

THE STAGE.

ST. STEPHEN, AND BARRING, as contracted to run on ST. ANDREWS MILLTOWN, and a week, according to ment, viz: draws on Mondays, says, at 6 o'clock A.

will remain open e Hotel, St. Andrews Stephens, and Ray' DOMAS HARDY A. 1849.

ICE. e per cent. on the Capital ne County Bank is this or after the 4th proximo. J. RODGER, Cooker.

IS, &c. Liverpool, via St. John, received as follows: e Captain B. A. N. D. Y, Bartlett & other brands. J. W. STREET.

ening School. ARLEY, grateful for ment he has continued y School, hope leave inform his friends and e intends opening an 11 ON MONDAY the November, instructed in all the or mercantile or me- Hours of attendance k. Saturdays excepted. 17, 1849.

ARD, rts, Mechanics, Farmer spectably informed that OWLEY'S D PROTESTANT ice Office, 953 Washington Street, to e Street, Boston f both sexes, supplied to their patronage

Groceries, &c sale by the Subscribe UNION COOKING and Ningyong Teas, shed Sugars, k. Hams, Lard, Almonds, Arrowroot, ocoa, Cigars, Tobacco, opers 1-1nglass, &c. ROBERT KER.

FICE. any demands against the r, late of the Parish of St. requested to present them re months from this date: d to said estate are request- yment to R. J. E. Xecutor. 1849.

Nails, Spikes, urque VOLANT, from Li- pool: d 28 Bundies Refined mon Iron, assorted, gon, 2 Hill's Anvils, 1 cwt each, cut Nails.

ead Boat Nails, Ox Nails, England Scythes, 38 ted, hotels, ser goods in the Haid- l to be sold by Wholesale, nest market prices for ed payment. J. W. STREET. 28, 1849.

TICE. any demands against the trend John Dunn, late Rec- ouglas, in the County of nted to present the same, ree calendars months from rsons indebted to the said e make immediate payment ectors. ANNER R. DUNN, J. H. WHITLOCK.

The Standard. is PUBLISHED EVERY WEDNESDAY, BY A. W. Smith. At his Office in Saint Andrews, N. B. TERMS. 12s 6d per annum—if paid in advance. 15s, if not paid until the end of the year. No paper discontinued until arrears are paid. ADVERTISEMENTS. Inserted according to written orders, or continued till forbid, if no written directions. First insertion of 12 lines and under 3s. Each repetition of Ditto 1s. First insertion of all over 12 lines 3d per line. Each repetition of Ditto 1d per line. Advertising by the year as may be agreed on.

Counting-House ALMANAC. 1850.

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
JAN.	6 7 8 9 10 11 12	13 14 15 16 17 18 19	20 21 22 23 24 25 26	27 28 29 30 31			
FEB.	3 4 5 6 7 8 9	10 11 12 13 14 15 16	17 18 19 20 21 22 23	24 25 26 27 28			
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AUGUST	4 5 6 7 8 9 10	11 12 13 14 15 16 17	18 19 20 21 22 23 24	25 26 27 28 29 30 31			
SEPT.	1 2 3 4 5 6 7	8 9 10 11 12 13 14	15 16 17 18 19 20 21	22 23 24 25 26 27 28	29 30		
OCT.	6 7 8 9 10 11 12	13 14 15 16 17 18 19	20 21 22 23 24 25 26	27 28 29 30 31			
NOV.	3 4 5 6 7 8 9	10 11 12 13 14 15 16	17 18 19 20 21 22 23	24 25 26 27 28 29 30			
DEC.	1 2 3 4 5 6 7	8 9 10 11 12 13 14	15 16 17 18 19 20 21	22 23 24 25 26 27 28	29 30 31		

POETRY. [FOR THE STANDARD.] AN INVOCATION TO THE FAIRIES.

From Ocean's loved groves, all glittering gems, From whose anemories bend their light stems, From leaping fountains where the aspens quiver, And the bright green banks of the rolling river, Come forth, ye bright fairies of earth and of sea, Come, I have a holy charge for all of ye; Come, cast ye around it some magical spell, 'Tis a human life, and Oh! guard it well. 'Tis a being worthy a fairy's care, For nought but of goodness and love is there The wild sweet dreams of an angel's mind, Of thought, of the highest sublimity, And much, much of love in her heart doth dwell, 'Tis a noble mind—Oh, guard it well. Should she rove, yes, perchance in other lands, Oh! still hover round her with guardian hands; Should sorrow be hers, and friends be untrue, Let it pass as passeth the morning dew. Bid her eye-lids close when her breast is sad, Then weave her sweet visions to make her glad, Oh! let her be happy, I cannot tell One half I do wish, but Oh! guard her well. St Stephens, 18th April 1850.

SCORN NOT THE PLOUGH!

O, scorn not the Plough! which for ages has been The staff of the Isle of the Free! And for ages to come, when our tombstones are green, Our posterity's staff let it be. Our cottons and silks we might give to the moth, Nor be much the worse off, you'd allow; For the loom, after all, can but furnish his cloth; The Man is sustained by the Plough!

The Standard. OR RAILWAY AND COMMERCIAL RECORD.

No 18] SAINT ANDREWS, N. B., WEDNESDAY, MAY 1, 1850. [Vol. 17

HOUSE OF ASSEMBLY. From the New Brunswick Reports. THE RAILWAY PETITION DEFEATED IN THE HOUSE—AN ELECTIVE LEGISLATIVE COUNCIL.

Monday, April 22. The House went into Committee on a Bill to provide for the opening of Roads and construction of Bridges in the Province. The Hon. Mr. Partelow rose and said, he held in his hand a very important petition signed by 1417 of the most intelligent, respectable and wealthy inhabitants of the City of Saint John, praying that measures be adopted to encourage the construction of a Rail Road from Saint John to Shediac.

Mr. End would like to know what steps the Hon. Secretary intended to take in the matter. Hon. Mr. Partelow said, he had a Resolution which he intended to move, and which he hoped would pass. He believed that 14,000 could be found to sign the petition as easily as the number who had signed it. The petition which he had the honor to present showed that the people of Saint John were in earnest, and that they felt convinced the contemplated Rail Road would pay. He (Hon. Mr. P.) had seen that a gentleman in Saint John had taken stock to the amount of £500, and he was willing to do all in his power to further the work. He was satisfied the Line would be a paying Line, notwithstanding all that had been said to the contrary. The Hon. member then moved the following Resolution:—

Whereas this House has passed a Bill giving facilities to construct that part of the contemplated Railway from St. John to Shediac, lying between the Bend of Peicodiac and Shediac, which Bill has been carried in the Legislative Council, and whereas it is deemed of great public advantage that that part of the line comprising these sections of the said Railway commencing at St. John and extending into King's County, from the City twenty-eight miles, as per Report of the Civil Engineer, should also be commenced with the least possible delay— Therefore, Resolved, That, so soon as £62,000 be subscribed towards the last mentioned part of the line, being one half the estimated cost thereof, the Province should take Stock in the same to the same extent of £62,000, which sum shall be raised by the issue of Scrip, payable with interest, at a rate of six per cent. per annum, redeemable in thirty years; such Scrip, or the monies arising therefrom, to be appropriated towards the erection of the said road in sums of £2500 to every £2500 that the Shareholders of the said Railroad may subscribe, raise and pay up towards making the said road.

Mr. Ritchie felt much pleasure in seconding the Resolution. It went to carry out a measure which he had the honor to submit on a former occasion, and which met the view of hon. colleagues. He was sorry however that while he and his hon. colleagues were doing all they could in the House to further the construction of the Rail Road, their constituents had not shown more activity at an earlier period. He believed the same would apply to the other constituencies, who were deeply interested in the matter. He felt sure that all who signed the Petition would subscribe more or less, according to their abilities, and he had not the slightest doubt that the £62,000 would be raised in the Province. Nothing would be asked from the Province until after stock had been taken to the amount of £62,000, and according as that was expended an equal amount would be asked from the Province. He was convinced this Line would pay if any in the Province would pay, and he would go as far as his means would allow, to promote the undertaking.

Mr. Vail also spoke in favour of the Resolution. Hon. Mr. Rankin next spoke against it. Mr. End would go against the Resolution, first, because there was no money to spare, and secondly, because he did not think the Line would pay. The country had a heavy Civil List, Roads, Bridges, and Schools, were too important to be neglected for any other consideration. This Rail Road was only to extend to King's County, and he could not see what there was to create a paying trade. The women might have a few pairs of socks, a few dozen of eggs, and a tub of butter to send to market, but that was sufficient to pay. The Hon. member spoke at some length and expressed his intention to vote against the Resolution.

Messrs. Brown, Thompson, Street, Gilbert, Wark, and Fisher, made speeches against the Resolution. Messrs. Jordan and Hannington contended for the Resolution, and expressed their conviction that the Line would pay and be of great importance to the Province; the Resolution was then put and negatived. The following is the division:— Yeas—Hon. Messrs. Partelow, Hannington, and Wilton; Messrs. Jordan, Ritchie, R. D. Wilton, Ansley, Woodward, Landry, Seavey, Vail, S. Parle, and Botsford—13. Nays—Hon. Messrs. Rankin, Fisher, and

Montgomery; Messrs. Cranney, Barberie, Street, Wark, Gilbert, J. Earle, Hayward, Miles, Taylor, Barber, Connell, Read, Thompson, McLeod, and Brown—18. The House then went into Committee on Dr. Earl's Resolution touching the Legislative Council. Dr. E. addressed the House at considerable length, and after several other members had spoken, the resolution in favor of an elective Council passed by a large majority.

GENERAL SUMMARY.

The wreck of the Royal Adelaide Steamer off Margate.—Margate, Tuesday, April 2. The wreck of this fine steamer, the awful loss of life consequent thereon, has occasioned a painful degree of excitement in this place. Intelligence of the catastrophe only reached the authorities about noon on Sunday last, though the wreck took place at 11 o'clock on the preceding night, within 15 miles of the harbour. It now appears that the signals of distress fired from on board the unfortunate ship were observed by the coast guard men anchored to the Westward station, about one mile westward from this town on the cliffs. As they were repeated only two or three times, however, the men did not give any alarm to the pilot boats, and the signals not being observed from the port head or harbour, no boats put off during the night. Yesterday morning, about half-past 7 o'clock, a signal gun was fired from the Tongue lightship. The signal was not repeated, but there was something sufficiently unusual in the circumstance of its being fired at all to induce the crew of the lugger called the Nelson, under the command of William Parker, to put off, with the view of ascertaining what was required. The Nelson left the harbour shortly after eight o'clock, and bore towards the Tongue lightship, where they inquired whether they were come out in consequence of having heard a gun fired. The crew of the Nelson said they had, and asked what was the matter. The captain of the lightship said they feared a large steamer had gone ashore on the Tongue Sand, about three miles off. The men on board the light vessel reported that when the Royal Adelaide passed their ship a dreadful sea was running, and their opinion is that having first struck the edge of the bank she became unmanageable, and was driven further on to the sand, where she now lies. They also consider, from having seen so few signals fired, that the vessel filled with water very shortly after she struck, and then of course no more signals could be fired. That the vessel must have had a very heavy shock, and soon went to pieces, appears evident from the fact that the larboard quarter from the bulwarks down to the keel broke right adrift, and has been discovered buried in the sand near the Red Sand buoy, two miles from the wreck, in 24 fathoms of water. The copper sheathing and fastenings on this portion of the wreck are entire. The poop was also discovered floating on the "Black Deep," on the other side of the Girdler Sand, about four miles from the wreck.

The spot where the wreck took place is one of the most dangerous in the British Channel. It was within a few cables' length that a German emigrant ship went to pieces in October last, when nearly 200 lives were lost. The prudent course, in weather similar to that which prevailed on Saturday night, would have been to bring up in these days, owners are not satisfied when time is lost, and accordingly captains will brave the dangers of the Prince's Channel, which is bounded by the Tongue Sands on the north, and the Girdler Sand on the south; the Tongue lightship shows a steady white light, and the Girdler, which is about a mile higher up the channel, a revolving light. There is great reason to fear that Captain Batty never sighted the latter light at all, and hence his frightful misadventure.

New Provision in the Law of Bankruptcy.

The following provision in the Bankrupt Law Consolidation Act (12 and 13 Victoria, cap. 106) will take effect from and after Tuesday, the 11th instant:—That if any bankrupt shall be taken in execution after the refusal of protection, or after the refusal or suspension of his certificate, he shall not be discharged for such execution until he shall have been in prison for the full period of one year, except by order of the court; provided always that this enactment shall not take effect until after the expiration of six months from the commencement of this act, and then only against such persons as shall have been adjudged bankrupt under this act, and for offences committed after the commencement of this act. That act came into operation on the 11th October, and the six months will consequently expire on Thursday next.

Scene in the U. S. Congress.

In the Senate on the 17th inst., Mr. Foote made some personal reflections on Mr. Benton, when the latter rose, much agitated, and throwing his chair from him, proceeded by the narrow passage outside of the bar towards Foote's seat. Several members endeavoured to detain Benton at his seat. Overcoming all resistance, he continued towards Foote, who, leaving

subscribed to meet the expenses of the industrial exhibition of 1851; estimated at £150,000.

After a space of more than three hundred years, Nuns are again stationed in the university town of Cambridge! On Monday, the 11th ult., the schools of the Roman Catholic mission were re-opened under the superintendence of two Nuns of the order of the Infant Jesus, from the convent of Northampton.

We copy the following biographical sketch, from the N York Albion, written by its London correspondent:—

London, 22d March, 1850. The name of our late celebrated engineer, Stephenson, is, I am certain, familiar to your readers; and they will read with interest, the following brief memoir of a man who raised himself from a low station by his genius and industry—it is in his own words as communicated to an acquaintance of mine, and has never been in print, is my reason for sending what would otherwise appear an unusual communication.

"I was the son of a very poor man, who with his dying breath charged me (then but 10 years old) to do the best I could for my mother and my two sisters, who by the death of my father were left destitute. I was very fond of my mother, and I got employment to empty ships of their ballast; and in various other ways I earned from eighteen pence to two shillings a day, and thus supported my mother and sisters till I was about fourteen years old. I had taught myself to read and write a little, and about that time I met with a little book which set me a thinking, and I thought, why should a man get his bread through the exertion of his muscles when he has got brains. I had a great taste for mechanics, and borrowed from my uncle an old watch that never went well, because I wanted to examine its works. I took it to pieces and put it together three times, having by that time made myself acquainted with its mechanism. I then wrote in large characters on a piece of pasteboard, which I placed in my mother's window, 'Clocks, Watches, and Jacks cleaned here.' I soon had plenty of work, which I could do at an evening, and was enabled to add greatly to the comforts of my mother, and put my sisters to school."

One evening a gentleman called to enquire if the man who cleaned watches was at home, and upon my saying, 'Yes Sir, I am at home' he looked at me with some surprise and some contempt, as I thought, and said 'You? I cannot leave my watch with you.' Well, I did not wonder at this, for I was always an ill-looking boy; but I said, 'do as you please Sir, but I am honest though poor.' The gentleman, who was a Commercial traveller, left his watch, and he said would call for it on his return in a few days from that time—I took the watch to pieces and found it wanted what is called a new hair spring, which I put; but this watch baffled my endeavour to go well. I got frightened, fearing the gentleman would think I had spoiled his watch. In the night whilst I lay awake thinking what I should do I thought me that in a town some miles off there lived a watchmaker, who was said to have great skill in his trade—I got up early, and went to him with the watch, and drawing it out of my pocket as if it had been my own, I said, 'pray, Sir, can you tell me what is the matter with this watch?' He looked at it and said, 'some precious idiot has put on a new hair spring without redrawing it.' What is that? I enquired—'Why, replied he, I was doing one when you interrupted me.' It is done thus, said he, continuing the work which my arrival had interrupted. I asked him to do mine immediately, as I wanted to return home. This he could not do, being busy; but I did not care, for I caught the idea, and went home, and soon made the watch go the satisfaction of the gentleman who had entrusted it to my care. Some time after this, I went to see a Colliery, and the pit was so deep that it was difficult to get up the coals, and they were then raised by manual exertion. I thought a bit, and then I said—if you will find the money, I will soon make you something which will soon bring up the coal without all that labour expense.' 'Will you,' said the proprietor? 'Yes, that I will, I replied,—he did find the money, and I found him the engine, which, though made forty-five years ago, is still at work in that colliery. By this time I had saved fifty old guineas, which I sold to a Jew who came to our town, for twenty-seven shillings a piece, and this, gentlemen, said Mr. Stephenson, was the foundation of my fortune. I am now wealthy; this place is my own property; I have given my son a scientific education for an engineer, and he has the honour to sit in Parliament for Whitley."

LAW RESPECTING NEWS PAPERS.

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his place, stepped down the 'pain' aisle and took possession in the area, just in front of the sergeant-at-arms' seat, at the right of the Vice-president, drawing a pistol from his bosom, and cocking it.

The scene which ensued is indescribable. Many persons rushed from the galleries and out of the chamber, in apprehension of a general melee. Several senators surrounded Mr. Foote, among whom was Mr. Dickinson, who, securing the pistol, lock it up in his desk, Mr. Benton, meantime, while struggling in the hands of his friends, bitterly denounced Foote as an assassin, who dared to bring a pistol in the senate to murder him. He said, 'I have no arms, examine me, I carry nothing of the kind—stand out of the way, and let the second and assassin fire!' In uttering this sentence, Mr. Benton threw off from either side those who held him, tore open his vest, and invited the fire of his antagonists.

The Vice-president, after repeated and vigorous efforts, succeeded in restoring a comparative state of quiet, and a committee was appointed to examine into the affair.

The largest Suspension Bridge on a clear space in the world, is that now being built across the Niagara to connect Lewiston and Queenstown. It will be 1,042 feet between the points of support, the roadway will be 75 feet above the water, 19 feet wide, and will be capable of sustaining a load of 800 tons. The towers of support are to be built of hydraulic masonry, surmounted with cast iron caps, which are 76 feet above the roadway. The natural advantages of the locality are so great, that it is estimated to cost much less than so large a work would be almost any other locality. It is proposed to have it so far completed by September that it may be opened for the travel going to the Provincial Fair.

Another Inter-Oceanic Route.—A new plan has been formed for a railroad connection between the Atlantic and the Pacific oceans. A company has been organized in Mexico with extraordinary privileges, for the purpose of constructing a railroad from Mexico, with the ultimate design of extending it to the Pacific. The company is composed of Mexicans and Englishmen, and among them are men of influence and capital.

QUESTIONS RELATIVE TO THE TELEGRAPH LINE.—A move in the right direction.—We understand that the public have become so completely disgusted with the trickery of F. O. J. Smith and other managers of the present telegraph Companies in between Halifax and New York, that great encouragement has been held out to the Company that has been organized some two years since, at Quebec, for building a line between that city and Halifax; and little doubt is entertained but that the company will immediately proceed and accomplish that enterprise, should the Legislature of this Province grant them a free charter, untrammelled as to the route to be chosen through New Brunswick, and as to where the Directors shall reside. We cannot doubt but that the Hon. Mr. Wilton, who, we understand, has the matter in hand, will lose no time in bringing it before the Assembly, and that that body will promptly and favorably respond to the wishes of the Canadian Company. With two distinct lines leading from Halifax to New York, the public might feel some confidence that they would be promptly served and fairly and honourably dealt with,—which now they are not, and never have been—the whole business, at present, being a monopoly—a downright imposition.

Three cargoes of Port Wine, of all 900 pipes, arrived at New York last week. About 700 pipes are destined for the London Market, having been shipped to New York to save the export duty at Oporto; their being a heavy discriminating duty against shipments to England, and in favor of the United States.

The Young winter now on a visit to this region, affects our farmers seriously. Hay is very scarce, and in the interior towns in this country, readily sells for 15 to \$16 a ton.—[Bangor Whig.]

ITALIAN WOMEN DRESSING TIGHT LACING.—It is astonishing that our ladies should persist in that ridiculous notion, that a small waist is, and *per necessitate*, must be, beautiful. Why many an Italian woman would cry for vexation if she possessed such a waist as some of our ladies acquire only by the longest painfullest process. I have sought the reason of this difference, and can see no other than that the Italians have their glorious statuary continually before them as models and hence endeavour to assimilate themselves to them; whereas, our fashionables have no models except those French, suffering figures in the windows of milliner's shops. Why, if an artist should presume to make a statue with the shape that seems to be regarded with us as the perfection of harmonious proportion, he would be laughed out of the city.—It is asserted that a French milliner understands how they should be made better than nature herself.—Letters from Italy.