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# The Standard.

## OR RAILWAY AND COMMERCIAL RECORD.

No. 12 SAINT ANDREWS, N. B., WEDNESDAY, MARCH 21, 1855. [Vol. 22]

### LAW RESPECTING NEWSPAPERS

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### Correspondence.

To the Editor of the Standard.

SIR,  
I was much astonished when in Saint Andrews last Wednesday, to learn that a most wicked and wanton falsehood had been in circulation around your town, to the effect that I had at a Railroad Meeting held in Fredericton some few days ago, called the people of Saint Andrews, "Hell hounds," and other opprobrious epithets; being perfectly conscious of my innocence in reference to such a charge and as having in no way said anything calculated to give the slightest offence to any individual, I was inclined to pay no attention to the rumour, but what was my amazement, when I was further informed that the report was founded on a letter received from James Boyd Esq., M. P. P., who had the bold and barefaced effrontery of referring the party to whom it was written for confirmation of the truth of its statements—in those persons who were present at the said meeting.  
I at once denied the malignant charge and my word must be at a worthless price if it would not be taken before that of Mr. Boyd's, and I also referred to those persons who were present then in Saint Andrews, and who also had been present at the said meeting in Fredericton for the truth of my denial. Messrs. Hatheway and Wolhauser openly gave the statement of Mr. Boyd, the direct contradiction, stating further, that I had instead made complimentary allusions to the Saint Andrews people at the meeting. Col. Hinch had also written down to Saint Andrews, to contradict the foul slander before the press, and to the report as I am informed, and I have only to appeal to further appeal is necessary, in all who were present at the meeting in Fredericton, and heard my remarks—to deny Mr. Boyd's statement.  
I refrain from commenting on such an act of Mr. Boyd as speaks for itself—I can well pay the man so far as to inquire as to the quality of such a dash and dash round a word, endeavouring thereby to subvert my name, and rouse a feeling against me which might rather strengthen against a future occasion. I can afford to forgive him, but by this act he has confirmed many in their very flattering opinion of him—put them in remembrance of his statement before his contradictory charges not were credible, and stamped him by this, his malicious act towards myself with a brand that will remain in my dying day, upon his everlasting brow.  
I may here take occasion to thank my friends in Saint Andrews, who from personal knowledge of me, would not take up the said report, and say others from hearing take with us against me—at the same time also perfectly excusing those who disseminate the report, seeing it came like smoke emanating from the speciousness of truth.  
JAS. G. STEVENS.  
St. Stephen, March 12, 1855.

### A MAN OF EXTRAORDINARY ENTERPRISE.

Our readers have no doubt heard of Professor Hatheway, for whether we go to the confines of India, the deserts of Australia or California, the wilds of Oregon, the empire of China or, in fact, to any other part of the world, "Hatheway's Medicines are known," for in every language and in every newspaper in the world, his name and his Pills and Ointment are advertised. It would scarcely be believed that his advertisements appear in thirteen hundred papers in the Union alone; and again, few would scarcely credit that he has expended, in different parts of the world, the enormous sum of two millions of dollars for advertising.  
Hatheway's establishment, in the Strand, is one of the lions of London, and should be visited by every sojourner in the modern Babylon. He has now one in Maiden Lane, New York, where his medicines are manufactured, the Professor himself being there for a few months; they are now no longer imported from his house in London (thus saving the duty to the American public).  
As a proof of the great celebrity of the Professor, we may add, among other things, that he has been a great traveller, and last year visited St. Petersburg, where he had the honor of being presented to the Emperor, and obtained permission for the sale of his medicines throughout the Russian Empire. A few months before this he had audience of the Queen of Spain and Portugal, which resulted in royal orders being granted for the introduction and sale of his medicines in those two kingdoms.  
A similar honor was conferred upon him by the King of Naples, and the King of Saragossa. He had been to all the courts of Europe, obtaining almost everywhere special privilege for the sale of his medicines.  
It must be admitted that Hatheway is the greatest advertiser that ever lived, and has made by far the largest fortune in that line of any other man.—New York Daily Sun.

### ST. ANDREWS & QUEBEC RAILROAD COMPANY. SPECIAL GENERAL MEETING. St. Andrews, March 8, 1855. (From our own Reporter.)

[Speeches continued.]  
Mr. J. G. Stevens—most emphatically denied having used such expressions towards the people of St. Andrews, as was reported in a letter from Fredericton. He now came before them, to prove to them the course of conduct they had pursued was right, and would endeavor to convince them that their acts as a Board was also right, the proposition of Mr. Byrne must have come before the Board before anything could be done, and a deputation was sent to Fredericton to ascertain what it was, then they obtained intelligence of what it was, and also ascertained the minds of the Govt. and Members of Assembly, and all seemed adverse to Mr. Byrne's proposition, the Board rejected it, and they were right in doing so. The Province had granted £30,000 and were liable for more, and had a larger stake in the matter than class A; the Board were not to blame for not accepting Mr. Byrne's proposition; if the land was given to the English Stockholders it would be locked up and the Province would be swallowed up. The proposition passed at the Meeting at Fredericton, was to give up class B. to the Govt. Grant the Province the same you grant class A and she will build the Road; if the Govt. take hold of the Road they will build it—the issue is, that you have to trust class A, or distrust the Province, then I say trust the Govt.; if class A ask the Govt. for money to build the Road, the Province might as well build it at once without lending—What guarantee have you from class A, that they will build the Road? If it can be shown to you that the Govt. have actually spent more than class A, why should the line be given to a foreign aid; the Govt. has an equal stake at least with class A, with a guarantee of 25 per cent, class A may put any restrictions they please, and all that may be spent in repairs and maintenance. There are 200,000 acres of land, worth now perhaps 3s per acre, let the line be put through, and the value of the land becomes at least \$1 per acre or in all £200,000, is this sum going to be given to class A, without any security from them? What matter if we lose two years—the Road cannot be made in that time, and then the Province will be in a position to treat with class B. Ponder well before you give your votes, the matter cannot stand a doubt. We proposed to Mr. Byrne that class B. would pay up all to class A, that they had refunded, if they gave up all claims to class B. (Voice—where is the money.) The balance of debentures would nearly pay it—but Mr. Byrne had too keen a vision to take hold of such a proposition—If the Province will take hold of the work can you doubt they will do it? but so long as Editors of papers write against the subject for the purpose of discrediting united efforts, so long will all efforts remain fruitless. I have been called a slanderer—I say I am not, and I caution those who may use against me such epithets.  
Mr. Smith said the first resolution was introduced at 12 o'clock, and it was now 3 o'clock, they had heard all explanation from Mr. Wilson and Mr. Stevens, and thought it time that they should come to some conclusion. Mr. H. Fyfe rose to demand a hearing.  
Mr. A. T. Paul suggested it would be in the Chairman's power to limit the speakers to the points contained in the resolution and amendment, and not to any display of personal feeling or invective.  
Mr. Fyfe was then heard. He said Mr. Byrne had made a proposition to Govt. to raise a fourth of £80,000 the Govt. guarantee another proposal was to forfeit all class B. Stock—Govt. said class B. should be protected; he approved the proposition, because he thought that of the Province gave the money to build the Road, class A. should not get the benefit—Class A. had subscribed £76,519, 12s, 11d. 8s. retaining 12 1/2 per cent for expenditures and interest, £14,000 had to come off, leaving £62,000 8s. as sent out here. The Govt. had subscribed £30,000, there are 30,000 acres of land at £1 per acre, and £50,000 paid by class B. making a total of £65,000. When the work is finished, class B. will be liable for £400,000 to class A. this could be saved by the Province taking hold of the Line.  
The Secretary made the following Statement:  
Total subscribed, £113,000, sig. for £135,000 cy—class B. had subscribed £58,000 cy, of this sum Earl Fitzwilliam had paid £1,000 sig. and £1,200 cy, for interest to Stockholders, the Province had subscribed £30,000 sig.—and class A. £77,000 sig. Interest on English stock for calls paid in advance £5,000. Locomotive Engine and Tender, £5,300; office expenses £1,683; Director £1,959; Secretary, clerks, office, and stationery £1,726; Law expenses £1,175; Printing £175; Advertising £773; Sundries £195. Mr. Bridges, former Secretary £525.  
Mr. Wellington Hatch said Mr. Stevens would make the best financial in the Province for he had made sundry charges without showing value received. With respect to the measure before the meeting he was of opinion that it did not matter much whether the Province built the road with Class A. or Class B. so long as it was built; he wished in common with all present, to see the Road built, and was of opinion that it would be better to let Class A. and the Province build it, he thought they were bound in honor and honesty to give the preference to Class A.  
Mr. R. Stevenson remarked, they ought to be unanimous in voting, but he really did not know on which side to vote.  
Mr. A. T. Paul—A great deal had been said about the value of the land rated as high as £200,000—improved lands were of more value, and they could be had for £1 per acre. The Sur. Gen. said when speaking in the Hall, prior to his late election, that at the time the Legislature passed Act granting lands, they would have granted anything they pleased to ask—much had been said about the Govt., the question is, what is their duty to their constituents; if the means the Legislature had put into the hands of the Stockholders are properly used, they are amply sufficient.  
We have entered into a partnership with persons on the other side water, and we were bound to carry out fully the terms of the deed of partnership—the original estimate represented that the road would cost £160,000, and it was found now that it will require an additional sum to complete it, the shareholders in England had made themselves liable to same amount as people in this country—the English stockholders have paid upwards of £70,000. We have failed in performing our part of the agreement the English stockholders have performed theirs—much had been said about the resolutions passed by both Boards, he would take the resolution of 1853 in preference to that of 1854, as it was more binding. We were told that Mr. Byrne was sent out here to arrange matters between the two Boards. He would ask were not the powers he held sufficient for him to negotiate upon any matters connected with the Company. If the road is not built, the land reverts to the Govt., no Legislature ever gave such a charter to any other Company, as the Saint Andrews & Quebec Railway—it is the duty of this meeting to place on the hands of Class A. the land, Mr. Paul alluded to the consequences of not permitting Class A. to finish the road—the present prospects of the Province, and the probable falling off of the Revenue—he was of opinion that Class A. gave sufficient guarantee. Mr. Stevens had promised to show them how the road could be built without an act of the Legislature, but he did not remember having heard any explanation of his to that effect—(Mr. Stevens said he had explained, and his plan was "to stand still") that is what St. Stephens says, but will any man in St. Andrews say "stand still," would the Govt. Directors present, say to us "stand still" and if we did, and afterwards went to the Govt. for further aid—the Govt. would say, "Why stood ye idle all the day?"  
Mr. Paul concluded his speech, (which we are compelled to condense,) with powerful and convincing arguments, that with power, if not duty, but the true interest of Class B. stockholders, if they desired to insure the progress of the Railroad to Woodstock, to give their consent to the transfer of their property, facilities and privileges in the line, to Class A. at once.  
Mr. Geo. D. Street, wished to explain respecting Mr. Byrne's offer. He only asked the Province, in addition to the present facilities, to issue Debentures to the amount of £100,000 by way of loan, to be repaid in 20 years with interest, and offered to make the loan a primary charge on the line of Railroad, which would be ample security to the Province. Even then it would be necessary for Class A. to raise £100,000 more in England, in order to complete the road to Woodstock, and put it in running order, and this they were prepared to do so.  
Mr. G. L. Hatheway said he had no hesitation in saying that the Executive Govt. fully expected the action of this meeting to give up to them, Mr. Brown told the Govt. the land would be worth at least £1 per acre, when the road was finished—which depends upon the result of this meeting.  
Mr. J. W. Chandler considered the measure before the meeting as a matter of life and death to this town—for the past 20 years we have from time to time been quarrelling, and it was time that peace should prevail—he was of opinion that the road should be handed over to Class A.  
It was moved and seconded, that the meeting adjourn until 10 o'clock to-morrow. The motion after some discussion, was carried by a large majority. The balloting then commenced on the 1st Resolution, which was carried, as recorded in our last number viz: years 1191, nays 140.

March 9th, 1855.  
The Meeting opened at 10 o'clock, Mr. J. H. Whitlock in the chair. The Secretary read the proceedings of the previous day.  
Mr. J. G. Stevens said he wished to explain to the meeting, that he would offer no opposition to the decision of the Stockholders, and that he would not get up a petition to the Legislature against transferring the lands to class A.  
Mr. T. B. Wilson said as a member of the Board, not in his corporate capacity, that he would offer no opposition.  
Mr. W. Hatch said, if Messrs. Stevens and T. B. Wilson were sincere in their professions that they would offer no opposition—let them withdraw their protest.  
Mr. A. T. Paul in moving the second Resolution, stated that he regretted extremely that the three gentlemen belonging to the Board had left the room, as his remarks might be represented, and as he had not the slightest personal feeling in the matter, and intended to deal with the case of the Board, and not the persons composing it—he would much rather they should hear for themselves what he had to say.  
He then entered upon the different paragraphs stated in the Resolution—and showed that the first three were not only a direct violation of the Terms of the Deeds of Arrangement between the two branches of the Company, but likewise a violation of the rights of the Stockholders, in the Company, as the first was pledging the Company some expenditure of upward of £40,000 at a time when there was nothing to justify such a Resolution.  
The second was virtually putting the Road under Mr. Wilson's control for an indefinite time as there was no limit to the amount of expense he might incur; and as by the Terms of the Resolution he was to be paid up in full for all outlays before surrendering the Road, of course, it would be, if carried into effect, a bribe to any amiable or satisfactory arrangement with the English Stockholders.  
With regard to the 3rd paragraph Mr. Paul said he would be the last man to underestimate Mr. Wilson's efforts on behalf of the Railroad; he agreed with what had fallen from Capt. Robinson, that for some part of Mr. Wilson's services, "money could not compensate," but his objection to the time of making the appropriation as mentioned in the Resolution, and the manner of doing it—as it did not appear that the Committee had any account of items of expense, or outlay before them; and one at least of the Committee, from his brief connexion with the Company, can know but very little about the affairs of the Company, from 1835 till the time of preparing the Report.  
The fourth paragraph which had been admitted during yesterday's debate as correct, showed certainly a most extraordinary course on the part of the Board; they, following out the example set them by the Board, had invited Class A. to send out a Delegate to negotiate a Transfer, and when he came, they refused to treat with him, and would not even take the necessary steps to ascertain the opinions of the stockholders, but compelled them by the course they pursued to take the remedy into their own hands; and, to express the opinion they entertained of the conduct of the Board; Mr. Stevens had said yesterday that the Board considered it their duty to look out for the interests of the Province; he had always thought the duty of the Board was to look after the interests of the stockholders, and that the Government Directors were appointed to look after Provincial interests, and the fact that those gentlemen had been appointed by the late Government, and continued in office by the present Government, proved that the powers be "considered them well qualified for the truth" in the manner in which a part of the Directors had been appointed might have influenced the minds of some of the Board, as they were not stockholders' Directors.  
The charge contained in the fifth paragraph—could not be believed to be controverted, as the Bill therein mentioned, had been passed through the Legislative Council and sent to the Assembly for concurrence, before any one here knew anything about it, and it had not, that he could learn, been discussed at any Board meeting, or any resolution passed regarding it at the Company's office.  
The abstract principle contained in the Bill he highly approved of, but when he looked at the facts connected with its introduction into the Legislature, as far as he knew, he thought the parties connected with it highly censurable, as it was apparent it was introduced to have an influence on this meeting had it become law.  
The last paragraph of the Resolution might appear harsh in its terms, but it was the language of the "Act of Assembly" relating to the Company which was read; and as it was highly necessary that the persons to whom might be entrusted the duty of carrying into effect the determination of the Stockholders the previous day—should enter vigorously into the work—and should be ready to rescind those Resolutions which were unsatisfactory.

factory to the meeting, and which might stand in the way of the contemplated arrangements, he felt it his duty in the absence of any assurance for the Board that the meeting might depend upon a hearty co-operation on their part, he felt it his duty to move the Resolution which he had read.  
The foregoing is but a condensed recapitulation of Mr. Paul's speech, which would occupy two columns.  
During our absence from the Hall, we understand Mr. Chandler and Mr. H. H. Hatch made some observations.  
Mr. Julius Thompson said that he differed from the gentleman who had preceded him in saying that no personal allusions should be made—he (Mr. T.) admitted that in discussing the general subject for which the meeting was called, it would be well to avoid personalities, but on the resolution now before the meeting, he did not see how he could refrain from speaking of persons for it was purely a question of their fitness for office—he regretted that the Directors were not present, as he certainly had been waiting for the present opportunity, to relate many unjust aspersions which had been cast on him—but as they had so cowardly deserted their posts, or were afraid to defend themselves, he would not assail them behind their backs—nor take an unfair advantage of their absence.  
Capt. Robinson said that he was happy to have an opportunity of bearing testimony to Mr. Thompson's ability as Manager of the Railway. That the Boards could not have got along without him, from his intimate knowledge of Railways, and that even when a difficulty took place between the Engineer and the Contractor he had to step in and settle it. In fact he had to do and bear all the unpleasant work of the Company.  
The meeting having voted, thanks to the Chairman—was adjourned sine die, and gave three cheers for the Railroad.  
NEW BRUNSWICK  
Provincial Parliament.  
HOUSE OF ASSEMBLY.  
March 10.  
Mr. Cutler said he understood one of the Directors of the St. Andrews and Quebec Railroad had been lately in the County Charlotte for information respecting that line of road; he therefore wished to know if the Government was in possession of any such information?  
Hon. Mr. Tilley replied on the part of the Government, that no information had as yet been laid before the Government on that matter.  
Mr. Cutler expressed himself sorry to hear that—the Country was anxious to have information, and unless it was given it would cause regret and dissatisfaction.  
Mr. Boyd said as there was a new Board appointed, there would be the necessary information he thought in a short time.  
Mr. Cutler said it was time that information be given—the country should no longer be kept in darkness and under delusion about it.  
Mr. Hatheway remarked that he was in possession of information which he was ready to communicate as soon as he understood whether he should do so by Address or otherwise.  
Hon. Prov. Secretary was glad to hear from the Hon. member, Mr. Hatheway, that he was prepared to furnish this necessary information—he was not aware that any one man would have been able to prepare such voluminous documents as a full information required.  
Mr. Cutler said it appeared the Government had power to withhold or grant the information.  
Hon. Mr. Tilley replied that he thought it out of any one man's power to give the requisite information, yet if Mr. Hatheway was prepared the proper way was by Address. He would repeat that no information had reached the Government.  
Question for Schoolmasters.—If you set a boy so much Virgil for an imposition, won't he be apt to consider Virgil an imposter.  
The Russian Bath.—This must be a very cheap remedy. It appears to be simply getting into hot water.  
Refined Philology.—Probably the reason why a country pumpkin is termed raw, is that he cannot be said to be well dressed.  
Literature and Liberty.—If our books are bound, our Press is free.  
Hogs are universally considered very domestic animals; nevertheless, a pig likes his dirt.  
Wash.  
Water Privilege.—Being caught in a shower of rain alone, and having it all to your self.  
Unpopular Composition.—A Composition with one's creditors.

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## Correspondence.

To the Editor of the Standard.

SIR,

The meeting of Shareholders in the St. Andrews & Quebec Railway has gone off so successfully and satisfactorily, that there appears little likelihood, at all events for some time to come, that a necessity will arise for any outward pressure to direct the administration of their affairs in the proper channel; and I cordially congratulate you and them on the brighter prospects for the future, which the action they have taken opens up; but at the same time I cannot help cautioning them against a relapse into their old supineness.

It appears to me that there is yet much to be done before the transfer, which has been agreed to is complete. The Special Meeting was only the first preliminary step towards the attainment of the great object we have been advocating, and though I doubt not the new (perhaps I should say old) Directors, who have come again into office, will exert themselves to the utmost to carry the necessary Bills through the Legislature; I wish to suggest the propriety of the whole town of St. Andrews and surrounding country supporting them by petitioning the House of Assembly—for this is a matter which affects every inhabitant fully as much as it does the Shareholders themselves. It is more than likely that this struck others besides myself, and that it has already been acted on; if so, my suggestion is of course valueless; but let that pass; indeed I trust that it is so, for time is also an object at this period of the Session; and I would then, in conclusion, only request to be permitted to say—without any disrespect to the newly elected Board—that it still behoves the Shareholders to be watchful and vigilant until everything is finally arranged; for, notwithstanding that the present Directors may, and I believe is the case, have every disposition and intention honestly and conscientiously to execute the trust reposed in them, and obey the behests of their constituents; it must not be forgotten that they, as well as the rest of us, are but mortal, and liable to error; and therefore a gentle reminder now and then from you, that they will be called upon for a strict account of their stewardship will be rather beneficial than otherwise.

I am, Sir,  
Your obedt. Servt.  
CIVIS.

[For the Standard.]

MR. EDITOR,

I observe in the Fredericton Reporter a letter from a correspondent signed "O. P." headed "Abuse of Railway Proxies in England," with quotations from the Edinburgh Review, and Heteroph's London Railway Journal—in which the writer states, "that the process of obtaining Proxies has been extensively practiced by a few gentlemen in league with the Agent of the London Board of the St. Andrews & Quebec Railway," and argues, "that if the London Board of the Class A Shareholders are allowed to collect Proxies in England representing 1,000 shares, and use them at the General and Special Meetings of the Company, a channel will be open for railway corruptions, so perfected in the Mother Country."

Now "O. P." knows, that at a Special Meeting of the Company, the holders of one-third of the whole stock must be represented in order to make the vote of the majority present binding, according to the Act of Incorporation under which such Meeting is held. It was therefore necessary that the Proxy of Class A should be used, according to law. But it was not required, nor was it brought forward, to displace the late Board (of which I shrewdly pine "O. P." was a Member)—nor in the election of the present Directors. His insinuations respecting the London Board, are of a piece with his concluding remarks, viz. "that the local Board so summarily and illegally displaced, were working for the Country and not for themselves—and this was the head and front of their offending." The "old ally" is "at his dirty work again"—misrepresenting—and endeavours to lead the Stockholders to a stupid admiration, blind reverence, and implicit submission to the arrogant claims of the late Board. But his artful stratagems will fail; the Stockholders have no idea of being misled by his base delusions, which would only bind them fast in the chains of error and false confidence, thereby smothering their last hope of having the Railroad built to Woodstock.

QUEEN.—Was an English Stockholder's (Mr. Finch's proxy) used according to his wishes?

Yours, &c.

March 19, 1855.

Q. R.

CARLYLE. Friend Ayer.—In this age of quacks, charlatans, and mere windy, gaseous pretenders to heal, who blow at every street corner, and in the face and ears of all men, their loud, blaring J-richo trumpets and other noisy boisterous wind instruments of marvelously twisted brass, in such a woefully shamed epoch as this, I say, it is comforting, nay, even cheering to the earnest well-to-do of his race, to know, there has arrived in this world a genuine Physician—a light once more upon something besides mere Sangrodis and Don Mercurial Japs, with their phlebotomies, poisons and warm water.

Your Cathartic Pills and Cherry Pectoral, carry us forward in Halcyon days—to medicinal Pharmascopeans, when Science, deep, diving down into the principles of things, shall, with infinite cunning, bring out the genuine Elixir Vitæ; for of a truth, there is, manifestly enough somewhat of that same Life Essence in your subtle vegetable distillations and compounds.

You realize to us the visions of those pain-fleets, smoke dried Alchemists—boodless seekers—dreamers among reverts and crucibles, touching the Quintessential hidden Virtue of the Universe, which should antidote disorder, and break for man the Wheel of Time.

The Standard.

WEDNESDAY, MARCH 21, 1855.

CORRECTION.—Mistakes do occur in the best regulated families, even Printing Offices are not exempt, as may be known from the fact—that the name of Capt. Thos. Mosus, was accidentally omitted in the list of Railroad Directors. In the hurry of transcribing our notes of the Report of the special meeting there are some errors, we beg however to direct attention to the following:

After our first page was struck off we found that the compositor had by mistake, taken our rough notes of the Statement, as given by the Sec'y, and set them up instead of the fairly written copy. By this mistake the monetary affairs of the Company are made a complete jumble—they should read:—

Total Expenditure of Company, 113,000 s.g. Class B, had paid on calls 24850 s.g. of this sum the Earl Fitzwilliam had paid £1,000. The Province in Debentures and Cash £30,000, and Class A, about £77,500. Interest paid by Class A, for calls paid up in England, £8,000, for Locomotive, Tender and Rails, £5,300; Office Expenses Secretary, Clerks, &c., £1,726; Directors fees, £1,959; Law Expenses, £1,175; Printing, £1,175; Advertising £773; Mr. Bridges, former Secretary, £525—bills drawn by local Board, and amount paid Contractors about £38,000.

The importance which we attach to the Railroad, and the space we have for so many weeks past devoted to that subject, has caused us, most reluctantly to neglect making those remarks, and paying that attention to the politics and affairs of the Province generally, which they claim at our hands, and which we should otherwise have given to them. Now however that we have got a respite from the intriguing squabbles by which we have been so long surrounded, and the future fate of the Railroad, so far at least as it depended on the Stockholders' alone—is put upon a proper footing; we have leisure to turn our thoughts to other matters. Before we quit the subject however—which we now hope we may do for some time, with the exception perhaps of an occasional passing remark on the progress-making—we would remind our fellow Stockholders, that in the revulsion of feeling, which they now experience, emerging from nearly blank despair to almost certain realization of their hopes and wishes—they must not become unreasonable in their expectations, and look for the performance of impossibilities.

There still are many difficulties to encounter, and others may arise, which it will require the exercise of their patience, as well as the utmost prudence and careful management on the part of the Directors to overcome; and though our respected correspondent "Civis" is doubtless right in the letter which we publish to-day, in saying that it is as well to let the Board feel that they are as amenable as their predecessors; to be called to account for their stewardship; still it ought to be remembered that they have come into office shackled with all the mischiefs, which are the fruits of the errors and mistakes of the former occupants of their seats; and that it is in a negative sense, rather than otherwise, in which we are to derive benefit from a change in the Board.

It may be found wanting, we shall be found ready to censure, notwithstanding the support we gave to place them where they are; but we hope for better things, and earnestly recommend that no factious opposition be offered to them in the discharge of the very difficult duties with which they are entrusted; but that a cheering confidence be yielded, until, (as in the case of the old Board,) it is found and proved to be misplaced; and so we bid them "God speed" and "good luck attend them."

It was with sincerity and honesty, that we congratulated our readers on the change of Government, and predicted, that when the new members had got accustomed to their position, many measures fraught with great and enduring benefits to the Province, would be introduced and carried with little or no opposition, and so far with one exception have our expectations been realized, and in the "new Election Bill" as well as in the "Juror's Bill," we see that Government are determined to carry out such wise measures of reform, as will give the poor man as well as the rich some voice in the Government of his Country, and protect his personal interests when they are likely to be hurt by his being called-on to perform public services.

This is as it should be, but it is not on this subject that we wish to descant on the present occasion: we have said there is one exception to the expectations we had formed of our new Government, and it is in the vexed question of the "Liquor Bill" recently brought in by the Provincial Secretary, and ordered to be laid on the table, and which is to prohibit the sale, manufacture, and importation of all intoxicating liquors.

We wish to view this question fairly and impartially without offending the feelings of those many excellent men forming the "Temperance Societies" and without truckling to (we believe) the larger body who differ from their tenets, and it is for several reasons, why we should regret to see such a measure as is now lying on the table of the House pass into law, and they are of equal cogency in our mind.

Should the importation and sale of all intoxicating liquors be prohibited, the revenue would be deprived of at least £30,000 a year now paid for duties, and licenses, and this sum would have to be made up by direct taxation, while no revenue force that we are in a position to employ could prevent the smuggling into the country and afterwards the illicit sale of every kind of liquor. Again how unjust we conceive would be a law to prohibit "the manufacture of all intoxicating liquors," and here we refer more particularly to malt liquors; when there are many men (and we have one in this Town) who have come to this country, invested considerable capital and erected large Breweries under the protection of and in the eye of the Law, and who would then be deprived of their trade, their connection and the hard result of many years study and application; and it is to be supposed that we shall ever gain those large numbers of emigrants and laborers wanted in our towns, in the construction of our Railroads, if by Law they are prevented from procuring what from habit and long descent of usage has become to them a positive necessity of life?

But it is also on the broad principle of this proposed law that we desire to say a few words: we know the argument is used "the few must suffer for the many," "the weak must give way to the strong," but this reasoning, where it oppresses, nay, becomes perhaps the ruin of the few, can scarcely hold good, and surely it is the abuse rather than the use of intoxicating liquors, that Legislators are desirous of preventing and for which object "the Maine Law" was framed; but granting that it is against the use of all intoxicating liquors that a law is necessary, because some are liable to abuse them, then we maintain a law would be needed prohibiting the manufacture and sale of many other articles in daily use among us, because some are in the habit of abusing them.

There cannot be a doubt of the end desired by the Prohibitionists, but that "the end justifies the means" and that "total abstinence" should be enforced on all, because a few turn a good into an occasional evil can never be termed sound morality or even bear the faintest shadow of justice on its face.

C. C. GRAMMAR SCHOOL.—We notice that this seminary is rapidly growing in public favor; the number of Scholars is increasing, and the instruction received is such, that the pupil can be prepared for his collegiate course; as well as the lad, with the more common and necessary branches, who needs not the more refined acquirements, of Latin, Greek, or Mathematics. But where the tuition fees are almost nominal, it would be well that youth should embrace every opportunity in its power, (as the advantages in this school are open to all classes and denominations.)—Day up a store of knowledge which is likely to be advantageous and certainly not burdensome. We are fast arriving at a time, when it will not be asked, who this or that person is, but, is he educated—is he a man destined to be useful to his country;—a man who is an addition to the community; when mind and its cultivated acquirements, and not such contingencies as birth, position or good fortune, will be the true standard of the man. We are lastly approaching to a period, when self-government will be generally adopted throughout the Province, and how much more requisite is it, that the people without exception should be enabled to adorn with competency, those stations in life which they may be called on to fill; how necessary that the youth of the present day, should look upon themselves as the future men, who perhaps may have to take a conspicuous part in the arena of life, and be able to vie with their fellows in knowledge and intellectual accomplishments.

Holloway's Ointment and Pills, an infallible Remedy for Blisters on the Skin.—Edgar Mortimer, aged 25, of Annapolis, N. S., was for five years a severe sufferer with blisters on the skin, the whole of his face, neck, arms, and hands, being disfigured with them like small pox; he consulted several very clever medical men, who told him it was the predicated symptoms of some disease, which alarmed him exceedingly; however he took Holloway's Pills immediately, and in two weeks the whole of the blisters disappeared, and his health was considerably improved. These remedies will cure the most deeply-seated old wounds and ulcers, even of twenty years standing.

Trust.—May the Farmers perform more operations in the Field than the Surgeons.

## Arrival of the 'Africa.'

The Steamship Africa arrived at Halifax on Thursday last, with Liverpool dates to the 31 of March.

There is nothing of importance from the Allied forces before Sebastopol. On the 13th Feb. the Russians made a sortie, in which the French had only five men killed. On the 14th, in another night sortie, the French lost 26 men. The weather was quite warm and spring like.

The condition of the French army is reported excellent. It is also reported that the north side of Sebastopol could be invested. On the 16th, nothing was done. On the 17th official details of the battle of Eupatoria were received. Admiral Bruat telegraphs the following:—

Montebello, Komusich, Feb. 20th.—On the 17th, the town of Eupatoria was attacked on the eastern side by 80 pieces of artillery, 6 regiments of cavalry, under Gen. Korff, and 12 regiments of infantry, about 25,000 men, under orders of Gen. Osten Sacken. The combat lasted from half past five till ten in the morning. The Russians were vigorously repulsed; their loss is estimated at 500 killed, and the wounded in proportion. The Turks had 88 killed, and 250 wounded, and lost 70 horses; Selim Pacha, Gen. of the Egyptian Division, and Col. Reslan Bey were killed. Eighteen French were killed or wounded on ship board. The attack has not been renewed by the Russians. The steamers at anchor in the roadstead contributed energetically to the defence of the town. Admirals Lyons and Bruat have sent six steamers to Eupatoria.

(Signed) BRUAT.

Second Despatch.

Eupatoria, Feb. 21st.

Since the affair, the Russians have not made any new attempt upon Eupatoria. To-day columns of infantry and trains of wagons were seen leaving the vicinity of the town, and taking the direction of Simferopol. Many villages are still in flames in the neighbourhood of Eupatoria. More guns have been landed and additional fortifications thrown up. The town is in a good state of defence.

(Signed) DEMONT LOUIS,

Commanding Steamer Velocis.

The letter states that the "battles" consisted mainly of a heavy fire of Artillery, under cover of which the Russians made two or three attempts to carry the town by storm. The night after the battle the Russians bivouacked on the field without tents or fires—in intense cold—the next day they commenced retreating on Simferopol.

Vienna Conference.

Lord John Russell had arrived at Berlin and immediately had audience of the King and Baron Marfante.

Prussia seems, at length, to be making attempts to come to an understanding with the Western Powers. Gen. Wedell, Minister of the points at issue, and Lord John Russell's Mission is expected to conclude the desired arrangement.

An Official Editorial in the "Correspondence," of Vienna, says that the draft of a general treaty is already prepared, securing the integrity of Turkey, preventing future encroachments of Individual Powers, and guaranteeing the rights of Christians. This document will be considered at the Conference. All the Plenipotentiaries excepting Lord John Russell had arrived at Vienna. The Conference meets March 5th. Hopes of peace are strongly entertained. Notwithstanding the Russian professions of peace, all accounts state that warlike preparations were never more active in Russia.

SUDDEN DEATH OF THE EMPEROR OF RUSSIA.

LONDON, 21 March.—This evening in the House of Lords, Lord Clarendon rose and said—"My Lords: I think it my duty to communicate to your Lordships the contents of a telegraphic dispatch which I received half an hour ago from Her Majesty's Minister in the Hague, that the Emperor Nicholas died this morning at 1 o'clock, of pulmonary apoplexy, after an attack of influenza. I have also received a despatch from Her Majesty's Minister at Berlin, stating that the Emperor of Russia died at 12 o'clock this morning. An hour after this despatch arrived, I received accounts from Lord John Russell, at Berlin, stating that the Emperor was at the point of death, and had already taken leave of his family. Although this event occurred so short a time ago as between 12 and 1 o'clock, there can be no doubt, under the circumstances, of the authority of it.

In the House of Commons, Lord Palmerston made a similar statement.

BRITAIN.

Earl of Carlisle is appointed Lord Lieut.

of Ireland.

The new Chancellor of the Exchequer is Mr. Lewis, an untried man.

Parliamentary proceedings were unimportant. The chief business was a debate on Lord Goderich's motion to increase the chances of military promotion from the ranks; the motion was negatived.

A debate occurred in the Lords on the subject of acknowledging the loyalty of Canada and other Colonies,—no action came to Roebuck's Committee proceeds vigorously, and have reported that the objects of enquiry will be best attained by making the committee a secret committee.

On March 1st, Mr. Roebuck appeared at the bar of the House of Lords with a Message from the Commons citing the Duke of Newcastle to give evidence before the committee.

Wednesday, 21st, is appointed for a National Fast for the success of the war. Meetings, deprecating the conduct of the

war, continue to be held throughout the country, with increase of work.

The Earl of Lucan publishes a convincing letter to Lord Raglan, exonerating himself from all blame in the celebrated cavalry charge at Balaklava.

Letters are appearing in English papers complaining of the non-return of goods sent to the N. York Exhibition.

Ship John Bannerman, of St. John, N.B., was ashore at Holyhead, total wreck.—Crew saved.

Bark Avon, from Cuba to Swansea, with copper ore, was totally lost in the British Channel. Crew saved.

Half a million sterling in gold had been received per Kent and Marco Polo from Melbourne. Dividends on Cuba Loans of 1834 and 7 are advertised for payment.

A report reached England, via Berlin, that the Czar was dangerously ill, and given over by his physicians, although it wanted confirmation.

Funds advanced.

The order prohibiting the export of wheat from Poland into Prussia came into effect on the 21st. German papers mention the capture by the Russians, of Schouaibkapon, Schamy's strongest fortress, Tefik Pacha, Omar's son-in-law, had died of fever at Eupatoria.

There was much distress in England, owing to the unusually severe winter, and riots had occurred at Liverpool and London, in consequence, but the weather had moderated and a large number of ships had arrived, giving employment to many of the sufferers.—The rioting had ceased.

Rumour says that Roebuck's party will not rest satisfied without the impeachment of Lord Raglan, and one or more of the ex-ministers.

Rumour gives Lord Elgin a seat in the Cabinet as a member of the Board of Control. Russia has declared war on Serbia.

Joseph Hume is dead; he was much respected and as much regretted.

Sir Charles Wood takes Sir James Graham's place as first Lord of the Admiralty.

On the 9th, the Royal Assent was given the North American Fishery Bill.

The convention between Great Britain and the Porte for the enlistment of Turkish contingents, had been signed, and an interesting debate occurred on going into committee on the Army estimates.

Lord Palmerston contends that the sufferings of the army in the Crimea arose from physical causes not in the power of man to control.—Those sufferings were not confined to the British army. The Russians had sick and wounded 33,000 men. He further urged that the debate in Parliament had created so much indignation on the continent that the Government had been prevented from putting the foreign enlistment Act into operation.

FRANCE.

The Emperor was at the camp of St. Omer. Nothing new respecting the proposed visit to the Crimea. There are rumours of some important arrests having been privately made in Paris for political causes. Persons of high position are implicated.

The Monitor announces the loss of a French frigate with troops in the straits of Korislaio—all perished—600 or upwards.

ITALY.

The Sardinian Chambers have voted the suppression of Monasteries. Nothing more of Tuscany or Naples' adherence to the allies.

BELGIUM.

Lord John Russell had an interview with King Leopold, on his way to Berlin.

CHINA.

Intelligence from China is important.

Dates from Hong-Kong are to Jan. 15th.—The insurgents hold Canton in a state of siege, and have command of the whole river, their fleet having gained several victories over the Imperial fleet; consequently supplies being checked, provisions, especially Rice, are rising rapidly.—A fight took place at Whampoa anchorage, in presence of the American and English ships of war, and the foreign shipping was considerably damaged by the guns of the belligerents.

The English and American Commissioners have drawn a line around the Factories, and no hostilities will be permitted within it. Difficulties had occurred between the insurgent authorities at Shanghai and the French, whereupon Admiral Leguerre, with the ships Jean d'Acre and Culbert, bombarded the City—ere this it has probably surrendered, or been stormed. The insurgents have met with reverses East of Peking.

On the line of railroad now building from Königsberg to the Cape of Constantine, over the Alps, there are thirteen tunnels and twenty-five viaducts. Thirteen thousand laborers and two thousand horses are continually employed upon it.

Wanted by the Shakespeare Society.—The Signet of the Swan of Avon.

MARRIAGES.

At Boscabe, on the 7th inst., by the Rev. William Millen, Mr. Stewart Kerr, to Miss Mary McMillen, both of the above place.

DEATHS.

On Friday the 21st inst., at his residence, in Milltown, James Albee, Esq., aged 69 years. The deceased was for many years a prominent and influential member of the Wesleyan Methodist Church, in which communion he departed this life. Mr. Albee was also, for a long period of years, one of the Justices of the Peace for the County of Charlotte.

In the Military Hospital, at Scutari, Capt. Henry Ulick Burke, of the 33d Regiment, and fourth son of the late Sir John Burke.



## Saint Andrews and Quebec Railroad.

NOTICE is hereby given that arrangements have been made for working the line between St. Andrews and the Fredericton Road Store, and that on and after Monday the 26th inst. a TRAIN WILL RUN DAILY, until further notice, for the conveyance of Passengers and Merchandise.

For further particulars, apply at the Office in St. Andrews, where freight declaration papers may be obtained.

By order of the Board,  
S. H. WHITLOCK,  
Secretary.

St. Andrews, March 19, 1855.

## Meeting of Courts.

The Courts of General Sessions of the Peace and Common Pleas for the County of Charlotte, will sit at the Court House in St. Andrews, on Tuesday the 10th day of April next, at 12 o'clock.

The Courts of Oyer and Terminer and General Jail Delivery and Nisi Prius for the said County, will be held at the Court House in St. Andrews, on Tuesday the 24th day of April next, at 12 o'clock.

At which time and place all Magistrates, Coroners and Constables of said County, and all persons required to be at these Courts, are hereby Publicly Notified to give their attendance.

By Order of Her Majesty's Justices,  
THOS. JONES,  
Sheriff of Charlotte.

St. Andrews, March 20, 1855.

## Notice to the Public.

THE MAILS FOR ENGLAND will close at this Office on Sunday next, (29th inst.) at 9 A. M., via Halifax; and via New York on Thursday and Friday 29th and 30th inst., at 6 A. M. Also, via New-York, Tuesday, 3d April, at 6 A. M. The Postage for the United Kingdom, via Halifax, is 7d the single rate, and via New-York is 5d, prepayment optional.

By Order,  
G. F. CAMPBELL,  
P.M.

Post Office, St. Andrews,  
19th March, 1855.

## CARD.

### Messrs. R. Storr & Co.

BEING to inform their friends and the Public of St. Andrews, that they have been enabled to secure the services of a FIRST-RATE CUTTER, to superintend their TAILORING DEPARTMENT.

who will be ready at all times to attend strictly to the wishes of their Customers, and furnish them with articles of the newest Fashion, patterns of which he is constantly supplied with.

Messrs. R. S. & Co. beg also to state, that they have now on hand,

A CHOICE SELECTION OF THE NEWEST GOODS.

In Fancy Dress Skirts, Vestings, Broadcloths, &c.

In making this announcement, Messrs. R. S. & Co. beg to thank their friends and patrons for the kind and uniform encouragement which has been shown to them since the opening of their establishment, and of which they respectfully solicit a continuance.

St. Andrews, March 19, 1855.

## Now is the Time

### TO GET A GOOD

### DAGUERRETYPE MINIATURE.

The Subscriber takes pleasure in announcing to the citizens of St. Andrews and vicinity, that with his

### skylight Travelling Saloon

will remain in the place (Market Square,) for a few weeks only. Persons wishing a good likeness of themselves or friends, will do well to improve the present opportunity.

FRED. A. STODDARD.

## TO LET.

And Possession given immediately.

That large and commodious Dwelling House and premises, at the Corner of Water and Sophia Streets, recently occupied by Mr. Chene. The House has been thoroughly repaired and painted, and put in good repair, and is admirably adapted for a genteel private residence. For terms &c. please apply to the agent, St. Andrews, JAMES CLARKE, March 1, 1855.

## PACKET.

BETWEEN ST. ANDREWS AND ST. JOHN FOR THE WINTER.

The Subscribers respectfully intimate to the merchants and travelling public, that their fast sailing Pilot Boat "JOHN CONLEY,"

has commenced running once a week, between the above mentioned places, touching at Eastport when required, for the accommodation of Passengers and Freight. The vessel is well found, and under the charge of the Subscribers. Will leave St. Andrews every WEDNESDAY, and St. John every SATURDAY, wind and weather permitting. For passage &c. apply to either of the subscribers.

HUGH MELONEY,  
JAMES CLARKE,  
St. Andrews, February 7, 1855.

## SALE OF REAL ESTATE.

TO be sold by Public Auction, on Thursday the tenth day of May next, at the hour of noon, on the premises, in the town of St. Andrews, for payment of the debts of the late Frederick Augustus Babcock, of Saint Andrews, in the County of Charlotte, deceased, in consequence of a deficiency of the personal Estate of the deceased for that purpose, pursuant to a Licence obtained from the Probate Court of the County of Charlotte, the lands and premises following, that is to say:

All those Stores land and buildings on "Wyer's Wharf," so called, comprising a Blacksmith's Shop, the lot of land and wharf directly opposite at the head of the landing place, the House and Shop, a present occupied by John Morrison, the small store, and Cooper Shop adjoining the same, on the south.

The two large Stores or warehouses on said Wharf, together with the whole of said Wharf and ground on which the same stand, extending to low water-mark, with all the privileges and appurtenances thereto belonging. The above property will be sold in lots to suit purchasers.

A L.S.O. That valuable and pleasantly situated corner lot No. 2, in Block letter "I" in Parr's Division, directly opposite Dr. Alvey's residence, 80 by 160 feet.

A L.S.O. Lot No. 4, in Block letter "C," in Morris's Division, with the Building's thereon, known as the Grist Mill Lot, also one Steam Engine and Boiler of about 18 horse power; also two of Platt's patent portable Grist Mill-Burr Stones, with the bands, shafts, drums, &c., in complete order for grinding Corn or other grain; also one Oat Mill with belt and fixtures for the manufacture of Flour.

ALSO—One moiety or half part of Lot No. 24, in the Penobscot Association grant, situated in the rear of the Town of Saint Andrews, containing about 130 acres mostly under improvement, with a convenient House and Barn on the premises, known as the Kays's Cove Farm.

WILLIAM BABCOCK,  
Administrator.

St. Andrews, 7th March, 1855.

## Notice.

MR. NEIL LOCHARY, of Saint Andrews, having been appointed my Attorney, I hereby request all persons having any legal demands against me, to present their claims to him for adjustment; and all persons indebted to me either by Note or Book account, are hereby required to pay to him their respective dues without delay. His receipt will be sufficient discharge for the same.

SAMUEL GETTY,  
St. Andrews, Jan. 17, 1855.

## Fresh Arrivals from England.

WM. ASHALL,

## Clock & Watchmaker.

Respectfully informs the inhabitants of St. Andrews, that he has taken a Shop opposite the Post Office, for a short time, when he will be happy to execute any work in his line, which may be intrusted to his care, with promptitude.

He has brought from England a selection of Watches, Gold Rings, Chains, Alberts, Pins, Studs, silver thimbles, Brooches, Earrings, & a variety of other Jewellery. Electro-plated Spoons, tea and coffee pots.

Also, a quantity of small wares: tortoise shell combs; tooth, nail, hair brushes and combs, in great variety.

Watch glasses and dials fitted; Spectacles and eye glasses to suit all ages.

St. Andrews, Jan. 17, 1855.

## Emigration.

Persons desirous of having their friends in England, Ireland, or Scotland, brought out by the St. John and Liverpool Line of Packets, can procure Tickets on application to the Subscribers.

PASSAGE—From Liverpool to St. John, £5 currency for Adults; Children under 14 years, half price. Payment in all cases required when the Ticket is furnished, but if not used, and returned, the money will be refunded.

Provisions supplied agreeably to the Passenger Act, as follows:—

For each Adult—3 quarts water—daily; 2 1/2 lbs. Bread, 1 lb. Wheat Flour, 5 lbs. Oatmeal, 2 lbs. Rice; 1 1/2 lb. Sugar; 2 oz. Tea, and 2 oz. Salt—weekly.

It will be necessary for persons in the country, remitting for passages, to furnish the name, age, and place of residence of the intending emigrant; the Ticket will be forwarded by first mail after receipt of the money.

J. & R. REED,  
St. John, N. B. Jan. 13th, 1855.

## Flour. Flour.

Ex "Ulrica" from Bos on:

100 Bbls extra & superfine Canada Flour.

Just received.

J. W. STREET.

Jan. 23, 1855.

## Stoves, Chairs, BOOTS & SHOES, &c.

For Sale at Cost.

THE Subscriber intending to close up his business, offers his STOCK of GOODS, consisting of—

Chairs, Stoves, Chairs, Boots, Shoes, &c. &c. &c. at cost.

For Cash.

Those indebted to him, will please call and settle their accounts without delay.

ROBERT KER,  
St. Andrews, Feb. 9, 1855.

## ALBION HOUSE, SAINT ANDREWS.

Per Packet Ship "John Bannerman," and steamship "Niagara."

## MESSRS. STORR & CO.,

Have received a considerable portion of their

## FALL STOCK,

Which is Opened and ready for inspection.

THE Subscribers would respectfully intimate, that having commenced business this year with a supply suitable only for the SPRING TRADE, it does not devolve upon them to make the usual announcement of "a few additional Novelties," but to inform the Public that they are now receiving the first delivery of a large

## WINTER STOCK,

that will be composed of "NEW GOODS" exclusively. The present arrival contains principally an assortment of the following Goods:

## BROAD CLOTHS,

IN EVERY COLOR.

## DOESKINS, CASSIMERES, BEAVERS, PILOTS,

WINTER SHAWLS, COBBOURG CLOTHS, &c.

## WHOLESALE & RETAIL.

THE TAILORING DEPARTMENT is replete with novelty. Some splendid designs in FANCY DOESKINS, WINTER CLOTHS, &c. Gentlemen leaving their orders may rely upon having them promptly and faithfully executed.

MESSRS. STORR & CO. return their sincere thanks for the very extensive patronage they have received during the past season, and trust from the advantages they are enabled to offer, that this may be continued and extended.

R. STORR & CO.

Oct. 4, 1854.

## Valuable Real Estate FOR SALE.

That pleasantly situated Corner Lot and Premises, owned and occupied by the undersigned, being lot No. 1, in block letter Q, in Bulkley's division of the town plat of St. Andrews, known as the "Hay Scale Corner." There are on the premises, a good Dwelling House and out-houses, all of which have lately undergone a thorough repair, an excellent frost proof Cellar, a never failing Spring of Water, and a Garden not to be exceeded in the town for vegetables. The property is free from all incumbrances, and an undoubted title will be given. Should the above property not be disposed of at private sale by the 14th day of April next, it will then be offered at Public Auction, of which notice will be given by handbill.

MARIA BROWN.

Saint Andrews, 24th Jan. 1855.

## WATCHES, JEWELRY, &c.

The Subscriber has just received a further assortment of Watches, Jewelry, Cutlery, &c. consisting of—

Gold and Silver Lever & Legine Watches, Guard Chains, Gold Lockets, a superior article; Earrings, fine gold finger Rings, silver Jet and steel Shawl Pins, black Brooches, &c. &c. Silver Tea & Table Spoons, salt & mustard do, Joseph Rodgers & Sons old English Razors, Pocket, Jack and Pen Knives, &c.

Clocks, Watches and Jewelry cleaned and repaired &c.

GEO. F. STICKNEY,  
St. Andrews, Jan. 24, 1855.

## Provision and Iron STORE.

ST. STEPHENS.

THE Public generally, that they have taken Store in the "south end" of Mr. William Johnson's wooden building, where they have received and offer for sale—

200 Bbls. extra Canadian FLOUR,  
1000 Bushels Corn,  
25 Bbls. Clear and Mess Pork.  
ALSO,  
Received ex Ship Pamphylia from Liverpool:—

36 Tons refined IRON, assorted from 1-4 to 7 inches diameter, round,  
47 Tons flat and square Iron, all sizes  
60 Do common Iron, 1, 7-8, 3-4, and 5-8 inch round,  
6 Cwt. Best Cast Steel  
5 1/2 Tons best small Chain, short link, 1 1/8, 1, 7-8, 3-4, 9 1/16, 1-2, 7 1/8, 3-8, 5 1/16  
6 Kegs Ox and Horse Nails  
4 Kegs Boat Nails; 1 Keg Putty Rivets  
213 Bags Diamond Deck Spikes, from 3 1/2 to 10 inch  
5 Cwt. Hoop Iron  
1 Ton best London White Lead  
1 1/2 Tons Black Lead, Lard and boiled Paint Oil,  
50 Chaldrons Smith's Coals  
25 Tons Pig Iron.

All of which will be sold cheap for Cash.

JOSEPH ANDREWS & CO.,  
St. Stephens, Jan. 26, 1855.

## ST. JOHN AND LIVERPOOL

## LINE OF PACKET SHIPS,

1855.

Appointed to sail from Liverpool as under:—

Ships	Captains	Tonnage	To sail
Ulrica	Cruckson	875	5th Feb.
Middletown	Deane	996	5th March
John Owens	Doane	1236	20th Ditto
John Barbour	Marshall	990	5th April
Eudocia	Spurr	1015	20th do
John Bannerman	Robertson	1121	5th May
David G. Fleming	Kenney	1425	20th do
Joseph Tarrant	Gray	912	5th June
Imperial	Moran	1279	20th do

These Ships are built of the best materials, sail remarkably fast, are classed A 1 at Lloyd's, and coppered, and will be dispatched punctually on the days appointed.

They are commanded by men of the greatest experience and nautical skill, and no expense or exertion will be spared to make this line efficient in every respect for safe and speedy conveyance of Goods.

Orders for shipment of Goods by this line are respectfully solicited.

For Freight or Passage, apply in Liverpool, to Messrs. FERNIE BROTHER & Co, Warner Buildings, Water Street, or at St. John, to J. & R. REED.

January 16, 1855.

## NOTICE.

ALL persons are hereby cautioned against trespassing on a Lot of Land belonging to the Subscriber, situated in Chamcook. Any person or persons purchasing wood or timber from Logan, who or any of his children, will be prosecuted in accordance with the new criminal law.

B. DEWOLF.

Dec. 27, 1854.



## AYER'S

## CHERRY PECTORAL,

For the rapid Cure of

COUGHS, COLDS, HOARSENESS,

BRONCHITIS, WHOOPING-COUGH,

CROUP, ASTHMA, AND

CONSUMPTION.

We invite the attention of the public to the Certificates appended below, and bespeak for them that candid consideration which their honest frankness deserves.

Jackson C. H., Jackson City, O., 29th Nov. '52. Dr. J. C. AYER—Sir: The Cherry Pectoral is much inquired after. Several of our best Physicians have used it, three of them in their own case, and always with the happiest effects. The numerous patent medicines always before them, led to credulity in regard to every new remedy; and it is only after undoubted evidence of value in any article, that any thing like a general confidence can be excited.

The unrivalled excellence of this combination of agents (in the Cherry Pectoral,) proved beyond cavil by repeated trial and their own observation, has compelled medical men to proclaim abroad its usefulness. It is beyond all doubt the best general remedy we have for Pulmonary Affections of this climate, at the same time sedative and expectorant—a rare combination of properties.

In the hope that it will prove its own reward, I subscribe myself,

JAS. H. C. MILLER, M. D.

Allegan, Mich. 19th Jan. 1853.

DEAR SIR,—No one, no, not one—man, woman or child—can be found to deny that the Cherry Pectoral is all that it claims to be. There is much used in this vicinity, although not known until recently. The community should know its virtues.

JOHN R. KELLOGG, M. D.

Agents—Odell & Turner, St. Andrews; A. H. Thompson, St. Stephen.

## NOTICE.

THE PARTNERSHIP heretofore

existing between the subscribers under the style of

"E. TAYLOR & CO.,"

is this day dissolved by mutual consent.

All debts due the said firm are payable to B. R. FITZGERALD, who only is authorised to receive and give legal discharges for the same.

E. TAYLOR,  
B. R. FITZGERALD.

Campbell's, 3d Feb., 1855.

## NEW GOODS

AT THE

## WOOLLEN HALL,

TAILORING AND

Clothing Establishment,

WIGGINS' BRICK BUILDING,

Prince William Street.

## A. SKILLEN

HAS now open and ready for inspection a larger and better assorted

Stock of COATINGS, VESTINGS, and

PANT STUFFS than was ever before

exhibited at the WOOLLEN HALL.

A. S. solicits the attention of the Public to his large and superior assortment of

WINTER COATINGS, in—

Napoleon and Aberdeen Mixtures,

Moscow and Siberian Mixtures,

Balkan and Elephant Beavers,

Crimson and Crocodile Beavers,

Bryan O'Leary and Sultan Beavers,

Bearskin and Whiney Cloths,

Pilots and Beavers, all colors,

\* Melton and Canada Cloths.

FOR PANTS—A splendid assortment

of double milled West of England plain

and fancy Doeskins and Cassimeres, French

and German do; Scotch Tweeds, in heavy

ribbed and heavier mixtures of superior

quality; Clau Tartans do; fancy and

plain Satinets, &c.

FOR VESTS—Rich Plushes and Velvets

in plain and fancy colors; Satins, do;

Grenadines, do; Thibet Wool and Velvets,

chiefs, do; Embroidered, do; White Satins

and Mosellies, for Weddings and Balls

—all of which will be made to measure

in a superior style at unusually low prices

for cash.

\* REMEMBER!—WOOLLEN HALL,

Prince William Street, St. John.

Nov. 23. A. SKILLEN,  
Proprietor.

For sale by

J. W. STREET.



