

**County of Gloucester.**

To be sold by Public Auction, on Saturday the second day of October next, at the Court House in Bathurst, between the hours of twelve and five o'clock in the afternoon:—

**A**LL the right, title and interest, property, claim and demand, of William Smith, of, in, to and out of that piece or parcel of Land situate on Innishannon Brook, in the Parish of New Bandon, known and distinguished as Lot number five, containing one hundred acres, more or less: The same having been seized and taken to satisfy an Execution issued out of the Supreme Court at the suit of James Gilmor and Alexander Rankin against Robert Smith and William Smith.

Also, at the same time and place:

All the right, title and interest of Michael Simmons, of, in and to that piece or parcel of Land situate on Little River, in the Parish of Bathurst, and known as Lot number twelve, containing one hundred acres, more or less: The same having been seized and taken to satisfy an Execution issued out of the Supreme Court at the suit of John T. Carter against Michael Simmons and Dennis Hanlon.

Bathurst, 13th March, 1847. HENRY W. BALDWIN, SHERIFF.

**King's County.**

To be sold at Public Auction, on Monday the tenth day of January next, between the hours of twelve and five in the afternoon, at the Sheriff's Office, Parish of Hampton, King's County:

**A**LL the right, title, interest, property, claim and demand whatsoever of James Ross and James J. Britney, of, in, to or out of all that certain tract of Land, situate in the Parish of Westfield, in the County of King's, in the Province of New Brunswick, containing one hundred acres more or less, and distinguished as lot No. 4, in a Grant thereof under the great seal of the said Province, to Thomas Mahoney, being the same that was afterwards conveyed by the said Thomas Mahoney to the said James Ross and James J. Britney, and more fully described in the said Grant.

LEBARON DRURY, SHERIFF.

Sheriff's Office, Hampton, 3rd July, 1847.

**NOTICE.**

**A**LL persons having any demands against the Estate of the late Edward W. Miller, Esquire, will please render their Accounts, duly attested, to the subscriber; and all persons indebted to the said Estate will please make immediate payment to the subscriber, or they will be placed in course of legal collection.

GEO. BOTSFORD, Executor.

Fredericton, August 10, 1847.---(4w)

**NOTICE.**

**I** HEREBY authorize and appoint E. W. Miller, Esquire, my Attorney, to receive all and every demand, or debt due from any person, to the Estate of the late Edward W. Miller, Esquire, deceased, and in my name to give receipts and discharges for all such sums of money as he may receive in my absence.

G. BOTSFORD,

Executor of the Estate of E. W. Miller, deceased.

Fredericton, August 11, 1847.---(4w)

**NOTICE.**

**B**Y virtue of an Act passed in the tenth year of the Reign of Queen Victoria, entitled, An Act to incorporate the York and Carleton Mining Company, I do, as one of the Members of the said Company, by virtue of the said Act, hereby call the first Meeting of the said Corporation, to be held at Welch's Hotel, in Fredericton, in the County of York, on Wednesday the fifteenth day of September next, at ten o'clock, A. M.—Dated 21st August, A. D. 1847.

W. STEVENS.

**CONDEMNED BARRACK STORES.**

**T**O be sold by Public Auction, at the Barrack Stores, Fredericton, on Friday the third September next, at twelve o'clock, a quantity of Condemned BARRACK STORES, BEDDING, &c.

The Bedding is not torn in pieces as was the practice heretofore, but will be sold in lots whole.

Fredericton, 25th August, 1847.

(2w)

**N**OTICE is hereby given, That I have appointed Mr. ISAAC HENDERSON, of Moncton, as Deputy Sheriff for the County of Westmorland.

W. P. SAYRE, SHERIFF.

Moncton, 12th August, 1847.

From the London Railway Record, July 24, 1847.

**RAILWAY COLONISATION OF BRITISH NORTH AMERICA—SAINT ANDREWS AND QUEBEC RAILWAY.**

The vast national, political, and commercial importance of the projected chain of wooden railways through British North America, of which the first link will be the line from Saint Andrews to Woodstock, induces us to present a railway map of the Provinces, as a supplement to the *Record* of this week. The United States with 8,000 or 9,000 miles of railway, British America with not 100—how simple is the solution of the difficulty set forth in a late despatch of the Colonial Minister:—"I regret to observe that the settlement of the fine Province of New Brunswick is proceeding so slowly; and I am of opinion that the attention of the Legislature might, with great advantage, be directed to a consideration of the means which it may be in their power to adopt, with a view of promoting the more rapid advance of the Colony in population and

wealth, and the development of its great natural resources." A cheap railway from the sea-coast to the near interior of the Province will promote this object in the most practical and satisfactory way possible, inasmuch as the large local traffic (for it is the further interior which demands development) will afford an ample immediate return for the investment of capital: and while it does not deter by complicated machinery or too comprehensive character, is not the less certain to lead to gigantic results.

An investment of £80,000 of English, to meet £80,000 of Colonial, capital, spread over a period of three years, for the construction of a cheap railway of 80 miles, with a guaranteed minimum dividend of 5 per cent. from Government, and an actual estimate of 20 per cent. from existing traffic, is not a very formidable matter; and yet, at the same time, it involves the certain intercommunication, by its branches and extensions, of Halifax, Quebec, Montreal, Fredericton, Saint John, and Miramichi; of Hamilton, Sandwich, Toronto, the great Lakes, and Hudson's Bay; of Augusta, Portland, Boston, and New York; the opening up of the mineral resources of New Brunswick—its tin, iron, and copper mines; its coal fields, one of these extending over 5,000 square miles; the consequent creation of manufactures and of a new empire of steam; the extension of the fisheries of the Bay of Fundy; and with equal certainty, the establishment of British North America as the granary of the old world. British North America, within little more than a week's steam-sail of England, and abounding in agricultural and mineral wealth, embracing, even on this side of the Saint Lawrence, 20,000,000 of acres of rich unlocated territory and valuable timber, must, when intersected by railways, surpass in attractiveness all the more distant fields for the employment of British industry or the exhibition of British enterprise.

The port of Saint Andrews, at the mouth of the Saint Croix, and on the Bay of Fundy, is the terminal point of the British coast of North America, and of the Boundary between the British and Republican territories. The Saint Andrews and Quebec railway, with the most amicable understanding with the States, will run parallel to the boundary line of Lord Ashburton for its whole course. The Act incorporating the original Company, whose operations were suspended pending the adjustment of that boundary, was obtained in 1836. The new Acts, which have just been confirmed by the Queen in Council, confer the following extensive privileges.

In the first place, the survey has been completed by the Government, at an outlay of £10,000; and the works are now about to be commenced. Along with a belt of land 200 feet on each side of the line, for its whole length, involving the possession of the frontage of all lands to be settled contiguous to the railway, a grant of 20,000 acres has been bestowed upon the Company, to be selected in convenient blocks. All the timber, fuel, and materials necessary for the construction, are also conceded; with a guarantee of 5 per cent. on the portion of capital subscribed in England—the local shareholders being amply satisfied with the commercial prospect, and refusing to participate in this guarantee; and above all, and especially important as respects the systematic colonisation and advancement of the Province, power to form branches to all parts of New Brunswick, with commensurate privileges.

To every class in Great Britain the settlement of British North America is a subject of deep importance and interest; and now that a new opportunity thus presents itself to the statesman of effectively encouraging the plantation of those magnificent Provinces, it is indeed most desirable that no false step, as in the case of New Zealand and almost all our modern colonies, be taken in the outset. The principle which seems to actuate Earl Grey, and in which we thoroughly concur, is, make *Colonisation* as systematic and methodical as you will, but let *Emigration* be entirely spontaneous. In other words, clear land, make surveys, build towns, lay out roads, establish municipal, educational, religious, and other institutional attractions of civilised life, by the agency of combined capital and hired labour; in a word, *prepare*, morally and physically, the field of enterprise. If that be made sufficiently attractive—if the discouragements which have hitherto damped the energies of the yeoman, and frittered away his moderate capital, and thrown the poor Irish or English labourer a burthen upon Colonial, instead of British poor rates, be removed, capital and labour will of themselves flow to the settlement; the capitalist company will reap a rich reward for its investment in *preparation*; the yeoman will willingly pay the price or rent of lands from which he readily finds a return; and the English, Scotch, and Irish able-bodied labourer will—it is within the range of easy possibility—eat meat!

The principle of colonization adopted in most modern experiments, has been to sell lands at such a price as shall embrace preparation and systematic adaptation to the requirements of a transplanted society. But, most unfortunately, the sites chosen have been, for the most part, at the antipodes; and the preparation fund has been swallowed up in the passage money of paupers—has been all expended in the transmission of labour. We believe that this circumstance, as much, perhaps, as official pride so fiercely denounced, the mercantile overhastiness of the New Zealand Company, the imbecility of mis-Governors, the grasping avariciousness of land jobbers, the jealousy of Quixotic missionaries, or the opposition of wondering aborigines, was at the bottom of the New Zealand failure. Both Earl Grey and the present zealous Governor of New Brunswick, Sir William Colebrooke, agree in this principle of *preparation*; and the latter in a despatch dated the 27th April last, also urges another essential point on the notice of Lord Grey—a not less valuable element in Colonial progress—that the agri-