

Jewellery & Cutlery
I received an assortment of
W. L. CUTLERY
IA METAL
E. & Co.
Articles
It be sold for cash
Jewellery,
PAIRED AND CLEANED.
ES. and
GLASSES
adjusted and furnished.
Goldians, repaired, cleaned
GEO. F. STICKNEY

S. PORK, &c.
LeTang from New York
classes,
New York New York
Extra
Subscriber
JUSTUS WETMORE

LET.
now occupied by Mr. W.
nine miles from Saint
ARMES attached. Apply
remises, Mr. D. McCallum
Office of this Paper
RACHAEL TURNER
Fredericton

MAIL STAGE
TWENTY
S. ST. STEPHEN
AND BAKING
has contracted to run
see ST. ANDREW'S
MILLTOWN
and as week, according to
quent, viz:
Andrews on Mondays
days, at 6 o'clock, &
yfe, Thursdays and Sa
k A M and St. Stephen
e same days.
disposition of the Sub
ny years has driven up
ence every attention to th
ience of Passengers, will
a full share of public
is will remain open
ne Hotel, St. Andrews
Stephens; and Ray
THOMAS HARDY
e 4, 1850.

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

RUNSWICK
HIDING SOCIETY
ING'S FUND
John, 50th Sep 1847
right, Robert F. Haze
Andrews, Geo. D. Strev
ephens, J. G. Stevens,
lasses, Flour
e. &c.
Defiance, from Boston
MOLASSES.
SUGAR.
Canada Superfine
arrels Extra Genessee
mily use, &c. &c.
Java Coffee,
J. W. STREET.

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

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

The Standard,
PUBLISHED EVERY WEDNESDAY, BY
A. W. Smith.
At his Office, Water-Street, 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 directed until arrears are paid.
ADVERTISEMENTS
Inserted according to written orders, or continu
ed 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

WINTERING STOCK.

Mr. Editor.—For some days I have been thinking how my poor neighbour's cattle will fare this coming cold winter! Not but that I have enough to occupy my thoughts in my own immediate affairs, but when these poor animals meet my gaze, cold and shivering as they are, in consequence of having been taken from liberal 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 certain begin to work, and cause them to feel so miserably, 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 adapted 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 unfitted them for any profit to their owners during the Summer season. 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 circumstances. Surely the farmer who manages thus, must expect to see hard times, and he deserves it. "He that will not plough by reason of the cold," must expect to beg in harvest!

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 long-legged, weak-legged, looking animals, and some people call cows, which look like steers wintered out in the woods on browse. Brother farmers, get you a good hay, straw and corn stalk cutter; 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 poor hay, and corn fodder is turned to good account, and been sweetened by a little grain, goes off well, leaving no waste. By this mode of procedure, and measuring out to each his feed, you will be able to discover if each has enough in order that he may escape the doom of those before named, and a little more to his or her necessity if needful, 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 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 influential quarters during the past season, and will come before Congress at its approaching session, with more strength and a greater number of advocates than it has ever had heretofore. 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 accurate information in each, with reference to reciprocal free-trade. After visiting Montreal, 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. Andrews, as usual visiting and conversing with many intelligent persons on the route.

Mr. Lawrence expresses himself greatly pleased with this Province, which he considers equal in every respect, from its numerous

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. I. D. Andrews, U. S. Consul for Canada and New Brunswick, whose first volume of Colonial Statistics has received such marked 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 volumes of Mr. Andrews will furnish the greatest amount of Colonial statistics and general information ever yet published, and form the groundwork for all statistical tables and works of the like character hereafter.

The first volume presented by Mr. Andrews has had great effect in the United States, not only from the well-digested arguments 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 undeniable 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 political line; for Paul had taken, and bless his memory, had paid for, the County newspaper for many years; besides, he had been appointed Vote Distributor to more than one town 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 farmer 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 nomination list; "for," says he, "sitting the action 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 touching 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 coast coast:—"Last Friday, a dear little babe, supposed to be about four months old, was picked up in the roads, off 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 allows 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 officer 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 maritime 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 greatly upon the speed of our ships. Let us then challenge the whole world to compete 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 vessel which enters for the competition pay a certain sum of money towards a grand vase for the winning nation (having an appropriate inscription,) as art. Of course there might be, in addition, other prizes, honorary or otherwise, 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."

THE TURKISH.—The Turkish Government has consented to the construction of the Railroad across the Isthmus of Suez, and granted certain facilities towards it.

THE TURKISH.—The Turkish Government has consented to the construction of the Railroad across the Isthmus of Suez, and granted certain facilities towards it.

THE TURKISH.—The Turkish Government has consented to the construction of the Railroad across the Isthmus of Suez, and granted certain facilities towards it.

THE TURKISH.—The Turkish Government has consented to the construction of the Railroad across the Isthmus of Suez, and granted certain facilities towards it.

THE TURKISH.—The Turkish Government has consented to the construction of the Railroad across the Isthmus of Suez, and granted certain facilities towards it.

The Standard.

OR RAILWAY AND COMMERCIAL RECORD.

Evans sumendum est optimum.—Cic.

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

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 refuses 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—
Wooden works of cunning skill—
Precious miracles of art—
How your crowding memories fill
Mournfully my musing heart!
Fair giant! choicest birth
Of the beautiful sublime,
Seeming like the toy of earth
Given to the dotard time—
Glacier-diamond, Alp of glass,
Sindbad's cave, Aladdin's hall—
Must it then be crushed, alas!
Must the Crystal Palace fall!

Yes! as autumn's chequered hues
Thus are tinted with decay,
As the morn's primrose dews
Glimmer, and fade away—
So with thee, in beauty's pride
All thy brightness must depart,
Nature's fair 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!
This was 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 queries 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 inhabitants, and subject to snows of six to seven feet deep?

Are they aware that the Railway line explored by Major Robinson, following the valley of the Metopiedia, has, from its own report, almost insuperable engineering difficulties; 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 De Loup to the Grand Falls on the river St. John, and thence to St. Andrews, is only 230 miles, or, adding the distance from De 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 thickly studded 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. Andrews, possesses an open sea harbour all the year round, better markets 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 dollars, lately voted, when one half the sum will answer her purposes so much better.

If I think Canada will never consent to this folly. But as the line will go to Halifax, let a branch from the St. Andrews Railroad 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 Robinson's Report, I would ask, who will presume 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 submit 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 varied but are well supported.

STATE OF TRADE.—There was unceasing activity in sales of goods and yarns at Manchester, 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 attended 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 present 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 quarters 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 engines, was stranded in the Bristol river, and abandoned by the underwriters. She was insured for £48,000.

The American clipper ship Surprise had arrived at London from Whampoa in 107 days; and the ship Stormway, built at Aberdeen, arrived from the same place in 104 days. The arrival of these vessels had created considerable excitement.

Later news from New Zealand and Sydney 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 quartz veins. In Frederick's Valley, several lumps of from 12 to 14 pounds weight have been found. Two men at the place realized in two days £250 worth.

IRELAND.—In Ireland the Catholic Clergy are particularly busy with matters both temporal and spiritual. The Primate of all Ireland is said to be organizing a regular onslaught against the Freemasons, and also arranging 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 session.

FRANCE.—The new French Ministry had been defeated on the reading of the new Electoral 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.—McMakin'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 Canvases. It says:—

We bear 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 Captain 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 materially 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-gropes, thereby sustaining 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 entirely superseded all other duck. It was invented by Mr. James Maull, of this city, and first manufactured for him by Mr. John Simpson, then residing at Wilmington, Delaware, 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 handloom, which rendered it exceedingly soft and pliable; this was obtained by Mr. John C. Colt, of New York, who some thirty years since, commenced its manufacture with the powerloom. Mr. Colt, and Messrs. Craig and Seagrant, were all aware of the difficulty Mr. Maull experienced in securing its introduction, and it was several years before it was

LAW RESPECTING NEWSPAPERS.

Subscribers who do not give express notice to the contrary, are considered wishing to continue their subscriptions.

If Subscribers order the discontinuance 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 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 are held responsible.

at all noticed by other sailmakers, with the exception of Lambert Tree, who subsequently brought it into notice among our smaller vessels.

Mr. Maull 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 system wherein the least resistance to the action of the wind is practically obtained—the seams being horizontal, or in the line of direction 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 "America," 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. Maull obtained 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.

DISASTROUS CATASTROPHE IN NEW YORK!—A despatch from New York dated Thursday, 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. 25, occupying the fine new building on Greenwich Avenue, near Sixth Avenue, were about to break up school, the Principal of the department in the third story of the building was seized with a sudden illness; of a paralytic nature which took such a curious effect upon her face that it caused the greatest alarm among the children, the majority 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 precipitated to the ground, a distance of about thirty feet. The scene that followed baffles all description. The parents of the children quickly assembled around the building, and as body after body 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 Borneo for coal, he with his friends discovered an upland Upas tree, nearly forty feet high. Its trunk was almost straight, its head a dense mass of dark green foliage. The ground beneath its shade is crowded with tombs, yet vegetation flourished luxuriously around its roots.

In tapping it, no bad effects were experienced 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 obliged 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 simple 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 shaved with a file, as to plane a board with a notched planing chisel. Good tools neatly arranged, are evidences of skill, wisdom and taste.

THE BENEFIT OF A STRONG BEAVER.—Parson Brownlow, of the Jonesborough 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. Editor after 15 days' confinement from his injuries, comes down on his assailant in a column of invective and characteristically says, in conclusion, "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 carries a sheet iron crown in it.