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The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

No 4 SAINT ANDREWS, N. B., WEDNESDAY, JANUARY 23, 1850. [Vol. 17]

Counting-House ALMANAC. 1850.

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
JANV.	6	7	8	9	10	11	12
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POETRY.

THE POPULAR CREED.
Dimes and dollars! dollars and dimes!
An empty pocket's the worst of crimes!
If a man is down, give him a thrust—
"Tumble the beggar into the dust!"
Presumptuous poverty's quite appalling—
Knock him over! kick him for falling!
If a man is up, ho! lift him higher!
Your soul's for sale and he's a buyer!
Dimes and dollars! dollars and dimes!
An empty pocket's the worst of crimes!

I know a poor, but a worthy youth,
Whose hopes are built on a maiden's truth,
But the maiden will break her vows with ease,
For a woman cometh whose claims are these—
A hollow heart, and an empty head,
A face well tinged with the brandy red,
A soul well trained in villany's school—
And Cash—sweet Cash!—he knoweth the rule!
Dimes and dollars! dollars and dimes!
An empty pocket's the worst of crimes!

I know a bold and an honest man,
Who swears to live on the Christian plan,
But poor he is, and poor will be,
At home he meeteth a starving wife,
Abroad he leadeth the leper's life—
They struggle against a fearful odds
Who will bow to the people's gods!
Dimes and dollars! dollars and dimes!
An empty pocket's the worst of crimes!

No get ye wealth, no matter how,
"No questions asked" of the rich, I trow—
Steal by night, and steal by day,
(thieving it all in a legal way)
Join the Church and never forsake her,
Learn to cant and insult your Maker;
Be hypocrite, liar, knave and fool,
But don't be poor—remember the rule!
Dimes and dollars! dollars and dimes!
An empty pocket's the worst of crimes!

FROM LATE ENGLISH PAPERS.

The Late Accident off the Tyne.—Her Majesty the Queen has presented 100 guineas towards the relief of the bereaved families of the unfortunate pilots who were drowned at the mouth of the Tyne, in attempting the rescue of a vessel wrecked on the Heard Sands on the 4th instant. The Corporation of Newcastle have also forwarded 100 guineas, and the Master and Brethren of the Trinity House have subscribed the same sum.

The Manchester Guardian announces that the directors of the Manchester Commercial Association have received from India intelligence of a favourable character touching the cultivation of cotton. During the present year there has been a very striking increase, and the number of acres planted with New Orleans seed is, in round numbers, 15,400, against 3,400 in 1848.

Serious Defalcations.—A member of the London Stock Exchange, who was also the authorized clerk, of a highly respectable firm, has got possession of nearly £10,000 in cash, with which he has absconded. The amount of the regular defalcations, supposing they had been fairly met, has been variously stated from £10,000 to upwards of £20,000. Several other defalcations have been announced, but none of them of much magnitude, although still sufficient to add to the confusion.

Her Majesty the Queen and his Royal Highness Prince Albert have been graciously pleased to contribute £500 towards the fund for promoting Female Emigration, which is now raising under the auspices of the Right Hon. Sidney Herbert. The liberal donation of the Queen and Prince was communicated, we understand, in the most cordial terms.

State of the Hull Docks.—The late east-erly winds have brought up large quantities of shipping, including some from India, bound to the continent, but unable to reach their ports on account of ice. The same winds having operated against the departure of vessels, our docks are now inconveniently crowded, and the blue flag, signifying that the docks are full, has been flying some days.

Hull Packet.
A Sunderland captain, who was lately in Russia, received a copy of the *Sunderland Herald*, but all the articles relating to Hungary, Austria, or Russia, were cut out by the authorities, and the amount of postage was 3s. 6d.

Lately, in the north of Devon, the following remarkable occurrence took place: A lady was baptised in the morning at nine o'clock, and married at eleven o'clock the same day.

The British Army Despatch states, that Sir Gabriel Wood has bequeathed £70,000 for the erection and endowment of a hospital at Greenack for shipwrecked and distressed mariners.

Resignation of Lord Dehnman.—Lord Dehnman's resignation of the Chief Justiceship of the Queen's Bench, tendered some days since, in consequence of continued ill health, to the Premier, has been reluctantly accepted by the Cabinet, and Lord Campbell, Chancellor of the Grand Duchy of Lancaster, has received the important appointment. The noble and learned lord, will, it is understood, take his seat on the first day of next term. No arrangement has yet been come to with respect to the vacancy in the Cabinet created by Lord Campbell's promotion, but rumour attributes to Ministers an intention of recommending to the Royal Sovereign that the Master of the Mint (the Right Hon. Richard Layton Shill) shall be called to her Majesty's Council.—*Weekly Chronicle.*

ADMIRAL BLAKE.—Blake had served the Parliament well in the capacity of a cavalry officer; he defended Tarentum gallantly, afterwards, but his true genius was only shown at sea. He was the first naval officer who taught that the best place to fight an enemy was as near him as the ship could reach; he was the first who ventured to fight against forts on shore, and, in short, he was the first who banished "fear" and "impossibility" from the naval vocabulary. He died in August, 1657, aged fifty-nine and was buried in Henry VII's Chapel.

Later from California.—The Alabama, from Chagres at New Orleans on the 23, brought \$10,000 in gold on freight, and passengers brought \$200,000. Steamship Unicorn was to leave San Francisco on the 10th, and was expected at Panama Jan. 1. The Panama Echo says, that a gold mine had been discovered in the Province of Varanaguas on the Isthmus. Some Americans had gone to dig there in preference to going to California. Some passengers gave a bad account of the state of affairs in California. The survey was raging at the mines.

Labor is becoming constantly cheaper at San Francisco, on account of the great number of persons coming down from the mines to spend the winter, and seeking occupation in every department of industry.

The prices of vegetables here are enormous, owing to their scarcity, and, in fact,

the necessities of life generally are much higher than they were at this time last year. Heavy boots are now selling at San Francisco at the rate (almost unimaginable by any one but a Californian) of ninety six dollars a pair.

The rainy season has set in and has made the ground among the mines as wet as the roads thither, impassable in many places. A great number of the miners are without their usual supplies and have no means of obtaining necessities. There will be much suffering if the roads do not become better. Freight from Stockton to the diggings is seventy-five cents per pound.

Flour at Stockton is \$1 per pound, and other articles in the same proportion.

The quantity of gold dug still continues to increase.

The steamers Senator and McKim are both now running on the Sacramento.

The carpenters at Sacramento city made a strike for higher wages, as they were only paid \$12 a day, whereupon the contractors sought the difficulty by raising their wages to \$16.

SELF-HELP REQUIRED IN EDUCATION.

The demand for increased facilities for the education of the children of the working classes has been so loud and so general—the duty, the necessity of providing those facilities, has been so vehemently proclaimed—the advantages that will spring from them, have been represented as so sure and boundless—and all this in language often very indefinite and exaggerated—that it becomes time to address some wholesome admonition to the classes for whom all these efforts have been made. And to this end I shall place the matter before you simply and precisely as it stands. And first, I must request you to observe, how very narrow are the limits to which this school-education is confined—at how early an age the child is almost of necessity, torn away from the school, and hurried into the business and handicraft of life. Observe, I repeat, how very short a space even the most judicious exertions of those who provide instruction for your children, can act upon them. Now what results from this? That you are to refuse the good that is offered, because it is not all you want? No! far from this! What then? I will tell you. That you must not trust to those scholastic provisions alone. You must not imagine that any efforts of others, whether individuals or governments, can secure to you, or to your offspring, the possession of knowledge or sense, or any high degree of intellectual or moral cultivation. You must trust to yourselves for that. We can do no more than lay the foundation—the superstructure must be the work of your own hands. At what age, you hear it asked, does education, in its proper sense, end? At twelve—or thirteen—or twenty? No, no, my friends! The wise man's education ends only with his life. Every day adds some new lesson to the day which has preceded it—if not in the arts, in the sciences—if not in the sciences, in history, geography, antiquities—if not in any of these, in that at least which is equally important—in conduct—in the art of walking uprightly before God and man—in the science of moral discipline, founded on religious principle. This, indeed, is what is most essential to the education of the body; but it can only be made perfect by the spontaneous, self-directed perseverance of the man. Do not deceive yourselves. In throwing open new schools for new children, we profess, no more, we can do no more, than sow the seeds; they must be sown and ripened by ourselves; by our own diligence—aye, and by our own sacrifices, too. All that we can do is simply to supply the means. We arm you with an imperfect weapon, which you may allow to rust and perish if you please—or which you may so mould and sharpen as to turn it into the instrument of worldly prosperity and everlasting good. All depends on the use you shall make of it. You must not repose, I repeat on any form of external aid—public or private—but you must throw yourselves on the energies of your own souls, and on the spirit that is within you. Public grants or private benevolence can never impart knowledge, or intelligence, or virtue, to the sluggish, sensual, uninspiring mind. They can, indeed, open to you the prospect of nobler things—they can lend you the wings on which you may reach those brighter regions, if you will—but they cannot lift you up from the dull, torpid clay, if, perversely and stupidly, you will lie and grovel there.

MARRIAGE.

Powers the sculptors, writing to a friend of what people call the folly of marrying without the means to support a family, expresses frankly his own fears when he found himself in this very position, but he adds with characteristic candor:—"To tell the truth, however, family and poverty have done more to support me than I have to support them. They have compelled me to make exertions that I hardly thought myself capable of; and of ten when on the eve of despairing, they have

forced me, like a coward in a corner, to fight like a hero, not for myself, but for my wife and little ones. I have now as much work to do as I can execute, unless I can find some more assistance in the mart; and I have a prospect of further commissions."

The truth, as expressed above, by the gifted sculptor, is like a similar remark we heard not long since, by a gentleman from Boston, who tried matrimony in the same way, and found afterwards that the loose, and the loose change in his pocket, which he had before squandered in foolish notions—(young men's whims, as he called them)—was enough to support a prudent wife who, by well regulated economy, has proved a fortune in herself, and had saved a snug sum of money for her once careless husband. A wife to direct a man towards a proper ambition, and to a general economy, he said, was like timely succor at sea, to save him from destruction on a perilous voyage.

Enjoyment.—If we would enjoy ourselves, we must take the world as it is—mix up a thousand spots of sunshine—a cloud here and there—a bright sky—a storm to-day—a calm to-morrow—the chill piercing winds of autumn, and the bland reviving air of summer.

MR. COBDEN ON COLONIAL REFORM.

The speech delivered by Mr. Cobden at a large and influential meeting held at Bradford, on the subject of Colonial reform, has excited very great attention in England, and will no doubt hasten the change so loudly demanded in the Colonial Office. We subjoin some of the most striking passages in his address.—[New-Brunswick.]

You have seen lately the Manifesto published from Canada, proclaiming great discontent on the part of the people of Canada, and attributing their present distress and discontent to the free trade measures which have been lately passed in this country; and you will have observed that the protection party in England take up the question of our colonies and say, "See what ruin you free traders have brought upon our colonial empire!" ("Hear, hear," and cheers.) Now, see what this manifesto states. The Canadians complain of their backward and retrograde condition as compared with the condition of the United States—they tell us that while the United States is covered with railroads and electric telegraphs, they have only got five railroads made in Canada, and that they are now at a discount of 50 per cent. Now, can any rational man say that free trade in corn, which has only existed since the beginning of this year, has prevented Canada from making railroads, whilst America was making them ten or fifteen years ago? ("Hear, hear.") But we have had news of discontent from Australia and the Cape of Good Hope, whilst no free trade measures affect these colonies. We import their wool and their oil, in reference to which there has been no change in consequence of our free trade policy. We import the wool from Australia, and there has been no alteration in that, and the oil from the Cape, and that remains as it was. No, it is absurd—it is hypocritical—(hear, hear)—it is dishonest to mix up free trade with the question of colonial discontent. ("Hear, hear," and applause.) That there is a great inferiority in the condition of Canada as compared with the condition of the United States, I can bear testimony from ocular demonstration afforded to me whilst visiting these countries, not at so recent a period as yesterday, but thirteen years ago. I have passed the river from the United States a distance of only a few score yards to Canada, and I remember having a conversation, when I reached the Canada side of the river, with an American citizen, who certainly did not fail to remind me at every step of the inferiority of the condition of the population of Canada in comparison with the condition of the population of the United States.

I say then nobody can dispute, who has been in these countries, that Canada, at the pace at which she moves, is at least fifty years behind the United States as regards wealth and civilization. And why? When I was there thirteen years ago protection was rife. Canada had the benefit of this protection with the English market. And why was Canada inferior to this very protection. ("Hear, hear, and great cheering.") It was because the United States was self-relying and self-governed, whilst Canada was dependent on this country, and was obliged to look to Downing-street for the means of its government. (Renewed cheering.)

My doctrine for the colonies is this.—I would give to our countrymen abroad, the fullest amount of self-government they can possibly claim. ("Hear, hear.") I say Englishmen—whether living at Bradford, or at Montreal, or at Sydney, or at Cape Town—Englishmen are entitled, as their inherent birthright, to the privilege of self-government. (Loud and repeated cheering.) That maxim of the constitution, the right of taxing themselves through their representatives, and the

LAW RESPECTING NEWS PAPERS.

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If subscribers remove to other places without informing the publisher, and their paper is sent to the former direction, they are held responsible.

right of electing their own officers and functionaries, that right belongs to Englishmen as broad as it belongs to us at home; and I mistake the temper of my countrymen if, in the year 1850, they will be the parties enlisted in a controversy which has any other ground of argument than that I have laid down.—(Cheers.) Well, I would give the colonies abroad the fullest right of self-government, and that will involve the loss to the government of a great deal of that patronage to which our excellent friend the mayor has referred in his opening speech. ("Hear, hear.") It will involve the appointment of officers and functionaries in the colonies by Englishmen living there, instead of their being appointed by an Englishman living in Downing-street.—("Hear, hear," laughter, and cheers.) And you gentlemen, will very much seldom read in the *Gazette* of this country, such statements as these:—"John Thompson, Esq., is appointed solicitor general for such and such an island," perhaps at the antipodes.—(laughter.) "John Smith, Esq. is appointed deputy governor of some other such far off place." (Laughter.) You will hear nothing of this, because the colonies will make their own appointments, and they will pay for them.

Now take the case of Canada. Canada and the other small colonies going to it—Nova Scotia, New Brunswick, and Newfoundland, which have been divided and subdivided that there be places for a number of governors and deputy-governors—take these places, the North American colonies, which extended for 2000 miles, and contain about 2,000,000 of inhabitants at this time. What is the amount of force they keep? Why they have between eight and nine thousand soldiers, exclusive of artillery and sappers and miners. And what do you think is the amount of the whole standing army in the United States? It is 8,500 men. This is the army of the United States with a population of 20,000,000 and upwards.—Thus you are keeping at your own expense in Canada and in the North American colonies, the same amount of force for the protection of two millions of people as the Americans are keeping for twenty millions.—("Hear, hear," and "Shame, shame.") I have told you what the army is, bear that in mind. But they keep in Canada not soldiers alone, but ordnance stores, such as powder and ball, horse accoutrements, and things of that sort; they had last year a stock which amounted to 650,000! (Shame, shame.) You see they don't even contribute for the priming of their muskets. (Hear, and a voice, "They're more sense.")

LAKE OF ALLIGATORS IN SCINDE.

This curious place is about 8 miles from Kurrachee, and is worth inspecting by all who are fond of the monstrous and grotesque. A moderate ride, through a sandy and sterile tract, varied with a few patches of jungle, brings one to a grove of umbraged trees, and in the bosom of which lie the grisly brood of monsters. Little would one, ignorant of the locale, suspect that under that green wood in that tiny pool, which an active leaper could half spring across, such hideous dangers are concealed. "Here is the pool," I said to my guide rather contemptuously. "But where are the alligators?" At the same time I was walking on very boldly with head erect, and rather inclined to flout the whole affair, *nase alanco*. A sudden hoarse roar or bark, however, under my very feet, made me execute a pirouette in the air with extraordinary adroitness, and perhaps with more animation than grace. I had almost stepped on a young crocodilian imp, about three feet long, whose hide, small as he was, would have been the reverse of pleasant. Presently the genius of the place made his appearance in the shape of a wizard-looking old Fakier, who, on my presenting him with a couple of rupees, produced his wand—in other words a long pole, and then proceeded to "call up his spirits." On his shouting "Aoi, aoi," "Come! come!" two or three times, the water suddenly became alive with monsters. At least three score huge alligators, some of them fifteen feet in length made their appearance, and came thronging to the shore. The whole scene reminded me of fairy tales. The solitary wood, the pool with its strange inmates, the Fakier's lonely hut on the hill-side, the Fakier himself, tall, swart, and gaunt, the robber-looking Beloches by my side, made up a fantastic picture.—Stranger, too, the control our showman displayed over his "lions." On his motioning with the pole they stopped (indeed they had already arrived at a disagreeable propinquity), and on his calling out, "Baitho," "Sit down," they lay flat on their stomachs, grinning horrible obedience with their open and expectant jaws. Some large pieces of flesh were thrown to them, to get which they struggled with, and fought, and tore the flesh into shreds and gobbets. I was amused with the respect the smaller ones showed to their overgrown seniors.—One fellow, about ten feet long, was walking up to the feeding-ground from the water, when he caught a glimpse of another, much larger than himself. It was odd to see the frightened look with which he sidled out of the way.

NO. 6 RAILWAYS.

Supports.—Rails are laid on supports of timber or stone, which should present a firm unyielding bed, so as to prevent all displacement, either in a lateral or a vertical direction, from the pressure thrown upon them. On the earlier roads, heavy stone blocks were mostly used for supports, but they required great care to keep them firm, and they were liable to split from the means taken to confine the rails to them. Timber is now in general use, and gives a better lateral support to the rails than blocks of stone. The usual method of placing timber supports is transversely to the track. Each is formed of a piece of timber six or eight inches square, and two sides between which the rails are placed. The distance between the sleepers is usually three feet, and they are placed either upon the ballasting or the roadway, or upon beams laid lengthwise beneath them along the line of the rails. The latter mode is generally adopted in the United States, and is indispensable upon new embankments to prevent the ends of the sleepers from settling unequally. Plank, 8 inches broad, 3 or 4 thick, is mostly employed for the longitudinal supports of the sleepers. On some of the more recent railways in England, the rails have been laid upon longitudinal beams, presenting a continuous support to the rails, these beams resting upon cross ties.

Chairs.—An intermediate construction connecting the rails and the supports is called a chair, which is cast in one piece, and consists of a bottom plate on which the rail rests, and two side pieces between which the rail is confined by wedges of iron or keys of wood. Iron wedges having been found to work until they become loose, wooden wedges have been substituted for them, made of kiln dried timber, forced thro' cutters, by which they receive the requisite shape, and at the same time are strongly compressed. The key prepared in this manner, gradually swells by imbibing moisture after being inserted, and forms a very strong fastening. A joint of sufficient width is left between the ends of the rails, to allow for the expansion of the bars, and these joints are generally either square or oblique.

Ballast.—A covering of broken stone, or of clean coarse gravel, or of any other material that will allow the water to drain off freely, is laid upon the natural surface of the excavations and embankments, to form a firm foundation for the supports. This is what is termed ballast, and its thickness is from 9 to 15 inches. Open or broken stone drains should be placed beneath the ballasting to convey off the surface water. The parts of the ballasting, upon which the supports rest, should be well rammed or rolled, and well packed below and around the supports. After the rails are laid, another layer of broken stone or gravel should be added, with a convex surface reaching to 3 inches below the top of the rails.

On the first introduction of railways into the United States, the tracks were formed of flat iron-bars laid upon longitudinal beams. The bars were about two and a half inches in breadth, and from a half to three quarters of an inch in thickness, the top surface being slightly convex. They were placed on the longitudinal beams, a little back from the inner edge, the side of the beam nearest the top being levelled off, and were fastened to the beam by screws or spikes, which passed through elliptical holes with a countersink to receive the heads of the spikes; the holes receiving this shape to allow of the contraction and expansion of the bar, without displacing the fastenings. The longitudinal beams were supported by cross sleepers, with which they were connected by wedges, that confined the beams in notches cut into the sleepers to receive them. These beams were about 6 inches broad, 9 inches deep, and as long as they could be procured. A piece of iron, or zinc, was inserted into the beams at the joints, to prevent the end of the rail from being crushed into the wood by the wheels.

In some instances the bars were fastened to long stone blocks, but this method was soon abandoned, as the stone was rapidly destroyed by the action of the wheels, besides which, the rigid nature of the stone rendered the travelling upon such roads excessively disagreeable. Their want of durability, and their insufficient strength for heavy traffic, are now given up for the solid rail.

Gauge.—The distance between the two lines of rails of a track, which is called the gauge, and has been adopted for the great majority of the railways in Great Britain, is 4 feet 8 inches and a half. The lines in the United States have the same width. This gauge appears to have been hit upon accidentally, and the great inconvenience which would arise from altering it, if even a better distance might be found, has caused it to be continued upon new lines. On the Great Western Railway, however, the gauge is seven feet. Engineers are generally agreed that a wider gauge is desirable, as with it the wheels of railway-cars could be made of greater diameter than they now receive, and be placed outside of the rails instead of under them. The centre of gravity of the load might be placed lower, and more steadiness of motion and greater security at high velocities be attained.

In a double track the distance between the two tracks is generally the same as the gauge, and the distance between the outside rail of a track, and the sides of the excavation of embankment, is seldom made greater than 6 feet; as this is deemed sufficient to prevent the cars from going over an embankment, were they to run off the rails.

On all straight lines of a track, the supports should be on a level transverse, and parallel to the plane of the track longitudinally.

The top surface of the rails should incline inward to correspond with the conical form of the wheels; this purpose is usually now effected by giving the chair the requisite pitch, or by forming the top surface with the requisite level.

I now come to the consideration of curves, but as it would make my present communication too long, and as it would not be advisable to separate the notice of them into parts, I shall defer the subject till my next, when this article is shorter than any of its precursors. I will conclude by asking, Do you think these papers are read? Do you hear, whether or not they are interesting to you? I thank you for my labours to give them information on an important subject, or that everybody thinks me a fool for my pains?

[FOR THE STANDARD.]

Mr. Editor.—Sir, Not being inattentive to the several articles which have recently from time to time appeared in your paper on the construction of Railways, as well as to number five of the series which treat on the construction of Railroads, permit me to state, that in my humble opinion, the inhabitants of this County are much indebted to your correspondent for the invaluable fund of information disseminated through these communications.

The perspicuity with which he conveys his ideas, shows him to be perfectly conversant with the different subjects on which he treats. His illustrations of the various modes adopted for the construction of Railways, doubtless being highly entertaining and instructive to the great mass of your readers, now the work is on the eve of commencing operations, and in view of the contemplated line of the Saint Andrews and Quebec Railroad, I feel that your correspondent's communications are highly valuable; in fact he merits from them their warmest commendations for having put within their reach such a fund of knowledge, that they could not otherwise obtain without a large outlay of time and money. As one of them, and on their behalf, I beg to tender your correspondent my unqualified thanks.

I am, Sir,
A RAILWAY COMMISSIONER
Saint George, Jan. 15, 1850.

[FOR THE STANDARD.]

CHAMCOOK, 18th JAN. 1850.
Mr. Editor.—The conduct of men holding public offices, and entrusted with the expenditure of public money, ought to be a subject for public observation, and on this principle, and with your permission, I would beg to lay before the public a small matter connected with the expenditure of Five Road Grants that came under my notice the past summer, which I consider to be a gross and culpable dereliction of duty on the part of the Commissioner.

At the sale of the work on the Glenelg road the erection of a Bridge was offered for competition and the specifications given by the Commissioner, which I wrote down at the time, and were as follows:—To be built with hemlock logs, covered over four rods in thickness with plank and two rods with cedar poles 18 feet wide, with a green night marked on the banks, making the whole length on the top above, 6 rods or 99 feet. This was contracted for at eleven pence.

From a slight maneuvering that was evinced between the Contractor and Commissioner, I determined to have an eye to the completion of the work, and here is the result as it now stands:—In place of 4 rods planked, there is only one rod and five feet, and 30 feet covered with cedar; and is two feet short of the height specified at the time of sale, and this has been accepted as a fulfilment of the contract, and the money paid.

Had the dimensions and particulars of the bridge as it now stands been given at the time of sale as those required, I am confident the work would have been contracted for at 26 10 in place of 111.

Is there no authority, Mr. Editor, to compel an account being given of such infamous behaviour and abominable abuse of public trust, or must we quietly bear with such gross imposition, which is an injustice to honest men offering to contract for work, and downright chiselling the Government in paying away money without any reference how the work is completed, and in many instances pocketing it themselves, the Commissioner being connected with the Contractor in the work.

Your old Servant
W. C.

Reduction of the Army.—We have heard from authority on which reliance can be placed, that the contemplated reduction of the army will be to the extent of 10,000 men, but the details of the manner in which it is proposed to effect it have not transpired.

Morning Chronicle.
Reduction of the Army.—The United Service Gazette states that the plan proposed for the reduction of the army, is to abandon the West India Colonies as Military Stations, which will relieve and place at the disposal of the authorities at home six regiments of the line. The Gazette strongly deprecates such a measure, and trusts that it never will be carried into effect.

Search for Sir John Franklin.—The discovery ships Enterprise and Investigator are now in a forward state, and the 15th of January is named for their leaving on the searching expedition.

The Roman Catholic Primacy.—The Dublin Freeman's Journal states, on the authority of a letter received from Rome, dated the 14th of Dec., that the Very Rev. Dr. Cullen, President of the Irish College in

the Holy City, has been appointed successor to the late Archbishop Cullen in the Roman Catholic Primacy of Ireland.

Commercial accounts from India received on the 20th, are most cheering—and as large orders have arrived for the manufacturing districts, reports from those quarters led to a hope that the new year would commence with improved prospects. Almost every loom in Lancashire was employed at full time and everything bore the appearance of affluence and prosperity.

From Calcutta we learn that the shipwrecked crew of the Canton river, had been engaged in destroying a host of pirates, who infested that coast. Thirty-two armed Jaks, and 300 pieces of cannon, and 4000 muskets, were destroyed.

The Scottish regiments which have returned are among the bravest and hardest soldiers in the Austrian service.

The military force alone of the rebels is estimated at 120,000 men, with 110 cannon, and they are joined by the Croats, which appears highly probable, they will have 200,000 men, with 300 cannon. The numbers of the insurgents are daily swelled by desertions from the Austrian regiments in Peterwaradin, Eger, &c.

It is said that Russia has been intriguing to get up this insurrection, in order to have both Austria and Turkey dependent on her.

NEW WORK ON THE COLONIES.
We have been permitted to copy the following extract from Mr. Martin's work on the Colonies, in which the author has pointed out the importance of the St. Andrews and Quebec Railroad, as a means of connecting these Colonies, and forming a continuous steam transit to Lakes Huron, Georgian Bay, and the St. Lawrence.

Extract from the work on the Colonies, published by R. Martin, Esq., M.A., and published by J. H. Galt, Esq., in the Queen's Printer's Office.

Connected with an ancient Indian trade route, the establishment of a railroad on the seaboard of British America, which shall connect the whole of the North American provinces, and form a continuous steam transit from the seacoast to Lake Huron, one line has been projected from Halifax to New Brunswick to Quebec, from which a line is now actually in progress, termed the St. Andrews and Quebec Railroad, and is an undertaking, carried out under the auspices of the Earl Fitzwilliam, Lord Ashburton, and other gentlemen in England, combined with the principal merchants and inhabitants resident at St. Andrews and other points through which the line proceeds. The line will, at all seasons of the year, a direct and uninterrupted communication between the Canada and Atlantic, and will be the only one the colonists will possess through British territory.

This important project can therefore be securely entered, when viewed either as a high road for the commerce of the colonies, or as a means of providing in a common bond of commercial union, and in a mercantile point of view, it cannot be considered otherwise than as one of the best investments of the day, having been stamped with the passage and approval of the late Lord Ashburton, even before the Company received their recent magnificent grant of 1800. Lord Ashburton's acquaintance with the country, from his settlement of the boundary dispute, renders his testimony of great value. The grant consists of all the unallotted lands comprised within a belt of five miles on each side of the railway, and, by a certificate from the Surveyor-General, contains upwards of 200,000 acres of some of the best land in the province, which, in consequence, doubles, or even quadruples the profitable character of the undertaking.

The Company is incorporated by several acts of the local legislature, confirmed by the Queen in Council, and in addition to the above grant of land, has obtained privileges and advantages which cannot be claimed by any similar body, viz., 6 per cent. on the English capital guaranteed by the legislature for 25 years, which is chargeable on the revenue of the province. The Company have the power to make branch lines or extensions to, or in any part of the colony without applying for fresh legislative acts, and with the same facilities as to land and the free use of Crown materials as on the trunk line.

It is officially stated to me that the capital of the Association is divided into 8,000 shares of £20 each; half of which, termed Class 'A,' are to be allotted in England, and the remainder, called Class 'B,' reserved for allocation in New Brunswick; the majority of these shares are already appropriated, and the works are proceeding with vigour, and it is confidently hoped that the first section to Woodstock (80 miles) will be open in two years. Officers for the payment of dividends and the transaction of such business as may be conducted in England, are established at No. 10, Parliament Street, Westminster; and the interests of the English stockholders are guarded by a board of directors, resident in this country, whose sanction is necessary to all measures proposed by the local directors in New Brunswick. The land belonging to the Company, which has hitherto been of comparatively trifling value, will, when the railway passes through it, most probably be eagerly sought after, and at once command a considerable enhanced price, which will far more than bring back their whole capital to the shareholders; as, for instance, there are 8,000 shares of £20 each, and if the 200,000 acres are divided amongst these 8,000 shares, it will give 25 acres per share, which, taken at the low figure of £1. per acre, gives £25 per share, or £5 per share more than the actual capital subscribed; and although the land will be disposed of, and thus return their capital to the shareholders, yet still the line will remain their property, and from the provincial guarantee of interest, retain a comparative high value in the market.

This is a strong inducement offered to the English capitalist, the use of whose money will only in the first instance be required; but to the homeless wanderer from the British shores, its benefits will prove incomparably greater, as employment will be afforded him on the railway until he has had time to clear his land and become acquainted with the requirements of his novel mode of life, and by this he will be spared that fearful season of suspense which now intervenes between the first clearing of the land and the period when it yields its return.

Some of the shareholders have agreed to give a tract of their land for church, school, and hospital purposes. Thus will nuclei be formed, around which a population will collect in a healthy and

legitimate manner, and blessings, both present and prospective, be secured to all future emigrants.

LATER FROM CALIFORNIA.
Steamer Ciderock arrived at New York on Sunday forenoon, bringing the California mails to the 1st December, also \$320,000 in gold, and about an equal amount in the hands of passengers.

Steamer Unicorn arrived at Panama on the 28th with \$750,000 in gold dust, and 157 passengers.

Winter has set in at the mines earlier than was anticipated, closing the mining operations at the end of November. The Georgia Company, whose mine, near the mouth of the Columbia, took up the American river, is said to be the richest in gold of any that has been discovered, yielding 300 lbs. of gold from one pennyweight to ten or twelve pounds. A day's labor is said to average three ounces, and instances of bagging eight and ten ounces per day are not rare.

Owing to bad roads and wet winter provisions had become scarce in the mining country, and many persons were returning to San Francisco. Flour was selling on Feather River at \$1.75 per lb. and at the Kill Column at \$1.25. All breadstuffs were proportionally high.

Markets.—At San Francisco flour had slightly receded. Candles, coal, coffee, liquors, sugars, tobacco, boots, shoes, clothing and number were all in demand at advanced rates. P. A. nominal. Gold dust, demand \$15.25 to \$15.50 for American and Mexican coin.

Shipping.—The steamer Ciderock, for New York, sailed on the 28th, at 10 A.M. The steamer Unicorn, for Panama, sailed on the 28th, at 10 A.M.

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Alms and Black House.—Commissioners—H. H. Hatch, A. T. Paul, Thos. Sampson, John Irwin, D. Bradley.

St. Andrews.
R. M. Andrews, Esq., President.
J. Weimor, Agent.

Saint Stephens Bank.
Wm. Todd, Esq., President.
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THE STANDARD.
ST. ANDREWS, WEDNESDAY, JAN. 23, 1850.

St. Andrews County Bank.
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SHERIFF'S SALES.

The following Sales will take place at the COURT HOUSE in ST. ANDREWS.

Real Estate of Benj Williams April 20
Do William Porter April 27
Do Michael McGuire May 25

To be sold by Public Auction on Saturday the 20th day of APRIL next, between the hours of 12 a. m. and 5 p. m., at the COURT HOUSE in St. Andrews.

ALL the right, title, interest, claim and demand of Benjamin Williams of and to that certain lot of land and premises situate in the Parish of St. George, fronting on Carlton street, and now in the occupation of one Henry Smith, bounded on the west by a lot of land recently purchased by David Gilmore, from the widow of the late Henry Clinch, on the north by the dwelling house and lot owned and occupied by John Boyd on the east by Clinch street, and on the south by the store said Carlton street.

To satisfy an execution issued out of the Supreme Court at the suit of Patrick Loughren, endorsed to levy £67 17 1, besides Sheriff's fees, &c.

THOS. JONES,
Sheriff of Charlotte.

Sheriff's Office, St. Andrews,
Nov. 13 1849.

To satisfy an execution issued out of the Supreme Court at the suit of Moses Williams and David W. Williams, endorsed to levy £136 11 3, besides Sheriff's fees, &c.

THOS. JONES,
Sheriff of Charlotte.

Sheriff's Office, St. Andrews,
Oct. 9, 1849.

To be sold at Public Auction, on Saturday, the 27th day of APRIL next, between the hours of 12 & 5 o'clock, at the COURT HOUSE in St. Andrews.

ALL the right, title, interest, claim and demand of WILLIAM PORTER of, in and to the following property:

Lot No. 10 in St. Stephen's, deceased by Thomas Armstrong, to Wm. Porter, on the west range of garden lots.

Lots Nos. 1 and 2 in class M., West of the Division, deceased by James Ross, to Wm. Porter.

One half Acre at the Upper Mills east of half of lot 16, deceased by G. D. King, to Wm. Porter.

Lot No. 42 in St. Stephen's, granted to the late David Post, deceased by Wm. Porter, to Wm. Porter.

Part of lot No. 170 at the Lodge, deceased by Michael Young to Wm. Porter, containing about 2 Acres.

Lots Nos. 12 and 18 part of a tract of land formerly owned by the late Robert Pagan Esq., lot 12 fronting on the Lodge Road, lot 18 fronting on a road laid off in rear of No. 12 a piece of land in St. Stephen's on the South side of the street, lying between Watson's &c &c, as deceased by Betsy Porter to Wm. Porter.

One half the Saw in the second Wellington Mill at middle landing, with the appurtenances, as deceased by George Smith Esq., to Wm. Porter.

The undivided tenth part of several pieces of land, as sold by John Robinson, to Wm. Porter, situated in St. Stephen's.

A piece of land at the Lodge, deceased by Michael Young to Wm. Porter, commencing at a rock leading from the main Road to Young's point &c.

A piece of land in St. Davids, block No. 4 letter G, in Fanning's division, deceased by Thomas Grant to Wm. Porter.

One-half Acre in St. Stephen's, part of the farm on which Peter McElroy resided in 1831, deceased by Robert Webb to Wm. Porter.

Farm lot No. 29 in Saint Stephen's, 100 Acres more or less, granted to James Fraser, deceased by Thomas Harty to Wm. Porter.

A piece of land in the Parish of Saint Andrews, as deceased by D. H. Mooney to Wm. Porter, bounded on the West by the river St. Croix &c.

The same having been seized and taken to satisfy an execution issued out of the Supreme Court, at the suit of the President, Directors and Company of the Commercial Bank of New Brunswick, endorsed to levy £1139 16s 6d besides Sheriff's fees, &c.

THOS. JONES,
Sheriff of Charlotte.

Sheriff's Office,
October 16, 1849.

To be sold by Public Auction on Saturday the 25th day of May next, between the hours of 12 a. m. and 5 p. m., at the COURT HOUSE in St. Andrews.

ALL the right, title, interest, claim and demand of MICHAEL MCGUIRE, of and to all

That certain piece or parcel of land, known as being the north westerly part of lot number One, in the southern block of the first division of lots sold to Robert M. Todd and others, by the Rector, Church Wardens and Vestry of Christ Church, in the Parish of Saint Stephen aforesaid and bounded as follows:

Beginning on the north eastern corner at a lot of land owned by John George on the road leading to Mohamms, thence running north westerly forty six feet until it meets Robert M. Todd's, thence running westerly ninety six feet more or less, until it meets William Lovejoy's line, thence following southerly forty six feet, thence north westerly ninety six feet, or till it meets said road, being the same piece or parcel of land which was deeded to the said Michael McGuire by

one Edward Hallmann and wife, by a deed bearing date 31st July, and registered with the records of Charlotte County, 17th March 1838, in book letter Q, page 389,—together with the Dwelling House thereon, and all other the privileges, improvements and appurtenances thereto belonging.

Also, all that certain other lot, piece or parcel of land lying and being in Milltown, (so called), in the said Parish of Saint Stephen, and known and described as lot number twelve in the first division on a plan of certain lots surveyed and laid off from the Glebe by H. M. & G. Garden, in the year of our Lord 1827, as by reference to said plan will more fully appear, being on the westerly side of the main road leading from Salt Water, (so called) to Milltown aforesaid, the next lot on the south to that on which the Roman Catholic Chapel is erected, containing one acre, together with the buildings thereon, and the privileges thereto belonging.

To satisfy an execution issued out of the Supreme Court at the suit of Patrick Loughren, endorsed to levy £67 17 1, besides Sheriff's fees, &c.

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NATIONAL LOAN FUND.

LIFE ASSURANCE SOCIETY OF LONDON.

A Savings Bank for the Widows and Orphans, ENFORCED BY ACT OF PARLIAMENT.

CAPITAL, 500,000, Sterling.

Exclusive of a Reserved Fund (Surplus Profits) of £37,000, Sterling.

ADVANTAGES OFFERED BY THE SOCIETY.

Perfect security, arising from large Capital, totally independent of the Premium Fund.

Loans—Two thirds of the Annual Premiums paid, or half the Premiums for the first five years; which half may remain on interest, to be deducted from the amount of the policy at the death of the assured.

Low rates of Premium.—The rates of premium are low as any Society of equal standing.

Division of Profits.—The Bonus in this Society is declared ANNUALLY, and each year the Assured has the option of receiving their profits in Cash, in reduction of premium at the expiration of the term insured, the Bonus or PERMANENT.

Premiums may be paid annually, half-yearly, or quarterly.

Insurance may be effected for one year, five years, or for life, with or without participation in the Profits of the Society.

A liberal allowance for the surrender of all policies.

Every information as to the Society's Rate of Premium, in order of Insurance, and blank forms of application may be had at the office of the Subscribers, who have Pamphlets for gratuitous distribution, and all documents required for effecting Insurance.

Local Directors at St. John.

EDWARD L. JARVIS, Esq., Chairman.

Edward Allison, Esq., Robt. F. Hazen, Esq., Wm. Wright, Esq., John H. Gray, Esq., WILLIAM J. STARR, Esq., Managers.

FRIDERIC R. STARR, Esq., Agent.

Medical Examiner at St. Andrews, Dr. Gave.

GEO. D. STREET, Sub-Agent at Saint Andrews.

MARINE AND FIRE INSURANCE.

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

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

WITH A SURPLUS OF OVER \$30,000

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

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

E. D. GREEN, Agent.

Refer to Wm. Kerr, Esq., Agent, St. Andrews N.B.

TO LET.

SUNDRY SHOPS, and a DWELLING in those tenements lately occupied by Mr. Thomas Sime and others, on the Market Square, from the 1st day of May next Apply to,

Dr. S. T. Gove,

Saint Andrews, January 30th, 1849.

In preparation for the Press,

BY J. MURRAY, ALBEMARLE STREET, LONDON

Woodvale Grange:

A Michaelmas Visit to the Forest of New Brunswick.

Orders received by H. Chubb & Co., J. A. & A. McMillan, W. L. Avery, V. H. Nelson, and A. Fraser, St. John; F. Beverley, and H. S. Beck, Fredericton; and all other Booksellers.

Dec. 5, 1849.

SAMUEL COCHRAN, Sailmaker,

AYMAR'S WHARF, ST. ANDREWS

Respectfully informs the Merchants, Ship Owners and Ship Masters, in this County, that he has taken the Sail Loft on Aymar's Wharf, where he is prepared to execute at short notice, all orders in his line of business that may be entrusted to him, with fidelity and on moderate terms. Having been brought up in Mr. Jones's establishment, he trusts his work will give satisfaction.

BRINDY, GIN, WINE &c

Ex Columbus from Liverpool, via St. John

6 Hhds. finest Pale HOLLANDS.

1 " Fine old PORT WINE.

1 " Martell's finest Pale BRANDY.

1 " Moist Crushed SUGAR.

1 " Refined LOAF do.

9 Boxes Tobacco Pipes, 12 gross each.

JAMES W. STREET.

St. Andrews, Nov. 10, 1848

Grand Manan Packet.

THE Subscriber respectfully informs the Public, that he has commenced running the Packet

"Grand Manan" between St. Andrews and Grand Manan, Esport and Grand Manan, leaving St. Andrews every Friday, and the weather permits, touching at the above mentioned places, and leaving the store of William McLean Esq. will be punctually forwarded.

EDWARD SNELL, MASTER.

St. Andrews, 4th June 1849

TO LET.

And Possession given on the 1st of August next, the HOUSE and Premises now occupied by Mr. Samuel Getty.

Enquire of Mr. THOS. BERRY.

St. Andrews, M. 29, 1849—am

READ! BREAD!

300 BARRELS different qualities and prices.

Barrels CRACKERS, do. do. and prices.

Boxes Soda, Butter, Sugar and Dispense BISCUITS.

Also a few barrels do.

EXTRA FAMILY FLOUR.

Southern and Western WHEAT MEAL.

For sale at a small profit at FRANK'S & CO'S BAKERY.

Corner of Dora and Water Street, EASTPORT.

Passage to Boston, Esport and St. John N. B. THREE TIMES A WEEK EACH WAY.

STEAMERS.

ADMIRAL, Capt. Hutchins.

Will leave Esport and St. John, on Wednesdays, the 19th instant, every

MONDAY, WEDNESDAY AND FRIDAY.

For the above Places.—Returning will leave Esport for Boston on the above mentioned days at 2 1/2 o'clock, P. M., via Portland and Esport, or Esport and Boston, on the above mentioned days at 2 1/2 o'clock, P. M., via Portland and Esport.

Passengers may continue on in the best manner, at any time, at their option.

Passengers will be taken through to St. John by the steamer Neverset for St. John, and Esport.

For Freight or Passage apply to GEORGE BODD, Agent.

Esport, July 17, 1849.

RAIL ROAD ROOMS.

St. Andrews, 24 January, 1849.

NOTICE.—The stockholders in the St. Andrews and Quebec Rail Road Company are hereby notified, that a

SECOND CALL of TEN PER CENT. OF THE CAPITAL OF SAID COMPANY.

Is now made, and payable by the several Stockholders, at the following Banks, viz:—Charlotte County Bank, St. Andrews; British North America Bank, St. John; Fredericton and Woodstock, agreeably to the Act of Incorporation.

S. H. WHITLOCK, Secretary.

Land For Sale.

1000 Acres of excellent Woodland, fronting on the Greenway Road, three miles from Chamcook, will be sold on moderate terms if applied for immediately. Also—a good Horse (being 6 years old, well known, will be disposed of at a bargain.

For terms &c, apply to N. SMART.

NEW-BRUNSWICK BENEFIT BUILDING SOCIETY AND SAVINGS FUND

Established at St. John 50th Sep 1847.

TRUSTEES—Wm. Wright, Robert F. Hazen, H. Chubb.

Agent for Saint Andrews, Geo. D. Street Esq., Do. Saint Stephens, J. G. Stevens, Esq.

Notice to the Public.

GENERAL POST OFFICE, St. John, December 11, 1849.

In order to obviate the inconvenience existing under the present arrangement which requires the Postage of Letters and Newspapers for Newfoundland to be paid in advance, His Lordship the Postmaster General has been pleased to direct that hereafter the Postage on correspondence pass between New-Brunswick and Newfoundland may be pre-paid or not at the option of the sender.

J. HOWE, D. P. M. G.

[New-Brunswick Newspapers, 2in. ea]

TEA, PAINTS, OIL, &c.

DEC. 3, 1849.

Ex "Olive" from Liverpool, via St. John

4 Hhds. Boiled & Raw Linseed Oil.

8 Cwt. best white Paint, 14, 25 & 50lb. Kegs.

3 do do Yellow 14 & 25lb. Kegs.

10 Chests Congo Tea.

5 Hhds. best Cognac Brandy.

5 Hhds. do.

1 Hhd. fine old Port Wine.

Ex UTICA from Boston.

5 Hhds. bright Muscovado Sugar.

Also.

To arrive per the "SULTAN" from Liverpool.

10 Boxes Blue Starch.

For sale by JAMES W. STREET.

ROYAL MAIL STAGE,

BETWEEN ST. ANDREWS, ST. STEPHEN, MILLTOWN AND BARRING.

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

Leaving Saint Andrews on Mondays, Wednesdays and Fridays, at 6 o'clock, A. M., and

Returning on Tuesdays, Thursdays and Saturdays, at 6 o'clock A. M. and St. Stephens at 7 o'clock, on the same days.

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

St. Andrews, 4th June 1849

THE Stage Books will remain open at Bradford's Temperance Hotel, St. Andrews; Ryder's Store, St. Stephens; and Ray's Hotel, Milltown.

THOMAS HARDY

St. Andrews, June 4, 1849.

Watches, Jewellery, &c

Received and for sale by the Subscriber an assortment of WATCHES, JEWELLERY, CUTLERY, and FANCY ARTICLES, &c. &c, which will be sold low for Cash.

One 14 day French spring CLOCK.

2 Patent Lever and Vertical Watches.

2 Gold, Plated, Silver and Steel.

Watch Keys, Gold, Silver, German Gold, Silk, and India Rubber Watch Guards.

Ladies and Gents, Gold and Silver, and German Silver Pencil Cases, Gold and Plated Earings, Ladies' Companion.

Leak and Leather Purses, Pocket and Needle Books, Card Cases, Pockets, Paper Maps, Portfolios and Fire Screens, Hair, Hair Nail, Tooth, and shaving Brushes, Silver mounted and Plain Buttons, Glass, Steel, and Ivory, Britannia Metal and Brass, Candlesticks, Snuffers and Trays, Razors and Razor Strops, Key Rings, Tea Balls, Pocket Lash, and 1 ne Combs, Telescopes, Silver Rifle Sight, and German Silver mounted Spectacles, C. Turner's Lead Pencils, Cigar Cases, Pocket Jack, and Pen, Knives, Butcher's Dito, Nail Pocket, and Tailor's Snuggers, 1 set Fire Irons, Hot Water Jugs, Percussion Cases, Sea Tea Flasks, Minors, shaving and Fancy Toilet, Soap, Hair & Son's Sporting and Rifle Powder with a variety of other articles.

CLOCK, WATCHES, JEWELLERY, &c.

Cleaned and Repaired: Quadrants, Compasses, and Log Glasses, adjusted, Cash paid for old Gold and Silver.

GEORGE F. STICKNEY.

May 23, 1849.

March 20th, 1849.

Brandy, Gin, Wines, London

Brown Stout & Pale Ale, &c.

2 PIPES and 2 Hhds "Martell's" finest BRANDY, 1 Pipe and 2 Hogs-

heads "Old" 6 Hhds. finest Pale HOLLANDS, "Lily" brand, 1 Hhd. fine Old PORT WINE, 6 Qr. Casks Port Wine, 1 Hogshead and 1 Quarter Cask fine Old SPARKY, 3 Hhds. Woodhouse's Sicily Madeira, 2 Qr. Casks White Wine, 100 B. do London D. B. Stout and Porter, 50 do do Pale Ale, 1 Hhd. House Crusted Sugar, 1 do. Refined Loaf do, 2 Hhds. HO-

LASSES, 5 Boxes best Poland Starch, 3 Bags Black Pepper, 4 do. Java and St. Domingo do, 20 Boxes Liverpool Soap, 10 do. do. Crown do, 4 Boxes short Tobacco Pipes, 10 Cwt. best White Paint, Red, Yellow, and Black ditto, 2 Hhds. Linseed Oil, 3 Casks Whiting, 1 duto Glue, 1 Crt. EARTH-ENWARE, 25 Boxes Window Glass, assorted, &c. &c.

JAMES W. STREET.

MARKET SQUARE, WEST CORNER.

FRANCIS WADDELL, TAILOR & DRAPER,

RETURNS thanks for the patronage he has received, and respectfully announces to his friends and the public generally, that he has removed to the Shop lately occupied by Mr. Wm MacLean, West corner of the Market Square, where he is prepared to execute with neatness and dispatch, all orders with which he may be entrusted. Garments made up in the latest and most fashionable London and New York styles.

He also begs to announce that he has on hand well selected assortment of the best

West of England CLOTHS,

CASSIMERES, DOESKINS and TWEEDS in great variety.

VESTINGS—Fancy Satin and other Fabrics; Tailors' Trimmings, of every description. Just received, a large and choice selection of LONDON READY MADE CLOTHES, of the latest and most fashionable styles; all of which are offered for sale at moderate prices.

St. Andrews, May 8, 1849.

U. S. Consulate Notice.

C. WHITTAKER, Esq., United States Consul at St. John, N. B., having with the sanction of His Excellency the Lieutenant Governor, appointed me U. S. Consul for the Port of Saint Andrews, all persons interested, will take notice, and govern themselves accordingly.

THOS. JONES.

St. Andrews, Nov. 21, 1848

A VOYAGE ROUND THE WORLD

and visits to Various Foreign Countries, IN THE U. S. FRIGATE COLUMBIA, BY THE REV. F. W. TAYLOR.

The work contains upwards of 600 pages, besides Engravings.—Price \$2.

Subscribers names for this Town and vicinity, received by Mr. John Bradford Temperance Hotel.

T. A. GETCHELL, Agent.

NOTICE.

ALL Persons having any demands against the Estate of John Orr, late of the Parish of St. Patrick, deceased, are requested to present them daily attested within three months from this date; and all persons indebted to said estate are requested to make immediate payment to

JOHN ORR.

W. M. BALLENTINE, Esq., Executor.

St. Patrick, Aug. 31, 1849.

NOTICE.

ALL persons having any demands against the Estate of the Reverend John Dunn, late Rector of the Parish of Douglas, in the County of York, deceased, are requested to present the same, duly attested, within three calendar months from this date; and all persons indebted to said Estate, are requested to make immediate payment to the undersigned Executors.

ANNE R. DUNN, J. H. WHITLOCK.

May 17, 1849.

Cooking Stoves, Groceries, &c.

Just received and for sale by the Subscriber NOS. 1, 2 and 3 "UNION" COOKING STOVES.

Souchong, old Hyson and Ningyong Teas, Brwn. loaf, and crushed Sugars, Clear and Mess Pork, Hams, Lard, Candles, Soap, Oil, Almonds, Arrowroot, Currants, prepared Cocoa, Cigars, Tobacco, Grass door Mats, Copper's 1-Inglass, &c.

ROBERT KER.

23d October, 1849.

NOTICE.

ALL Persons having any demands against the Estate of Rev. John Cummings, late of the Parish of St. Stephen's, deceased, are requested to present the same daily attested within three months from this date; and all persons indebted to said Estate are requested to make immediate payment to

M. A. WALLACE, HENRY SCOTT, BARNET EVES, Executors.

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