

Jewellery & Cutlery
 Received an assortment of
W. L. CUTLERY
IA METAL
 & Co.
Articles
 will be sold for cash
 Jewellery
 PAIRED AND CLEANED.
ES. and
GLASSES
 adjusted and finished.
 Soldians, repaired, cleaned.
GEO. F. STICKNEY

S. PORK, &c.
 Letang from New York
 nine miles from Saint
 Andrew's, N. B.
 Extra
 Subscriber
JUSTUS WETMORE

LET.
 now occupied by Mr. W.
 arms attached. Apply
 remises, Mr. D. McCullin.
 Office of this Paper
RACHAEL TURNER
 Fredericton.

MAIL STAGE,
TWEEEN
S. ST. STEPHEN
AND BAKING
 has contracted to run
 see ST. ANDREW'S
MILLTOWN,
 and
 as a week, according to
 current, viz:
 Andrews on Monday
 idays, at 6 o'clock,
 yfs, Thursdays and Sa-
 k A M and St. Stephen
 e same days.
 disposition of the Sub-
 y years has driven up
 every convenience to the
 ience of Passengers, will
 a full share of public
 e will remain open
 ce Hotel, St. Andrew's
 Stephens; and Ray
THOMAS HARDY
 e 4, 1850.

Stoves!
 received on consignment
 Boston, a large supply of
IT.
 of STOVES,
 his store, in the Market
W. MacLEAN
 1850.

REDWICK
HINDING SOCIETY
ING'S FUND
 John, 50th Sep 1847
 right, Robert F. Hazen
 Andrews, Geo. D. Sturges,
 Stephens, J. G. Stevens.

lasses, Flour
 e. &c.
 Defence, from Boston
MOLASSES.
 1, Canada Superfine
 arrels Extra Genessee
 imily use, &c. &c.
 Java Coffee,
 J. W. STREET.

NTS, OIL, &c.
 3, 1850.
 Liverpool, via St. John
 e Raw Linseed Oil,
 e Paint, 14, 28 & 56 lb
 Kegs,
 allow 14 & 28 lb Kegs,
 u Tea,
 Cognac Brandy
 A from Boston,
 Muscovado Sugar,
 LSO.
 SULTAN from Liverpool
 Starch.
JAMES W. STREET

TICE.
 have entered into
 ip in Trade and Mer-
 the style and Firm of
id TURNER.
 hat lately occupied by
 John Wilson, in Saint
ROMAS T. ODELL,
LIZA TURNER.

The Standard,
 PUBLISHED EVERY WEDNESDAY, BY
 A. W. Smith.
 At his Office, Water-Street, Saint Andrew's, 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 contin-
 ued till forbid, if no written directions.
 First insertion of 12 lines and under 2s
 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

The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

No 48] SAINT ANDREWS, N. B., WEDNESDAY, DECEMBER 3, 1851. [Vol. 13

LAW RESPECTING NEWSPAPER
 Subscribers who do not give express
 notice to the contrary, are considered
 wishing to continue their subscriptions.
 If subscribers order the discontinu-
 ance of their papers, the publisher may contin-
 ue 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 the
 papers to be discontinued.
 If subscribers remove to other place
 without informing the publisher, and the
 paper is sent to the former direction, the
 publisher is held responsible.

WINTERING STOCK.
 Mr. Editor—For some days I have
 been thinking how my poor neighbour's cat-
 tle will fare this coming cold winter! Not
 that I have enough to occupy my thoughts
 in my own immediate affairs, but when these
 poor animals meet my gaze, cold and shiver-
 ing as they are, in consequence of having
 been taken from their usual allowance of green
 food, and put immediately upon dry, and
 perhaps coarse meadow hay, or weather-
 beaten corn fodder, with not a spoonful of
 grain nor a root to lay their jaws to, poor
 creatures! no wonder they dry up their milk,
 for they have nothing to make milk of, and
 no wonder they stand upon a piece of ground
 not larger than a half bushel, with all four
 feet almost together. And when Spring
 opens, and the warm sun strikes their skin,
 the calf begins to work, and cause them to
 feel so miserable, they would fain run
 away from themselves, and surely they have
 no difficulty in running over the hills and
 rocks at an alarming rate, with their tales
 high in the air to receive the cooling breeze;
 their bodies being light, they are better ad-
 apted for a race than anything else. But
 to their relief, the grass soon springs up,
 and they begin to look a little more like cows
 than skeletons, yet the hard winter they have
 passed, has nearly drifted them for any pro-
 fit to their owners during the Summer sea-
 son. And as they cannot afford to buy grain
 to give them the coming Winter, so both the
 poor cows and their owners will see hard
 times! Now who is to blame? Are the cows
 to blame! They have done as well as you
 could have expected under these circumstan-
 ces. Surely the farmer who manages them,
 must expect to see hard times, and he de-
 serves it. "He that will not plough by rea-
 son of the cold," must expect to beg in har-
 vest!

If you have not the means to keep your
 stock well, reduce it; two cows well fed, are
 more profit to the owner than half a dozen
 half-fed, weak-looking animals, and some
 people call cows, which look like
 stags wintered out in the woods on browse.
 Brother farmer, get you a good hay, straw
 and corn stalk cut; cut your feed, put in a
 little grain, soften the same with a little
 water; it will make mastication easier, and
 consequently will digest better and afford
 more nourishment to your stock besides,
 your hay, and corn fodder is turned to
 good account, and been sweetened by a lit-
 tle grain, goes off well, leaving no waste.
 By this mode of procedure, and measuring
 out to each his feed, you will be able to dis-
 cover if each has enough in order that he
 may escape the doom of those before named,
 and a little more to his or her mess if need-
 ful, taking care at the same time that they
 are not robbed by their more avaricious
 neighbours. Green meat of some kind should
 be given, if you would expect perfect health.
 Feed three times a day with chopped feed;
 let their stomachs have time to digest what
 they eat. It is a mistake that they need
 be eating all the day. Solid feed is unlike
 green grass, you must remember; some
 people stand in the barn floor nearly half the
 time to dish up a little at a time to keep
 their appetites good, forgetting, that if the
 health is preserved, though they feed but
 three times in twenty-four hours with the
 proper quality and quantity, they will clean
 all up, and even lick the floor. Try it,
 farmers. If I can get a handsome profit
 from one cow, well fed, you, who have half
 a dozen, by the rule of three, can get six
 times as much.—[Boston Cul.

**RECIPROCAL FREE TRADE WITH
 THE UNITED STATES.**
 The question of reciprocity with the United
 States in certain articles, the product of either
 Country, has found many friends in influen-
 tial quarters during the past season, and will
 come before Congress at its approaching ses-
 sion, with more strength and a greater num-
 ber of advocates than it has ever had hereto-
 fore. We should not be at all surprised to
 find the question brought forward prominently
 in the President's Message to Congress
 next week, as a Commercial proposition now
 ripe for consideration and adjustment.
 Very recently, the Hon. Samuel Lawrence
 (brother to the American Minister in London)
 has visited Canada, Nova Scotia, and
 this Province, with the view of obtaining ac-
 curate information in each, with reference to
 reciprocal free-trade. After visiting Mon-
 treal, Mr. Lawrence proceeded to Halifax,
 and thence came by land all the way to this
 City, travelling only by daylight, in order to
 view the country, enquire into its fertility and
 capabilities, and see the line of country over
 which the proposed Railways are to pass.
 From hence, Mr. Lawrence proceeded by land
 to St. Andrew's, as usual visiting and
 conversing with many intelligent persons on
 the route.
 Mr. Lawrence expresses himself greatly
 pleased with this Province, which he consi-
 ders equal in every respect, from its numer-

ous and diversified advantages, to any State
 in the Union. With these Colonies, as a
 whole, he professes himself quite astonished,
 and at the next session of Congress he will
 probably be found at Washington advocating,
 with his powerful influence and ability, more
 extended and liberal commercial relations
 with these Provinces.
 Mr. L. D. Andrews, U. S. Consul for Can-
 ada and New Brunswick, whose first volume
 of Colonial Statistics has received such mark-
 ed and well deserved commendations from all
 quarters, is now engaged under the order
 of the American Government, in collecting
 materials for a second volume, which will be
 submitted to Congress during the coming
 session. We anticipate, that the two vol-
 umes of Mr. Andrews will furnish the greatest
 amount of Colonial statistics and general in-
 formation ever yet published, and form the
 groundwork for all statistical tables and
 works of the like character hereafter.
 The first volume presented by Mr. And-
 rews has had great effect in the United
 States, not only from the well-digested argu-
 ments in favor of Reciprocity, contained in
 his opening dispatch, but from the numerous
 and carefully compiled tables of trade, which
 prove so strikingly, and in such an undeni-
 able manner, the benefits which would flow
 from placing the trade between the United
 States and the Colonies on the most liberal
 footing, and quite free from the restrictions
 which now embarrass and diminish it.—[New
 Brunswick.

Good Reasons for Political Distinction.
 Paul Poltax was a quiet, inoffensive fellow,
 not burdened with intellect, but still with some
 glimmering hope of future glory in the politi-
 cal line; for Paul had taken, and bless his
 memory, had paid for, the County newspaper
 for many years; besides, he had been ap-
 pointed Vote Distributor to more than one
 polling meeting, and had paid moreover his
 Capitation Tax, and "why was not he as
 good as the Squire?" One day Paul went
 to Farmer B—, one of the committee chosen
 to nominate candidates for Representatives, in
 the town of D—. He found the worthy far-
 mer in his cornfield, and asking him to step
 aside, as he had something particular to say
 to him, frankly asked the committee man to
 put the name of Paul Poltax upon the nomi-
 nation list; "for," says he, "suing the ac-
 tion to the word, and putting his hand to his
 shoulder, "this rheumatism of mine is so bad
 I can't lay stone wall nor split rails, and
 I could go just as well as not, and though I
 can't make speeches, to be sure, I have got
 as good a suit of clothes as any of them."

A SEA FOUNDLING.—The following touch-
 ing incident is related in a private letter from
 Yarmouth, Eng. written by a lady, and giving
 an account of the disastrous results of the
 late shipwreck upon the east coast:—
 "Last Friday, a dear little babe, supposed
 to be about four months old, was picked up in
 the roads, of Yarmouth. Its long clothes
 prevented it from sinking; it was fast asleep,
 and almost benumbed with cold. There was
 no trace of any ship in sight, or of any boat
 for miles around, and it was supposed that
 the vessel from which it had been thrown
 had sunk, and that all hands perished. The
 captain who picked it up lives at Yarmouth,
 and intends to rear it as his own. He al-
 lows the people, who come in crowds, to see
 it, and I have seen it among the rest. It is
 a sweet babe."—[Hall Advertiser.

A GRAND REGATTA OF ALL NATIONS.—The
 superiority of the yacht America over the
 English yachts, seems to have produced a
 very wide sensation in England. An offi-
 cer of the Royal Navy, in a letter, after
 assigning various reasons for the defeat
 of the yacht squadron at Cowes, proceeds to
 make a bold proposition for testing the mari-
 time capacities of all nations. He says:
 "Is England, the greatest naval power the
 world ever knew, to allow herself beaten in
 her own element? Our security, perhaps
 our very existence as a free nation, depends
 upon our naval superiority. Our pre-emi-
 nence as a commercial people will in future
 depend greatly upon the speed of our ships.
 Let us then challenge the whole world to com-
 pete with us in naval architecture at a grand
 regatta of all nations—comprehending men
 of war, merchant ships, and yachts—in like
 manner as we have done this year in arts,
 sciences, and manufacture. Let the different
 kinds of vessels be classed, and let every ves-
 sel which enters for the competition pay a cer-
 tain sum of money towards a grand vase for
 the winning nation (having an appropriate in-
 scription), as art. Of course there might be,
 in addition, other prizes, honorary or other-
 wise, for each. I will venture to say that
 such a grand regatta of all nations would do
 more to improve ship-building in one year
 than it has been improved comparatively, for
 the last hundred years."

TRAVEY.—The Turkish Government has
 consented to the construction of the Railroad
 across the Isthmus of Suez, and granted cer-
 tain facilities towards it.

POETRY.
A Reverie about the Crystal Palace.
 Dream of splendour, bright and gay,
 Disenchanted all too soon,
 Dimly fading fast away,
 Like a half-remembered tune.
 Lo! my spirit hark is sad
 For the end of earthly things,
 And wishes to be glad
 While I touch its trembling strings.
 Fountain, gushing silver light—
 Sculptures, soft and warm and fair—
 Gems, that blind the dazzled sight—
 Silken trophies rich and rare—
 Woodrons works of cunning skill—
 Precious miracles of art—
 How your crowding memories fill
 Mournfully my musing heart!
 Fairy giant! choicest birth
 Of the beautiful sublime,
 Seeming like the toy of earth
 Given to the dotard time—
 Glacier-diamond, Alp of glass—
 Sibbad's eve, Aladdin's hall—
 Must it then be crushed, alas!
 'Till the Crystal Palace fall!
 Yes! as autumn's chequered hues
 Thus are tinted with decay,
 As the morn's prismatic dews,
 Glittering, exhaled away—
 So with thee, in beauty's pride
 All thy brightness must depart,
 Nature's frail consumptive bride,
 Fragile paragon of art!
 But not all of thee shall die,
 O not all shall perish thus!
 Thy sweet spirit, ever nigh,
 Will remain to gladden us!
 Thy sweet spirit—brotherhood!
 'Tis this in thee like soul,
 Every part to give with good,
 And to glorify the whole!

FOR THE STANDARD
RAILWAY ROUTES.
 Mr. Editor,—I submit the following ques-
 tions for the benefit of a large portion of my
 fellow Colonists who are deeply interested,
 not only in the success, but in the particular
 route which may be determined on for the
 great Trunk line of Railway between the Nova
 Scotia and Canadian lines:—
 Do the people of Upper-Canada know,
 that the distance from the River De Loup to
 the Bay Chaleur is 250 miles, through a
 poor, barren country, with very few inhabi-
 tants, and subject to snows of six to seven
 feet deep?
 Are they aware that the Railway line ex-
 plored by Major Robinson, following the val-
 ley of the Metepediac, has, from its own re-
 port, almost insuperable engineering diffi-
 culties; and that the distance from Quebec to
 Halifax is 635 miles?
 Do the people of Canada know, that a line
 of Railway has been explored from the River
 Du Loup to the Grand Falls on the river St.
 John, and thence to St. Andrew's, is only
 230 miles, or, adding the distance from Du
 Loup to Quebec 110 miles—340 miles, is
 only a little better than half the distance of
 the Halifax line?
 Are the people of Canada aware, that there
 are no engineering difficulties over this short
 line, which passes through a very superior
 country for settlement, and ably stocked
 with superior timber, and where the snow is
 not half the depth of that on the North Shore
 line?
 Are the people of Canada aware, that this
 South line, of about one half the distance to
 the ocean, at St. Andrew's, possesses an open
 sea harbour all the year round, better mar-
 kets for all Canadian products: that flour,
 can be shipped from thence to England or
 the West Indies, cheaper than from Halifax?
 Then will Canada consent to appropriate
 a large proportion of her sixteen million dol-
 lars, lately voted, when one half the sum will
 answer her purposes so much better.
 I think Canada will never consent to this
 folly. But as the line will go to Hal-
 ifax, let a branch from the St. Andrew's Rail-
 road pass to Fredericton and thence to the
 Bend of the Petitcodiac to Halifax; this is
 through the Centre of New Brunswick's best
 land, and fully one hundred miles nearer to
 Halifax, than Major Robinson's line.
 And by the bye, with respect to Major Ro-
 binson's Report, I would ask, who will pre-
 sume to assert the gallant Major ever visited a great
 portion of the line, or that any of his aids
 ever travelled over some parts of it. I may
 yet have something more to say upon this
 famous Report.
 It is presumed a Committee from Halifax,
 New Brunswick and Canada, will meet to
 determine the route of the great Trunk Line.
 Canada must be wide awake; be firm;
 and avoid an error and disgrace, if they sub-
 mit to a North line, that will ever bring upon
 their names a reflection.

A NEW-BRUNSWICKER.

European Intelligence
 [From papers by the Asia.]
 Money is very abundant in London, and
 discounts easy at three per cent., or less.—
 The Funds had steadily increased in price
 during the week; the closing prices on the
 14th, were for Money and Account, 93½ to
 98½.
 Freights to the United States have not var-
 ied but are well supported.
 STATE OF TRADE.—There was unceasing
 activity in sales of goods and yarns at Man-
 chester, with some slight improvement in prices.
 The general character of the Share
 Market during the week was unquestionably
 firm; indicating a healthy state of
 things.
 Kossuth had made a triumphal progress
 through a great part of England. He attend-
 ed large meetings at Liverpool, Manchester
 and Birmingham; and in the latter town he
 was present at a Grand Banquet, where 850
 gentlemen sat down. It is now stated that
 he would not leave England for the United
 States before the 20th inst. He was also pre-
 sent at the Polish and Hungarian Ball at Guild
 Hall.
 By returns just published by the Board of
 Trade, it appears that the declared value of
 exports from the United Kingdom to all quar-
 ters for 1850 far exceeded those of 1849, and
 that the British possessions, together with the
 U. States, take nearly one half of the whole.
 The returns of British Shipping also show a
 large increase up to the present period over
 the same period in 1850.
 The Steamship Demarara, built at Bristol
 for the West India Steam Packet Company,
 in proceeding to Glasgow to receive her en-
 gines, was stranded in the Bristol river and
 abandoned to the underwriters. She was in-
 sured for £48,000.
 The American clipper ship Surprise had
 arrived at London from Whampoa in 107
 days; and the ship Stormy, built at Aber-
 deen, arrived from the same place in 104
 days. The arrival of these vessels had creat-
 ed considerable excitement.
 Later news from New Zealand and Syd-
 ney gives the most glowing accounts of the
 success of the Gold diggers. The town of
 Sydney was almost deserted. The Gold is
 found in large quantities. In Frederick's
 Valley, several lumps of from 12 to 14
 pounds weight have been found. Two men
 at this place realized in two days £250
 worth.

IRELAND.—In Ireland the Catholic Clergy
 are particularly busy with matters both tem-
 poral and spiritual. The Masters of all Ire-
 land is said to be organizing a regular en-
 slought against the Freemasons, and also ar-
 ranging a plan of operation for the supporters
 of Papal aggression in Parliament, which it
 is thought will have the effect of upsetting
 the present Ministry early in the next ses-
 sion.
FRANCE.—The new French Ministry had
 been defeated on the reading of the new Elec-
 toral law, by a small majority still every
 thing was quiet in Paris. The Mountain party
 did not intend to try their strength until
 near the time of the general election.

AMERICAN CLIPPERS—COTTON SAILS.
 McKim's Model Courier has an excellent
 article on this subject, in which it attributes
 the most prominent advantages possessed by
 our clippers (and the yacht America) over
 others to the use of Cotton Canvas. It says:
 "We hear it stated that at the recent Royal
 yacht races at Cowes, the English yachts, to
 increase their speed with the America, had
 recourse to wetting their sails. Should Cap-
 tain de Blaquiere, the present owner of the
 America, adopt the hemp duck, as used by
 all the British Yacht Squadron, and have
 her sails cut on the old fashioned balloon
 principle, there is fear that the laurels she
 so gallantly won, might soon wither in a
 contest with the Titania, in a suit of cotton
 sails made properly. The English method
 of cutting fore and aft sails differs material-
 ly from ours. For instance, they give the
 foot of their sails a greater circular sweep,
 which hangs below the footstep. The leeches
 are exceedingly hollow, caused by the
 stretching of the belt-gopes, thereby sustain-
 ing an extra extent of spar. The America's
 sails, like all cut here, are straight in leech
 and foot.
 The cotton canvas has now almost entire-
 ly superseded all other duck. It was in-
 vented by Mr. James Maul, of this city,
 and first manufactured for him by Mr. John
 Simpson, then residing at Wilmington, Dela-
 ware, during the late war with England, in
 which time Russian, or any foreign canvas,
 it is well known to those in the trade, was
 selling at forty-five to fifty dollars per bolt.
 The canvas was at first made by the hand-
 loom, which rendered it exceedingly soft and
 pliable; this was obviated by Mr. John C.
 Colt, of New York, who some thirty years
 since, commenced its manufacture with the
 power-loom. Mr. Colt, and Messrs. Craig
 and Seargent, were all aware of the difficul-
 ty Mr. Maul experienced in securing its intro-
 duction, and it was several years before it was

at all noticed by other sailmakers, with the
 exception of Lambert Tree, who subsequent-
 ly brought it into notice among our smaller
 vessels.
 Mr. Maul early imbibed the impression
 that a vessel sailing against the wind would
 sail faster if her sails were constructed upon
 the principle of his Patent Horizontal sys-
 tem wherein the least resistance to the action
 of the wind is practically obtained—the
 seams being horizontal, or in the line of di-
 rection of the wind.
 The celebrated Yacht Maria, owned by
 John C. Stevens, Esq. of New York, has
 been provided with three sails, and, although
 nearly four years in use, they are admitted
 to be the best fitting sails in New York.—
 Her contest with the world renowned "A-
 merica," the victrix of Johnny Bull, has
 settled her superiority even over that famous
 Yacht, a fact admitted by Mr. Schuyler and
 other members of the Yacht Squadron.—Mr.
 Stevens has stated that he was under the
 impression, ten years before Mr. Maul ob-
 tained his patent, that the principle was the
 best method of cutting sails, and he was the
 first to introduce them in New York on the
 "Maria." His other schooner, the Uncle
 John, of one hundred and fifty tons, has been
 provided with the patent sails, which have
 been in constant use four years, and from a
 statement of Capt. Baldwin, who commands
 her, we have learned that they have not
 been repaired with the exception of roping,
 and that he expects they will last two or
 three years longer.—[Scientific American.

DISTRESSING CATASTROPHE IN NEW YORK
 A despatch from New York dated Thurs-
 day, Nov. 20th, gives the following account
 of a most distressing affair, which occurred
 in that City on that day:—
 One of the most frightful catastrophes that
 it has ever been our lot to record occurred
 in this city, this P. M. The following are the
 full particulars, as near as can be ascertained
 in the excitement. It appears that, about
 three o'clock, just before the people of Ward
 School No. 26, occupying the fine new build-
 ing on Greenwich Avenue, near Sixth Ave-
 nue, were about to break up school, the Prin-
 cipal of the department in the third story of
 the building was seized with a sudden illness;
 of a paralytic nature which took such a curi-
 ous effect upon her face that it caused the
 greatest alarm among the children, the ma-
 jority of whom were girls, ranging from six
 to eight years of age. The consternation
 gradually increased, and in the midst of it,
 the alarm of fire was raised. The children
 at once made for the stairs, which, in their
 eagerness, they completely blocked up, and
 became wedged between the banisters, and
 the walls when suddenly, the banisters gave
 way, and scores of the children were precipi-
 tated to the ground, a distance of about thirty
 feet. The scene that followed baffles all de-
 scription. The parents of the children quick-
 ly assembled around the building, and as ho-
 ly a sight was taken out dead, or injured,
 the screams of the mothers were heart-
 rending.
 The list of the dead numbers 48, which
 will probably be augmented. More than
 double that number are more or less injured.
 The school was one of the largest in the city,
 numbering 1833 scholars.

THE UPAS TREE.
 While Mr. Brooke the Sultan of Sarawak,
 was making geological examinations in Bor-
 neo for coal, he with his friends discovered
 an upas tree, nearly forty feet high.
 Its trunk was almost straight, its hard den-
 se mass of dark green foliage. The ground be-
 neath its shade is crowded with tombs, yet
 vegetation flourished luxuriantly around its
 roots.
 In tapping it, no bad effects were experi-
 enced from the effluvia. But on cutting it to
 obtain a portion of the wood, bark and juice,
 a man was so much stupefied that he was ob-
 liged to desert. It is ascertained that the
 bread fruit tree, the mulberry, and cow tree
 of South America, belong to the same natural
 order as the deadly Upas.

Good Tools.—It is a bad sign to see a mechanic
 sawing away with a bad saw, taking two hours to
 saw a plank that could be cut up in one, by sim-
 ple spending twenty minutes in sharpening his
 tool. It is a bad sign to see a broken window
 mended with an old hat, so it is equally as bad a
 sign to see a mechanic hewing away with a broad
 axe sharpened with a rasp.
 It is just about as pleasant to be shod with a
 file, as to plane a board with a netched planing
 chisel. Good tools neatly arranged, are evi-
 dences of skill, wisdom and taste.
THE BENEFIT OF A STRONG BEAVER.—Par-
 son Brownlow, of the Jonesboro' whig was
 attacked at night, while returning from
 church, and struck down by a club in the
 hands of John Ryland, whom he had published
 as a deserter in Mexico. The Rev. Edi-
 tor after 15 days' confinement from his injur-
 ies, comes down on his assailant in a column
 of invective and characteristically says, in con-
 clusion, "I owe my existence, under God, to
 a strong beaver-hat I had on at the time."
 The parson's hat is equal to the famous
 one of George Buchanan. Perhaps he car-
 ries a sheet iron crown in it.