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No 3

## Poetry.

### BABY'S STOCKING.

Hang up the baby's stocking,  
Be sure that you don't forget;  
The dear, little, dimpled darling,  
She never saw Christmas yet.  
But I've told her all about it,  
And she opened her big blue eyes,  
And I'm sure she understood me,  
She looked so funny and wise.

Dear, dear! what a tiny stocking,  
It doesn't take much to hold,  
Such little pink toes as baby's,  
Away from the frost and cold.  
But then for the baby's Christmas  
It never will do at all;  
Why, Santa Claus wouldn't be looking  
For anything half so small.

I know what'll do for the baby;  
I've thought of the very best plan,  
I'll borrow a stocking of grandma,  
The longest that ever I can,  
And you'll hang it by mine, dear mother,  
Right here in the corner—so,  
And write a letter to Santa,  
And fasten it to the toe.

Write, "This is the baby's stocking  
That hangs in the corner here;  
You never have seen her Santa,  
For she's just the blindest baby,  
And now, before you go,  
Just gram her stockings with goodies  
From the top clear down to the toes."

### Mr. Bolton's Speech in the House of Commons on the Intercolonial Railway.

Mr. Bolton said he had entertained many doubts as to the advisability of leaving the selection of route in the hands of the Government, the speeches of his hon. friends from St. John and Gloucester quite removed those doubts. He could not think with his hon. friend from St. John that the constituency of that city and county could approve of a North Central route as serving any purpose, national or local, and the opinions and arguments now expressed by the hon. member from Gloucester were directly at variance with his former teachings, that their weight and influence were much lessened. He then quoted from the St. John "Freeman" extracts from an address written over the hon. member's own signature, as follows:

"In 1863-4 a new Intercolonial Railroad scheme was proposed. I opposed that scheme from the day it was promulgated because I was satisfied that it would cost more than the three millions that were estimated, because I believed that it would not be worth its cost to this Province, and because it would postpone no one can tell how many years, the completion of the E. & N. A. road which I contended in my place in the assembly, and in my paper, is of infinitely more importance even to the people of the North Shore themselves than the intercolonial could be."

Again—  
"The Intercolonial act is now all but dead, and if the confederation scheme be defeated as I believe it will, there will be no obstacle in the way. I think also that a road to Miramichi should be built as soon as the means of the country will permit, and that the road should be pushed towards Woodstock in a way that would give us a direct railway connection with the United States with Nova Scotia and with Canada as soon as possible. I have been an advocate of railway extension as I always hope to be, but I would proceed prudently and carefully so that railways may do good, not recklessly and madly lead to ruin and bankruptcy by the inevitable result."

Hon. members can contrast these views, deliberately written in 1865, with the statements they have heard to night. Here it will be seen from the article quoted the hon. gentleman is advocating the extension of the road from Woodstock to Canada as the only defensible intercolonial road, believing, then, as doubtless he now does, that this line would best subserve the commercial and economic interests of the country. He (Mr. B.) feared that on the discussion of route, opinions would be largely influenced by sectional prejudices, and in many cases by selfish considerations. He had been warned to hear even hon. members of the House say what matter if the cost be forty millions, was in New Brunswick had only to pay 1-13th of it. He could not too strongly deprecate such views as illiberal and unparliamentary. His opinions were influenced by no such feelings, but he contended that the road should be built upon the basis of public utility in its broadest sense, securing the greatest good to the whole Dominion, and at the cheapest cost.

Amidst the conflicting opinions that existed upon this question of route he was happy to say there was one point upon which all were agreed, statesmen on both sides of the Atlantic, engineers from Major Robinson to Mr.

Fleming, pamphleteers and newspaper writers, all agree that the best commercial route is that from River du Loup down the valley of St. John to the Bay of Fundy. This fact is beyond dispute. What then are the objections raised? We are told there are military objections. Mr. Bolton then continued: Few will pretend to say but that since Major Robinson made his military survey in 1845 a marked change has taken place in military views as to the defensive character of railways, and also as to the necessity or possibility of placing them from the supposed reach of an enemy. In fact, with the change and improvements in naval warfare it is doubtful if the whole idea of safety, so far as the location of this line is concerned, is not entirely reversed, and instead of placing a railway near a seaboard for safety, that position would now be pronounced its greatest weakness, and in the opinion of many it-usefulness for military purposes would be lessened in the ratio of its proximity to the frontier. But what were the opinions of statesmen and military men years ago, in reference to the military aspect of the question? We find in 1858 that the present hon. Member of the Government and the present hon. Minister of Finance wrote as follows—after naming that the North Shore route was considered by the colonies as being comparatively of little value except in a military point of view, and that it was long and circuitous:

"The line by the valley of St. John promises great commercial advantages and a fair pecuniary return, and it is understood in Canada that a competent military man do not now consider it objectionable as a military road. Nay there are strong reasons for its selection as such; at all events there is no difficulty in finding a line combining the requisites of a military and commercial road."

Again the Hon. Francis Hincks, no mean authority, expresses his opinion upon the military and commercial aspect of the question, as follows:—  
"The commercial point of view of the two lines do not admit of a comparison. While the section of line between River du Loup and Quebec would be less than thirty miles from the American frontier, and would be nearly if not quite as much exposed to the enemy as that passing by the valley of St. John."

And to these statements made by Earl Gray and Mr. Hays that the British Government do not necessarily require that the line be the one recommended by Major Robinson, and we have a strong array of argument against the military objections. I am satisfied that the opinions so strongly expressed by the hon. leader of the Government and Minister of Finance cannot be changed by recent military experience on this continent; but, on the contrary, must be strengthened.

Let us look a little further, Sir, and see if the guarantee loan of three millions was not based upon the adoption of the very line I now advocate, and consequently a condition of the contract. In 1861, a joint delegation from the Provinces of Canada, New Brunswick and Nova Scotia visited England in connection with the building of the Intercolonial Railway. That delegation left a memorandum with the Imperial Government in which the following occurs:

"The Colonies, unaided, have themselves since 1851, already made nearly one half of the railway route, and the construction of about 350 miles more by the joint action of the Imperial and Colonial Governments will complete the Intercolonial Railway; our Government and people having done so much already, now propose to contribute more than one half of the liability of what remains."

Now, Sir, I want the parties to that arrangement to point out where it was proposed to locate that line by which a continuous connection could be made between Halifax and Quebec with a distance to build of about 350 miles, unless it was by the valley of the St. John, and utilizing the roads then built to which reference is made. Were the delegates deceiving the British Government in making such a statement? Assuredly the Robinson line was not meant. Let us see how this statement was received, and how understood by the British Government. On the 12th April 1862 the Duke of Newcastle addressed a despatch to the Governor-General of Canada, in which the following important statement appears:—  
"The length of Railway necessary to complete the connection between Halifax and Quebec is estimated at 350 miles and the cost after deducting the right of way which the Provinces will provide, is estimated at three millions sterling—such being the data supplied by the deputation—the project is that the Imperial Government should furnish the three Provinces on a guarantee of four per cent upon three millions of pounds."

Here, then, Sir, is a direct avowal on the part of the Duke of Newcastle that the guarantee for three millions based upon the statement made by the deputation that the distance to build was about 350 miles, and no man knew the distance and their locations better than did the Duke of Newcastle. But, Sir, we have further confirmation of this understanding by the Executive Council of New Brunswick in a minute of Council dated 20th Aug.

ust 1862, in which they assent to the invitation of the Governor-General to hold a conference relative to the construction of the road, and to consider the "proposition of his Grace the Duke of Newcastle as stated in the despatch of the 12th April, and the second and third names to that minute of Council are J. McMillan and P. Mitchell, the hon. member from Restigouche and the hon. Minister of Marine and Fisheries of that day. If the delegates had misinformed the Duke of Newcastle and led him into an error, was it not the duty of the Executive Council at once to remove that misapprehension as to the distance remaining to be built? It is well known that nearly 500 miles would be required to make the connection on the Robinson line, but in all parts of the correspondence will be seen statements that preliminary surveys are to be effected, selected routes to be made and all to be completed within about 300 miles, completely ignoring the Robinson route; and, by making it stronger if possible, a distinct allusion is made to correspondence formerly passed between the Imperial Government and Sir J. A. McDonald and Mr. Rose, a quotation from which I have already given. What further proof can be required, Sir, that the very line upon which the present guarantee is based is the St. John valley line—pointed out by the delegation, assented to by the Duke of Newcastle, and confirmed by the action of the Executive Council of New Brunswick? And yet, Sir, in the face of that minute of Council the hon. member from Restigouche will say that we in the western part of the Province will have the boldness to ask for the location of the Intercolonial by the western route. I will tell my hon. friend that the people in the county that I represent have a boldness that would be well for other parts of the Province to emulate. The first idea of an Intercolonial Railway originated in Charlotte County; it is the Railway built in New Brunswick; it is in Charlotte County, and we have been bold enough to avail ourselves of the offered subsidy, and build another railway, while others with similar facilities lacked the enterprise and boldness to do likewise, but will clamor for a railway extension provided it costs them nothing. How comes it, I ask, that the distance to build which was considered quite sufficient in 1862 is now alleged to be impracticable? It seems to admit of but one solution and that is, when it was understood that New Brunswick was to bear 3/12ths of the cost, 350 miles were deemed ample to complete the connection, but now under Confederation when only 1-13th of the burden falls upon New Brunswick, and the heavy share upon Ontario, it is discovered that 500 miles is the least that can be serviceable. Hon. gentlemen who were parties to the 350 miles statement, which they now wish to ignore, must reconcile, as best they can, such glaring inconsistency.

Allow me, Sir for a few moments to glance at the commercial and financial aspect of the question, and I do trust that in the construction of this great work we shall look more closely to the peaceful relations of commerce and leave the vague probabilities of war as a secondary consideration. With whom have we to dread war? Only with our neighbors in the United States, and should such a calamity ever befall the two countries the mere distance of a few miles would be small protection to a railway one side of the line or the other. A short time ago I had the pleasure of reading a speech delivered by the late hon. Finance Minister in which he appropriately described commerce as the life blood of nations, and should we, Sir, under a vague probability of war in the distant future, sacrifice our present commercial interests—the lifeblood of our New Dominion—to the apprehension of an exigency that may never arise, and build up a monument of folly in a military road that may be looked upon as suggestive of defence, with not a particle of power of defence in addition to what the best commercial road can afford? I trust, Sir, that no such folly will be perpetrated but that the road will be built where the commercial interests of the whole Dominion demand, and if, in the execution of this policy the line should approach within a few miles of our American neighbors, don't show that they are to be dreaded.

The best guarantee for peace is in the closest intercourse that can be established between the two countries.

The Americans want no war with us—their increasing intelligence and commercial relations is a bond for peace. Every hon. member that has spoken of our mutual relations look upon war with these neighbors amongst the greatest of improbabilities. Then why should such an immense sacrifice of material interests to an idea of the vaguest character?

Another objection is that the location of the line near the frontier would build up an American trade or in other words the Americans would use our road and pay us for so doing. The absurdity of such objection is too ridiculous to dwell upon.

Now for the financial prospect of the enterprise. It is admitted that the North Shore route cannot be built and equipped under from

twenty-five to thirty millions of dollars. I will take the smaller sum and see how the Dominion will stand with this expenditure.

13,000,000	4 pr. ct.	500,000	
10,000,000	5 pr. ct.	500,000	
25,000,000	Sinking fund	1 pr. ct.	250,000
Loss on running the road, at least		500,000	
Brokers' fees on exchange, remitting,		250,000	
cts. a pr. ct.		250,000	

Here we have a drain upon the Dominion Exchequer, of over two millions per annum an amount exceeding the entire revenue of New Brunswick and Nova Scotia, a valuable adjunct to Confederation, and not by any means a pleasing prospect to the people of Ontario upon whom falls the heaviest part of the burden. Can any man point out what advantage or profit can be received from such an immense expenditure? The Hon. Minister of Militia in his speech upon the Intercolonial Members Bill said that the completion of this road would obviate all difficulties as to Lower Province members travelling to Ottawa. It is not pleasant to make the admission, yet it is nevertheless true that it is doubtful if more than three representatives from the Lower Provinces would travel over the Intercolonial, because it is not their way to Ottawa. For before this road can be well begun, railway connection between the Lower Provinces and Ottawa will be secured by the railway law building, connecting with the Railway systems of the United States at Ban

gor, with a less distance to travel than any line of our own can be, and that over a well travelled road through centres of population. What becomes then of the theory of through passenger traffic and light freight from Halifax to Canada? Little I fear will be left for the Intercolonial, so long as a shorter route is offered as there is little either friendship or patriotism in trade. The true policy should be then to locate the road where heavy freight can be transported most advantageously to the nearest and best open seaports and this can only be done by the valley of St. John.

The Hon. Minister of Militia also said that the present offer of commerce for five or six months of the year was a measure at the mercy of our neighbors across the lines and one stroke of the pen from the Secretary of State might end the business system of transporting our produce through American territory, but he thought with the Intercolonial R.R. built we should be independent of that power, and in less danger of its influence. This would be entirely dependent upon where our road was built, for in order to carry out the theory of the Hon. Minister we must have a road over which merchandise can be profitably transported, else the alternative would be of little value, or in other words we require the shortest distance to the seaboard. Distance is the basis of the commercial value of any road, and while our neighbors in the West are competing for the interior, are spending millions of dollars to shorten but a few miles of their line to the seaboard, we are contemplating spending so much additional money to carry our road away from the nearest seaports and make the road a commercial failure as well as an endless financial burden. Could any course be adopted more fatal to the interests of the Dominion?

A road from River du Loup touching ports on the Bay of Fundy would have an immediate commercial value. Four could be sent to St. John from Montreal over the road say about 300 miles before the navigation of the St. Lawrence closed at a less cost than via Portland and at all times would be from 100 to 150 miles less distance to a seaport than would be a North Shore or a North Central line. Shippers of merchandise can easily calculate how much the saving of this distance would affect the value of their goods.

I need not venture a statement as to what the cost would be for completing the line that I advocate, but if upon proper examination it is found that it can be secured at one half the cost that a North Shore line would involve with a certainty of no loss being incurred in its running, and securing such advantages as I have named, would it be wise to incur the larger expenditure for the lesser advantages? I cannot think any Government would adopt such a ruinous policy. In other countries a report for commercial interests would warrant the expenditure of the larger sum to secure the shorter distance, with us, it appears that some would advocate the complete reversal of this policy.

I cannot argue with the Hon. Member from St. John in his eulogies upon the experience of one province in building railways under commissioners. The contract price at which the St. John and Shediac road was to be built was \$35,000 per mile and a large amount to be paid in stock. By some neglect the contractor was allowed to lapse and the Govt. undertook to build the road under commissioners and the result was a cost nearly \$50,000 per mile in cash out to speak of needless legislative cost in settling disputes between contractors, engineers and commissioners, some of which are ascribed to this day, and may yet appear before this House for final adjudication. So upon the whole I think the experience of work under commissioners was not of that successful character which the Hon. Member represented, and the Honorable Member will know that the avowed policy of the New Brunswick Government, after that experience was against the Government of owning or working railways, and that subsidies were given to private companies instead, which so far have worked well. I have a strong opinion that this would be economical and correct policy in building this Intercolonial road. Then would not the commercial value of the different lines by the subsidies demanded in aid of the work? I should like to see an estimate from a responsible company as to the subsidy they would require to build and equip a North Shore road, and run it for five years after its completion.

The Hon. Member from Gloucester has also spoken of the colonization advantages that would result from opening wild lands for settlement by the North Shore Route. I am prepared to take issue with him on the comparative advantages that will be offered for the settlement of emigrants as between the Northern and Southern line. I assert without fear of contradiction that a St. John valley line will open up more attractive lands for settlement than will the North Shore line and these in the most fertile counties of the Provinces, viz. York, Carleton and Victoria. There need be no speculation on this point, a reasonable examination will prove the correctness of that State. But Sir, there is another important consideration in connection with the settlement of our country which should not be overlooked; that is the danger of plunging into a reckless expenditure which must induce heavy taxation and deprive our country of all attractions for intending emigrants. This should be well considered. The Hon. Member expressed a dread a few days ago of incurring a liability to the extent of from half of two millions of dollars in securing a railway of surpassing facility on which a nation might be created and sustained, and to-day he must hastily plunge into an expenditure of thirty millions of dollars to build a railway which must forever hang like an incubus upon the resources of the Dominion, and we are told that emigration would be injured by the former and benefited by the latter.

The great attraction of immigration to the United States, and hitherto low taxation, and the rapid development of the resources of that country by public works, always based upon commercial necessities. No railway, or one built for military exigencies to the neglect of commercial interests and requirements, nor are such roads made government works. The entire aid given by the American Government towards the great Pacific railway of over 1500 miles in length is only thirty millions of dollars, and that only as a loan to be repaid in kind services. Grants of land are appropriately made, but the money aid is less even if it were a gift than we are expected to contribute towards a road not one fourth of the distance. Can we not profit by the experience of that country?

Mr. B. then referred to certain pamphlets and newspaper articles that had been published upon the various proposed routes referring particularly to a pamphlet that had appeared without any admission as to where, or from whom it originated. He said rumors had credited its inspiration to one of the public departments of the Government, but he could scarcely credit that report, and although it read very much like what in common parlance is called a fish story, it did not follow, and although it might be classed with those statements we are informed that should be told to the marines, it would scarcely be fair to his country from this that it came from the Marine Department. It was a clever production and it would be difficult to compress a larger amount of distorted facts into a similar compass. He would only refer to two or three of the statements to show their extraordinary character. First in reference to Major Robinson's survey the writer makes the extraordinary assertion that the survey was made "in the most thorough and scientific manner" and that accurate working plans of every section were made. The Major would smile at such a description of his work. He never claimed it to be more than an exploratory survey and such it is described by himself. The writer must pardon me in saying that he was working plan of a single section is in existence, that his estimates of cost are not based on actual measurements of quantities and materials, but chiefly by comparing the estimated cost of other roads, some of which cost nearly double the original estimate. Again a practical test shows that the Major's estimate is not to be depended upon. In locating the road from Halifax to Truro it is found to be 10 or 11 per cent longer than the Major's approximate figures claimed it to be. A similar discrepancy appears between his estimate of the line from River du Loup to Port Louis, the former giving 110 miles, the latter 125.

A NEW ENGLAND SETTLEMENT IN NEW BRUNSWICK.  
THE HAMMONTON TRACT OF LAND IN NEW JERSEY.  
The famous Hammonton tract of land in New Jersey, which was purchased by the late Duke of Newcastle, and is now being sold by the Duke of Newcastle, is a most desirable property. It is situated in the heart of the State, and is well watered and fertile. The Duke of Newcastle has been very liberal in his terms of sale, and is willing to accept of a cash payment of \$100,000, or a cash payment of \$50,000 and a mortgage for the balance. The Duke of Newcastle is a most liberal and generous man, and is willing to accept of a cash payment of \$100,000, or a cash payment of \$50,000 and a mortgage for the balance. The Duke of Newcastle is a most liberal and generous man, and is willing to accept of a cash payment of \$100,000, or a cash payment of \$50,000 and a mortgage for the balance.

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He referred to with inaccurate and disingenuous statements particularly in comparing the cost of both a northern and central line showing that although 145 miles towards and through Nova Scotia are common to both lines, in the estimate the pamphlet places the cost to suit his purpose, on the North Shore Line \$35,000 per mile but when placed in the Central line \$45,000 per mile. He referred to other unfair statements which are evidently intended to mislead and deceive, but not satisfying that the Government in whose hands the decision of route would remain, knew well the object of the writer, and perhaps were not unacquainted with the writer's designs.

### The Standard.

SAINT ANDREWS, JAN. 15, 1898.

The House of Assembly is summoned to meet for the despatch of business, on the 13th February. The first matter which will come before it will be the choice of a "speaker," and who the "first commoner" will be we have no idea. There are so many new men some of them comparatively young, that have never even seen the Province before, that it is difficult to anticipate who they may elect to preside over them. Among the new representatives are men of sterling worth and ability, who possess a knowledge of the requirements of the country, which will claim their immediate attention. One of the most important measures will be to encourage and afford facilities to emigrants; we want population; there is an abundance of good land to be had at a cheap rate, not so cheap however, as it can be obtained in what was Canada East and West. Now this is a matter which should be thoroughly weighed by the Government, and a bill introduced by our rulers. The ex-Surveyor General, Mr. Connell, made several improvements in the Crown Land system, and it would have been well, had he remained a further term in office, and introduced changes in the system which would have increased the revenue of the Department, and facilitated the settlement of the country. The gentleman who is now Sur. Genl., may perhaps carry out Mr. Connell's views, and introduce a measure for the more rapid settlement of the wild lands.

ERRATA—It is an old but we trust an incorrect adage that "misery loves company." On reading some of our exchanges we met with ludicrous mistakes—one poor fellow, the types made to say that he "hanged" one man for another, instead of "hanged," and another was "mizzled" instead of "mised," and so on; but among all the errors of the Press, we saw none to exceed a few which occurred in our last number, which were marked by the proof reader for correction, but we regret to say were left untouched, in fact they made us say what we did not write—"security" was printed for "securitly," and "securitly" instead of "service." Such errors are annoying, but it is almost impossible to avoid them as we have seldom time to revise more than Advertisements and Communications. We much regret such annoyances, but will endeavor to be more particular in future—"to err is human"—"to forgive, divine."

The old Church was sold and is being pulled down; many persons in the town witnessed the removal of the materials of the venerable building with feelings of sorrow. In the sacred edifice they had been baptized, and in after years united, in the bonds of matrimony; it is too, the remains of their parents were placed during the solemn funeral service; there they had been instructed in the truths of the Gospel, and listened at different periods to eloquent and impressive expositions of Scripture; many halloved associations are connected with the good old church, which for several years was the only House of Worship in the Town, where Christians met in times of Peace and War, to perform their Sabbath service. The building we are informed, was upwards of eighty years old, yet the timbers are both sound and good, indeed no such fine timbers can be purchased now in this vicinity. The site would be a good one for a Town Hall or Mechanics Institute, as its situation is central and convenient, or it would answer admirably for the proposed new Custom House and Post Office.

Our contemporary of the "St. Croix Courier" was assaulted in St. Stephen on Wednesday last, by Albert Eaton of Hamilton, because of a paragraph respecting assault which appeared in the "Courier" on the 22nd March last. Eaton was arrested and bound over for

to be before Justice Rose to keep the peace. Having received a satisfactory apology, the Editor of the "Courier" withdrew an action which had been entered in the Civil Court. Too easy by half—but just such a course, as a kind hearted and forgiving gentleman (as our friend) would pursue.

The recent Dominion appointments in this Province, do not appear to give public satisfaction; old and tried public servants who assisted to bring about the Union, have been passed over, and men placed over their heads who, it is alleged, have no claim upon the dominant power. Fine promises have been made of preferment, but when the time arrived, they ended in—smoke, begetting a feeling of distrust in the promises of leading politicians. Such a line of conduct will lead to their discomfiture. The question arises, is the Dominion a power in the Dominion? That it is, we believe, and all that is required is a united and fearless advocacy; had such been exerted, Mr. Clawson, and Mr. Livingston, and others, would not have been treated so cavalierly.

We are pleased to learn, that the Deputy Treasurer's Salary has been increased; when alluding to the propriety of it being raised, last week, we were not aware it had been increased, we did know however that his labors had been increased yearly.

The January term of the County Court for Charlotte commenced yesterday in the Court House, his Honor Mr. Justice Stevens presiding; two civil causes were entered for trial, viz: Springate vs. Smart—Action on account, Shannon vs. Robinson—Action of Slander.

The Globe notices very favorably the lecture delivered by Mr. L. Allen Jack, in the Mechanics Institute, St. John, in which were given anecdotes of the early settlers of St. Andrews and other places in the Province, with brief biographical sketches of the most prominent men.

We are happy to learn that the Hon. John McAdam is recovering from the injuries he received from a runaway horse, that he will be able to attend to his legislative duties.

The Bank of Montreal has advertised to do a general business in St. John. Commercial men in the city will breathe more easily than they have done for some months.

The "Union Advocate" gives a lengthy account of the dinner given to the hon. Peter Mitchell on his arrival at home.

A few days ago, at Wolfville, Mr. and Mrs. T. A. S. DeWolf celebrated their Golden Wedding. Present, six sons, five of them with their wives, and ever so many grand children. Two daughters, one living in another province, and the other England, were prevented from joining the ceremony. Hand-some presents of almost every imaginable variety of golden contrivance, for ornament or for use, were presented to the aged couple, and in the evening there was a larger gathering of the kinsfolk in honor of the occasion.

The Carlton "Sentinel," whose Editor was in Ottawa during the session, in speaking of the new Tariff says:— "Taking matters as they are, a great many hard things are said of Mr. Tilley in this connection, and perhaps it is not to be wondered at, but then it is well to remember that there is every reason to suppose that Mr. Tilley was as anxious to do for New Brunswick the fair thing as any body could be, and we suspect that he did all he could do, and as much as any other man, in his position could have done. But there are those who think that failing in meeting the wishes of his colleagues in the Commons and of the people he should have resigned.

Our own opinion is that such a step would have been far more disastrous to the best interests of the Province than any injury that can result from the tariff, even as it now is—Had Mr. Tilley resigned his place could have been filled in the Government by a person who would not only sustain the tariff policy, and who would not even attempt to make any change in it for the better, but a person who would give Mr. Mitchell every assistance in carrying the Intercolonial Railroad by the North Shore.

A most miraculous escape from death occurred on the Railway on Thursday week. A man named Hamilton was carrying or handling a keg of gun powder when it exploded, fearfully shattering him, and injuring very severely a Mr. McKay, who was near by. Strange to relate, both the injured men are now in a fair way of recovery, but the positive amount of lasting injuries cannot yet be known. Hamilton will entirely lose one of his eyes.—Dr. Campbell was in attendance, promptly rendering every assistance.—[Capleton Sentinel.]

English mail advices to the 24th of December, state that five British ships of war have gone in search of strange framed vessels without success. Commanders of all ships in commission have been ordered to adopt every necessary precaution, especially at night, to prevent ships from marauding attacks. Guard

boats and lances were to be kept on duty.—The dropping of torpedoes in streams are most feared by the Government.

### TELEGRAPH NEWS.

London, Jan. 9. The Times to day says the English Troops are still at Senate; no sickness, the notices are friendly.

Paris, Jan. 9th. The new Cabinet of Portugal favors the collection of taxes. The tax-avoiders on the people to such an extent as to cause the resignation of the previous Cabinet.

Berlin, Jan. 9. At a large Conservative dinner in this city last evening Count Von Bismarck was present and made a speech. He reviewed the present political situation in Europe, in the course of which he said that war with France this year was a phantom, urged his hearers to dismiss all fears on the matter. He was listened to with profound attention.

Vienna, Jan. 9. Dispatches have been received to-day which state, that the Austrian frigate Novara, Admiral Tegethoff, with the remains of Maximilian on board, has arrived at the Island of Corfu on the way to Trieste.

London, Jan. 13. Dispatches received from the South indicate that a more liberal policy is to be pursued by the Sublime Porte in the matter of the Eastern question.

A decree has been issued guaranteeing not only equality of rights in Canada, but a suspension of the collection of duties for 2 years.

Telegrams from Aden announce Gen. Sir Robert Napier arrived at Annesly Bay, and immediately set out for Senate, to place himself at the head of the British advance.

Warwick Jail, where the Fenian prisoners Burke, Casey Shaw, Mullany, are awaiting trial is occupied and surrounded by troops which were sent there by order of the Government to guard against any attempt to rescue them.

In the Queen's Bench to day a motion was made by the counsel for the defence that the prisoners be returned to London for trial on the ground that the bitter religious prejudice existing against the prisoners in Warwickshire would render it impossible for them to obtain an impartial jury and a fair trial in that county. The motion was heard, and the Judges reserved their decision.

New York, Jan. 14. G. D. 142.

FENIANISM.—Mr. McGeer, in a speech in the House of Commons, referring to the bill which is intended to prevent persons going armed, with deadly weapons, spoke fearfully as to the likelihood of those being Fenian demonstrations made during the year against Canada. He said he believed that our people, as a whole, were devoid of origin or creed, and were sincerely attached to the institutions under which they live. At the same time he believed this to be a very critical period, and he should be sorry to see the country lulled into a false security. In his humble opinion the next six months would be the most critical six months through which Canada had ever passed. He based this opinion on the fact that next year was the presidential year, when influences would naturally be at work dangerous to the peace, especially to our border districts.—[Canada Paper.]

Kilt vs. Trousers.—The gallant 78th Highlanders, during the recent cold weather at Montreal, have been put to a severe test of their powers of endurance. Until only a few days ago most of the members of the regiment wore the kilt, but on receiving an order from the commandant to change their style of uniform, the rank and files adopted the more comfortable alternative pantaloons. The pipers, however, prefer wearing the kilt, and during the coldest days they may be seen walking the streets with their bare legs, paying little attention to whether their thermometer shows the temperature to be either above or below zero.

Rumors prevail that the Hon. Mr. Skinner, Solicitor General, is about withdrawing from the Government, his position as Secretary of Western Extension, being incompatible or inconsistent with his duties as a member of the Council, since difficulties may at any moment arise between the company and the government.

A man named Howie, residing in the back part of the city, found himself on the Sunday morning last in the graveyard, one boot and one sock off, both feet very badly frozen, the bare foot perfectly solid. It feared they must be amputated, if indeed his life can be saved at all.—[Reporter.]

The Receipts of the E. & N. A. Railway for the month ending Decr. 31st, were as follows:—Passengers, \$4,934, Freight, \$8,755, Mails and sundries, \$567—Total \$14,246—an increase of \$1,677 over the month of December 1886. Compared with that month, the receipts for last December, shows a large gain in freight—\$1,714—and a slight fall in passengers.

A public meeting was held at Dartmouth, N. S., on the 27th ult., at which resolutions were unanimously passed, declaring the intention to seek a repeal of the "Union Act," and of a petition to the Local Legislature, and also that Nova Scotia members of the Dominion Parliament should not return to seats in Ottawa until every means of obtaining repeal were exhausted.

A terrible famine rages in Sweden 300,000 people it is said, are on the verge of starvation. A Mr. W. Thomas, Jr. of Portland, Me., writes to Mr. Seward—"Their crops for three years been bad; last year they were a utter

failure, and now even their miserable bread, made of straw and the bark of trees, has given out. They sit in their cheerless huts and die. My private advices from Scandinavia represent this calamity as worse even than the published account."

The total expenditure in connection with the city Government of Fredericton for the past year was \$14,941.07—a pretty round sum for that community. The Reporter says that one fifth of this was paid to office holders, not one of whom is overpaid. Conclusion—the system is too cumbersome.

The statement that Mr. Clawson has been promoted in consequence of Mr. Smith's transference to Ottawa, it seems, denied. To present appearances, gross injustice has been done to Mr. Clawson, an old and well-graded member of the community. Have our Ottawa representatives lost their reason and determined to alienate all the friends they have left?—[Journal.]

An Italian brigand was sentenced to death, and shot by a file of soldiers, the sergeant giving him the coup-de-grace. But a lazy grave digger allowed the body to remain over night unburied, when, the cold air reviving the half-killed wretch, he recovered his senses, climbed a wall and presented himself all bleeding at the guardhouse. The ministers of war and of justice are now quarrelling over him.

We learn from the Truro Mirror, that on Wednesday afternoon last a young lady named Crowell, was killed in that town by a runaway horse. The breast of the animal struck her in the head, and hurled her with such force against the ground, that she was killed almost instantly.

There is living at Laing, Scotland, a shoemaker, who married on the same day with the Queen and Prince Albert. The shoemaker's son was born on the same day with the Prince of Wales, and he (the shoemaker), has had a son for each daughter, and all born in the same month of the year. The Court Journal calls this "competing with royalty."

A Boston paper states that—"the question of annexing a portion of the British Provinces to the United States is again seriously agitated on both sides of the line? \* \* \* The feeling we know has increased since the confederation of the Provinces." The same paper in a strong republican strain speaks of the "incubus of British rule," and terms our connection "an unnatural alliance." Such egotism may suit American ideas, but we beg to assure the writer that annexation is now out of the question, and British subjects in the Dominion would sooner lose their allegiance than give up their home in a British land.

### ITEMS.

—Quebec built about 29,000 tons of shipping in 1867, and has about 10,000 tons in course of building.

—The State constable has been making a raid upon the rum-sellers in Canada. It is stated that even the druggists' shop were visited and every thing in the shape of intoxicants taken away.—[Courier.]

—It is reported that a Government delegation will have to visit England during the recess at Ottawa, on business connected with the Intercolonial Railway & North West Extension.

—The survey of the Maine section of the E. & N. A. Railway is almost completed—Captain Gitt, who has charge of the survey party, had reached to within 15 miles of the New Brunswick frontier a week or two ago.

—Mr. H. S. Barnaby, a medical student of Cornwallis, N. S., recently committed suicide by taking laudanum. No reason is assigned for the occurrence.

—More than \$200,000 has been subscribed to the fund now being raised by the Lord Mayor of London for the relief of the sufferers by the recent hurricane in the West Indies.

—Black hair is supersede golden, and a raid is being made by the agents of the hair dressers of Paris among the silky haired tribes of the South American Indians to supply the anticipated demand.

Capt. Mariner Crosby, of Eastport has been lost at sea with his entire family. He sailed from St. Thomas for New York, on the 20th of September, since which time he has not been heard from. Capt. Samuel Pine and Wm. Matthews, formerly residents of Eastport, are also among the missing.

Secretary Welles has received information of the discovery of an island, one hundred miles long, in the Arctic Ocean, in seventy two degrees north latitude. There is a coal mine on it.

The freemasons of Philadelphia are to erect a granite temple 230 feet long, 150 feet wide and with a tower 300 feet high. It is to be placed so that there will be a street on every side, it is to cost three quarters of a million, and be five years in building. The lot is already purchased.

The Christmas tides this year have generally borne rich fruit for country pastors.

Another Steamboat Explosion.—Sterns heeled steamer Harry Denne exploded her boiler two miles below Gallipolis Saturday, the vessel and cargo became a total loss. Seven or eight persons were killed, and a number injured—some fatally—and others are missing who are supposed to have been killed.

There are nine hundred bottles of choice old wines in Sir Frederick Bruce's cellar which go under the hammer at Washington this week.

The Legislature of New Brunswick is summoned to meet for the despatch of business

on February 13th. The appointments of Legislative Councilors will not be made at present.

### NOTICE.

On the 8th inst., by the Rev. R. Verker, Mr. William Smith, of Mrs. Sarah Ellen, only daughter of the late Mr. James McFarlan, all debts Parish.

On the 13th inst., Mr. John McDonald blacksmith aged 64 years, a native of the County Down, Ireland.

On the 3rd inst., after a protracted illness, Mr. John Waycott, 63 years, an old resident of this Town, leaving a widow and large family to mourn their loss.

### Ship News.

PORT OF ST. ANDREWS.

ARRIVED.

Jan. 8, Schr. Empress, McGee, Eastport, Express Goods.

CLIPPED.

Jan. 8, Bark Yale, Lovett, Cork, Deal and Latta, C. F. Clench.

13, Schr. Ethel, Maloney, Boston, 2800 cedar sleepers, J. Watson.

### NOTICE.

An application will be made to the Legislature of this Province at its next Session, for the passage of an Act, declaring that the rents received under the leases granted under chapter 43, 11th Victoria, shall be a proportion 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, G. D. S. GIMMEL, Clerk of the Peace.

January 13, 1898.

### NOTICE.

An application will be made to the Legislature of this Province at its next Session for an Act to Assess the County for \$1,000,000, for expenses of transmitting information to the General Government, with reference to the Intercolonial Railway, and to pay expenses of travel to and from St. Andrews by Railway. Jan 14

### HOUSE OF ASSEMBLY.

The following was adopted as one of the Standing Orders of the House in the Session of 1892:—

"26th.—That no Bill of a private nature shall be received by the House after the fourth day from the opening of the Session, but may be received by the House on any day previous to the meeting of the Legislature, and five copies of such Bill to be sent to each of the Clerks of the Peace in the several Counties, for distribution, and come the same to be inserted in the Royal Gazette, at 100 Nova Scotia papers in such County as may be determined by the House."

CLAS. P. WELMORE, CLERK.

### FISH, FISH, FISH.

The Subscribers have on hand and offer for sale:—

20,000 QLS. Pollock and Cod Fish, Pickled, Smoked, and fresh Herrings. Fresh Fish cleaned for sale.

CLINCH, McLENNAN & CO., S. Andrews, Jan. 15. (Car. 824-4)

### The Quintette Orchestra.

A COLLECTION of Quadrilles, Waltzes, Schottisches, Mazurkas, and Serenades, arranged for two Violins, Clarinet, Cornet and Bass in five books, one for each instrument. Price of the set complete, six dollars. Mailed post paid on receipt of price.

OLIVER DIXON & CO., Publishers, Jan 11 272 Washington street, Boston.

### Flour, Mess Pork.

Ex "Lacorn" from New York?

60 lbs. FLOUR, 12 lbs. MESS PORK, Jan. 8. W. STREBEL.

### Debates of the House of Assembly.

In accordance with a Resolution of the House of Assembly, at its last session, the undersigned will receive tenders for publishing the Debates of said House during its next annual session. Tenders to be forwarded to the Provincial Secretary's Office, on or before Saturday the 1st day of February next, and to state the rate per sheet, Imperial Quarto, with three columns on each page, and in all respects similar to the Debates of 1897. The number 4,000, on a sheet of 4 pages, to be published three times a week at least, from matter to be furnished by the Reporters, and to be delivered, cut in single sheets, in some Room in the Province Hall or adjacent Offices. The Tender will also state the rate for each additional one hundred copies which may be required.

Also for Reporting the Debates in the next session of the House of Assembly, undertaking that these shall be at least two Reporters to be approved by the committee, who will furnish from day to day, a full Report of the Debates in the House, in manuscript, fairly written, and for Printers use. Parties may tender for either the Publishing or Reporting separately or for both services combined. Parties may also tender for the Reporting separately or conjointly,—it separately to state the rate per sheet, alternate day. The undersigned having the right of deciding which way the contract shall be made.

It is understood that the whole matter furnished by the Reporters shall be published, and the Contract shall be completed within seven days after the meeting of the House.

The lowest approved tender to be accepted.

JOHN A. BECKWITH, A. RAIN-FORD WHITMORE, ELISS DOUGLASS.

NO I hereby given, that the Legislature of the week, application will an Act incorporating Steamboat for the purpose of Wharf property, and see therefrom.

ACCOMMODATION ST. ANDREWS ON and after this Stage will run 1 places, THREE times LEAVING Tuesdays, Thursdays, AND-S Mondays, Wednesdays at 9 o

Geneva, (Whis Ex the "Acadie" from Liver) 65 Hhds, 20 Qr Casks, 340 Green Cases, 20 Hhd, 12 Cases best Cognac, 3 Hhds, 18 Qr Casks, 40 Cases Old, 20 do 4 doz. pint 20 do Dec. 11.

Department of M Ottawa, 29th

### PUBLIC LIBRARY COMMUNITY

IGHTHOUSES, 12, Beacon, Brays, 12, Green Cases, 20 Hhd, 12 Cases best Cognac, 3 Hhds, 18 Qr Casks, 40 Cases Old, 20 do 4 doz. pint 20 do Dec. 11.

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When I was young, I would often try to And ask to see me...

So many happy days As through the l And three his arm...

At last he grew quiet As through the l And three his arm...

Will you be mine For really are He lived me; the But you must gu

AND HOW THEY A In Texas, on the horn...

A number of us which their women a couple of instances...

It was a rabbit a short and wound him...

It was a rabbit a short and wound him...

It was a rabbit a short and wound him...

It was a rabbit a short and wound him...

It was a rabbit a short and wound him...

It was a rabbit a short and wound him...

It was a rabbit a short and wound him...

A NEW ENGLAND SETTLEMENT IN NEW JERSEY

THE HANCOCK TRACT OF LAND IN NEW JERSEY... The object of the settlement is to provide a home for the poor of New England...

WHOLESALE AND RETAIL

Wholesale and Retail... The undersigned has for sale a large quantity of goods...

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Wholesale and Retail... The undersigned has for sale a large quantity of goods...

2000 Gallons Alberfine Oil

Just received from the manufacturer... John, and will be sold wholesale or retail at the lowest rates...

Sugar & Molasses

Ex "Lepid" from Barbadoes via St. John... Choice Barbadoes Sugar...

1868. Almanacks 1868.

McMillan's New Almanack and Register for 1867... A supply of the old Farmers Almanack always on hand...

PHOENIX FIRE INSURANCE COMPANY

Established in 1792... CAPITAL 3,000,000 STERLING... Office - Lombard Street and Charing Cross...

JOHN S. MAGEE

Is desirous of calling the attention of the Public to a large and varied stock of goods received per steamers...

More New Goods

Just received and now open for sale at the very lowest prices... Hats, Bonnets, Shawls, Mantillas...

Sewing Machines

WHAT EVERY FAMILY SHOULD HAVE... One of the Original WEED Sewing Machines...

Railroad Hotel

Water street, Market Square, St. Andrews... The Subscriber having leased the above Hotel and thoroughly refitted it...

Western Insurance Co.

Limited of England... Capital £1,000,000 Sterling... Losses promptly adjusted and paid...

Wm. H. Williamson, Druggist

Respectfully announces to the Inhabitants of St. Andrews and vicinity... He has resumed his former business as a Druggist...

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...

BRADFORD & CO.

Eastport, Maine... MANUFACTURERS & DEALERS IN CLOTHS & READY MADE CLOTHING...

North British and Mercantile Insurance Company

of EDINBURGH & LONDON... ESTABLISHED IN 1803... FIRE & LIFE... CAPITAL £ - 27,000,000 STEEL N...

JOHN BALSON, Shipbroker and Commission Agent

KENNEDY'S ARCADE, Writers... Begs to announce that he has removed his place of business to that elegant stand...

NOTICE

John S. Magee... Respectfully announces that he has now received the greater portion of his Fall and Winter stock of New Goods...

50 Bales, Cases and Packages

Consisting of all the most desirable Goods for the present season... CLOTHING GOODS...

Mechan's Fine Malt Whiskey

To arrive per the "Dr. Kane" from London... 29 Quarts casks of Whiskey...

New Fancy Goods

St. Andrews, N. B., ALBION HOUSE, Market Square... JOHN S. MAGEE is now daily receiving...

MEDICAL ASSISTANCE. THE GREAT AMERICAN REMEDY



RADWAY'S READY RELIEF

THE GREAT EXTERNAL AND INTERNAL REMEDY... SHOWS THE MODE OF APPLYING IT IN A FEW MINUTES... RAPIDLY CURES THE PATIENT...

RADWAY'S READY RELIEF

Proves its superiority to all other Medicines... It is the only medicine that can be used in all cases...

FEVER AND AGUE

Persons exposed to the Malaria of Ague... RADWAY'S READY RELIEF should be taken immediately...

RADWAY'S READY RELIEF

Should be taken immediately... It is the only medicine that can be used in all cases...

HOW IT CURES

The secondary indication of RADWAY'S READY RELIEF is to cure the patient of the disease or malady...

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Wholesale and Retail... The undersigned has for sale a large quantity of goods...

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