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## From the Colonial Gazette. ON THE NATIONAL IMPORTANCE OF A RAILROAD FROM HALIFAX TO QUEBEC, AND THE NECESSITY OF COUNTERACTING THE POLICY NOW ADOPTED BY THE UNITED STATES (BY A COLONIST.)

The railway system has assuredly been a gigantic and wonderful, if not miraculous, creation of wealth. It will require the expenditure of one hundred and fifty millions before the lines now in progress are completed. Upwards of one hundred millions have been already expended. Before this outlay will give back a net return of five per cent., twelve millions annually must be paid by the British people for the transit of goods, and the bare expense of travelling. One single line yields now a revenue of a million sterling. These are mighty schemes and magnificent results; they seem visionary rather than real; but it is said that what has yet been done are "but the shadows of coming events." They are yet expected to be extended into a thousand new directions, and to be made far more productive and profitable. Cheap travelling, like moderate taxes or the penny postage rate—small profits from vast numbers—is the sound policy to be applied to them. Much less costly materials for rails; steam less extravagant & ornamental; cheap and more effective agents for the production of locomotive power, are in contemplation, and likely to be introduced; and improvement to be pushed so far, that the railway, it is predicted, will entirely supersede both canals and turnpike roads, and lines in connexion with the great trunk will run into every village, into the private estate of every landholder, if not into the yard of every leading hotel. They are destined, in fact, to be the most safe, extensive, and profitable investment for the surplus capital of the country ever yet discovered by human ingenuity and skill.

These prospects are more like the brilliant and shadowy dreams of an Eastern fabulist, than the sober and actual results of life; and yet they are not without foundation. But if such be the effect they are likely to produce on the employment and development of capital, their social results are not less mighty and important. They have nearly eradicated all our former notions of relative distance. Cities are no longer congregated and centralised into a narrow and exclusive circle; they extend their suburbs to a range which twenty years ago could not have been entered. London merchants have their houses and families at Brighton, and find it not too heavy a tax, either on their time or means, to come to their offices and return daily. A distance of five miles is carried into the very bosom of the city; local prejudices are retreating before new influences, and a new order of things—the bonds of kindly brotherhood and of social connexion, are knitting the nation into the world more closely and sympathetically, though this has been accomplished by change is only at the dawn of that brighter day which waits the zenith of the future. It is admitted that there has been, and will be, a large increase of industry, wealth, and intellectual power; but the fatal issues are too deep and recalcitrant for human foresight, and are bound up in the bosom of that weird and mysterious volume which time only can unfold.

The active and vigorous spirit of speculation which the system has inspired, not content with the fulfilment of the United Kingdom, broad and extensive as it is, has sought a new and wider empire by the introduction of railways into several of our own colonies. In the long array of colonies filled with these new projects, in addition to the lines projected, on the continent of Europe, to France, Vienna, and Italy—there will be found prospectuses for railways in Jamaica, Demerara, Dominica, Trinidad, the Mauritius, and Central India; three lines in Canada, and a great inter-colonial line to connect Halifax with Quebec. The latter is designed so as to complete, at a subsequent period, the long chain of communication from the Atlantic, on the north-western side of the continent of British North America, circulating the lakes of Canada, and piercing the far west, till it reaches the Oregon territory on the shores of the Pacific.

It is the grand project of a great age. Add to it the electric telegraph, and the transmission of thought, from one ocean to the other, will be more like an act of the Deity than of man.

Of the value and importance of the colonies of British North America to the Parent State too high an estimate can scarcely be found. The area of more extensive than that of the United Kingdom. In climate, soil, and resources, they are equal, some may say superior; but they are equal in high rank. Their united population is now estimated at between one and a half and two millions.

Since this was in type, it has been stated that an engine capable of drawing a train of 800 tons weight is nearly completed and fit for use.

but, at the past rate of increase, it is expected that in 1860 their population will not be less than four millions. The timber trade of the Rivers St. Lawrence, St. John's, and Miramichi give employment to a large proportion of our British labour. It will not be long before the agricultural resources of Canada will yield a surplus sufficiently ample to supply the deficiency required to meet the consumption of the United Kingdom.

Nova Scotia has boundless wealth in coal, iron, and other minerals; the coal and the iron are there interstratified, as in the mineral districts in England. There is no limit to the productiveness of the fisheries of that province, and of Newfoundland. Great Britain has the power of fostering in this portion of her colonial territory millions of customers whose means and capacity of consumption will be fully equal, if not superior, to the same number of her own population. British North America has high destinies marked out for the future. She has the area, extent, resources, the virtues and energies in her Anglo-Saxon population, to make a great country;—in fact, a second Britain in a new field. The Cabinet may keep and favour Canada as our own, and cherish these noble colonies as a field for domestic trade, as a source of independent supply, as a home for our surplus population, as the nucleus of maritime strength, as the certain instrument of national ascendancy and of glory;—or the alternative may happen, and they may be lost!

But in this new feature of their progress, in the extension to them of the taste for railway speculation—in this recent search of theirs for a new, and speedier route to the Atlantic—it is not only wise, but incumbent to inquire what influence they are likely to exercise, not on the development of their wealth alone, but on political and social feeling. And we frankly confess, it is for the latter purpose only that these few paragraphs have been written. Deeply sensible of the value of the colonial system to Great Britain, we feel sensitive on any question likely to affect either its strength or integrity; and not indisposed to sound the alarm if danger is to be apprehended. We see it now, and not very far off, hence we bestir ourselves, and exhort.

The three projects for laying lines of railway in Canada now before the British public are:—

First—The St. Lawrence and Atlantic Railroad, with a capital of half a million, 12,000 shares in all, and 2,000 of these subscribed in the colony. An Act of incorporation has been obtained from the Legislature of Canada, and a survey of the line and estimate of the cost have been made. This line runs from Montreal to Portland; the whole distance being 240 miles, 120 of which lie within the boundaries of Canada and the rest of the route through the territories of the three States of New Hampshire, Maine, and Massachusetts. The Legislatures of these three States have also granted acts of incorporation, and a large part of the capital required to complete the American portion of the line has been subscribed for in the United States. The following is taken from the prospectus of the company:—

"This company is established under an Act of the Parliament of Canada, 8 Vic. c. 25—royal assent 17th of March, 1845—for the purpose of forming a railroad from the city of Montreal, through the most populous and fertile part of Canada East, via Sherbrooke, in connexion with a railroad to be constructed to the Atlantic Ocean at the city of Portland, whence a railroad now exists to Boston."

"The proprietors have the certainty that, in a country whose resources are daily becoming so enlarged and developed, this railroad, forming the principal highway to the extensive and fertile regions bordering on the great lakes, comprehending Western Canada, the States of New York, Ohio, Michigan, and Wisconsin, and being the trunk to which local branches will from time to time become united, must steadily and greatly increase in productiveness."

The second in importance is the Great Western Railway, being a line running from Hamilton, on Lake Ontario, to Windsor, on Lake St. Clair, and exactly opposite to the American town of Detroit, in the State of Michigan. An Act of incorporation has been granted by the Canadian Legislature. The distance of the line is 245 miles; the cost is 1,750,000 Halifax currency; or, in round numbers, equal to 1,350,000 sterling. Of this sum one-tenth has been retained for Canada. By the recent mission of Sir Allan McNab and Mr. Ewart, from Canada; the residue of the stock has been guaranteed by a responsible body on the London Stock Exchange. To show the design and prospects of this company, the following paragraphs are drawn from the advertisement which has appeared in the London Times:—

"Two principal features of the undertaking, however, as a commercial enterprise, consist in its uniting the character of a Tammany artery for the local and provincial purposes of Upper Canada with that of a connecting link in the great system of thorough communication between the north western States of America and the upper valley of the Mississippi on the one hand, and the cities of New York and Boston, and the seaboard of the Atlantic, on the other."

A reference to the map will show that the town of Buffalo, which is the eastern terminus of the Great Western Railway of Canada, is the focus of the various communications by which the traffic of the interior may be mentioned the Erie Canal; the New York and Erie Railroad, 460 miles in length from New York to Buffalo; the Boston and Buffalo Railroad, 560 miles in length, and various other lines of railroad which radiate from Buffalo in different directions through the States of New England and New York.

The western terminus, Detroit, is, in like manner, the focus of the extensive railway and canal communications of the north-western States, including Michigan, Illinois, Indiana, and the upper part of Ohio, of which a large portion are already completed and in successful operation."

There can be no reasonable doubt, therefore, that the railway will at once absorb the greater portion of the traffic, and will become in connexion with the systems of railway communication at either extremity, the high road for the traffic of the western States with the Atlantic.

No competing line can be made to divert this traffic, as the Great Western Railway of Canada affords the most direct route between Buffalo and Detroit; and any other line to connect these points, would have to wind round the south shore of Lake Erie, increasing the distance by at least 125 miles."

The third is "The City of Toronto and Lake Huron Railway," for the purpose of completing a line from the city of Toronto to Goderich. This association has the patronage of the Canada Land Company (An act of the Provincial Parliament has also been obtained for the line. The capital is half a million—the length of railway 120 miles. The following extract is taken from the prospectus of the company, which has been printed and circulated in London:—

"This railway will form the cheapest, most direct, and expeditious communication between the States bordering on the Atlantic and the territories intersected by the two great ship canals lately constructed in Wisconsin and Illinois, to connect Lake Michigan with the Mississippi, and by avoiding the circuitous and, at some period of the year, dangerous navigation of Lake Erie, will shorten the distance to Chicago, on Lake Michigan, the great emporium of the western trade, by upwards of 300 miles, and will, therefore, attract the chief part of the carrying trade to and from the west, at present passing through Lake Erie."

This trade is sufficient to support, at the port of Buffalo alone, 60 steam vessels of the largest class, and 300 sailing vessels. The passengers by this route fluctuate from 5,000 to 7,000 weekly, for about five months of the year. The proposed line, by connecting Lakes Ontario and Huron, the navigation of which is open for six weeks longer in the year than Lake Erie, will add this period to the season of communication. It will also shorten the direct inland route to New Orleans, and thereby secure the transit of a very numerous class of passengers, who, in the summer months, travel from the southern and central to the north-eastern States of America and to Canada."

The facility of communication which the proposed line will open with the above States, to which the great tide of western emigration is directed, together with the command of the entire traffic of that rich portion of Canada lying between Lakes Ontario and Huron, cannot fail to ensure to the stockholders in this undertaking an ample and immediate return upon their capital, and there is every reason to anticipate a considerable addition from the increased facility of communication with the Atlantic, which the completion of the railroad from Montreal to Portland will afford."

These extracts are given that there may be no misrepresentation, and no misapprehension, as to the calculations of the projectors of these three schemes. It is clear that the effect of them will be to make that Canadian peninsula which lies between the head of the Ontario and the waters of Lake St. Clair a central ground for the transit of those vast products yielded by the fertile regions of the west; that the western planters are to find in this way an easier route, both for themselves and their trade; and that, in seeking an outlet to this ocean, they are to pass over parts of the British territory and sea, in place of following the present channels, which belong exclusively to themselves. No scheme could be more judicious or commendable than this, if it were free of all corresponding disadvantages; but the misfortune is, that for this transitory benefit—the barren right of carriage—the Atlantic trade of Canada is to be transferred to the Americans; for after goods are deposited at Hamilton or Toronto, they are then to be conveyed—the

lines of railway are to be made complete—to New York, Boston, and Portland. The exports of the west and of Canada are to be combined in their progress seaward; but ultimately they are to pass into the charge of American merchants, and to seek their market in the world under the flag of the American Eagle. It is in vain to blink this question—we ought to meet it boldly; the effect of these railroads, in short, is to transfer a large portion of the trade of Canada to the Atlantic ports of the United States.

To what consequences are these schemes likely to lead? They are important, startling, pregnant with disasters. They may add to the wealth of Canada, but certainly not to the power of the parent state.

Far be it from our purpose to impute any design on the part of the projectors to effect the strength of the relations, or to touch the integrity of the empire. The schemes are supported here by men of all parties—by those far above, and therefore undegging of suspicion.

From Canada, again, they have come guaranteed by the highest and grandest names,—by men who have endured every peril and made every sacrifice to guard the honour of the Crown and to protect the British allegiance; and who, we believe, would be ready again, as they have been in the past, to fling their swords and beat their ploughshares into the weapons in war, if the connexion were in danger. But put the question to reason the matter with, any of those from the opposite side of the Atlantic or with those who can take a local, colonial, and comprehensive view of the results of these speculations, and they will candidly admit that they look to them with fear and trembling, and that they would be glad if the causes for this fear were less potential.

For what are these consequences? Many:—loss of trade, the change of employment from British to American shipping; an increase of American influence; a diminution of British influence. It is too palpable that, if the import and export trade of Canada are to be centralised in the Atlantic cities of the United States, a far closer bond of union and dependence must grow up than exists now. From such an intercourse there will issue monetary relations, partnerships in trade, and social connexions;—they will be taken and given in marriage;—and as the United States is the greater power,—as she has the superiority in wealth, as the terminus and door to the sea are on her soil, and under her control;—as it is a rule in politics, as in physics, that the greater ever attracts the less,—it is obvious that her influence will be in the ascendant, while that of Britain must be on the decline.

But let not our statesmen be deceived. America, with that quick and sagacious foresight with which she ever peers into the future, contemplates the effect of these changes, and has already adopted the policy fitted to hasten them on. The late agreement made with the Post-Office authorities to sanction the transit of the British mails from Britain to Canada through American routes; the law recently passed in Congress to permit the imports to Canada to pass free through the United States under bond; the promptitude with which American capitalists have responded to these Canadian projects,—nay, the absolute rivalry now in active operation between the three cities of New York, Boston, and Portland to counteract each other, and to secure, each exclusively to itself, the anticipated profits of this new trade,—are indications too palpable to be mistaken, of what America hopes for;—pecuniary results in the meantime, and commercial and political advantages hereof,—the British steamers, direct from Liverpool to Boston; the transit of British produce under bond in American bottoms to British ports;—(for this, it will yet be argued, would be only favouring reciprocity to their generosity, in permitting British goods to pass free over their railroads)—the commerce of Canada made dependent on them—national affections yielding to national interests—the loyalty of Canada, mayhap made spurious, if not sapped,—and, in the event of a collision, with no stout hearts to oppose, and no stern militia to retard their march—the flag of the Republic waving proudly over the heights of Montreal, Toronto, and the impregnable city of Quebec.

It is not a little singular that, while they are pursuing this policy on the land, they are seeking also to invade our rights on the sea. Not three months ago the American Minister pressed Lord Aberdeen to acquiesce in the construction of 1815, which gave them entire rights of fishing on the coast of British North America, so as to give them the right to enter our bays. This year, they have gained a point, by being permitted—to enter for the first time after a century's usage of 27 years—to fish in the Bay of Fundy. They are debarked from fishing within three miles of the coast. They wish to break this limit down—to fish on the same terms as the relations—to wedge us out of Canada—to fence us in on the sea. This attempt to gain concession has been foiled, for the colonies act with vigour. New Brunswick and Nova

Scotia had agents before Lord Stanley; the colonies sent earnest representations; and the Minister has put the veto against further negotiation; but we refer to it here as another fresh instance of what America is about. Her leading men never slack in the pursuit of advantage. It is our duty to watch with equal—nay, with exhausted—diligence.

We have stated above the expectations of America. God forbid, we say, such a catastrophe; and yet it may come to pass. Patriotism is a feeling, if not a principle, which prompts and inspires expansive, generous, and ardent minds; but it is the lesson of experience that the mass—the strength of a nation—are governed by grosser motives, and that no tie binds them like that of interest. The age of chivalry—the time for clanship—the blind enthusiastic feeling of loyalty:—these "loving kings they know not why"—have now departed, and for ever! This is a harder and more calculating age. The love of gold daily grows stronger. Make it the interest of Canada to join the Republic, and where is the spot sufficiently tenuous and firm to uphold the British standard? There is no rule so ruthless and desolating to authority and allegiance as popular dissatisfaction, founded on the belief that a change will bring comfort—a heavier load and more productive employment to the poor; and wealth, more costly garments, luxurious wines, and the ornaments of art, to the better orders. Never was the wretched class so formidable or reckless—never had Governments such powerful inducements to govern wisely and well.

Evil will befall the hour if Canada be lost. Canning once proudly and emphatically said, he would "call on a new world in the west to balance the old." It was a saying no less true, than it was brilliant. But this dependence of the old world on the new has become, since that time, far more close and sympathetic. If he been justly said that the march of empire is westward; and that as kingdoms grow up here to their prime,—to their maturity and grandeur;—and then, according to the universal law, we had also said the eternal law of change, began to fall into decay,—the progressive progress, the increased energies, and the accumulated knowledge of man is to start fresh on the great field of the new world, and create around him a scene of civilisation indicative of higher intelligence, of more refined art, and of a more expanded and riper glory. If such contemplations be sound, it cannot be the duty nor the policy of Great Britain—the greatest nation in the paternity of that mighty future—to suffer her influence to be afflicted and curtailed in that field where millions of her subjects and their descendants are yet to find a home; and where her free institutions, and her arts and greatness, are to be reproduced and cultivated till they reach a far higher and nobler perfection than

But, to show the importance of our present inquiry, we do not need to deal in these revelations of the future; the past affords a lesson sufficiently instructive and significant. The possession of British North America is indispensable to the safety and protection of our islands in the Archipelago of the West,—necessary for their supply and trade, and for the retirement of our troops and navy. If the footing of Great Britain were lost in Canada, our settlements in Hudson's Bay and in the Oregon territory would soon follow. Unless the broad continent in the rear were our own it would be impossible to preserve the fine harbours and the inexhaustible fishing grounds of Nova Scotia and the other lower colonies. Give to America the sweep of Canada, the ports and mines of Nova Scotia, the fisheries of the Bay of Chaleur and of Newfoundland, the superior timber of our northern forests—all elements of national wealth, now wanting,—her sway from the Atlantic to the Pacific would be irresistible as boundless. Mexico and Texas would be at her mercy—the trade and manufactures of the old world would be subject to her selfish and grasping policy,—for she could reject or receive them on her own terms; and, enjoying those rich and unpossessed resources, now held by this country in these wide possessions, her industry would be extended to new branches, and inspired with new vigour, her prosperity be fed from original and fertile sources, and her independence built on a basis far more broad in itself and threatening to other powers.

If the old world is not to be surrendered to the new—if Great Britain desires to retain her, or any, influence in the West—Canada must be preserved, be the cost what it may. The lower provinces hang upon her; their fate is intertwined with that of their sister State; and, waited, they are the political of the British interests and power. England, said Sir Robert Peel, equipped her Colonies, would be reduced to a third-rate power; those in British North America, by overhauling and keeping in check her great and most dangerous rival, are the most important of them all.

(Continued in our next.)

## European Intelligence.

From *Williams & Smith's European Times*,  
November 4.

The American Provision trade presents no very striking feature. Of Beef there is only a limited quantity in the market, and holders appear anxious to dispose of the remainder of their stock before the arrival of the new. Pork is dull, notwithstanding the small supply in the hands of the trade; this is mainly attributed to the unhappy state of matters in Ireland, where the farmers have been compelled to force their stock to a sale. There has been some Cheese brought to the market at a public sale, but only one half of the quantity offered found purchasers, and that at a reduction of 3s per cwt. The market is bare of Lard, and the price is high, owing to the state of the Butter market. The Wool of the United States continues to find customers in England, and this branch of trade is improving; indeed, there appears to be no bounds to the consumption of an article which never, until recently, formed an article of exportation from America.

The Corn market continues to rise, and the averages to decrease a little; but the "hump" in the scale by no means indicates the actual price which good Wheat realizes. The quantity of indifferent or bad Grain which is imposed upon the market keeps up the average, and such a misnomer can be applied to a scheme which very unfairly represents the actual price of the article. The opening of the ports is a question so important to itself, not only as it affects the Corn trade, but that it is of far greater consequence, as it affects the general interest of the country, that it absorbs every other topic at the present moment. A morning paper stated a day or two back, that a Treasury order had been transmitted to, and received at the Dublin Custom House, admitting grain free of duty. This statement turns out to be incorrect; but it was generally believed—a proof of the public mind being prepared for such a step on the part of the government. An Evening paper has published a statement to the effect, that Wheat and Corn are to be admitted immediately at a 10s figure; Wheat at 10s per bushel and the other kinds still lower; but this statement, although partly imposing, is also considered premature. A Cabinet Council was held on Friday, at the house of Sir Robert Peel, as the Premier could not leave his home owing to an attack of gout in the foot. At this meeting the question of the opening of the ports was not discussed in all its bearings, and the result was to the effect that the result. Another Cabinet Council was held at Sir Robert Peel's house the following day, and the result of this, as of the preceding meeting, still remains a mystery. People have been anxiously looking to the *London Gazette*, expecting to see an official intimation of the government's policy, but they have looked in vain. The Cabinet is said to be divided on the point at issue, but no one presumes to think that the parts will be opened. It is the only thing about which people talk. "Out of the fullness of the heart the mouth speaketh." The decision of the Government must be speedily known, because corn is to come in duty free, every day adds to the difficulty, as the time of the year is rapidly approaching when not only the Baltic but the St. Lawrence will be closed by ice. As regards the former, however, owing to the scarcity which prevails amongst the continental neighbours, and the high price which grain commands there, much cannot be expected. The great hope is in the United States and Canada. The point of the controversy exists in the fact, that most of the Continental powers have already opened their ports for the self-same object, and it is justly said, "Why should England be less considerate for its citizens, than are the Continental rulers for theirs?" The real fact in all probability is, that Peel is unwilling to act until he is armed with the strongest possible reasons for doing so, and in order to put away the question, he is said to be waiting for the report of the scientific commissioners whom he has sent to Ireland to investigate the potato disease. Some say that Parliament will be immediately summoned to consider what ought to be done in the present emergency. A Privy Council must be called when the ports can be opened, and as no announcement of such a meeting has yet been made, some days, it is probable, may elapse before the policy of the Cabinet will be made public. The state of things in these Kingdoms at the present time, with the certainty of "bread and butter" coming in free, or at the lowest nominal duty, must have a considerable effect on the price of those commodities in the United States and Canada markets. As a proof of the diversity of opinion which prevails in the Cabinet on the subject of reducing the Corn Laws, even for a temporary purpose, we may mention that another meeting was held, at the house of Sir Robert Peel, yesterday afternoon.

The Cotton market continues in a desponding state. Foremost amongst the causes of this depression is the apprehension of a general panic, contingent upon the fearful state of the potato crop; the deficiency or blight of the crop; and the "hump" pitch to which speculation in railway shares has been carried. Other branches of business are also suffering more or less from those combined causes, and as the winter approaches this feeling of alarm, there is too much reason to apprehend, will rather increase than abate.

The Share market is inactive, and the funds are flat, caused by the rumours relative to the opening of the ports. The Discount market shows symptoms of "tightness," and in taking bills the discount houses show more than their usual caution. Nothing of much importance has occurred in the Foreign

market. The return published by the Bank of England, for the week ending the 25th of October, gives the amount of notes actually in circulation as £22,626,115, being a decrease of £227,339. The public deposits show a decrease of £164,757, and the private deposits a decrease of £905,470. Against these the Bank has diminished the securities held by £1,118,414, and the notes in reserve by £125,935.

The amount of Bullion has again suffered a decline of 180,022, the present aggregate amount in both branches being £14,001,283. Trade in the manufacturing districts shows, in its comparative prostration, the effect of the various causes at which we have hinted in our publication to day. Nearly all descriptions of produce have received a check, but there is nothing so gloomy a head, that a speedy and healthy reaction may not take place.

The Iron trade continues brisk, and masters and men are well employed. In the price of Pig Iron a slight decline has taken place; it is now quoted at £4 15s in Glasgow. Our market returns will show, nevertheless, that the existing rates are still high and remunerative.

The Railway mania has received its quietus. Something like a panic has overtaken the speculators in iron-highways. Now that the reaction has come, it brings in a train ruin and devastation, and bankruptcy to thousands. But the end is not yet. A more gigantic system of swindling has lately been seen in these latter days, and the number of "respectable" persons who have lent their names to support bubble companies, make us blush for the credulity of our common humanity.

The Times, true to its character of seizing the right moment for acting upon public fears, or controlling the public mind, kicked the beam at the critical instant, and to some extent produced the reaction which is now witnessed. The bank of England, the critical state in which the food of the country has been placed by the harvest, and the state of the potato crop; above all, and beyond all, the ridiculous experiments which the projectors of the numberless moonshale companies made upon the common sense of mankind—these causes, irrespective of the durnal monster, have forced the declension to its present point. The wreck of fortune and of character, which this temporary insanity has produced, will be felt long after the causes that produced it have passed away. As a proof of the extent to which this huge system of swindling has been carried, it may be mentioned that even ladies were not exempt from its influence. Now that people have time to reflect, and to analyze, they find that out of 33 sets of provincial committees, the name of one part appears 23 times; the names of two others 19 times; of three 17 times; of 14 14 times; of 33 8 times; of 29 9 times; and of 22 10 times. Can further proof be needed of the systematic attack upon the pockets of the people, which this cunning and clever scoundrelism has worked?

IRELAND.—The accounts from the Sister Islands for some days past, as regards the potato crop, are of a very serious and alarming character. The failure is dreadful in the extreme, and the prospects before the great majority of the lower classes truly horrifying. The authorities at Dublin Castle seem to have directed their attention to the matter. Commissioners have been employed to visit the different Provinces and to report to His Excellency the results of their examination. Up to the present time these reports are of the most discouraging character. With a people so steeped in poverty as the Irish are, and discontented with the powers that be, it is frightful to contemplate the consequences of scarcity. The numerous railways likely to be in progress of formation next summer, and during the course of the present winter, will, no doubt, materially assist to alleviate much of the suffering that would otherwise ensue.

The agitation for Repeal is still carried on. Since the sailing of the last American steamer, a number of monster meetings and repeal banquets have taken place; at all of which the Liberator figured as commander-in-chief, and long and eloquent orations were made on behalf of the darling object of these political agitators. A grand banquet has been given to Mr. Smith O'Brien, at Rath Kake. Mr. O'Connell was present as a guest and warmly eulogized the member for Lime- rick in first-rate style. We observe that the annual tribute to Mr. O'Connell will be collected, according to custom, early in the present month. The customary notices have been published, and the starving peasantry of Ireland exhorted to fill the pockets of him who professes to be the regenerator of his country. It strikes us that he has a most glorious opportunity of exemplifying his philanthropy and benevolence by distributing the proceeds of this year's tribute among the poor peasantry who have hitherto manfully supported all his projects.

The Orange party have issued an address to the Protestants of the British Empire, in which they complain of Government for permanently endowing Maynooth, maintaining the present national system of education, and not advancing money to enable the clergy of the Established Church to support their own schools. These form the chief grievances.

The meetings at Conciliation Hall are still carried on. The amount of rent has not been so large for the last two weeks. At the meeting held on the 27th ult., the Liberator, having returned from his provincial excursions, was present, and made the speech of the day, in which he abused John Knox Wickliffe, Cromwell, Queen Elizabeth, and Bacon—ridiculed the idea of offering statues to them, or any of them; and insisted on the necessity of the return of repeal members,

and the consequent inevitability of Repeal. The rent for the week was £248 15s. 11d.

The Dublin papers state that the Custom house authorities in that city, have been directed to make arrangements for the admission of corn, duty free, on and after the 1st November.

The repealers are boasting of a new adherent to Repeal in the person of the eldest son of the Earl Viscount Gort, the Honourable Henry Prendergast Verker.

The "Times Commissioner" continues his reports from the West of Ireland. He paints, in forcible colours, the wretchedness of the people, their want of industry, and their unwillingness to expend the least money in the improvement of the land, however much it may repay the outlay. Mr. O'Connell still makes him the object of bitter attacks.

In consequence of the Editor's severe indisposition, for the last few days, we trust that our friends will excuse any omissions or errors that may have appeared in the last and present numbers of the Standard, as we hope soon "to be at our post" again, when we will endeavour to make up for any deficiencies.

## THE STANDARD.

ST. ANDREWS, WEDNESDAY, NOV. 26, 1845.

**Charlotte County Bank.**  
Hon. HARRIS HATCH, President.  
Director next week—J. W. Street.  
T. B. Wilson, Esq., Solicitor.

**Discount Day—TUESDAY.**  
Hours of Business, from 10 to 2.

**BILLS AND NOTES FOR DISCOUNT** must be lodged with the Cashier, on or before Monday, otherwise they must lie over until next week.

**Alm and Clock House.**  
Commissioners—R. M. Andrews, R. Walton, C. A. Babcock, Thos. Turner, John Bailey.

**St. Andrews.**  
Steam Mill and Manufacturing Company.  
R. M. ANDREWS, Esq., President.  
Director this week—J. W. Chandler.

**Saint Stephens Bank.**  
G. D. KING, Esq., President.  
Director next week—R. Watson.

**Discount Day—SATURDAY.**  
Hours of Business, from 10 to 1.  
BILLS AND NOTES FOR DISCOUNT must be lodged with the Cashier, on or before Friday, otherwise they must remain in his hands until the following discount day.

## LATEST DATES.

Liverpool, Nov. 4	Montreal, Nov. 15
London, Nov. 3	Quebec, Nov. 16
Edinburgh, Nov. 1	Halifax, Nov. 18
Paris, Nov. 1	New York, Nov. 22
Toronto, Nov. 12	Boston, Nov. 24

## Arrival of the



## BRITANNIA.

The Royal Mail Steamer *Britannia*, arrived at Halifax on Tuesday the 19th inst., after a passage of fourteen days. We have not received our English papers, as the Mail had not arrived at St. John, on Monday last, when the *Syge* left—but we copy our European News from the *St. John Courier*, the Editor of which had received the latest London and Liverpool papers, from his Halifax correspondent.

**ACCIDENT TO THE HIBERNIA.**—The R.M. Steamer *Hibernia*, which left Halifax on the 3d inst., on her homeward passage, sustained some damage, on the evening of the 5th, having struck on Cape Race, in a dense fog. The vessel lay off and on until morning, making a great deal of water—Capt. Ryrie then shaped his course for St. Johns, N. F., where he arrived about 5 o'clock, having to contend with a thick fog. The injury was remedied by tanking her internally in such a manner as to prevent the ingress of more than a certain quantity of water. The *Hibernia* sailed again at 9 o'clock on Sunday night, the 9th inst. Capt. Ryrie ascribes the occurrence to the uncertain currents on the coast. Before leaving Newfoundland the passengers presented him with a card, expressive of their full confidence in the capabilities of the noble Steamer.

**THE GOVERNOR GENERAL'S** health, is stated on the 14th to be favourable—and it is reported that he has no idea of giving up the office, while strength is left him to fill it.

**GREAT INCREASE OF CANAL TRADE AT BUFFALO.**—A glance at the figures will show the great business done in the canal office at Buffalo, in one week; and the heavy amount of property passing towards New York—From the 9th to the 15th of the present month 289

canal boats loaded with flour and wheat but, ter cheese and lard, took their departure from Buffalo.

**American Pine Timber.**—Of St. John, one cargo of 19 inches average was sold at 19 1/2 per foot, one 18 inches at 18 1/2, and 19 1/4 inches at 19 1/2; one 18 1/4 inches, 18 1/2, and 19 in. at 19 1/2; one of 19 1/2 in. at 19 1/2; one 19 5/8 in. at 20d; one 20 1/8 in. at 20d; one 18 1/2 inches, at 18 3/4, and one of 19 1/8 inches, at 20d per foot. Of Quebec, several cargoes have been sold in the early part of the month at 16 1/2 to 17d and latterly, for the most part at 17d; one at 17 1/4d and some very good quality and large average at 17 1/2d. A cargo of Miramichi has been sold at 16 1/2d per foot.

**Birch.**—St. John, with cargo, has been sold at 14d to 17d per foot, very good quality, at 21d.

**New Brunswick and Nova Scotia Fir Planks and Boards.**—St. John Spruce, with cargo, have been sold at 2d to 2 1/4d per foot and in like manner, a parcel of 7000 at 2 1/2d, a cargo of St. Stephen's at 2 5/8d per foot, and a small cargo of Miramichi at £10 10s per standard;—by auction a small cargo of Miramichi wrecked Deals was sold at 2 1/2 to 7 1/2 per foot.

**Masts and Spars.**—The stocks of Red Pine Masts and Spruce Spars are very low, and the sales of late have been at retail only. **Lutheroo,** with cargo, St. John and Quebec have been respectively sold at 60s per fathom, and apart, St. John at 25 per fathom.

**Wreck of the Virgin Lass.**—Extract of a letter dated Liverpool, N. S., November 8, 1845.—"The Virgin Lass" was wrecked at Great Port Jolly, Eastern Head, situated about three miles to the southward of Catherine's river, on the night of the 31st October, the name discovered on one of the stern boards, was "Virgin" N. F. No paper or document has yet been discovered to show who she belonged to, or who the master and crew were. She was evidently a strong built sailing vessel, sheathed with oak plank boards, well strapped with iron about the bows, was brigantine rigged, and had a woman bust head, about 100 tons burthen; she was completely broken to pieces with the exception of one side that was thrown partly on the beach. A sailing boat was also thrown on the beach without any damage.

The vessel was laden with coal, a considerable quantity of which was discovered at low-tide. The crew consisted of seven persons, not one of whom had his life spared to tell the sad event, two of whom were taken out of the water soon after the wreck was discovered. On Saturday morning the 1st instant, three others were after much difficulty taken out of the water; near dark on the same day two others were seen, but not recovered. The captain and mate appear to be recognized from the rest of the crew by their appearance and dress. Their bodies were all decently interred, in a suitable place, about half a mile from where they were shipwrecked and met their untimely end. A Coroner's inquest was held, and a verdict agreeably with the above particulars returned. The Captain appeared to be a man, about the age from 40 to 50, with dark hair, head apparently bald, about 5 feet 8 inches high, had on a white shirt, blue flannel jacket and trousers, and a black silk cravat, no vest, on the spot, took charge and gave the necessary directions for saving as much of the materials as possible, &c. These were sold at public auction on Thursday last for the benefit of all concerned.

**St. Johns, N. F. October 29.**—H. M. S. *Hyacinth*, Captain Scott, arrived on Saturday last from the westward. Captain S. reports a vessel which he fell in with at Bay St. George under somewhat extraordinary and suspicious circumstances. It appears that the brig *Rossana*, McNeilly, master, of New Castle, owned by Hood, Hickey, & Co., on a voyage from Quebec to Glasgow with a cargo of wheat flour, pearl ash and staves, was driven into Bay St. George, in stress of weather, in August last, where the Captain having been taken ill, a man named James Doyle was appointed to command her on her voyage to Great Britain. Early in September they proceeded to sea, but on the first night were obliged to put back into the harbour of Bay St. George in consequence of discovering that the ship was leaky. On examination they found that a hole had been bored in the bottom under the cabin, which they tried, but unsuccessfully, to stop. They then discharged part of the cargo which was sold as is said for the underwriters—and a gain put the brig on shore in Bay St. George. A person of the name of Kelly is accused on oath of having offered one of the crew a bribe to remain on board the vessel and "suck her on shore." The crew of the *Hyacinth*, by order of Capt. Scott, got the brig off, giving her such temporary outfit as was deemed necessary for her to come to St. John's, and replacing the flour and pearl ash, Captain S. then put a Lieutenant and party on board. Kelly, McNeilly, the mate, and an apprentice have been arrested, and brought to St. John's in the *Hyacinth* to be delivered up to the civil power. The *Rossana* arrived in port yesterday.—*Newfoundland.*

**A certain Remedy for Ill-health, by Holroyd's Pills.**—Mrs. Long, residing in Merrow-street, Walworth had been for three years in a very declining state of health, owing to her having arrived at that period, termed "the turn of life." Her constitution appeared to be almost broken up, and was considered by many as fast approaching to a consumptive state. She is now restored to a very high state of health by these invaluable Pills. All females, who by their age may

be near to that critical period, would find these Pills the only effectual remedy that such a dangerous time requires. This medicine is likewise invaluable to all young persons approaching the term of womanhood.

## MARRIED.

Yesterday morning, by the Rev. William McDonald, Mr. Charles Judge of this town, to Miss Frances O'Neill, of St. John's Newfoundland.

## SHIPPING JOURNAL.

### PORT OF ST. ANDREWS.

#### ARRIVED.

15, Bq. Roger Stuart, Begg, Berberice.  
19, " Carthagen, Park, Chester, Bristol Ballast, H. Frye.  
Nov. 24, Schr. Mary Jane, Watson, Eastport, Sundries to Sunary.

25, Brig Elizabeth, Moses, Yarmouth, Ballast.  
26, Schr. Gipsy, Dick, Eastport, Flour E. & J. Wilson.  
Bq. Prince George, Colls, Quebec, Ballast, to H. Frye.

#### DEPARTED.

Nov. 23, Schr. Mary Jane, Watson, Eastport, Ballast.  
26, Schr. Gipsy, Dick, Eastport, Ballast.

Brig Elizabeth, Capt. Moses, from Belfast, reports on the 10th Nov. Lat. 55, Long. 47, 44, fell in with and boarded the Bq. City of Waterford, of Waterford, man and mizen masts gone; one man found dead in the foretop, did not appear to have been long dead, apparently about 20 years of age.—Cargo Deals.

## Saint Mark's Lodge, No. 759.

THE Saint Mark's Lodge, No. 759, established by Charter of the United Grand Lodge of England, will hold their first regular monthly meeting at their Lodge rooms, on Wednesday the 3rd December, at 7 o'clock P. M. By order of the W. M. THOMAS SIMS, J. S. R. Secretary.

## NEW BRUNSWICK.

To the Sheriff of the County of Charlotte, or any Constable within the said County.

**GREETING.**  
WHEREAS, ANNE COLLINS, of the Parish of Saint David, in the said County of Charlotte, Administratrix of all and singular the Goods and Chattels, rights and credits, which were of David Collins, late of the said Parish of Saint David, Farmer, deceased, hath rendered and filed her account as such Administratrix, and hath prayed that the Court do a and next of kin of the said deceased, and all persons interested in the passing and allowance of the said account.

You are therefore required to cite the said Creditors and next of kin and all others interested to appear before me, at a Court of Probate to be held at the Surrogate's office, in Saint Andrews, within and for said County, on Saturday, the twentieth day of December next, at noon to attend the passing and allowance of the said Administratrix's account.

(L. S.) Given under my hand and the Seal of the said Court this thirty-first day of October, 1845.

(Signed) H. HATCH, Sur. Judge, &c. &c.  
(Signed) GEO. D. STREET, Register of Probates for said County.

## LOOK HERE.

**Ex. Barque "Lanthé" and other Arrivals.**  
A large assortment of Blue, Dove, colour and Brown primed, Crackerware, by the crate or retail. Prices and sea sets sold separately if required—also 20 Sets CHINA, assorted.

**ALSO.** Hard-Ware of various descriptions with Joiner's tools &c. and a large assortment of Dry Goods.

**An assortment of Iron, various sizes.**  
**SHIP CHANDLERY.**  
Consists of—Chain Cables, Anchors, Tar, Pitch, Oakum, Sheeting Paper, Ships Compasses, Buntline Flugs, Sheeting Jacks, and a general assortment for Ships and Sailors use.

**GROCERIES** in every variety. Those with their Stock previously on hand forms a very heavy and extensive assortment which they are determined to sell by wholesale or retail at low prices.

DINWICK & WILSON.

St. Andrews, Nov. 19, 1845.

## Day & Evening School.

**TIMOTHY F. HARLEY,**  
GRATEFUL for the liberal encouragement he has continued to receive at his Day School, begs leave most respectfully to inform his friends and the public, that he is now opening

**AN EVENING SCHOOL,**  
on Monday, November 24th at his School House, in Queen's Street, where Youths will be instructed in the various branches necessary for Mercantile or Mechanical &c. pursuits.

Hours of attendance from Six until 9 o'clock.  
St. Andrews, Nov. 17, 1845.—3 n.

**WISCONSIN BALSAM OF**  
A Compound for  
Bark  
It is a most valuable medicine for all the diseases of the lungs, throat, and chest, and is particularly adapted for the treatment of the following diseases:—Cough, Hoarseness, Sore Throat, Bronchitis, Asthma, Consumption, &c. &c. It is sold by all the Druggists and Chemists in the United States and Europe.

**CONSUMPTION**  
It is a most valuable medicine for all the diseases of the lungs, throat, and chest, and is particularly adapted for the treatment of the following diseases:—Cough, Hoarseness, Sore Throat, Bronchitis, Asthma, Consumption, &c. &c. It is sold by all the Druggists and Chemists in the United States and Europe.

**There is no such**  
thing as a cure for Consumption, unless the patient is cured of the disease. The only cure for Consumption is by the use of the following medicine:—WISCONSIN BALSAM OF BARK. It is a most valuable medicine for all the diseases of the lungs, throat, and chest, and is particularly adapted for the treatment of the following diseases:—Cough, Hoarseness, Sore Throat, Bronchitis, Asthma, Consumption, &c. &c. It is sold by all the Druggists and Chemists in the United States and Europe.

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period, would find  
actual remedy that  
requires. This me-  
dicine to all young per-  
son of womanhood.

ED, by the Rev. William  
a Judge of this town,  
Neill, of St John's

#### JOURNAL

ANDREWS.

begs Berbieco,  
Chesler, Bristol  
H. Free,  
Jane, Watson, East-  
to Sanary  
th, Moses, Yarmouth,  
ast,  
Dick, Eastport, Flour  
Wilson,  
George, Colls, Quebec,  
H. Free,  
ane, Watson, Eastport,  
ast,  
Dick, Eastport, Ballast  
apt. Moses, from Bel-  
10th Nov. Lat 55,  
with and boarded the  
id of Waterford, main  
gore, one man found  
not appear to have  
ently about 20 years of

rk's Lodge,  
759.

THE Saint Mark's  
Lodge, No. 759,  
established by Charter  
of the United Grand  
Lodge of England, will  
hold their first regular  
monthly meeting at their  
Lodge rooms, on Wed-  
nesday, at 7 o'clock P. M.  
the W. M. M.  
MAS SIME, Jr.,  
Secretary.

BRUNSWICK,  
CHARLOTTE, S. S.  
in the County of Charlotte,  
within the said County.

ONE COLLINS, of the  
said David, in the said  
Administration of all  
his and Charles, rights  
there of David Collins,  
with of Saint David,  
and rendered and filed  
in Administration and  
the one and next of  
David, and all persons  
who may appear and  
allowance of the

required to give the  
next of kin and all  
appear before me, at a  
be held at the Surro-  
gates, within and  
Saturday, the twenty-  
ninth, at noon to the  
of the said Court this  
is first day of October,  
1845.

H. HATCH,  
Surrogate, &c. &c.  
STREET,  
for said County.

#### HERE.

Let and other Arrivals  
at Blue, Dove, colour  
Crockeryware, by the  
sates and tea sets and  
also 20 Sets China,  
are of various descrip-  
tions &c. and a large as-  
sortment.

IRON, various sizes  
HANDLERY  
Cables, Anchors, Tar, Pitch,  
per, Ship's Compasses, Gun-  
powder, and a general assort-  
ment of goods.

very variety. These with  
on hand form a very im-  
portant stock which they are de-  
termined to sell at low

DIMOCK & WILSON,  
9, 1845.

#### ening School

F. HARLEY,  
if the liberal encourage-  
ment continued to receive at  
begs leave most respect-  
fully to the public, and  
the public, and the public,

ING SCHOOL,  
after 24th at his School  
Street, where You will  
in the various branches  
capable of Mechanical

ance from St. John's  
17, 1845.—3n.

#### WISTAR'S BALSAM OF WILD CHERRY, Compound Balsamic Prepara- tion from Wild Cherry Bark and Tar.

A medicine known to the world for the cure of  
Croup, Whooping Cough, Bronchitis, In-  
fluenza, Shortness of Breath, Pain  
and Weakness in the Breast or  
Side, Croup, and the first stages of  
CONSUMPTION.

A THOUSAND CURES in cases deemed  
hopeless have firmly established its  
superiority over every former medi-  
cine. It has always been styled "Na-  
ture's Own Prescription," being formed chief-  
ly from chemical extracts from Wild Cherry  
Bark and Tar—two trees that are thick-  
ly covered wherever disease of the lungs pre-  
vails. We give a few instances of its extraor-  
dinary power, from a catalogue almost with-  
out end.

And (address will be given at the New  
York Agency) who was given up by all of her  
physicians to die of consumption, had a hard  
time for months on the side—slept among  
leaves, and in the end a sort of lung solu-  
tion—had taken no more cure for two months  
being past all hope—entirely cured by a few  
bottles of this Balsam in September and Oc-  
tober, 1844.

A. Williams, Esq., Attorney, New  
York, cured of consumption of 25 years  
standing, certified to by Recorder Falkland  
and J. Power, D. D.

A. Gannan, New York City, who had not  
sleeping down for 7 years (being obliged  
to sleep in a sitting posture) and cured as to  
the lungs after he had tried all the usual  
remedies in vain.

There is no such thing as a fall in the  
history of this wonderful BALSAM. Ex-  
amine the most convincing evidence that  
this Balsam—only establishes this

QUACKERY AND DECEPTION!  
All published statements of cures  
made by this medicine, are, in every  
particular, true and correct, and get the  
name of Dr. WISTAR'S Balsam of Wild  
Cherry, as a warning to all who are  
deceived by all orders to SETH W. FORLE.

Sale by St. Andrews, by Thos. Sime  
Simpson—John M. Campbell.

#### Hartford Fire INSURANCE COMPANY.

Connecticut, United States.  
Incorporated in 1810—with a Capital of  
\$150,000.

This long established Institution has for  
more than twenty six years transacted its  
extensive business on the most just and liberal  
principles—paying its losses with honorable  
promptness.

The Subscriber having been appointed  
Agent for St. Andrews in the above named  
Company, is now prepared to receive all  
every description of Property against loss of  
damage by Fire.

St. Andrews, March 26. THOMAS SIME,  
Agent for the said Company.

The regulations communicated by the Pen-  
sioners and are now residing in New Brun-  
swick.

The Lord Commissioners of Her Ma-  
jesty's Treasury having called for Reports  
upon the cases of the commuted Pensioners  
residing in these Provinces. All persons  
now in New Brunswick who could under  
this denomination will appear before any  
one of the undersigned Magistrates, &c.,  
who may be nearest and most convenient to  
their residences, to answer the enquiries  
that will there be made of them, with a view  
to their future benefit.

Magistrate, N. G. Andrews, Esq.,  
Commissioner, New Brunswick,  
Fredericton, July 9th, 1845.

#### FOR SALE.

290 ACRES OF LAND in  
the Parish of Fennfield,  
County of Charlotte, situate  
on the Big New River, be-  
low the Mill owned by  
Farnum & Co. of Boston, and at the rear  
of lands owned by Hugh Gallagher. The  
lot is well wooded with Spruce and Pine  
of good quality. Enquire of  
R. & H. GILBERT, Barristers,  
St. John, Nov. 15, 1845.—2nos.

#### St. Andrews Hotel.

WM. ROSS would respectfully  
inform his friends and the Public,  
that he has leased the Hotel lately occupied  
by L. L. Copeland, and is now fitted up for  
the reception of Travellers and others. The  
situation is central being in the immediate  
vicinity of the Market Wharf. The man-  
ager pledges himself that no effort on his  
part shall be wanting to give satisfaction to  
all those who may favour this Establish-  
ment with their patronage, hopes to merit  
a continuance of that patronage so liberally  
extended upon him since his commence-  
ment.

N. B.—An experienced Hunter and good  
Saddler for horses.  
Horses and carriages always on hand.  
The Stages for St. John, Frederic-  
ton, and St. Stephen, leave this Hotel three  
times every week.

#### COTTAGE FOR SALE.

For Sale by Public Auction, on Saturday  
the 13th day of December next, at  
11 o'clock, a.m.

THAT pleasantly situated COTTAGE  
and Premises, at present occupied by  
Mr. John D. Cameron, adjoining the resi-  
dence of J. W. Chandler, Esq. The Cot-  
tage is well finished with a front porch. Cellar  
under the whole. A commodious Shed con-  
nected with the house, and a never failing  
well of water in the yard. The above pre-  
mises are so well known—as not to require a  
more particular description.

TERMS OF SALE.—10 per cent down, on  
day of Sale—15 per cent on delivery of the  
deed—the remainder in four equal annual  
instalments with interest—secured by ap-  
proved endorsed notes—on Bond and Mortgage  
on the property.

For further particulars apply to Dr. De-  
Wolf, St. John, or the Subscribers,  
W. McLEAN,  
St. Andrews, Nov. 12, 1845.

#### Notice.

IS hereby given that the following Non-Resi-  
dent property in the Parish of St. George, has  
been assessed as under for the year 1845, and  
unless the same be paid together with cost of adver-  
tising, are paid within three months from this date,  
the same will be sold according to law.  
James Buchanan, Esq.,  
Collector of Taxes,  
St. George, Nov. 10, 1845.

#### NEW GOODS.

C. KEIVE,  
BEGS to announce to his friends and the  
Public, that he has received a pair of  
his full supply of New and Fashionable  
Goods, consisting in part as follows:—  
PILOT and BEAVER CLOTHS, Buck-  
skins, Fawns, and other articles for Win-  
ter Clothing, Blankets and Flannels, Drug-  
get, Carpeting and Hearth Rugs, over all  
Stockings, and Woolen Yarns, a great Va-  
riety of Pins for Cloaking, do. Shawls and  
Hdk's. Orleans and Lander Cloths, Cash-  
mere, a new article for Ladies  
Dresses, Silk Fringes and Gimps, Silk and  
Cotton Velvets, Bonnets Silk and trim-  
mings, do. Ribbons and Ribbons, Muffs  
Boas and Roll, white and coloured Stays,  
Laces, Edgings, Muslin Insertions, and  
Trimmings in great variety, Muslin coun-  
terpanes, blue and white Cotton Warp,  
Hosiery, Caps, and Cambrics, Scarfs and  
Hdk's, a good assortment of ready made  
Clothing, garments made to order at the  
shortest possible notice, and warranted.  
Tailors Trimmings, together with other  
articles usually found in a Dry Goods Store.  
A further supply daily expected.

St. Andrews, Nov. 5, 1845.

#### FOR SALE.

A YOKE OF GOOD OXEN,  
Six years old—and in good condition.  
Please apply to  
J. McDOWELL,  
Woodburn  
St. Andrews Nov 3, 1845.

#### Candles! Candles!

THE Subscriber offers for Sale Mould  
and Dip Candles, of his own Manu-  
facture at unusual low prices.  
MOULDS 8d per lb.—DIPS 7d.  
per dozen lbs. or box. Retailers will please  
call.

WM. POMEROY,  
St. Andrews Oct. 25, 1845.

#### FLOUR & MOLASSES.

Just received and for sale by the Subscriber,  
50 Barrels superfine FLOUR,  
10 Puns prime retailing MOLASSES,  
On Consignment—  
H. McLEAVY,  
40 Boxes Liverpool SOAP,  
Sep. 1, 1845.

#### Flour and Corn.

Ex. Wm. Walker from Boston.  
100 Bbls. best Superfine Flour,  
150 Bbls. best yellow corn,  
for Sale by  
J. W. STREET

#### NEW STORE.

Dry Goods and Groceries.  
THE Subscriber begs respectfully to in-  
timate to the inhabitants of St. An-  
drews and vicinity that he has just arrived  
from England, with a handsome assortment  
of Goods—which he is now opening at the  
Store adjoining Mr. E. Phasants, Market  
Wharf, and formerly occupied by Mr. J.  
McKean,

—among which are—  
BLACK, Blue, & Olive, West of England  
Cloths, Beaver and Pilot Cloths, Tweeds,  
Cassimeres, Doonkins and Molekins, a va-  
riety of Shawl patterns Yestings, Cotton Vel-  
vet for do. Cases Silk & Beaver Hats,  
Crown Caps, Buttons, Silk, Twist, Thread,  
Brown Holland, &c. &c.  
Best Liverpool Soap & Candles, &c.  
All of which are offered at the lowest  
Market prices, by  
WM. MELONEY,  
A.L.S.O.  
FLOUR, Corn, Meal, Tea, Coffee, Rice,  
&c. Ship Stores, put up at the shortest no-  
tice.  
St. Andrews, Oct. 21, 1845.

#### NEW ARRIVALS.

GOODS AND SHIP CHANDLERY.

Just Received Ex barques Isabella and Pla-  
tus, from Liverpool:—  
A large Assortment of Fall and  
Winter Goods, consisting of

BROAD, Beaver and Pilot Cloths, Buck-  
skins, Molekins, Slop Clothing—viz:  
Pilot Cloth and Flushing Coats, Jackets and  
Trowsers; Ready made Clothing, Clothes  
for Men and Boys wear; Red, White, and  
Yellow Flannel, Kerseys, Blankets, Rugs of  
various descriptions, Shawls and Hdk's.  
Gents. Silk and Cotton Hks. Silks, Mus-  
lins, Merinos, Delaines, Orleans, Calicos,  
Sheeting and Shirting Cotton, White, do.  
A good assortment of Hardware, Crockery-  
ware, and Groceries, &c. &c. &c.  
With a large assortment of other Goods.  
Chain Cables, Anchors, Rope, Twine,  
&c. Provisions for Ship's use—which are  
worthy the attention of purchasers.

The above will be sold at Wholesale or  
Retail at low cash prices, by  
DIMOCK & WILSON,  
St. Andrews, Oct. 1, 1845.

#### Apprentice Wanted.

Wanted a BOY from 14 to 16 years of  
age, as apprentice to the Printing business,  
Apply immediately at the  
STANDARD OFFICE.

#### FALL AND WINTER GOODS.

JUST RECEIVED, and now opening, a  
large assortment of Fall & Winter  
Goods, viz:  
October 6, 1845. D. BRADLEY.

#### NOTICE.

THE subscriber is desirous to contract  
for 25,000 pieces CEDAR, to be de-  
livered at Charnock Dock, on or before  
the 1st day of June next, to be 9 feet long  
square, butted with a saw, none under 12  
inches nor over 12 inches diameter at the  
small end, to be sound, fresh, free from bark  
and straight as possible.

The above for Railroad purposes.  
JOHN WILSON,  
Charnock,  
St. Andrews.

DIMOCK & WILSON,  
St. Andrews,  
Charnock, Oct. 22, 1845.

#### Watches, Jewellery, &c.

Just received and for sale by the Subscriber,  
an assortment of Watches, Jewellery,  
Cutlery, &c. which will be sold on  
the most reasonable terms  
for cash.

Patent Lever and Vertical WATCHES,  
Silver, German Silver and Brass GUARDS,  
Do do do PENCIL CASES,  
Do do do of various kinds.  
An assortment of Ladies BRACELETS, in gold &  
plain settings.  
Fancy silver Bracelets, Gents. Gold PINS,  
Gold plated, silver and common KEYS,  
Silk & Worsted PURSES, of various box Keys,  
Fancy Mountings, Key Rings,  
Specimens, in blue steel and silver Frames,  
Swords & Forks, butchers, shoemaker and pocket  
Knives, Cutters and Sticks. Mill saw Files  
Brass metal Ware—Scissors.  
Hale's sporting Gunpowder, Percussion Caps.  
Clocks, Watches & Jewellery, repaired and  
cleaned—Quadrants and Compasses repaired  
and touched.

Cash paid for old Gold and Silver.  
G. P. STICKNEY,  
St. Andrews, Sep. 3d, 1845.

#### Independent Opposition Line.

COVERED COACH WITH 4 HORSES.  
Leaves the St. Andrews Hotel, on Monday  
Wednesday, and Thursday mornings,  
And the St. John Hotel  
On Tuesday, Thursday, and Saturday  
Mornings.

The Subscriber tenders his thanks for  
the liberal support he has received in his  
line for many years, and respectfully an-  
nounces, that his Coach will run regularly  
three times a week as heretofore between  
St. Andrews and St. John, leaving St. An-  
drews every Monday, Wednesday and Fri-  
day morning at 6 o'clock a.m. and St. John  
on the mornings of Tuesday, Thursday, and  
Saturday. He is also prepared to furnish  
extra conveyances when required. A care-  
ful Driver, Geo. Christie, who is well known  
to the public will continue to drive. Every  
attention will be paid to the comfort of  
Passengers, and good horses and substan-  
tial carriages will be kept on the line.

Books are kept at Ross' Hotel, St. An-  
drews and St. John Hotel, St. John, and  
parcels or bundles left at either place to go  
by this Stage will be attended to.

All Parcels and Letters at the risk of the  
owner.

L. L. COPELAND,  
St. Andrews Aug. 18, 1845.

#### Charlotte County Bank.

A DIVIDEND OF FOUR PER CENT  
on the Capital Stock of the Charlotte County  
Bank, has been declared for the last half year, and  
will be payable on or after the 1st of January next,  
at the option of the shareholders.  
JOHN RODGER,  
Cashier.

#### A NATURAL REMEDY

Suited to our Constitutions, and competent  
to the cure of every curable disease, will be  
found in

#### WRIGHT'S INDIAN VEGETA- BLE PILL

OR THE  
NORTH AMERICAN COLLEGE OF  
HEALTH.

THESE extraordinary Pills are compos-  
ed of plants which grow spontaneously  
on our own soil; and are therefore bet-  
ter adapted to our constitutions, than me-  
dicines concocted from foreign drugs. How-  
ever well they may be compounded, and as  
the Indian Vegetable Pills are founded up-  
on the principle that the human body is a  
truth.

SUBJECT TO BUT ONE DISEASE.  
viz. corrupt humors, and that the said me-  
dicine cures this disease on

NATURAL PRINCIPLES.  
It will be manifest, that if the constitution be  
not entirely exhausted—a perseverance in  
their use, according to directions, is abso-  
lutely certain to drive disease of every name  
from the body.

When we wish to restore a swamp or  
marsh to fertility, we drain it of the super-  
abundant waters, in like manner, if we wish  
to restore the body to health, we must  
cleanse it of impurity.

The Indian Vegetable Pills will be found  
one of the best, if not the very best, me-  
dicines in the world for carrying out the  
GRAND PURIFYING PRINCIPLE,  
because they expel from the body all morbid  
and corrupt humors, the cause of disease,  
in an easy and NATURAL MANNER, and  
while the every day

GIVE EASE AND PLEASURE.  
disease of every name is rapidly driven from  
the body.

#### CAUTION.

The inhabitants of this Province are respec-  
tfully informed that in consequence of the  
great popularity which the above named In-  
dian Vegetable Pills have earned by their as-  
tonishing goodness, a gang of counterfeiters  
are now industriously engaged in taking out  
the unsuspecting, a valuable and perhaps  
dangerous medicine, under the name of Indian  
Vegetable Pills.

This is to inform the public that all genu-  
ine medicine has on the box  
WRIGHT'S INDIAN VEGETABLE  
PILLS.

(Indian Paragaitie.)  
OF THE NORTH AMERICAN COLLEGE OF HEALTH  
And also round the border of the label, will  
be found in small type, "Entered according to  
Act of Congress in the year 1840, by Wm.  
Wright, in the Clerk's Office, of the District  
Court, of the Eastern District of Pennsylvania."

It will further be observed that the printed  
directions for using the medicines, which  
accompany each box, are also entered accord-  
ing to Act of Congress, and the same form  
will be found at the bottom of the first page.  
The public will also remember that all who  
sell the genuine Indian Vegetable Pills are  
provided with a certificate of Agency, signed  
by WILLIAM WRIGHT, VICE PRESIDENT  
Of the North American College of Health,  
and that persons are never in any case allowed  
to sell the genuine Medicine. All travelling  
agents will be provided with a certificate of  
agency as above described; and those who  
cannot show one will be known as base im-  
itators.

Persons in this town and vicinity will  
pay to be on their guard against purchasing  
medicine purporting to be the Indian Vegeta-  
ble or Purgative Pills, of Apothecaries or  
Druggists, as they are not allowed to sell any  
medicine and are consequently, each they  
may offer as such must of necessity be coun-  
terfeit and injurious, therefore never pur-  
chase of them.

AGENTS for the Sale of the above in  
this County—Mr. Thomas Sime, St. An-  
drews; Mr. Daniel Sullivan, St. Stephen.

#### October 14, 1845.

The undersigned has Received per barque  
"Plutus," from Liverpool in addition  
to his former Stock—  
the following articles:—  
4 Cases } the following articles:—  
1 Case } Brass Case and Verice Cabin door Locks  
Brass Bells and Cabin Hooks  
Pill Saw Files—Best Horse Raps  
Double Spring Fox Traps  
Pine Nails—Copper and Jagged Coal Scoops  
Hart Cloth Bed Berse—Brick Trowels  
27 Bundles Sheet Iron, 4c &c.  
JAMES W. STREET.

#### NOTICE.

THOSE PERSONS who purchased Prop-  
erty at the Sale of the Real Estate of  
the late James Rait, are hereby informed that  
their notes are in the Charlotte County Bank  
for Collection, and unless the said notes on  
which Partial Payments have been made, are  
returned in full previous to the 10th November,  
they will on that day be put into the hands  
of the Attorney, for said Estate.

WILLIAM KER, } Trustees for all  
THOS. TURNER, } the Creditors on  
JOHN MCKEAN, } said Estate.

#### Brandy, Wine, Gin, &c.

AUGUST 15, 1845.  
Ex. barque "Brunswick" from Liverpool,  
just arrived

10 Hds. best Cognac Brandy and Hol-  
lands Gin  
2 " Brown Sherry Wine,  
2 Qr Casks Sicilian Macera,  
4 Hds. Boiled & Raw Linseed Oil,  
12 cwt—1 cat Kegs Best White Patent  
6 Boxes Folland Starch, &c. &c.  
JAS. W. STREET.

#### ALL MAY BE CURED

BY



#### HOLLOWAY'S OINTMENT!

FIFTY ULCERS CURED IN SIX WEEKS  
Extract of Letter from John Martin, Esq., "Chro-  
nicle" Office, Toronto, West India.—  
February 4th, 1845.

Sir,—I beg to inform you that the inhabitants  
of this Island especially those who cannot afford  
to employ medical gentlemen, are very anxious of  
having your stupendous Medicines within their  
reach, from the immense benefits some of them  
have derived from their use, as they have been  
found here, in several cases, to cure Sores and  
Ulcers of the most malignant and desperate kind.  
One gentleman in this Island, who had, I believe,  
about fifty running sores about his legs, arms, and  
body, who had tried all other Medicines before the  
arrival of yours, but all of which did him no good;  
but yours cured him in about six weeks, and he is  
now, by their means alone, quite restored to health  
and vigour.

(Signed) JOHN MARTIN.

FILES FISTULAS, AND HEALINGS-DOWN.  
A remarkable Cure by these Pills and Oint-  
ment—A full pay Lieutenant, lately residing at St.  
Helier's, Jersey, whose name by request is un-  
ited, had for three years suffered from piles and fis-  
tulas, besides a general bearing down, of the most  
distressing nature. He had twice undergone an  
operation, but to no purpose, and at last gave him-  
self up to despair. Yet, notwithstanding this com-  
plication of complaints, together with a debilitated  
constitution, he was completely cured of all his  
afflictions and restored to the full enjoyment of  
health by these purely renovated medicines, when  
every other means had failed.

EXTRAORDINARY CURE IN THE WES-  
INDIES, OF LEPROSY AND OTHER  
DIREFUL SKIN DISEASES.  
June 2nd, 1844.

Mr. LEWIS REEDON, of Georgetown, Guyana, Guayana,  
writes under the above date—that Holloway's  
Pills and Ointment have cured him of a  
"Leprosy," which he had for many years, and that  
he had for three years suffered from piles and fis-  
tulas, besides a general bearing down, of the most  
distressing nature, and that he cured himself  
these various the whole population. The delivery  
CANCERED BREAST—A WONDERFUL  
CIRCUMSTANCE.

Copy of a Letter from Richard Bull, Boatman,  
Tutton, near Southampton.  
February 9th, 1845.

"To PROFESSOR HOLLOWAY.  
Sir,—The Lord has permitted to be wrought  
a wonderful cure of Cancers of the Breast, of twelve  
years' standing, in my wife's breast. In the last  
part of the time, eleven wounds were open at the  
same time, and the case was past cure, several  
pieces of bone had come away, and I supposed  
that my poor wife would soon be taken from me.  
It was then that a friend recommended the  
use of your Pills and Ointment, which, to our  
utter astonishment, in the space of about three  
months, healed up the breast as soundly as ever it  
was in her life.

"I shall ever remain  
Your most grateful and obedient servant,  
(Signed) RICHARD BULL.

#### Wheezing on the Chest and Short- ness of Breath.

Copy of a Letter from Mr. J. Clegg, Esq., T. Crompton  
ton place, Crompton street Brunswick Square,  
London, April 23rd, 1845.

Sir,—I beg to inform you that I believe I have  
been, for more than three years, one of the great-  
est sufferers in the world with Chronic Asthma.  
For weeks together my breath was frequently so  
short, that I was almost every moment of being  
choked with phlegm. I never went into a bed  
very often indeed, I have been obliged to pass the  
night without being able to breathe sufficiently to  
lay my head on a pillow, and I should be sad to  
think, No one thought I should live over the winter  
nor did I expect it myself, but I am happy to say  
that I am now able to work from morning to night,  
and that I sleep as well as ever I did in my life,  
and this miracle (I may say) was effected by  
rubbing your invaluable Ointment twice a day into  
my chest, and taking ten of your Pills at bedtime,  
and ten again in the morning, for about three  
months.

(Signed) JEREMIAH CASEY.

IN ALL DISEASES OF THE SKIN,  
Bad Legs, Old Wounds, and Ulcers, Bad  
Breasts, Sore Nipples, Stomach and Ulcerated  
Cancers, Tumours, Swellings Gout Rheuma-  
tism and Lumbago, likewise in cases of Piles,  
the Pills in all the above cases, ought to be  
used with the Ointment; as by this means  
cures will be effected with a much greater cer-  
tainty and in half the time that it would re-  
quire by using the Ointment alone. The Oint-  
ment is proved to be a certain remedy for the  
bite of Mosquitoes, Sand-flies, Chigoloot  
Laws, and Coco-bay.

Burns, Scalds, Chilblains, Chapped Hands,  
and Lips, also Burns and sores of the Corps, will be  
immediately cured by the use of the Ointment.

THE PILLS are not only the finest reme-  
dy known when used with the Ointment, but  
as a General Medicine there is nothing equal  
to them. In nervous affections, as well as in  
all cases of general debility, or where there is  
a want of purity in the blood and fluids, they  
will insure HEALTH TO ALL!

N. B.—Directions for the Guidance of Pa-  
tients are affixed to each Pot.

#### Fire and Marine Insurance.

THE CROTON  
MUTUAL INSURANCE COMPANY  
OF NEW-YORK

HAVING established an Agency in St.  
Andrews, are prepared to take Risks  
on Buildings and their contents, against  
LOSS OR DAMAGE BY FIRE; and  
on VESSELS, CARGOES, and FREIGHT,  
against Sea Risk, at moderate rates of pre-  
mium.

The standing of this Company is of the  
first respectability, their promptness in ad-  
justing, and paying Losses not surpassed  
by any other Institution, and being on the  
Mutual system must insure the econo-  
mies and patronage of the public.

Blank Forms, and every information ob-  
tained on application to  
ROBERT WALTON,  
St. Andrews, July 25, 1845.



# SHERIFF'S SALES.

Real Estate of James Allanshaw 27th Dec.  
Do Henry Seelye 27th do.  
Do M. Parkinson & J. Parkinson 17th Jan.  
Do Richard & Jacob Turner 28th Feb.  
Do John Carlyle 11th April  
Do John Ray 11th do.  
Do Louis Frost 25th do.  
Do Wm. and James Hanson May 17.

To be sold at Public Auction on SATURDAY the 27th day of DECEMBER next, between the hours of 10 o'clock in the forenoon, and 5 o'clock in the afternoon, at the Court House in Saint Andrews.

ALL the right, title, interest, claim and demand of the late James Allanshaw of in and to all those certain Mills, houses, stores, mill privileges and other real estate, situate at the Lower Falls of the River Magdalen, in the Parish of St. George, which Lachlan Cameron, conveyed to one Joseph Ginnison on the 16th July 1835, and being more particularly described in the Deed thereof to the said Joseph Ginnison and also in assignment of a certain Mortgage of the same premises, lately made by the said Lachlan Cameron to Geo. D. Street Esq. bearing date the 13th day of Novr. 1843. The same having been seized taken and levied on, to satisfy an execution issued out of the Supreme Court at the suit of John E. McNeill, endorsed to levy £67 8s. &c.

THOMAS JONES, Sheriff of Charlotte, Sheriff's Office, St. Andrews, 16th June, 1845.

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

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

THOMAS JONES, Sheriff of Charlotte, Sheriff's Office, St. Andrews, 21st June 1845.

To be sold at Public Auction, on Saturday the 17th day of JANUARY next, between the hours of 10 o'clock a.m. and 5 o'clock p.m. of the same day, at the Court House in St. Andrews.

ALL the estate, right, title, interest and claim of Mary Parkinson, and John Parkinson, or either of them, of, in and to that number 4, in block letter G, Marine division, of the Town plat of Saint Andrews.

THOMAS JONES, Sheriff of Charlotte, Sheriff's Office, St. Andrews, July 4, 1845.

To be sold at Public Auction, on Saturday the 22nd day of FEBRUARY next, between the hours of 10 o'clock a.m. and 5 o'clock p.m. of the same day, at the Court House in Saint Andrews.

ALL the estate, right, title, interest, and claim of Richard Turner, in the Farm, in which he at present resides, situated at Beck's, in the Parish of St. Patrick, containing 200 acres, more or less, with the dwelling house, barns, sheds, Blacksmith's shop, grist mill, kiln frame, work-shop, and other erections thereon.

THOMAS JONES, Sheriff of Charlotte, Sheriff's Office, St. Andrews, July 4, 1845.

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

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

on, to satisfy an Execution issued out of the Supreme Court at the suit of Lachlan Cameron, endorsed to levy £1003 17s 1d. &c. &c.

THOMAS JONES, Sheriff of Charlotte, Sheriff's Office, St. Andrews, Aug. 4 1845.

To be sold at Public Auction, on SATURDAY the 11th day of April next, between the hours of 10 a.m. and 5 p.m. of the same day at the COURT HOUSE, in St. Andrews.

ALL the estate, right, title, and interest, of JOHN CARLYLE, of, in and to all that certain Farm, piece or parcel of Land, being part of lot No. 21, in the Pennfield Grant, and abutting and bounded as follows, viz:—commencing at the S. E. corner of said lot, thence on the East line of said lot, North 10° East 35 chains and 5 links, thence North 88° West 19 chains and 68 links, thence South 88° West 51 chains and 50 links, thence South 2° East 17 chains and 18 links to the place of beginning, containing 100 acres, more or less, with all the buildings and other improvements thereon, the same having been seized and levied on, to satisfy an Execution issued out of the Supreme Court, at the suit of James W. Chandler, Esq. endorsed to levy £75 14s. with interest, Sheriff's fees, &c.

THOMAS JONES, Sheriff of Charlotte, Sheriff's Office, St. Andrews, Sep 29, 1845.

To be sold at Public Auction on Saturday, the 11th day of April next, between the hours of 10 a.m. and 5 p.m. of the same day, at the COURT HOUSE in St. Andrews.

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

THOMAS JONES, Sheriff of Charlotte, Sheriff's Office, 1st October, 1845.

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

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

THOMAS JONES, Sheriff of Charlotte, Sheriff's Office, St. Andrews, July 4, 1845.

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

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

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

The same having been seized and taken to satisfy an execution, issued out of the Supreme Court at the suit of Aaron G. Chandler, endorsed to levy £144 0s 5d—besides Sheriff's fees &c.

THOMAS JONES, Sheriff of Charlotte, Sheriff's Office, St. Andrews, Nov. 5 1845.

## NATIONAL LOAN FUND

## LIFE ASSURANCE SOCIETY, EMPOWERED BY ACT OF PARLIAMENT.

CAPITAL £500,000 STG.  
Board of Local Directors, at Halifax, N.S.  
THOMAS R. GEASZ, Esq. Chairman,  
JOHN STRACHAN, Esq. J. Hon. S. CLARKE  
THOS. G. KINNEAR, Esq. J. DUFFES Esq.  
and J. ALLISON, Esq.  
Manager and Agent.

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

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

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

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

Medical Examiner at St. Andrews.—Dr. S. GOVE.  
ROBERT WALTON, Agent for St. Andrews, July 7, 1845.

## DRY GOODS, Provisions, & Groceries.

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

CONSISTING IN PART OF,  
Broad Cloths, Cassimeres, Satinettes, Mouselines, Ready-made London CLOTHING,  
Jackets, Coats, Edgings and Liveries, a great variety of Prints, Silk Hosiery, Cottons, do. Ginghams, Striped Shirts, Checks, Plaids, Gloves, Hosiery, Bleached and Unbleached Cottons, Linens, do. Laces, Towels, Table Linens, Flannels, and Linings, Canvas, Fustians, Silk and Taw, Buttons, Thread, Needles, &c. Waxing Fatigue, Cotton Wares, Unbleached, Hair, Caps, &c.

GROCERIES &c  
Flour, Meal, Pork, Fish, Tea, best crushed, and Brown Sugar, Coffee, Cocoa, Chocolate, Mustard, Rice, Barley, Beans, Vinegar, Tobacco, Soap, Candles, Groceries, ware, Bottles and Shells, Glass &c. 10, 12, 14, 16, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68, 70, 72, 74, 76, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 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