionists, who enjoyed themselves in various ways; and at half past 2 o'clock the steamer "Belle Brown" arrived with a number of passengers from Eastport. The detailed account of the boat races is copied from the "Evening Globe" of Monday last, one of its editors having been present here the whole day. After giving a lengthy and poetic description of the place and surrounding views, he says:—

There were six aquatic competitions, for race pigs, skiff boats, canoes, and sail boats of various kinds. The chief interest centered in the six race, owing to the rivalry between St. Stephen and St. Andrews crews. Only two boats entered, the St. Andrews boat, Young Thetis, and the St. Stephen boat, Oia Thetis. A boat also came from Campo Bello—the Buenos—but she would not be allowed to enter, as each man pulled a pair of oars, which really made her an eight oared boat. The managers of the regatta held communication with parties in St. John, with the object of getting a boat and crew from this place to compete in this race, but owing to some cause none came. The St. Andrews people were prepared to provide for the Paris or any other crew that might come, and quite willing that they should carry off the prize from their own boats, if it would be instructive to their men, and form an incentive to improvement in oarsmanship.

The boats were started about three o'clock, the St. Stephen boat on the outside. The course was from the new deep water wharf up the harbor to and round a block at the head of the island, and back to the place of starting the whole distance being two miles and a quarter. From the start the St. Andrews boat led, the old Thetis taking a very bad course. The lead was kept and the distance increased to the turning point, the Young Thetis making a much better turn than her rival. On the home stretch, however, the St. Stephen crew reduced the distance a little, but their rivals won handsomely in 13.48, about 30 seconds ahead of their competitors (leading by about 200 yards). The St. Stephen boat was the favorite, and four to one was freely offered on her before the race, with few takers. So confident were her friends that she would win that two to one was offered after the boats were well on their way, the St. Andrews boys

leading several lengths. This was owing, to the St. Andrews crew having been defeated, some days previously by the St. Stephen's crew in a race at Moore's Mills, and in an old boat of their own whose time they had beaten in their present boat. Of course St. Andrews was jubilant, and St. Stephen chafed, although they declared themselves prepared to row another race at any future time for hand-some stakes. The strokes of both crews during the race were about 46 to the minute, the St. Andrews crew plying a little faster, than their rivals. The names of the St. Stephen crew were W. McCurdy (stroke), A. Cross, Joe McGarity, D. Porter, (cox) that of St. Andrews, was J. McDonald (stroke), Jesse Dastan, Tom Simson and T. Shuchan (cox). The prize was a purse of \$25.

The next race was four oared skiffs. Only two entered, but it was no race, one of the boats having everything her own way, and won the \$10 prize easily.

A very exciting and closely contested match followed between four bark canoes, each piloted by two stalwart Indians. Of course one of them won, but it was only by a length or two in a 2 1/4 mile race. The name of the winner we do not know, or if we did the giving of it would not enlighten our readers much.

Then came the sailing match between 1st, 2nd, 3rd, and 4th class boats. About thirty boats entered. They were generally of full-sized model, and their sailing qualities are known to be superior. Nearly all belonged to Campbell, and are used for visiting the whigs along the coast, service in which both strength and a witness are requisite. The wind was rather light to make these matches lively, but a deep interest was taken in them by the islanders, who were present in large numbers. The following is a list of the winners in the sailing races:—

1st Class—Keel 25 feet, not less than 22, "Cordelia," 22 feet, T. H. Nelson, 1st prize \$20; 2nd, "Johanna," 22 feet, J. E. Flagg, 2nd.

2nd Class—Keel 22 feet, not less than 20, "Clara," 22 feet, A. Adams, 1st prize \$20; 2nd, "Amiral Owen," 21 feet, J. Simpson, 2nd; 3rd, "Porina," 20 feet, W. W. Calder, 3rd.

3rd Class—Keel 19 feet, not less than 17, (no competition) "Oia Tom," 18 feet, E. Parker, 3rd prize, \$1.

4th Class—Keel 17 feet, not less than 15, "Wanderer," 16 feet, M. Lank, 1st prize, \$10; 2nd, "Thistle," 16 feet, J. Egan, 2nd; 3rd, "Cordelia," 16 feet, E. Lank, 3rd.

While the above aquatic sports were progressing, the horse races were going on in another part of the town, witnessed by large crowds.

In the evening the Bazaar building was brilliantly illuminated, and crowded to its utmost limits by strangers and our townspeople. A St. John friend remarked, that he never had the pleasure of seeing so many beautiful faces (of course he meant the ladies) in one building, still they did not neglect his admiring heart into a desire for "union" or in other words court devotion, for he is without doubt a most determined "anti"—yet we have hopes of him.

The Frontier Troupe kindly tendered their services and played several pleasing pieces of music during the evening. The Bazaar was closed at ten o'clock and realized clear of all expenses \$447.12.

It affords us much pleasure to add, that the day passed off without an accident, any disturbance, or exhibitions of drunkenness; and we only do justice when we say that all who were present were much pleased.

LIFE INSURANCE.—In another column will be seen an advertisement of the "Aetna Life Insurance Company." We know nothing personally of the benefits of such institutions, except what we have read from reliable sources; but it stands to reason that if a man who has a family dependent upon him for their support, has sufficient means at his command to devote to the purpose of paying the premium upon a life insurance, he will be doing his family a great benefit by doing so. At his death, be it sooner or later, they will have a sum of money at their disposal which will leave them beyond want, and perhaps in good circumstances. The facilities offered by the Aetna for this purpose, are unsurpassed by any other rates, prompt payments, and the confidence the people have in it have proved it to be their best friend. Mr. A. D. Stevenson, the Agent for this place, is prepared to take risks, and give every necessary information.

DEMOREST'S MONTHLY for September, prompt to times usual, and full of good things to overflowing for the ladies. "Maudie Estimating" is worthy of the perusal of every mother. Its Fashions, Music, Literature, Fun, Art, Household (we cannot enumerate its good things), render it the most attractive and useful Monthly published for a family. You need to see it to know its value. \$3 yearly. Address, W. Jennings Demorest, 473 Broadway, N. Y.

Want of space prevents the publication today of the "Globe's" well written sketch of St. Andrews, and its suggestions with reference to improving the advantages possessed by the place, but the article will be copied in our next.

Toronto advices state that the Rev. Mr. Panshon, was married on the 15th inst., at the residence of Dr. Ryerson, to his deceased wife's sister.

HARPER'S MAGAZINE for September, has been received; it abounds with articles of merit, and the illustrations are well executed. The large quantity of literary matter in each number far surpasses the amount given in any other magazine. The number before us opens with an excellent paper on "Silver and silver plate." The second article is entitled, "Traveling in Siberia." Then follows: The unworldly guests of insects. The last years of Kosciuszko. Parole d'Honneur. The new Timothy. Winning his Spurs. Once Only. The Woman's Kingdom: a Love story. My pet Gorilla. The French Expedition to Mexico. Old France in Young America. My D but. Woman's work and wages. The greatest Volcano in the world. Editors Easy Chair. Monthly Record of current events. Editors Draw.

Published by Harper Brothers, New York, at \$1.00 U. S. currency per annum. Mr. John Ingram is agent for this town.

YOUNG AMERICA for September is here as usual, not gone Picnicking, although it is referred to by the Pic-nickers as a source for their amusements. If you have not seen it, you had better get a copy, 15 cents, for \$1.50 per year. W. Jennings Demorest, 473 Broadway, N. Y.

W. M. Buck, Esq., C. E., returned on Saturday last, from River du Loup, having finished the portion of the Survey for the Intercolonial Railroad.

A large train of Excursionists for Woodstock, left here yesterday morning and returned at 11 o'clock, p.m.

A MAN DROWNED.—A sad and fatal accident occurred on Saturday, at a late hour, in connection with the "New England." A young man named McLaughlin, one of the crew, who belongs to Ardrossan, fell overboard while in a state of intoxication. A comrade tried to save him by jumping into the water and laying hold of him, but McLaughlin proved too heavy for him. He had to let him go and McLaughlin sank immediately. The body was recovered yesterday by grappling, and taken to the Dead House. [Journal.]

A gentleman having realized a large fortune in the United States, having returned to his friends in Switzerland, having converted all his property into Government bonds, which having examined, he left lying upon a table. A beautiful little girl, who was in the room, found some matches, and unfortunately set fire to the pile of papers, which were totally consumed. This so expatriated the man that he killed the child with a blow of his fist.

ITEMS.

Speaking of the recent hot terms in Paris, a correspondent writes: The asphalt pavement is rapidly becoming liquified; men go about with white umbrellas. The demand for ice is unprecedented. The "coldest inhabitant" cannot recall a summer such as we are enduring.

George William Curtis makes from \$5,000 to \$6,000 every year by lecturing.

The following question for discussion is picked out of a college theme. It is hard to beat as well as to answer. Is digging claims agriculture or fishing.

Mr. Andrew Inches has been appointed Deputy Surveyor General.

In the Circuit Court St. John, the cause Vics vs. the Morning Journal, an action for libel, the jury—a very intelligent one, by the way—gave the defendant an unanimous verdict. The decision was a proper one.

Two cargoes of Grand Lake coal have recently arrived from St. John for the Calais Gas Light Co. This coal is said to be well adapted to the production of gas.

London, 24th.

Despatches were received yesterday from parties sent from the English University to make scientific observations on the total eclipse of the sun which occurred Tuesday last.

The sky was cloudless, and the phenomenon plainly visible throughout all India except at Bombay where the rain prevented.

New York, Aug. 25.

Orders have been issued for the forcible expulsion of Indian tribes from Kansas, owing to recent atrocities committed by them on the white settlers.

Gold 144.

Ship News.

PORT OF ST. ANDREWS.

ARRIVED.

Aug. 24, Schr. Harvie, Hunt, Boston, ballast.

Pigeon, Johnson, St. Stephen, gen. cargo.

J. Bradford and others.

Matilda, Simson, St. Stephen, gen. cargo.

CLEARED.

Aug. 24, Schr. Jane, Clark, Boston, Sleepers.

Shingles, &c. J. Watson.

The Scho. Union, of St. Andrews, loading with bark at Messrs. Chipman & Bolton's wharf, was discovered to be on fire on Tuesday morning last at 2 o'clock. The Engine Company were soon on hand and prevented any serious damage. [Courier.]

\$100,000 Deposited at Ottawa.

THE LIFE INSURANCE COMPANY,

HARTFORD, CONN.

Capital and Assets over \$10,000,000. Over 50,000 Policies issued since 1801.

This most reliable and successful Company affords unusual advantages to Life Insurers. The Company is economical in the management of its business, and prompt in the settlement of all its claims.

MEDICAL EXAMINER:
G. A. Hamilton, Esq., M. D.

REPRESENTATIVES:
Hon. S. L. Tiley, Esq., M. D., Minister of Customs.
C. N. Skinner, Esq., Judge of Probate.
J. S. Turner, Esq., Mayor.
T. H. Eaton, Esq., Barrister.

For full particulars apply at the N. B. Branch Office, Wigwag building, No. 13 Guinness Street, St. John, N. B.

HITCHINGS BROTHERS,
General Agents for N. B. and N. S.

A. D. STEVENSON,
Agent, St. Andrews.

aug. 26. rm

Sheriff's Sales.

To be sold at Public Auction, at the Court House in Saint Andrews, on Saturday the 6th day of March next, between the hours of 12 o'clock noon, and 5 o'clock in the afternoon:

1. The right, title, interest, property, claim and demand whatsoever of James A. Pettit, of and in to the following described lands and premises, viz:

Two parts or parcels of a Lot of Land with a Dwelling House, more for his occupation, being part of Lot No. 15, first division of the Island of Grandfather, granted by the Crown to John Cameron, and conveyed by him to John Cameron, first commencing at a brook at high water mark, and running along said brook N. 44° W. 166 links, N. 82° W. 110 links, N. 50° W. 24 links to a stake, thence S. 82° E. 48 links to the road leading to Spruce's cove, thence along the shore to the shore at high water mark 450 links, thence along the shore to the brook, the place of beginning, containing one hundred and thirty acres more or less. 2. Then commencing at a stake and following the course of the brook and fence 114 links from high water mark, thence N. 20° W. 1350 links to a stake, thence S. 71° W. 243 links, thence S. 80° W. along the fence separating from Lot No. 16, 1300 links to a stake, thence S. 81° E. four chains to a stake in the road (47 links wide) separating Mrs. Lindsay's lot from Peter Dixon's widow's, to the stake at the place of beginning, containing five acres more or less.

The same having been seized, and taken under and by virtue of an execution issued out of the Supreme Court of this Province, at the suit of Joseph B. Eaton, Samuel J. Lovett, Avery Wellington and Asher C. Palmer, endorsed to levy \$438.14 with interest from 3rd June last, and Sheriff's fees and all incidental expenses.

ALEX. T. PAUL,
Sheriff of Charlotte,
St. Andrews, Aug. 17, 1868.

To be sold at Public Auction, at the Court House in Saint Andrews, on Saturday the 6th day of March next, between the hours of 12 o'clock noon, and 5 o'clock in the afternoon:

1. The right, title, interest, property, claim and demand whatsoever of Andrew Hitchings, of and in to the following described lands and premises, viz:

A certain piece of land situate in the Parish of St. Andrews in the County of Charlotte, consisting of about three Acres, bounded and described as follows, viz:—Commencing at the North-west corner at a cedar stake, thence running along the Western side of the St. Andrews and Fredericton great road to the centre of Goldsmith's street at its outlet, thence along the bank of the Wagon river, until it strikes a piece of land set off to Mary Ann Grey, as her portion of her father's estate, thence Easterly along said land to the place of beginning.

Also—A certain parcel of land lying and being in the aforesaid Parish and County, bounded as follows: commencing at a stake on the West side of the St. Andrews and Fredericton great road, and running Northerly until it strikes a lot of land occupied by the aforesaid Andrew Hitchings, thence Westerly along the said lot to the bank or shore of the Wagon river, thence southerly to the Northern line of a lot of land occupied by Joseph W. Hitchings, thence Easterly along the said line to the place of starting. Also—all the right in and to the estate of the late George Hitchings, deceased.

Also another piece of land situated in said Parish, viz:—commencing at a stake in the North ditch of the Frye road so called, running Northerly nine rods along the Fredericton and St. Andrews great road, thence Easterly until it strikes the N. B. & Canada Railroad, thence Southerly to Joseph W. Hitchings North line, thence Westerly to the place of starting. Also the lot of land set apart to the said Andrew Hitchings by the referees of the estate of George Hitchings, deceased.

Also all his right, title and interest, in and to Lots No. 72 and 73 of the Penobscot grant, formerly known as the Golden Thread property. Also, two lots in the rear of the said lots, granted to the said George Hitchings. The whole estate containing about three hundred acres more or less, the said share being about thirty acres.

Saving and reserving all that part of said lands and premises conveyed to Jesse C. Bartlett by the said Andrew Hitchings, 29th Dec. 1867.

The same having been seized and taken under and by virtue of an execution issued out of the County Court, of the County of Charlotte, at the suit of Henry W. Valentine, endorsed to levy \$65.25, and all incidental expenses.

ALEX. T. PAUL,
Sheriff of Charlotte,
St. Andrews, Aug. 17, 1868.

NOTICE.

All persons are hereby notified that the property of the said Henry W. Valentine, is hereby sold, and all persons are requested to attend to the same.

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THE GREAT EXTERNAL AND INTERNAL REMEDY.
STOPS THE MOST EXHAUSTING PAIN.
A FEW MINUTES.

RADWAY'S READY RELIEF.

Proves its superiority in all other Remedies at once.
ITS FIRST INTENTION
To relieve the sufferer of PAIN, no matter from what cause it may originate, or where it may be seated.

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Insurance company,
OF EDINBURGH & LONDON.

ESTABLISHED IN 1809.

FIRE & LIFE

CAPITAL - £12,000,000 STERLING
(WITH LARGE ACCUMULATIONS)

The Subscribers having been appointed General Agents for New Brunswick for the above Company, is now prepared to effect insurances on renewable terms.

NICHOLAS T. GREATHAM, Esq., Agent for St. Andrews and vicinity.

Aug 9 HENRY JACK, General Agent.

NOTICE.

An application will be made to the Legislature of the Province at its next Session, for the passage of an Act, declaring that the rights reserved under the leases granted under chapter 43, 11th Victoria, shall be appropriated for the use and benefit of the Town of St. Andrews, the lands referred to in said Act being held in trust for the benefit of the inhabitants of said Town.

By order of the Court of General Sessions, GEO. S. GRIMMER, Clerk of the Peace.

Janua y 13, '88

TODD, CLEWLEY & CO.

WHOLESALE GROCERS,
ST. STEPHEN, N.B.

Offer for sale a large stock of

FLOUR, Pork, Tea, TOBACCO

Molasses, Sugar, Sausages, Spices, and other Groceries, and Provisions, at low rates.

Havana Cigars.

17 M Havana Cigars

Imported and for sale by

TODD, CLEWLEY & CO.

MILLINERY WAREHOUSES.

Newest and most Fashionable styles, and on hand their requirements in the Millinery line promptly supplied by

Mrs. JOHN S. MAGEE.

NOTICE.

John S. Magee,

Respectfully announces that he has new received the greater portion of the Fall and Winter stock of New Goods, upwards of

50 Bales, Cases and Packages

consisting of all the most desirable Goods for the present season in

COTTON GOODS.

Prints, Grey shirtings, White shirtings, Striped Shirtings, Regattas, Reels, Denims, Cotton Flannels.

WOLLEN GOODS.

Cloth, tweeds, trousers, Confed. red Grey, Stone-wall-drills, Blankets, Camp Quilts, Flannels in cotton and wool, and all wool Saxony, Welsh, Twilled, Plain, Red, White, Blue, Yellow, Grey, Fancy Crimean Flannels.

HOMESPUNS good for Boys or Men's wear.

Pile cloths, Beavers and Whiteies. Mantle cloths in black and coloured Sealskins, Dogskin, Tweeds, &c. &c.

DRESS GOODS.

In all the new styles, Thinets, French Motins, British Lustres and Colours, Tweeds, Galia Plaid in all wool and cotton & wool, Challie, Popinettes.

A few SUPERIOR BLACK Silk Dresses

Trimming Goods in all the new style: Bugle, Tinsel Velvet, Plain Velvets, &c.

MILLINERY goods of all descriptions, Skeleton Skirts, La Belle, Bon-ton, Promade, Excelsior, and other styles.

Balmoral skirtings, all colours.

A nice assortment of Zephyr, Himalaya and Plaid Long and Square SHAWLS.

READY MADE CLOTHING, Braces, woollen socks, neck ties, Scarfs, and Mullers for gentlemen.

Ladies and Childrens

Boots, Shoes, and Rubbers,

with a variety of other goods so numerous that the Standard would hardly contain their names.

To all of which public attention is invited, Give us a call and see what we have got. All goods sold at a small advance on cost to ensure a speedy sale, and in no case can we make a SECOND PRICE.

JOHN S. MAGEE, ALBION HOUSE, Water St.

New Fancy Goods.

SE. ANDREWS, N. B., ALBION HOUSE, Water St., Market Square.

JOHN S. MAGEE is now daily receiving

his stock of

New Table and Fancy Dry Goods

which were bought when markets were at lowest rates, and are offered at low prices. Inspection by intending purchasers is solicited.

French White Wine Vinegar.

5 Q. Casks White Wine Vinegar.

July 17, J. W. STREET

Refined Petroleum.

20 BLS. No. 1, Kerosine Oil.

J. W. STREET

Railroad Hotel.

Water Street, Market Square, St. Andrews.

The Subscribers having leased the above Hotel and thoroughly refitted it, is now prepared to accommodate Permanent and Transient Boarders. Every attention will be paid to secure their comfort.

The tables will be supplied with the best of the market.

The rooms are spacious and airy.

N. B. Livery Stable in connection.

MICHAEL CLARKE, Proprietor.

Successor to Edward Phelan.

St. Andrews, May 13, 1867.

Offer for sale Ex "Emma" from Carlebas:

125 HDS. very bright Centrifugal SUGAR,

74 Boxes Brown Havana Sugar,

20 " White do do,

Also - Ex "Molly Jones" from Remedios

58 Hds. 1 strictly Prime Remedios

125 Tierces Molasses,

25 Hds. Choice Sugar.

Western Insurance Co.

Limited of England.

Capital £1,000,000 sterling.

Losses promptly adjusted and paid, without reference to England.

The Subscribers has been appointed Agent of the above Company, and is prepared to take Risks against Fire on liberal terms.

GEO. D. STREET.

Feb. 19.

Wm. H. Williamson, Druggist

Respectfully announces to the Inhabitants of St. Andrews and vicinity, that he has resumed his former business of a Druggist, in the shop formerly occupied by Mr. E. Lee, adjoining Mr. Edwards' store, Water Street, where he is prepared to make up Physicians' prescriptions, and medicines for cattle &c.

He has also for sale Drugs, Chemicals, Family and Patent Medicines, Perfumery, Toilet articles, paints, oils, Varnish, Glass, putty, &c.

Every shade of paint prepared for use.

The whole will be sold low for cash. Advance money taken at a discount.

Aug 24

Anthracite Coal

A few tons of Anthracite coal, for sale by

J. W. STREET

Oct. 26th, 1867.

Refined Crushed Sugar, Wines

London Porter, Pale Ale, &c.

Ex the "Choice" from London via St. John

20 Hds. refined Crushed Sugar,

20 chests Congo, 50 half do

50 half do TRA. Oolong Tea

10 Kegs St. Carlo Soda,

5 bags Java Coffee,

140 casks "Bridges" London Porter & Pale

4 Hds. Casks Pale & golden Sherry, A.C.

12 Cases best Champagne, qts & pints,

2 Hds 12 Q. Casks Port-Wine,

2 Puncheons fine Old Jamaica Rum,

5 casks "Brandram Bros" best boiled and

Raw Linned Oil,

25 Cwt do best White Paint, &c. &c.

J. W. STREET.

BRADFORD & CO.,

Eastport, Maine.

MANUFACTURERS & DEALERS IN

CLOTHS & READY MADE CLOTHING

FABRICS TRIMMINGS.

SEAMEN'S OUTFITS,

BOOTS, CLOTHING, TRUNKS, VALISES

&c. &c.

WHOLESALE & RETAIL

AND DISPATCH

July 31, 1866

Mehan's Fine Malt Whiskey.

To arrive per the "Dr. Kane" from London

20 Quarter casks

3 Hogsheads

Whiskey.

J. W. STREET.

House to Let.

FROM the 1st MAY next, the House in Queen Street, known as the "Comolly house."

Enquire of J. W. STREET.

Molasses.

20 HDS choice Retailing Molasses.

J. W. STREET

SUGAR and MOLASSES

Ex "B. Young" and "Emma" from Remedios

86 HDS. choice Centrifugal Sugar,

50 " Bright Muscovado do

36 Tierces Bright Muscovado Molasses.

For sale in Boxes or duty paid at lowest market rates.

TODD, CLEWLEY & CO

Sugar & Molasses

Ex "Loyalist" from Barbadoes via St. John.

17 Hds. Choice

Barbadoes Sugar.

18 Hds. do do Molasses.

June 27, 1867.

ALBION HOUSE,

St. Andrews.

JOHN S. MAGEE,

Is now receiving his new stock of

FALL AND WINTER, STAPLE AND FANCY

DRY GOODS,

which were selected in the cheapest markets,

with a view of suiting the requirements of

this section of the Province. Many of them

are the production and manufacture of the

New Dominion - long may it live - and for

cheapness, excellence, and durability excel

anything that has hitherto been in this mar-

ket; thus already do we feel the beneficial

effects of Confederation. An enumeration

of the various goods will be given in a suc-

ceeding issue of the Standard; but we reader

had better call and see for yourself, as we

are anxious to show you what we can do

to supply your wants.

P. S. - For sale 1 piece of Sheep Grey

Stainett Homespun, Mrs. Taggart make.

A. 1 quality

JOHN S. MAGEE,

Is desirous of calling the attention of the Pub-

lic to his large and varied stock of Goods received

per steamers "United Kingdom," "Navan" and

"Napoli" consisting in part of

FRENCH MERINOS,

COBURGS,

BLANKETS,

COTTONS, in white & unbleached, very cheap

Braces, Soutages, Clouds, Garibaldi,

Maria Stewart Flannels and Opera Mantles,

COTTON FLANNELS,

Prints, Red, white, blue & grey twilled Fanne-

lin "Flannels in all colors

We can confidently recommend our Flannels as

good, and will sell cheap.

A large and varied stock of

HOOTS and SHOES,

a childrens, youths, Boys, Mens, Misses and

Ladies - warranted manufacture.

World call special attention to his white Wares

which are made from the very best Southern cot-

ton and warrant a sound, well made and good

Also the St. John-Warps, Parks' make, pre-

pared for the Loom.

If you want good value for your money, come to

the ALBION HOUSE.

JOHN S. MAGEE

T. McVAY & Co.,

WHOLESALE & RETAIL

DEALERS IN

Dried Smoked and Pickled Fish, Flour,

Meat, Provisions, Country Produce,

General Groceries, &c.

SOUTH SIDE MARKET SQUARE,

ST. ANDREWS.

Lot for Sale.

The Subscribers offers for sale Five Lots in the

Block formerly belonging to the Madras School

fronting on Sophia and Parr streets. The lots are

in excellent condition, and well located for

building. For particulars apply at the Standard

Office, or to

March 27. C. A. KENNEDY.

MORE NEW GOODS.

JUST