

The Standard.
IS PUBLISHED EVERY WEDNESDAY, BY
J. H. G. Smith.
At his Office, Market Square, Saint Andrews, N. B.
TERMS.
12s. 6d. per annum—paid in advance.
15s. if not paid until the end of the year.
ADVERTISEMENTS
Inserted according to written orders, or continued
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First insertion of 12 lines and under 4s.
Each repetition of 12 lines and under 1s. 4d.
First insertion of all over 12 lines 4d. per line.
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The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

Ex caris sumendum est optimum. - Cic.

No 46] SAINT ANDREWS, N. B., WEDNESDAY, NOVEMBER 14, 1855. [Vol. 22

LAW RESPECTING NEWSPAPERS

Subscribers who do not give express notice to the contrary, are considered as wishing to continue their subscriptions. If subscribers order the discontinuance of their papers, the publisher may continue to send them till after the date of the order, if they have not been previously paid for. If subscribers neglect to return to the publisher their papers from the office to which they are directed, they are held responsible till they have settled their bills, and ordered their papers to be discontinued. If subscribers remove to other places without informing the publisher, and the paper is sent to the former direction, they are held responsible.

European Intelligence.

Arrival of the Asia.

The steamship Asia arrived at Halifax on Tuesday, 6th inst.
Since the sailing of the Arago there is news that the Russians on the 18th, have themselves blown up their fortifications on Ochakoff point, opposite Kiburne, viz: fort Nicholas and other works mounting 23 guns. Kiburne and Ochakoff commanded entrance to the Bay of the Dnieper, and also served as outworks of Nicolaï, hence, by their capture they have full command of the mouth of the great line of River communication in rear of all the Russian forces.

THE CRIMEA.

The principal portion of the news from Sebastopol, consists in accounts of the manoeuvres of the two armies in the field; the substance of which appears to be that the Allies are moving forward systematically, and the Russians are retiring in good order back upon their positions.
The French and Sardinians have advanced to the Tchernaya and Balair; correspondence says, within 7 miles of Bakshi Sarai.

The Russians have three divisions opposite to the Allied lines.
Oct. 12.—English correspondence supposes that Russians from the north side of Sebastopol were falling back by detachments on Persep.

LATER FROM CALIFORNIA.

Arrival of the Star of the West.

NEW YORK, Nov. 4.
The steamship Star of the West had arrived at this port from Punta Arenas, with \$272,651 in treasure.

FROM CENTRAL AMERICA.
The important news by this arrival is, that Col. Walker, having been reinforced by a party of Californians, attacked the city of Granada de Nicaragua on the 13th ult., and captured it after a short contest. The citizens subsequently held a meeting and tendered Col. Walker the Presidency of the Republic, which honor he declined in favor of Gen. Conde.

Col. Kinney was pursuing the even tenor of his way perfecting plans to secure a large emigration from the United States, with every prospect of carrying them out successfully.

PIRACY AND MURDER ON BOARD A NEW ENGLAND WHALER.

Capt. Bowles of ship Black Dog, which arrived at Sydney, N.S.W., July 8th, from Sandwich Islands, was informed by one Francis John, a white man on Roche's Island, lat. 2 32 South, lon. 176 9 West, that ship John, of New Bedford, passed that island April 17, in possession of two South Sea Islanders, who stated that the captain of the John having ill used them; they took the opportunity, while two boats were out after whales, to kill him, together with the cook and cooper who were left on board. After the capture of a whale, the mate's boat returned to the ship, when all hands were killed excepting one man who had been killed. Shortly after the second mate's boat went alongside, he and three men were killed, the remaining two having succeeded in pushing off from her, and joined the other boat. The ship then ran away, leaving them without compass or food.

The pirates stated that they would run for Oceania Island, but if unable to make it, would run the ship ashore, where no white man lived. When last seen from Roche's Island, she was steering wild from North to West. Prior to leaving, the pirates offered tobacco and other inducements to the natives of Roche's Island to join them, but to no purpose. The Black Dog arrived at Roche's Island, April 29, twelve days after the John's visit. Had the interval been shorter, Capt. Bowles would have made some attempt to discover her whereabouts.

The captain of the John was, Ous Tilson, of Edgartown; the first mate, Henry C. Allen, son of Joseph Allen, Jr., of New Bedford, and the second mate Isaac W. Gallop, of New London.

The ship was owned by Frederick Parker, Esq., New Bedford, and was last reported at Paita, January 24, bound to the Sandwich Islands, with 250 sperm, and 350 whale oil.

MOONSHOOT TEASAS

Flour and Grain Leagues at Lynn.—The various "bread leagues" throughout the country, appear to be working with satisfactory results. The operations of one at Lynn, are now at the rate of \$150,000 per annum. On Tuesday and Wednesday last, six large freight cars, loaded with flour, arrived there from the West, and Boston, for the League, and an equal amount is now on the way. Through the influence of the League, flour is at least a dollar a barrel cheaper than in

Correspondence.

[FOR THE STANDARD.]

Mr. Editor.—The Chinese maxim, that "He that is indifferent to an evil a hundred miles off, will soon find it under his own table," is peculiarly applicable to the good people of St. John in reference to railways. Their jealousy of any diversion of any part of the trade of the Valley of the St. John, has heretofore sealed their eyes, not only against the probability but the possibility almost of any such event, as long as they can stare off the first section of the St. Andrews & Quebec Railway. They have a confused notion that the St. John and Shediac project is the one for them, as it is anticipated that its realization would bring the shop-keepers a large accession of retail trade, and this is their *summum bonum*. But the thing must be done at the public expense, and at the public risk, as it is scarcely probable that a man could be found in the city who has confidence enough in its paying character to risk a thousand pounds, or half of it, in the enterprise. If this confidence existed and was general there, the people themselves would have assumed the forty-five per cent. on the contract cost, which the contractors expected to get taken up in England, but were disappointed, and the construction of the road would have gone on to completion. The city might have loaned its credit, for say one half of the 45 per cent. on a second mortgage on the road, and the other half the shareholders could have raised from their own private resources, as has been done in the case of the Baring and Lewis Island railway, which will be finished next year. But the good people of Saint John will risk nothing themselves—it is the expected gain they are after, leaving the Province to pocket the loss.

By burdening the country with this scheme, they have postponed the construction of the other, and are fast bringing the distant evil of a foreign railway to the upper St. John, under their own table.
Should both schemes be taken up and pursued simultaneously, it is difficult to see how the Province can escape a financial crisis, from the heavy and rapidly accumulating pressure upon its revenue, in the shape of interest on the large amount of debentures which would be required for their completion.

As the papers inform us, the E. & N. A. Company and the Government are about to send a Joint Delegation to England on railway matters—this carries with it an intention of prosecuting both works at once, with perhaps something additional. By attempting too much at the outset, both schemes, or the only at present important one, will probably remain unaccomplished for the want of means—or, an amount of expenditure incurred, and unnecessarily, far exceeding the ability of the revenue to meet by paying the annual interest thereon. If the schemes are to be twins and have a common destiny, it is a bad augury for both—and indicates the incompetency of our rulers to grapple with the subject, either from a want of disinterestedness and foresight, or from an external pressure, which they feel unable to resist.

Besides, prior to further legislation on the subject, any arrangement made by the Delegation could be only hypothetical, and therefore premature. The thing has a bad aspect, and if true, goes far to justify the assumption, that the men demanded by the exigency of the times are still wanting.

The Province has already provided \$462,000 sterling, (equal to \$2,217,600), for the E. & N. A. railway, of which amount \$3,000 sterling, or \$3,600 currency, are applicable to the line from St. John to Chediac. Is the Province prepared to assume the whole cost, and that too at the exorbitant rate of £7,800 currency a mile, bating the seven per cent. on the cost assumed by Jackson & Co.?

It may do so, as there is no folly, however great, but will find advocates. The road can be built and equipped for \$5,000 currency a mile, and this would leave but \$1400 a mile for the people of St. John and on the line to make up—making an aggregate of \$149,500 for the whole 107 miles from St. John to Shediac, being 107 miles more than the St. Stephens and Calais people have already expended, and are under engagements to expend for the Calais & Baring and the Baring & Lewis Island railways. If the people of St. John had any confidence in the paying character of their darling scheme and any public spirit, they would say to Jackson & Co.: The contract price is exorbitant, and you need expect no further facilities; we can build the road and equip it for £5000 currency a mile, and can make up the £1400 a mile out of our own private resources, and will do so, and have nothing more to do with you. The Province should say to those who pretend to anticipate so much benefit

from this road—Go and do as the St. Stephens and Calais people have done, with scarcely a tithe of your resources, and thus manifest your faith in the beneficial and remunerative character of the enterprise.

The time is rapidly approaching when the good people of St. John will learn, that they have all along been working against themselves. They will see that their opposition to the St. Andrews & Quebec railway, (which of course would be extended to the city,) has been a great mistake. This line is the great desideratum not only for the Province, but for St. John itself. In the meantime also, finish the railway from Chediac to the Bend. After this is done, and perhaps before, ascertain the feasibility of a Ship Canal to connect the Bay of Fundy with the Gulf of St. Lawrence—and if feasible, which it probably is, enlist the Americans in the enterprise, who would, if necessary, furnish the whole of the capital required. When all this is accomplished, and it might and ought to have been at this present time, it will be time enough to enter upon new enterprises, for which the first in order would prepare the country. We have too many irons in the fire, and some of them the wrong ones, and all are burning into the revenue without making any return.

Great benefits have rarely been conferred on a people without opposition, and this kind of opposition is the historical character of our neighbors at the embouchure of the Otagoing.

The rapid progress of our Sister Province of Canada in material and social advancement, admonishes us of our past staidity in neglecting the application of similar means for the promotion of our own. But we are a little people, and great ideas overwhelm us. When we begin to awake from our past lethargy, our confusion will, very likely, hurry us into complications, from which it will require another generation to extricate the country. Such appears to be the present aspect. We are like a man who is made suddenly conscious of danger near, and in his efforts to escape, encounters the evil he is striving to avoid.

A recent address of the Montreal Board of Trade to the Governor General, concludes with a prayer that measures may be immediately taken to ascertain, by survey, the practicability of a Ship Canal from the city of Ottawa to Lake Huron, and the cost, and also of a Railway, should a Canal be found not feasible, or too expensive. The address commences as follows:—

"That the rapid growth and production of the vast region around and West of the great lakes, demand a corresponding increase in the means of communication between those regions and the Atlantic seaboard."

The people of Quebec, as well as of Montreal, are alive to the importance of the enterprise; as it would throw an immense additional transit trade into both cities. Were the St. Andrews & Quebec railway completed, the Quebec transit trade, as well as two or three hundred miles of the trade of the lower St. Lawrence would be divided exclusively between this railway and the water, and be constantly increasing. The country is thickly settled along the banks of the St. Lawrence for more than 150 miles below Quebec, whose only outlet to the seaboard for one half the year would be this railway. Mr. Kiefer, some years since in a Report made by him, stated that the productions of the Valley of the St. Lawrence were continually pressing on the means of conveyance to the seaboard—and still the cry is, and will be, more railways.

The future historian of New Brunswick will probably find himself compelled to write against the names of its leading men of the present generation, "betray," or a word of similar import.

An address of the Mayor of Boston in January, 1854 contains the following remarks:—

"The agricultural riches of the far off West at this moment are choking up every line of conveyance, it being impossible to transport the continually accumulating products that arrive for transit to the Ocean. If such is the fact now, what, (says he,) may we not anticipate in the next twenty-five years, when the harvests of those same productive regions shall be more than quadrupled."

An impenetrable darkness overshadows the vision of our public men, and the reason is, that an overwhelming selfishness and localism pervade every nook and corner of the country, which begets its like in its rulers. The mole is blind, and therefore he burrows in the earth. Facts, and a future carrying its shadows before, fall into vacancy in New Brunswick. The *amos patrum* sickness with indignation at our self-deceiving, narrow-mindedness and stupidity. If we do not become a by-word and a reproach to the Anglo-Saxon name, it will not be because we have not richly earned the unenviable distinction.

MONITOR

CHARLOTTE COUNTY Agricultural Society.

LIST OF PREMIUMS.

List of premiums, awarded at the Annual Exhibition of Cattle, and domestic Industry, held by the Charlotte County Agricultural Society, October 23d, 1855:—

On Brood Mares.—Cornelius Short 1st prem 17s 6d; William Doak 2d do 15s; James Maxwell 3d do 10s.
On Colts, Geldings, or Fillies, under 3 years old.—James McMillan 1st prem 15s; Samuel Denley 2d do 10s; John McBride 3d do 7s 6d.
On Spring Colts.—Cornelius Short 1st prem 12s 6d; William Doak 2d do 10s; John McBride 3d do 7s 6d.
On Bulls.—J. Russell Jr., 1st prem £1; D. Mowatt 2d do 15s.
On Cows.—Robert Stevenson 1st prem 12s 6d; Edward Pheasant 2d do 10s; James McCarty 3d do 7s 6d.
On Heifers.—James McCarty 1st prem 12s 6d; John McBride 2d do 10s; David Mowatt 3d do 7s 6d.
On Spring Calves.—Robert Stevenson 1st prem 10s; Jeffrey Treaholm 2d do 7s 6d; Edward Pheasant 3d do 5s.
On Steers.—James McFarlane Jr., 1st prem 12s 6d; Edward Pheasant 2d do 10s.
On Boars.—James McCarty 1st prem 15s; James Gallagher 2d do 12s 6d.
On Sows.—Henry Onell 1st prem 15s.
On Rams.—James McFarlane Jr., 1st prem 10s; Samuel Denley 2d do 7s 6d.
On Ewes.—David Mowatt 1st prem 7s 6d; Stewart Kerr 2d do 5s.
On Butter.—John McFarlane 1st prem 15s; James Russell Jr., 2d do 12s 6d; Robert Stevenson 3d do 10s.
On Wheat.—Robert Stevenson, 65 lbs 1st prem 12s 6d; James McMillan 66 lbs 2d do 10s; John Laiton 65 lbs 3d do 7s 6d.
On Oats.—James McMillan 50 lbs 1st prem 10s; Charles Carson 44 lbs 2d do 7s 6d.
On Barley.—James McMillan 55 lbs 1st prem 10s; Joseph H. Meers 53 lbs 2d do 7s 6d; J. Russell Jr., 54 lbs 3d do 5s.
On Smooth Buckwheat.—David Mowatt 49 lbs 1st prem 7s 6d.
On Rough Buckwheat.—James McMillan 54 lbs 1st prem 7s 6d; John Laiton 53 lbs 2d do 5s.
On Beans.—D. Mowatt 65 lbs 1st prem 12s 6d; John Laiton 63 lbs 2d do 10s.
On Peas.—Robert Johnston 66 lbs 1st prem 10s; James Russell Jr., 65 lbs 2d do 7s 6d; Henry Hitchings 64 lbs 3d do 5s.
On Carrots.—Robert Stevenson 61 lbs 1st prem 7s 6d; J. H. Whitlock 55 lbs 2d do 5s.
On Mangold Wurtzel.—J. H. Whitlock 65 lbs 1st prem 7s 6d.
On Parsnips.—Charles Carson 44 lbs 1st prem 7s 6d.
On White Blue Nose Potatoes.—Samuel Billings 69 lbs 1st prem 10s; Joseph H. Meers 69 lbs 2d do 7s 6d; James McFarlane Jr., 66 lbs 3d do 5s.
On Swedish Turnips.—Robert Stevenson 1st prem 7s 6d; Henry Onell 2d do 5s; David Mowatt 3d do 2s 6d.
On other Turnips.—James Russell Jr., 1st prem 7s 6d.
Dyed Woolen Cloth.—Stewart Kerr 1st prem 21s.
Cotton and Wool Sattinette.—James McMillan 1st prem 15s; John McFarlane 2d do 12s 6d; John Laiton 3d do 10s.
Cotton and Wool, dyed Cloth (dyed).—Stewart Kerr 1st prem 12s 6d; David Mowatt 2d do 10s; T. T. Odell 3d do 8s.
Twilled Flannel, cotton and wool.—John McFarlane 1st prem 15s; John Laiton 2d do 12s 6d; David Mowatt 3d do 10s.
Woolen Socks.—Stewart Kerr 1st prem 7s 6d; David Mowatt 2d do 5s.
Woolen Mitts.—Charles Carson 1st prem 7s 6d; Stewart Kerr 2d do 5s.
Dyed Woolen Yarn.—John McFarlane 1st prem 7s 6d; James Gallagher 2d do 5s.
Undyed Woolen Yarn.—David Mowatt 1st prem 7s 6d; James McMillan 2d do 5s.
Woolen Ploughs.—Henry Hitchings, 1st prem 21s.
Apples best assortment.—R. Stevenson 1st prem 10s; William Doak 2d do 7s 6d.
A piece of 3, dyed woolen cloth exhibited by Mr. Robert Johnston, was honorably mentioned by the Judges, who could not award a premium, the quantity being under 15 yards.

Mr. Hitchings' plough was also mentioned as highly creditable to the exhibitor, being a superior piece of work.

ALEX. T. PAUL,

Secretary.

A young creole of St. Croix, in the Antilles, has just performed a feat which leaves that of Leander crossing the Hellespont far behind, having swum across the Sound between Cronenberg and Helsingborg, a breadth of four English miles. But as the current of breakers prevented his landing, he had to swim to a small village, two miles from Helsingborg, making about six miles in all

which he swam in two hours and forty minutes. A Danish officer and three sailors accompanied him in a boat.—*Galignani.*

MORE FRUITS OF BAD LEGISLATION.—In consequence of the reduction of the tariff by our "freetrade" Executive at the last Session of the Legislature, about two thousand Yankee flash-in-the-pan Cooking Stoves, have been imported into this City, "obstructing thereby about six thousand pounds of our floating capital from this City alone, while the men who should have been employed in manufacturing them here, are working short time, say four days and a half instead of six days per week. Here then is a double evil; first, our circulating medium, in a time of unusual scarcity, is drawn from its legitimate course, while our mechanics when every article of food is at a famine price, are deprived of the necessities of life. And this is the policy acted upon by our very Liberal Government, and strongly advocated by the *Opposition*, *Freeman*, and the *Morning News*. Men who rejoice in the aristocracy of HOWEY LA BOUR, "Know your enemies, for these are they of them."—*Chronicle.*

A labouring man, named Jerry Buckley, was drowned in the Market Ship yesterday afternoon. It is supposed he was taken in a fit, and fell backwards over the North Market Wharf. Assistance was promptly afforded him, but he sank almost instantly, and after about ten minutes, when his body was recovered, life was apparently extinct, and all efforts made for his recovery proved totally unavailing. He was an industrious man, and has left a large family.—*Chronicle.*

OCHAKOFF—or Ochakow, as the name is generally spelled—is a decayed Russian seaport, seated near the Black Sea, on the north side of the estuary of the Dnieper. Being the key to both the Bug and the Dnieper, and consequently a place of considerable military importance, it has always, since it came into the possession of Russia, been strongly fortified and garrisoned. It has frequently been an object of contest between the Turks and Russians, many thousands of whom, on both sides, have fallen in its different sieges. The Russians took it by storm in 1789, and it was confirmed to them, by the subsequent peace. At latest advices, it was threatened by a strong detachment of the Allied squadrons, and has probably succumbed, ere this, to the resistless might of its invaders.—*Chronicle.*

THE FIRST DUTIES OF A WIFE IN SUNDRIED.—It is a received custom, that every young bride, on her arrival at her husband's house, must invite guests to a dinner prepared by her own hands; and this repast is considered a test of the education she has received at her parent's house. Shame and disgrace are the consequence should she be found deficient on such an occasion; and shame, also, to the parents who did not attend to this essential branch of her education. We witness her success in gratifying her guests in rock oiled as a proof, not only of the woman's own excellence, but also as no small recommendation to her own family, among whom who must have had so good an example, and received such an excellent instruction.

Tax saying that there is no harm in telling what we know to be true, may be grossly abused. What we may recognize as a fault may spring from a cause of which we are utterly ignorant; it may arise from a weakness of character, rapid transition of feeling, or weakness of judgment. We know that the same disease will not show itself by the same symptoms in different constitutions, and do resembling symptoms always imply a similar disease. So that the act that would be the result of one feeling, in another mind, may be the result of a very different one.

A Good Reason.—A grand jury, way out South, ignored a bill against a huge negro for stealing thick-fist, and before discharging him from custody, the judge bade him stand reprimanded. He concluded as follows:—

"You may go now, Johnny, but I shall keep his finger at him; let me wash with a needle and thread here again, then I shall give a spinning to John, with delight beaming from his big white eyes, and with a broad grin, displaying a row of beautiful pearls, jetted out of his comely forehead. This is all right, W. and I."

Somewhat very wickedly says, with blooming later eyes caught in a shower of electricity recently, and when they arrived, he had the rain had washed the very color out of their cheeks.

In Paris, apothecaries are obliged to put all poisons in red paper; while white labels must be used for medicines intended for internal application.

When a person says, "Well, I hate hypocrisy; I always speak my mind," he is telling an untruth, for, alas, not much mind to speak.