

Jewellery, &c.

he Subscriber an assort
JEWELLERY, CUTLERY,
&c. &c. which will be

each spring CLOCK
Vertical Watches,
Silver, and commo-
n, German ditto,
Silver Watch Guards,
old, and Fancy Set
Gold, Silver, and
Steel Cases, Gold and
Silver Companions,
Pocket and Neck
chains, Paper Match
Screens, Hat Hair,
ing Baubles, Silver
Chemical Glass Scent
Letter Clips, Thero
Metal and Brass Cand
l Trays, Razors and
ggs, Tea Bells, Pocket
Telescopes, Silver
German Silver mount-
ed Pencil Cases, Cigs,
and Pen Knives,
Pocket and Tailor's
Irons, Hot Water
Bos, Sess Tea Trays,
Fancy Toilet Soap,
ing and Rifle Powder
articles.
es JEWELLERY, &c.,
ed: Quadrants, Com-
passes, adjusted. Cash
Silver.
E. F. STICKNEY.

LET
now occupied by Mr. Wm.
nine miles from Saint
MS attached. Apply to
misses. Mr. D. McCallum
the of this Paper
MICHAEL TURNER,
Fredericton.

THE STAGE,

ST. STEPHEN,
AND BARRING

has contracted to run
ST. ANDREWS
MILLTOWN, and
a week, according to
ment, viz:

ndrews on Mondays
days, at 6 o'clock, A

rs, Thursdays and Sa-
A M and St. Stephen
some days.

Disposition of the Sub-
very years has driven up
every attention to the
ence of Passengers, with
a full share of publi-

a will remain open a

ice Hotel, St. Andrews

Stephen, and Ray

PHOMAS HARDY

4, 1850.

For Sale.

excellent Woodland, front

ing Glenelg Road, three miles

is sold on moderate terms.

ly. Also—A good Horse

known, will be disposed of

to

N. SMART.

RUNSWICK

UILDING SOCIETY

FINDS FUND.

John 90th Sep 1847

right, Robert F Hazen

Andrews, Geo. D Stree

ephens. J. G. Stevens,

the Public.

Post Office.

December 11 1850.

the inconvenience ex-

present arrangement.

Postage of Letters and

Newfoundland to be paid

ordship the Postmaster

pleased to direct that

age on correspondence

Brunswick and New

pre-paid or not, at the

HOWE, D. F. M. G.

LET.

session given on the 8th

at next, the HOUSE and

is now occupied by Mr

Getty.

Mr. THOS. BERRY.

29, 1850.—nm

NTS, OIL, &c.

3, 1850.

Liverpool, via St. John

d & Raw Linseed Oil,

ite Paint, 14, 28 & 56lb.

Kegs.

Yellow 14 & 28lb Kegs,

you Tea,

est Cognac Brandy

CA from Boston.

ht Muscovado Sugar,

ALSO.

"SULTAN" from Liverpool.

Starth.

JAMES W. STREET

The Standard.

IS PUBLISHED EVERY WEDNESDAY, BY

A. W. Smith.

At his Office, Water-Street, Saint Andrews, N. B.

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Advertising by the year, as may be agreed on

The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

E variis sumendum est optimum.—Cicero

No. 8] SAINT ANDREWS, N. B., WEDNESDAY, FEBRUARY 19, 1851. [Vol. 18

Counting-House ALMANAC. 1851.

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
JAN.	6 13 20 27	7 14 21 28	8 15 22 29	1 8 15 22 29	2 9 16 23 30	3 10 17 24	4 11 18 25
FEB.	3 10 17 24	4 11 18 25	5 12 19 26	6 13 20 27	7 14 21 28	1 8 15 22	2 9 16 23
MARCH	3 10 17 24	4 11 18 25	5 12 19 26	6 13 20 27	7 14 21 28	1 8 15 22	2 9 16 23
APRIL	7 14 21 28	8 15 22 29	9 16 23 30	1 8 15 22	2 9 16 23	3 10 17 24	4 11 18 25
MAY	5 12 19 26	6 13 20 27	7 14 21 28	8 15 22 29	1 8 15 22	2 9 16 23	3 10 17 24
JUNE	2 9 16 23	3 10 17 24	4 11 18 25	5 12 19 26	6 13 20 27	7 14 21 28	1 8 15 22
JULY	7 14 21 28	8 15 22 29	9 16 23 30	1 8 15 22	2 9 16 23	3 10 17 24	4 11 18 25
AUGUST	4 11 18 25	5 12 19 26	6 13 20 27	7 14 21 28	8 15 22 29	1 8 15 22	2 9 16 23
SEPT.	1 8 15 22	2 9 16 23	3 10 17 24	4 11 18 25	5 12 19 26	6 13 20 27	7 14 21 28
OCT.	13 20 27	6 13 20 27	7 14 21 28	8 15 22 29	9 16 23 30	1 8 15 22	2 9 16 23
NOV.	3 10 17 24	4 11 18 25	5 12 19 26	6 13 20 27	7 14 21 28	1 8 15 22	2 9 16 23
DEC.	1 8 15 22	2 9 16 23	3 10 17 24	4 11 18 25	5 12 19 26	6 13 20 27	7 14 21 28

The Atlantic Steamers.

The undernoted Vessels are appointed to sail as follows:

FROM LIVERPOOL.

Canada	Jan. 18—For Boston
Africa	Feb. 1—For New York
Europe	Feb. 15—For Boston
Asia	Mar. 1—For New York
Canada	Mar. 15—For Boston
Africa	Mar. 29—For New York
America	April 5—For Boston
Asia	April 19—For New York

FROM THE UNITED STATES.

Niagara	Jan. 15—From Boston
Asia	Jan. 29—From New York
Canada	Feb. 12—From Boston
Africa	Feb. 26—From New York
Europe	Mar. 12—From Boston
Asia	Mar. 26—From New York
Canada	Apr. 9—From Boston
Africa	Apr. 23—From New York
America	Apr. 28—From Boston
Asia	May 7—From New York

I. J. F. ROGERS, FASHIONABLE TAILOR, LATELY FROM NEW YORK.

HAS the honor to announce to the
Inhabitants of St. George, and its
vicinity, that he has commenced business
in the house formerly occupied by Mr. Wm.
Armstrong, fronting the Public Landing,
where he is prepared to execute all orders
in his line, in the most fashionable style,
with neatness and promptitude. Having
just arrived from the United States, where
he has been employed in some of the most
celebrated Establishments in Philadelphia,
New York and Boston, trusts that his long
experience, knowledge, and superior work-
manship, with a desire to please, will entitle
him to public patronage. Garments war-
ranted to fit, before leaving his shop.
The Fashioners received Quarterly from
New York.

Extracts from an Introductory Lecture delivered
before the Quebec Library Association, by the
Rev. Charles Churchill, on "Quebec, its Commer-
cial position and its Capabilities." We regret
that want of space obliges us, to pass over much
of this interesting and instructive lecture, which
occupies seven columns in small type, of a large
paper the Quebec Morning Chronicle. The Rev.
Lecturer after considering the character of differ-
enties, or advantages when completed, of uniting
the waters of the St. Lawrence and the Bay of
Fundy by a canal, says:—

I therefore contend that there are reasons,
and I will endeavour carefully to show them,
why the opening up of a communication with
New Brunswick by Temiscouma, presents very
powerful and cogent arguments for a very
successful competition with the project just
examined.

In the absence of official information on the
subject, which has been promised and which
I have daily expected to receive, the impres-
sion rests upon my mind that the result of the
exploration of the portage between the south
shore of the St. Lawrence and Lake Temiscou-
ma, gives an elevation of land unfavorable to
the construction of a canal, and yet available
for the purpose of a railway. When I
formerly lectured upon this subject I thought
of little else than a canal; there seemed to be
something extremely desirable in the opening
up of so small a space for the purposes of such
unlimited water communication.

I am free to confess that since that time my
views have been somewhat changed in this
matter.

There appeared to be one grand desideratum
if that could be obtained, prominent in
my mind, which was, that vessels should be
able to load at any port in Canada and dis-
charge their cargo in St. John without break-
ing bulk, or if possible that there should be
but one exception to this upon the route.—
When I came to examine this matter more
fully, on referring to the official survey of the
river St. John by Captain Bent of the Royal
Engineers, made with especial reference to,
and in connection with, the grant of the Gov-
ernment of New Brunswick, to which I
have referred, I found that the maximum
depth of the channel which was intended to
secure the passage of vessels of 31 feet; I then
saw at once that none of our propellers and
only very few of our vessels would be able to
avail themselves of the advantages; that
there must be a change of vessels at the
mouth of the canal on the shores of the St.
Lawrence—this fact added to the report of
the unfavorable circumstances reported to ex-
ist in the construction of a canal, at all on
this route, led to the examination of the ques-
tion in another light, viz: there are reasons
existing why, after all, a canal would be inef-
ficient for the kind of traffic contemplated,
would not a railway on this spot answer every
purpose fully and efficiently, indeed more
so than other means? We believe it would
and will proceed to show what we conceive
to be the advantages gained. In the first
place it will answer the purpose intended for
the transmission of freight over this portage,
as well and much more rapidly than a canal
would possibly do, and then it is a section,
on a route which will eventually become a
continuous line of road between St. Andrews
and Quebec, the only route that railway can
take, if it is to pass through British territory.
It will then in the intermediate time occupy
the same position as the Laprairie and St.
John's Railway has done, but which now be-
comes a junction line with the Ogdenburg
Railway on one side and the direct Vermont
and Boston line on the other. The progress
of the road from St. Andrews to Woodstock is
of the most certain and satisfactory kind. At
the latest advices the locomotive and rails
were daily expected. When that 80 miles
of road is completed there will be a distance
of only 136 miles to the southern end of Lake
Temiscouma, of which 110 miles are in New
Brunswick proper, and the whole of which
will be rendered at once navigable for vessels
of a certain class. But we cannot imagine
that the enterprise of the present day will
stay short of a line of rail the entire distance.
The advantages will be of no trifling or
speculative kind. The opening of the traffic
will tell in the pockets of Canadian Merch-
ants, and we shall hear something of a chal-
lenge of the following kind. Let Canada,
which has the credit and the advantage of
opening by rail the portage from River du
Loup to Temiscouma, build the line through
the thick populated shores from River du
Loup to Quebec, Point Levi being the cen-
tral depot—the junction—and New Brun-
swick will finish the equal distance between
Woodstock and Temiscouma. Then and then
only we shall attain our proper position—uni-
ted at the nearest accessible point with the
European and North American Railroad.—
By the Railway and Halifax line we shall
be within 12 days of Liverpool, and be in
immediate connection with a seaport on the
Atlantic on British territory, open through
the winter and only 357 miles distant from
us.

Before I leave this subject, I must not fail
to remind you that there is already a pow-
erful railway at work on the other side of the
lines. The Americans are contemplating
lines from Bangor to Houlton, and these will
be stretched forward to the very nearest
point of contact with the country we have
named, nor will energy nor capital be want-
ing to gain the advantage over us, if we allow
the opportunity to escape, or permit indiffer-
ence and lukewarmness to usurp the position
of energy and zeal.

Let our first position be to call upon the go-
vernment to erect piers and wharves at prop-
er stopping places on the lower St. Law-
rence, especially and first at our Canadian
New Haven—River du Loup, then let the
Council of the Board of Trade weigh well
the advantages which have been very imper-
fectly pointed out, but which, with their usual
commercial intelligence, they will soon de-
tect in more striking figures than I have used;
and let these become the uniting appellants
in behalf of our ancient city to the Executive
direct, until the importance shall be felt in
high places, and then with the patronage of
the government, and with union, enterprise
and patriotism in our efforts, our designs can-
not fail to succeed.

I must bespeak the indulgence of this au-
dience while I introduce one more subject.—
Suppose that the line from St. Andrews to
Woodstock is finished and complete eighty
miles in length; there is a route which has
already been surveyed by which Quebec may
be reached from Woodstock by the almost in-
credibly short route of 190 miles, of which
50 miles alone will be in Canada and the
rest all but 15 miles in the State of Maine.—
Whoever may live to see that route com-
pleted, I have no doubt whatever but that it will
be done, then Quebec will be within 270
miles of the Atlantic, a 13 hours journey and
not until then will Quebec attain the position
which Providence has arranged that its pec-
uliar locality is fitted for then it will be in-
deed a focus where mighty extensive, con-
verging lines shall centre, a cynosure to
which the commercial eyes of the Western
world shall turn. Its Houses of Parliament
so soon to be finished will be the federal
centre where the executive wisdom of the
united government of these Provinces shall
emit its lustre, and the old rock, the classic
Cape of the North shall exhibit a proud po-
sition, not excelled by the long established
monarchy of the East, or the distinguished
institutions of the West and South.

Its table of Distances may be summed up
the following manner:

Quebec to St. Andrews by Temiscouma	470
Thence to Halifax by Annapolis and the new Dalhousie Road	170
Total	640
Thence to Liverpool	2320
Total	3160

Quebec to Liverpool, via Bellefleur
do to Boston via Richmond
do to New York do
do to St. Andrews direct

2680
350
330
270

Mr. James S. Wadsworth, who was a pas-
senger on board the missing steamer, Atlan-
tic, is one of the wealthiest men in the state
of New York.

The Land of Bread.—The quantity of
wheat which Ohio raised in 1850 is set down
at thirty millions of bushels, sufficient to sup-
ply the wants of a state, and leave a surplus of
eighteen millions of bushels. The corn raised
is equal to one hundred bushels to each of
the two million persons in the state. The
surplus of these two articles is equal in value
to twenty-five millions of dollars.

Total Railroad Accident.—Between 12
o'clock on Thursday afternoon, Mr.
Abbott, conductor of a freight train on the
Boston and Maine Railroad, was instantly
killed at South Reading. It is supposed
that in attempting to get upon the train after
it was in motion, he made a misstep and fell
upon the track.

Jenny Lind's concert at Havana have
proved a complete failure, the people refus-
ing to support Bismarck in his brilliant pri-
ces.

A GREEK MISADVENTURE IN A MONASTERY.
—On one occasion a respectable Greek of
Constantinople paid a visit to one of the mos-
ques of the capital. He was acquainted
with Arabic, and was endeavouring to de-
cipher the writing on the wall. Without dream-
ing of the consequences, he read, half a
loud the fatal words, "There is but one God,
and Mohamed is the prophet of God." Two
Turks who were standing by overheard
him, and immediately arrested and conveyed
him before the Cadi, who gave sentence
that he should make a public profession of
the Mahomedan religion in court, or lose
his head. Overcome with astonishment and
terror, the trembling Greek repeated me-
chanically the fatal words which sealed him
as an apostate forever. Two nights after-
wards he fled to Venice, where for aught I
know to the contrary, he still resides.—Notes
from New York.

POETRY.

From the Fredericton Almanach.

THE HEART.

W. ARTHUR CALDER.

Oh! who can read the human heart,
In other bosoms beating,
While in his own he knoweth not,
What hopes and fears are meeting?
What subtle issues harbour there,
Impalpable and light as air!

Words do not always indicate,
The inward thoughts and feelings;
They may be lying indices—
Oh! trust not their revealings!
We cannot read the secret heart,
By aught, or all, that words impart.

Yes, e'en though words would speak the truth,
Their vain attempt would languish,
For speech can never point the depths,
Of human joy or anguish—
It cannot utter all of woe,
Or love, or hate, that moves it so!

Acts are not sure interpreters,
The silent motive speaking;
Tho' surer far than words that coast,
No trouble but repeating,
For injudicious acts may rise,
From motives pure as summer's skies!

Oh! judge we not too harshly, then,
The actions of another;
Tho' they should seem unkind, or false,
Toward a friend or brother;
Tis better we should strive to see,
The motive as we'd have it be.

Tho' motives we may seldom read,
When other hearts conceal them;
Yet we should ever strive to know,
Our own are we reveal them;
For if we'd peace and joy secure,
Our motives should be just and pure.

Be it our daily duty, then,
To watch our traitorous heart;
And from its deep recesses hid,
Each gathering guile depart;
And let it from whom all blessings flow,
His choicest blessings will bestow!

LATER FROM CALIFORNIA.—The steamship
Pacific arrived at New Orleans on the 6th
instant, and the Empire City reached New
York on Friday, the 7th, bringing dates from
San Francisco to the 1st of January. They
were crowded with passengers.

The accounts from the mines are quite
favorable, showing a very handsome yield of
gold to the patient diggers and operators.—
Many new and valuable discoveries of rich
placers have been made.

Business of a mercantile character is very
dull, owing principally to the large influx of
goods, which continue pouring into the mar-
ket in enormous quantities.

That scourge which has thrown a pall
over so many hearts, the Cholera, has entire-
ly disappeared from every part of California,
to the great joy of the people, and to the
relief of thousands of anxious bosoms.

Horace Smith, Esq., has been elected
Mayor of Sacramento City.
Many murders have been recently com-
mitted.

Col. Fremont has published an address to
the people relative to the affairs of the State.
The Custom House at Monterey has been
robbed of \$20,000.

DEATH OF MR. JUSTICE PYKE.
In the Montreal Gazette of 5th instant we
find the following remarks upon the late
Mr. Justice Pyke, who died at Vaudreuil,
on the 3rd instant at the age of 76:—

The obituary list of to-day includes the
name of Judge Pyke, a gentleman who has
occupied a distinguished position in this
country, and a distinguished character for
learning and integrity as a Judge. This
venerable and much respected man, was born
in Nova Scotia in 1774, studied law under
Mr. Uniacke, then Attorney General of that
Province, (father of the present Ex-Army
General), and came to Quebec when about
20 years of age. He was soon after admit-
ted to the bar, and was appointed Prothono-
tary of Quebec. Having subsequently enter-
ed into practice, he rose rapidly in his profes-
sion, and received the honor of Queen's Coun-
sel. In 1820 he was elevated to the Bench
of the District of Montreal as a Puisne Judge.

In April, 1839 upon the death of Chief Jus-
tice O'Sullivan, he became President of the
Court, but increased years and infirmities
compelled him to retire in June, 1842. Judge
Pyke was universally respected for his ap-
plied principles and pains-taking labours as a
Judge, and as universally beloved for his
kindness of disposition as a man.

A singular discovery has been made
by Mr. Nicholas Zach, a lithographer, of
Munich. He has found that a preparation
applied to designs traced by a pointed instru-

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 discontinu-
ance of their papers, the publisher may continue
to send them till all arrears are paid.

If Subscribers neglect or refuse to take
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.

ment, on a plate of any sort of metal, the
drawing reproduces itself, in less than an
hour, on the plate. Zach has given to his
discovery the name of Metallography.

UNTIMELY DEATH.—On Wednesday after-
noon, a soldier, much to his surprise and
horror, drew the dead body of a man out of
a well, in endeavouring to recover some tin
utensils that had fallen into it at the Citadel,
at the Barrack on the Citadel Hill. On ex-
amination the corpse was ascertained to be
that of a Corporal of the 1st Batt. Royals,
named Robert Stewart, who suddenly dis-
appeared on the 15th December last, and was
supposed to have deserted. The deceased
had served 10 years in the Regiment, and
was highly respected for his good conduct.
He was about 28 years of age. The well, in
which he was found, was situated in a room of
the Barrack, and was computed to be at least
150 feet in depth, and its
water has been in great request, being con-
sidered better than any other within the Cit-
adel.—Halifax Recorder.

FROM NICARAGUA.—Advices to Dec. 20th
state that the neglect of the American govern-
ment to enforce the terms of the treaty be-
tween the United States and Great Britain
has caused the deepest dissatisfaction. The
movements of the Canal company are also
very freely censured. It has thus far done
nothing, and the party of engineers who were
sent out, so far from making surveys for a
canal, are only occupied in laying out a road
for transit from Lake Nicaragua to the Paci-
fic.

The steamer Alabama from Vera Cruz
bringing dates from the city of Mexico to the
16th ult. The principal items of news are
the inauguration of Arista as President of
the Republic; and intelligence was received
of an attempted revolution in favor of Santa
Anna, which was soon quelled.

On Thursday week an accident occurred
to the Express train on the Erie road, on its
way to New York, while moving at a rapid
rate, about 100 miles from New York, the
fast car was thrown off the track and precipi-
tated down an embankment, some 35 feet,
into the Delaware river. The car contained
about twenty passengers, several of whom
were seriously injured, and two or three,
there is reason to believe were drowned.—
The car was broken to pieces, and the night
being very cold there was much suffering.

A CAREFUL MAN.—An English gentle-
man, while strolling along the Boulevard
Montmartre, became a rich booty to some of
the light-fingered gentry, for on arriving at
his hotel he found himself minus his pocket-
book, containing bank-notes amounting to
£435, and two bills payable to order for
£133. He had the precaution to take the
number of the notes; but like the Irishman
who, in order that he might always know
where to put his hand on the crooked six-
pence, without which he could not open his
snuff-box, put it in the inside and shut down
the lid, he had put the list in the same pocket-
book with the notes. Information of the
loss has been given to the police, and a re-
ward offered for the recovery of the property.
—(Galignani's Messenger).

Lord Falkland died lately at Bombay.

WASHER.—The Scher, Albert, Joshua Spi-
cer, master, from Cornwallis, for this port,
was wrecked in the Gale of the 23d Dec. last
at Young's Cove, Bay Shore, County of
Annapolis. We regret to learn that all on
board perished, they consisted we are in-
formed of Capt. Spicer and son, (a young man
of 16 years old); Mr. Hill, a Ship-carpenter