

CUBA
Where is the Island of Cuba, and how large is it? Let us take a map of North America, and look for it. We find it situated south of the United States, between 3° East and 8° West of the meridian of Washington, and 19 and 23° of North latitude—its length, in a curved line, is about 790 miles, and at its broadest part it is 117 miles wide. The periphery of the island, following a line the least tortuous, and cutting the bays, ports and coves at their mouth, is 1719 miles, of which 816 are on the north, and 903 on the south its area is about 55,000 square miles and taking into the estimate the adjacent islands or keys which belong to it, it is 63,000 square miles.

Examining the position of the island, we shall see its western part placed in the mouth of the Mexican Gulf, leaving two spacious entrances, the one at the north west 124 miles wide between point Hicacos the most northerly of the island, and Cape Sable the most southerly of East Florida,—the other entrance into the Gulf at the south west is 97 1/2 miles in its narrowest part, between Cape San Antonio of Cuba and Cape Catoche the north eastern extremity of the peninsula of Yucatan. We here see Cuba geographically—the key of the Gulf of Mexico and the Mississippi.

Shall we look a little longer and consider where and what Cuba may be in a military point of view? Well, let us look at her, at present quiescent and powerless, and what do we see? A SAMBON—(not blind like him of old—but wanting the growth of a good head of flaxen hair) reclining like a sleeping sentinel at the entrance of the Gulf of Mexico exactly in the path to the Pacific, whether by the Gulf or Isthmus, in the track of the golden current at the crossing point of all the great lines of an immense coasting trade, capable of being made a "Power upon Earth," to command both north and south, to cut in two the trade between the Gulf and Atlantic States, to break up the sea communication between the cities of the south west and those of the north, or, to overlook and intercept any unfriendly demonstration upon either of the new thoroughfares to California to overawe the adjacent islands, and to watch and defend all the outside approaches to the Isthmus routes to the Pacific, while it would guard and protect the portals of the vast inland sea, the reservoir of the gigantic traffic of the majestic Mississippi with its hundred tributaries, and the trade of Texas and Mexico.

What may Cuba be worth to the United States in a military point of view? will they part with some of California's gold to purchase it?

We will not attempt at this time to answer these questions; neither to ask or show what the United States would gain commercially by the purchase of Cuba; but we will ask what would humanity gain? we think, and for the present the thought is commended to the intelligent of New England, the gain to humanity would be not only freedom to the Creole, crushed and down-trodden by the iron heel of despotic Spain, but the destruction of the African slave trade by placing the best market remaining for its victims under the laws of the United States.—*Cor of the Traveller.*

FITTINGBURG, May 8.—FATAL CASE OF SHOOTING.—A lad fourteen years old, named Walter, son of John H. Richardson, residing at Lawrenceville, was yesterday killed by his stepmother, under the following circumstances:—He was uncommonly disobedient, and his father advised his stepmother that she should pretend to shoot him, for the purpose of intimidation. A gun had been loaded the previous evening, unknown to the stepmother and she in following the father's suggestion, shot the boy in the thigh, and abdomen, causing instant death. A coroner's inquest was held, and the mother committed to take her trial at the term of the United States Court.

Foreign Paupers in Massachusetts.—In the Senate, yesterday, the Joint Special Committee, to whom was referred so much of the address of his Excellency the Governor, as relates to the subject of Foreign Paupers, submitted a report accompanied by a bill, "in relation to paupers having no settlement in this Commonwealth." The bill is a long one, of some fourteen sections, and provides for the erection in different parts of the State of three asylums for the reception of foreign paupers, to be obtained at the public expense. Each asylum is to be large enough to contain five hundred inmates, and it is expected that by their labour they will in part pay the expenses of the institutions. It is estimated by Mr. Warren, the Chairman of the Committee, that this system will diminish the cost of supporting such paupers by at least one hundred thousand dollars per annum. The views of the Committee look to buildings of the humblest character, and to a system which, while it shall answer all the claims of humanity, shall effectually guard against idleness and improvidence.—*Boston Atlas, May 1.*

Taxes in Boston.—The amount to be raised by taxation for the support of the city government of Boston this year is \$1,170,000, which is less by \$183,000 than the expenditure of last year. Among the items are: schools \$285,000, fire department \$365,000, streets \$100,000, city debt \$54,000, police \$43,000, and newspaper advertising \$2,700.

Capt. Floyd, of steamer Washington, from New York for Bremen, while putting into Milford Haven, England, tried to run the vessel on a ledge of rocks, but was prevented by the other officers. He was found to be insane, and is confined in a lunatic asylum.—*Boston Post.*

Her Majesty's Summer Cruise.—The Queen accompanied by the Prince Consort and a portion of the royal family, intends paying a summer visit to Bristol, Waterford, Dublin, and Holyhead en route to the Spanish annual retreat of Biltingal. The Court will remove to Osborne on the 22nd May; and her Majesty will embark from the lake of Wight some time after (not before) the parliament is dissolved, on board the Royal steam-yacht Victoria and Albert, (now in process of refit and embellishment for the royal service at Portsmouth dockyard.) for the summer cruise.—*Portsmouth Times and Naval Gazette, April 21.*

South Australia.—Intelligence has been received from Adelaide, South Australia, to the 10th January, being several days later than that already published. The discovery of gold in the colony had turned out to be a fabrication. The Government Commissioners had a second time proceeded with Mr. G. M. Stephen, the party by whom the reward had been claimed, to the spot indicated, and upon testing the soil were unable to procure the smallest portion of metal. Upon a previous trial every spadeful had been found to yield gold, and the commissioners, in their report, consequently assert that pieces must have been introduced on that occasion for the purpose of deception. With regard to the general state of the country, it appears that the disorganization caused by the departure of the inhabitants to Sydney and Perth Philip had been much exaggerated. Out of a population of 67,000, the total emigration was not more than 5000, and it is asserted that much of the prevailing commercial panic was to be attributed to the natural collapse of the worthless mining and building speculation which have been carried on for the past year or two.

The Rev. C. Moore, who lately, in full canonicals, cursed a magistrate of the county as he was getting into his carriage at the Florden station has been deprived of his license by the Bishop of Norwich.

Cardinal Wiseman next month visits the College of Maynooth, when all the Roman Catholic bishops of Ireland will meet him. News has reached Dublin that Thomas Francis Meagher, the Irish political convict, had escaped from Van Dieman's Land. The intelligence has reached his friends from a private source.

HORABLE.—The ship Futty Salam left Madras on December 3d, with 234 emigrant Coolies for the Mauritius. She fell in with a gale on the 23d, and the Coolies were placed under the hatches, which were battered down; before its termination all had died!

QUEBEC, May 8.—The weather has been warm and summer-like the whole week. Hardly a vein of the snow remains. It is warm but gloomy this morning, has rained during the night, and will possibly rain again by and bye. There has been hardly a breath of wind all week and the effect upon the body has been enervating and laxative.—*Chronicle.*

Seamen instead of being in request are, at present, at a discount—a drug in the market. The crews of two or three shipwrecked vessels are in port looking for jobs, which we trust the new ships will afford them. "Jack" should apply early lest the rate of wages decline.—*Id.*

If any proof of Lord Elgin's personal popularity were wanting it would be found in the circumstance of so many vessels being named after him. Here, there have been several. Indeed in this very paper there is a notice of the launch of a fine ship which has been christened—"The Earl of Elgin."—*Id.*

Upwards of £100 has been subscribed towards the testimonial to be given to Colonel Higgins, of the Royal Artillery, the very popular Commandant of the garrison, who is about to leave Quebec.—*Id.*

We announce with deep regret the death of BENJAMIN L. PETERS, Esquire, Police Magistrate of this City, who departed this life at 8 o'clock last evening. His numerous family will mourn the loss of a kind and affectionate husband and parent, and the public will deeply feel the death of one who has long and ably filled many honourable and responsible situations in this community, with general satisfaction. In thus briefly noticing the departure of one so greatly respected by our Citizens, we can truly say, we feel deeply for those who have suffered a great loss, and are assured that the public will express a general feeling of sincere regret for the departed New Brunswick.

WOODSTOCK, May 11.—The weather for the last few days has been very warm and sultry, and the sudden melting of the snow in the woods has caused an unusual freshet in the river. The water is now nearly as high as it was last fall, and the probability is that it will be much higher. We learn from a man who was at Salmon River last Tuesday, that the hauling had not given out when he left, and that there was still three feet of snow in the woods. Timber and logs are now coming down the river in abundance, and should the present high water continue for a few days longer, they will be carried to market speedily and with but little expense.—*Sentinel.*

"SEIRIT" OF THE TIMES.—On Saturday night last some evil disposed person bored a hole through the side of a store house into a cask of Gin, the property of S. Cary & Co. of Houlton, and about sixty gallons were lost. If theft was the object, it was not attained, as the cask stood about four inches from the wall and the gin ran down through the floor.—*Id.*

HUNGARIAN BONDS.—A distinguished Hungarian in New York writes to the Courier and Enquirer, reflecting severely upon the conduct of Kossuth since his arrival in America. The Courier says a meeting of Hungarians is to be held to protest against the conduct of Kossuth and is to be presided over by Gen. Peirce.

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THE STANDARD.

WEDNESDAY, MAY 19, 1852.

ST. ANDREWS & QUEBEC RAILROAD.

The CONTRACT for the completion of the entire line to Woodstock, received here from England.

It is with no ordinary feelings of pleasure, that we give publicity to the following official letter, from Julius Thompson, Esquire, Manager of the St. Andrews & Quebec Railroad, announcing the receipt of the Contract for the entire line to Woodstock:—

ST. ANDREWS & QUEBEC RAILROAD, St. Andrews, May 17th, 1852.

To the Editor of the "Standard": Sir,—In order to remove any doubts from the public mind, if any such still exist, as to the Contract for the completion of the entire line to Woodstock having been finally settled and arranged; I shall be obliged if you will be good enough, by inserting this letter in your next issue, to give publicity to the fact, that the legal documents, signed, sealed and delivered, both by the Contractors and the London Board of Directors, were received here by the Mail on Saturday.

I am, Sir, Your obedt. Servt. JULIUS THOMPSON, Manager.

The above intelligence must indeed be truly gratifying to the inhabitants of St. Andrews, and the County of Charlotte generally. The Contractors are, we learn from reliable sources, gentlemen of means, and knowledge of railway construction, and will carry on the work with energy and spirit. One of the parties, it is reported, may be expected here in the course of a few days, to make preliminary arrangements for commencing operations.—We are also led to believe that the machinery, &c. required in construction will be here in due time.

Within a year we shall reasonably hope to see a great improvement: the produce of the forest will be brought here for shipment in large quantities; we may see half a dozen ships on the stocks at the Point, a place that nature seems to have made on purpose for ship-yards; and this will increase until the road shall have arrived at Woodstock, when a general traffic will grow up between the farmers and lumberers in Carleton, and the fishermen and foreign traders of the coast, the bulk of which must centre in this place.

But the advantage will not be confined to us; the settler in the woods, instead of burning his timber on the ground, will sell it for a good price, and the crop of wood which nature has placed upon it, and which is now useless, will be of far more value than any crop that can be raised upon it in any one year hereafter. The produce of the interior will be exchanged for the fish of the coast, to the great increase of the comfort of both parties. The daily trains will bring fresh meat and vegetables, and return fresh fish, and the increase of the means of comfortable subsistence thereby created, will cause settlement to advance at an exceedingly happy rate.

Hitherto our fisheries have been considered as merely furnishing an article of export in a salted state; the luxury of fresh fish is confined to a few towns on the sea coast, and in many of them the price is so great as to be beyond the reach of the poor. The mass of the people in the interior scarcely see fish in a fresh state, but the railroad will produce a different state of things. There is between Howard Settlement and Madawaska, a tract of excellent land, which will, in all probability, within a few years after being traversed by railroads, contain 300,000 inhabitants; this great population will require large supplies, and this is the quarter from which they must come. We have dwelt upon this subject, because it seems to be hardly thought of at present, the general views respecting the road refer almost wholly to foreign traffic, but the domestic traffic is that which in general is allowed by political economists the most serviceable to the community, and moreover it generally brings the most income to the railroad. We are obliged to defer further remarks upon the subject this week, and conclude by congratulating the friends of the Road upon the success of the English Board in concluding a contract with such an eminent firm, and the bright prospects of the work being carried on with vigour.

CALIFORNIA.—Letters received from California state, "that nine-tenths of those who have emigrated to that land of gold, have been bitterly disappointed—many of them have met with early graves. The great sacrifice of health, comfort, home and friends, is not, and will not be made up by the acquisition of gold." So writes one who has done well in California, but who might have done better by remaining at home.

DAILY MAIL.—By an official notice in this day's impression, it will be seen, that arrangements have been made for the conveyance of a Daily Mail between St. Andrews and St. Stephens, commencing on Monday next. A new contract has also been entered into for carrying the Mail between Fredericton and St. Stephens once a week.

ARRIVAL OF THE GREAT BRITAIN.—The steam ship Great Britain arrived at New York on Friday last in 13 days from Liverpool. She brings no later news. The Great Britain has a full cargo and 160 passengers.

The New Brunswick of Saturday contains the following gratifying intelligence:—

THE HALIFAX AND QUEBEC RAILROAD.—By the English mail yesterday, information was received from the Hon. Mr. Chandler, to the effect that on the 30th April, (the day the Mail closed) he and the Hon. Mr. Hincks had an interview with the Right Hon. the Earl Derby, the Premier, of a very satisfactory character.

His Lordship began by stating the advantages of the northern line for the proposed railway, as regards colonization and the fisheries, and also in a military point of view.—Mr. Chandler in reply said, that there was a very general objection in New Brunswick to that line, and alluded to the large majorities in the Legislature by which the route by the valley of the St. John had been sustained, and expressed his doubts whether a majority of the Assembly of this Province could be induced to aid any other line. He pressed upon Earl Derby the commercial superiority of a line passing through the City of St. John, a great shipping port; possessing a harbour which was never frozen, at the mouth of a great navigable river; and he and Mr. Hincks urged the importance of connecting these Colonies together.

No question was raised by the Earl of Derby as to the guarantee of funds for the Halifax and Quebec Railway, the only difficulty, on his Lordship's part, appearing to arise from the question of route; and at the close of the conference, Earl Derby said, he should wish to hear Mr. Howe on the subject, but in the mean time he desired it to be understood, that he did not consider his objection to any other than the northern route to be insuperable. His Lordship asked if a practicable route by the valley of the Saint John, on the eastern side of the river, could be found, would that be objected to; to which Mr. Chandler and Mr. Hincks replied, that if competent Engineers should decide that such a route was practicable, it might be done.

In addition to the above we may state, that private letters from London say Mr. Chandler has seen Mr. Hume on the subject of parliamentary aid, by guarantee or otherwise, to the Great Trunk Railway; and Mr. Hume has expressed himself favourably to the undertaking, and said that any vote in its aid will not be opposed by him.

We presume that with such favourable intelligence as the above, we may safely congratulate the people of New Brunswick generally, on the successful progress of the negotiations for the Halifax and Quebec railway, to which every inhabitant of the Province is more or less interested. There now seems very little doubt as to the funds being forthcoming for this great Colonial and National undertaking; and the sole matter of detail, the question of route, being satisfactorily settled, an early commencement may be reasonably expected.

LONGEVITY.—The New Bedford Mercury says that there is a strip of land bordering on the sea in South Dartmouth, known as "Smith's Neck," which is about one mile in width by one and a half miles in length. The inhabitants on this strip of land are mostly Quakers, who number 145, the ages of twenty of whom average 86 years, and make an aggregate of 1729 years. Twelve of this number have attained to from 80 to 95 years, making an aggregate of 1134 yrs. and eight others (the comparatively middle aged) are now from 70 to 78 years of age. This is an amount of longevity not often paralleled.

SWINDLING.—An extraordinary case of swindling is reported by the Belleville (Upper Canada) Chronicle to have occurred in that neighborhood. Two adventurers from the United States, purporting to be clairvoyants, had made up their minds some months ago to feign the discovery, through the medium of mesmerism, of a silver mine. One of the impostors, Bailey, was to indicate its locality. A company, called the Rochester and Brighton Mining Company, was organized, and money and notes to a large amount collected from various residents of the county of Hastings and other adjoining counties.—The notes were transferred by the payee to third parties, and the stockholders in the company who made these notes soon discovered, instead of silver mines, a batch of law suits. Williams, the head and front of the conspiracy, has as yet evaded the authorities.

The transparency of the fraud was more than apparent in the light which a Court of Justice brings to bear on such transactions. After a long and able charge to the jury from the chairman, in which all the facts and circumstances bearing on the case were marshalled and minutely contrasted, and the law relating to conspiracy fully explained, the prisoners were found guilty on all the counts of the indictment, and only escaped a long confinement in the penitentiary from the fact, as we understand, that the Court saw some reasons for supposing that they might possibly be the dupes of Williams. Both the

swindlers have been tried, convicted, and sentenced to pay a fine of £25, with costs, and undergo one month's imprisonment.

NEW-YORK MARKETS, May 14, 6 P. M.—Flour—sales 5000 bbls. at \$4 a 4 06 1/4 for common to straight State, and \$4 12 1/4 a 4 31 1/4 for Michigan and Indiana; Canadian flour heavy; sales 800 bbls. Corn steady; sales 18,000 bush. at 62 a 62 1/4 for Southern yellow; 63 a 63 1/4 for mixed Western, and 64 for yellow. Provisions dull.

The Grand Division of the Sons of Temperance of Virginia, at its late session in Front Royal, unanimously resolved not to unite, as an organized body, in favor of the Maine law, but to leave the members to act individually as their judgments might dictate.

ROMAN CATHOLIC BISHOP OF NEW-BRUNSWICK.—We understand that letters were received yesterday from Halifax, announcing that the Very Rev. Dr. Connolly, of that city, has been appointed Catholic Bishop of this Province, and that he will shortly enter upon the duties of his Diocese.—[New Brunswick.]

FIRES IN THE UNITED STATES.—Destruction of French's Hotel at New York.—On Thursday last, French's Hotel, in New York took fire, and was nearly destroyed. One female was burnt to a crisp, and two others were missing. The damage is estimated at from \$30,000 to \$35,000, on which there is insurance to the amount of \$20,000.

Several of the passengers who left here in the Barque Venilia for California, which vessel was dismantled in the Gulf, and crew and passengers taken off the wreck and carried to the Azores, have arrived in this city in good health.—*Frontier Journal.*

ACCIDENT.—On Wednesday last, at Baring, a man named Abner Bailey had his arm badly broken above the elbow, while engaged in a lathe machine. The numerous accidents which occur to persons engaged in this department of milling employment, should lead those who are so engaged to the exercise of great carelessness.—*Id.*

FIRE IN THE WOODS.—A correspondent of the Woonsocket Patriot writes that 4000 acres of woodland in the vicinity of Pascoag, Rhode Island, was burned on Friday and Saturday of last week.

Charles Terry, said to be a citizen of Vermont, has been arrested at Jonesville, Vt., charged with advising several slaves to abscond.

In a recent bankruptcy trial in London, it was proved that the firm applying for a certificate had begun business thirteen months ago, without one penny of capital, and yet had purchased grain in that period to the value of a million of dollars.

PROVINCIAL APPOINTMENTS. James W. Street to be a Commissioner of the Marine Hospital at Saint Andrews.

William Whitlock to be Commissioner of Baoya and Bacons for the Port of St. Andrews.

By His Excellency's Command. J. R. PARTELOW, Secretary's Office, 7th May, 1852.

TO CORRESPONDENTS.—The letter of "Justice," was received too late for insertion this week.

Passed down from Calais for New York, barque Phoenix, Bahcock.

PIANO FORTES.

E. Willard & Co.

No. 328 Washington Street, Boston: BEG leave to inform their friends in New Brunswick, that they have on hand, and are manufacturing PIANOS of the most modern style, 6 1/4 and 7 octaves; not surpassed in power, brilliancy, and execution, varying in price from \$250 to \$450. Every instrument warranted to give satisfaction. Pianos for the Province carefully packed in substantial boxes. W. & Co. are permitted to refer to T. T. Odell, Esq. for a specimen of their workmanship. Boston, May 12, 1852. firm

CROWN LAND OFFICE, May 7, 1852. PUBLIC Notice is hereby given, That the first series of sales by Auction, at this Office, of Timber Berths for the ensuing season, on the undetermined day— June 23d.—St. Croix River &c. Berths under Licence during the past season only, will then be offered; and particular lists thereof will be published on the 19th instant. The upset price will be twenty shillings per square mile. Application for Licence of grounds which were not under Licence during the past season, or which may not be sold on the above mentioned days, will not be received until the 12th day of July.

(W) R. D. WILMOT, Sur. Gen.

PEW FOR SALE.

PEW No. 47, in "All Saint's Church." The above Pew will be sold by Auction on SATURDAY next, 22d. inst., at 12 o'clock—the said Pew having become forfeited to the Church for non-payment of Rent.

JAMES W. STREET, Vestry Clerk.

May 17, 1852.

PASSAGE TO ENGLAND.

THE Barque ANNANDALE! Peirce, master, 700 tons, will sail from Maguadavick, on Monday next; has first rate accommodations for Passengers. Apply to Capt. Peirce, or on board. May 12, 1852.

NOTICE

A NEW for 1 and St. S. Thursday: Mail will be at 6 P. M. Returning, Fridays at 6 P. M. Arrangements Mail boxes commencing street, and turn will be 6 P. M. A. R. K. arriving at 10 P. M. to leave riving at St. per Mills on days at 11

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JOHN W. I St. Andrews

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FLOU M. JUST AR Boston 50 Bbls. C 5 Hds. P Which wil b