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The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

Evans suavitudo est optimum.—Cic.

No 17] SAINT ANDREWS, N. B., WEDNESDAY, APRIL 25, 1849. [Vol. 16

ENGLISH MAILES.
 Days on which the steamships sail from Europe and America.

1849.
 Canada Jan. 13 New York
 Niagara Jan. 27 For Boston
 America Feb. 10 New York
 Niagara Feb. 24 For Boston
 Canada Mar. 10 New York
 Niagara Mar. 24 For Boston
 America Apr. 7 New York
 Cambria Apr. 14 For Boston

DEPARTURES FROM AMERICA.
 1849.
 Europa Jan. 10 New York
 America Jan. 21 From Boston
 Canada Feb. 7 From Boston
 Europa Feb. 21 From Boston
 America Mar. 7 From Boston
 Canada Mar. 21 From Boston
 Niagara Apr. 4 From Boston
 Europa Apr. 18 From Boston
 Cambria May 2 From Boston
 Europa May 16 From Boston

MARINE AND FIRE INSURANCE.
 Protection Insurance Company of N. J. CAPITAL, \$200,000.
 Camden Insurance Company of N. J. CAPITAL, \$100,000.
 WITH A SURPLUS OF OVER \$30,000.

HARTFORD FIRE INSURANCE COMPANY OF CONNECTICUT. CAPITAL, \$150,000.

COUNTING-HOUSE ALMANAC, 1849.

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

THE EARTHQUAKE AT NEW ZEALAND.
 Accounts from New Zealand bring the particulars of a very severe earthquake which has been experienced in that country, almost entirely destroying the town of Wellington. This town is the capital of the British possessions in New Zealand, and says the Boston Mail, has grown up rapidly as to become known to the rest of the world. It contains some 30,000 inhabitants, and the omnibuses run up and down its streets as regularly as in those of London.

On Friday, the 13th October, was a fine day, but very sultry, and on Saturday there was wind and heavy rain. This lasted all day on Sunday, and at half-past one on Monday morning a distant rumble was heard, the sound travelling at a most rapid rate, when almost instantly, and in the course of a few seconds, the whole town was labouring under the most severe shocks of earthquake ever experienced. This continued at intervals until half past seven. Two-fifths of the chimneys were thrown down, and various public buildings were damaged. On Tuesday the shocks were again felt, and the houses quivered like ships in a gale, three persons, Barack S'gramm Lovel and his two children, were killed by the falling ruins. The colonial and military hospitals, the jail, &c., were so much injured, that the patients and prisoners had to be removed.

The heaviest and most continuous shocks were experienced at Wellington, Queen Charlotte's Sound in Cloudy Bay, nearly in the centre of the region over which they extended. The earthquakes were preceded by stormy weather, with heavy gales from the south and east, which lasted the greater part of the nine days. The volcano of Tongariro was not in activity, nor were any others known to be so. On the afternoon of Tuesday, the 17th, a bright flame was seen to shoot up in the north-east at Wellington, and on board the Sarah Ann, then off Kapiti. At Nelson the atmosphere is said to have been saturated with electricity. It is gratifying to learn that there has been no loss of life, and that the settlers are now happily distributed over the country.

On Wednesday all was tranquil, but on Thursday renewed shocks were felt, and being more violent than ever, completed the destruction. The Wesleyan chapel and other buildings were thrown down, several cracks appeared in the earth, especially along the beach, and in the sky there was a fiery glare. On Friday, the 20th October, thirteen successive shocks were felt, and on Tuesday, the 24th, there was a renewal. On that day the earthquake appeared to have subsided, and up to the 17th November nothing more was felt.

The shipping had offered refuge to the inhabitants, and the officials, in conjunction with the residents, were making great efforts to repair the damage. The earthquake was felt in other parts of New Zealand, but we have no particulars of damage done. So far as our information goes, the earthquakes lasted nine days, and were felt at various places, from the 73d to the 76th degree of east longitude, and from the 39th to the 44th degree of south latitude.

Too Good to be Lost.—The Philadelphia correspondent of the Boston Age and News, in a late letter tells the following story: I heard a case of extreme modesty the other day, so extreme that it couldn't be under stood.

A lady went into Thornley's India rubber-store and enquired of the fascinating Mr. T. "Have you any India rubber, *elgy encirclers*?"

"What did you say ma'am, said the store-keeper, slightly confounded."

"*Elgy encirclers*," repeated the lady with a blush. Thornley looked around the store, first at the great piles of India rubber, then at the gutta percha, then India rubber cloth, and soon on, but without seeing anything corresponding to the name.

"You're sure it is made out of India rubber," said Mr. T., inwardly declaring that there was nothing made of that article which he had not seen.

"Oh yes, replied the lady.

"Do you see anything like it, at length returned the bewildered fellow.

The lady looked around the well filled store and at length her eye rested upon a box, which she blushing pointed to. "What do you suppose it contained?"

"G—r—t—e—r—s."

"She was soon helped to a pair, and she took her leave, it did not once occur to Mr. Thornley, that garters were *Lo-gy encirclers*."

HINTS ON AGRICULTURE.—The last three years there have been failures in the wheat and potato crops, and the consequences have been very severely felt by all classes of the community, more especially by those who depend on the tillage of the soil for the support of their families.

We think that our Agricultural friends would gain a very great error in depending so much as they have done, on these two articles for support; and an experience has taught us that they are subject to various contingencies, and that we should not depend so much on them as we do. We would recommend them to diversify their crops, and to grow other Grains and Beans, which are equally valuable as breadstuffs, and food for cattle, as the two above mentioned.

The following are well adapted for our soil and climate, and all can be used as substitutes for Wheat—namely, Oats, Barley, Buckwheat, Rye and Indian corn. The four first mentioned are all hardy, and may be raised in an ordinary season; and the five last experiments that have been tried with the latter, have generally proved successful. As a substitute for Potatoes, we would recommend the planting of Bush Beans, Broad Beans, Carrots, Parsnips, Peas, Parsley, Marigolds, Wurzels, and Turneps. All these can be advantageously used in feeding cattle, and the greater portion at our own tables.

Last year a very general feeling prevailed, that if wheat was sown late, it would escape the weevil, and many acted upon this principle—but unfortunately for them, while endeavoring to escape one evil, they fell upon a greater one, and were struck with rust. The weevil certainly is very destructive, but it leaves a portion behind, and that is sound and good; but the rust destroys all, even the straw.

In reading over some American Agricultural periodicals lately, we perceive that this is the usual fate of *late sown wheat*. We would advise our agricultural friends to run the risk of the *weevil*, and get their wheat into the ground at an early period as possible.

In planting Potatoes, we would recommend to all who are enabled to do it, to put them into *new ground*; experience has shown that they thrive better, and have a greater chance of escaping the rot.

We throw out these suggestions, and feel convinced that if they are acted upon, much benefit will flow therefrom.—[Miraught Gleaser.

ATMOSPHERIC RESISTANCE ON RAILWAYS.—In Dr Lardner's third lecture on Railways at Manchester, he detailed a variety of experiments made in order to ascertain the source of resistance. "He found that an enlarged temporary frontage constructed with boards, of probably double the magnitude of the ordinary front of the train, caused an increase of resistance so trifling and insignificant as to be scarcely unworthy of resistance, so far as Steam was concerned, was not to be ascribed to the form or magnitude of the front, it next occurred to him whether it might not arise from the general magnitude of the train front ends, top and all. An experiment was made to test this. A train of waggons was prepared with temporary sides and ends, so as to represent, for all practical purposes, a train of carriages, which was moved from the summit of a series of inclined planes, by gravity, till it was brought to rest; it was next moved down with the high side and ends flat on the platform of the waggons, and the result was very remarkable. The whole frontage of the latter, including the wheels and every thing, a complete transverse section of the waggons, measured 24 feet square, and with the sides and ends up so as to present a cross section, it amounted to nearly 48 square feet. The uniform velocity attained on a plane of 1 in 177, without the sides up, was nearly 23 miles an hour; whereas, with the sides up, it was only 17 miles an hour; so that, as the resistance would be in proportion to the square of the velocity, other things being the same, there would be a very considerable difference, due to the difference of velocity. Then, at the foot of the second plane, while the sides were down, an iron hook which remained attached to the train, was struck, with the sides up, it was reduced to 8 1/2 miles an hour; so that a very extensive difference was produced. They would see at once that this was a very decisive experiment to prove that the great source of resistance was to be found in the bulk and not the mere section of the train, whether of the front or the back of the train; but simply in the general bulk of the body carried through the air. It was very likely to arise from the successive displacements of a quantity of the same plane equal to the bulk of the train; or still more probably from the fact of the extensive sides of the train, and indeed there was likelihood that the resistance for a train of carriages, they would soon see what a powerful power must be exercised upon it. Thus, when a train is moving rapidly, the moving power had not only to pull the train on, but it had to drag a recession of columns of air, at different velocities, one outside the other, to a considerable extent outside the train, and it did more, for it overcame their friction one upon the other; for as these columns of air were being pushed the velocity, and all this the engine power had to encounter. This would go far to explain the great magnitude of resistance found, and its entire concordance with anything previously suspected."

From Sharp's London Magazine.

The moralist may see much here to engage his thoughts, for those silent burning lights are aiding his labors by preventing the crime to which darkness offers a temptation. Let any one who doubts this read the accounts of the state of things in London in old times, when the link-boy was necessary to enable the passenger to track his path through the dark streets at the corners of which desperate fellows lurked, for the approach of some passengers whom business or pleasure had forced out. Such times were the golden ages of burglars, who did nearly as they pleased during the period between sunset and sunrise. Who now fears lest he should be knocked down and deliberately robbed and beaten in Chopside, Fleet-street, and the Strand, even if he should be out hours after sunset? Now, this change in the social state has not arisen simply from algebraical additions of security given to persons and property by a well-lighted city. The men who go about the burning of the Gas-jets in a coal-jar, little suspected the moral importance which that very species of flame would exercise in subsequent ages.

Arrival of the Steamship Europa.
 The Royal Mail Steamer Europa arrived at Halifax yesterday morning, at 10 1/2 o'clock, in less than 10 days from Liverpool, bringing 11 passengers for Halifax and 43 for New York.

The Express for the Associated Press left Halifax at 11 o'clock, and reached Cranville Point, a distance of 146 miles, in the extraordinary short space of nine hours and five minutes. Owing to the unexpected arrival of the Express, the steamer Herald lost forty minutes in getting under weigh, but arrived here, after a very good run, at 3 o'clock this morning—the distance between Halifax and St. John being accomplished in fifteen hours and twenty minutes running time!

Our Liverpool dates are to the 7th inst. The news will be found of the highest interest.

The steam ship America arrived at Liverpool on the 3d inst., in 9 1/2 days from Halifax, and the Washington at Southampton on the 5th, in 10 days from New York.

Parliament has adjourned until the 16th inst., for the Easter recess. The two main objects which have divided its attention have been the Navigation Bill, and the "Rate in Aid Bill" for Ireland, which latter has branched out into a general debate on the policy to be pursued towards that country. It will be seen from the Navigation Bill has undergone some important amendments.

The news from India is still of a warlike character, but more favourable to the British arms, which have once more been victorious in the Punjab.

The Revenue returns for the financial year, and quarter ending the 31st inst. show a continuous, though not a very great, improvement. There has been an increase of £1,103,544 in the Customs revenue for the year, as compared with the previous year. In the Excise revenue there is an increase of £569,632, and in the Crown Lands £39,000.

LAW RESPECTING NEWS PAPERS.
 Subscribers who do not give express notice to the contrary, are considered as wishing to continue their subscriptions.

If subscribers order the discontinuance of their papers, the publisher may continue to send them till all arrearages 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 them in bills, and order of their papers to be discontinued.

If subscribers remove to other places without informing the publisher, and their papers are sent to the former direction, they are held responsible.

The increase of more than a million in the Custom's revenue this year is altogether satisfactory, and shows that the country is slowly but surely recovering from the depression of the disastrous year of 1846-7.

LIVERPOOL TIMBER MARKET.
 March 31.

Since our report of the 1st instant the arrivals from British America consist of only 2 vessels, 618 tons, against 5 vessels, 6225 tons last year. The demand from the country is still very limited.

New Brunswick and Nova Scotia Fir Planks, &c.—Of St. John Spruce (two cargoes (a large proportion being 3-inch Battens), were sold at £7 7s 6d per standard; a cargo of good quality at £5 2s, and in small parcels from the yard, some maddings, at £3 5s to £5 10s per standard. By auction at Birkenhead a cargo of Prince Edward Island Spruce was sold at £7 to £7 10s per standard.

Quebec Deals.—By auction a few standard were sold at £5 10s per standard.

BUSINESS PROSPECTS.—The Bank of England returns during the fortnight show the general business of the institution to be in a normal state. The bullion in the vaults is about £15,300,000. Money has somewhat increased in value, the lowest bank rate is 3 per cent, but with private banks the best bills can be done at about 2 1/2 per cent. The April dividends now due will probably keep it about the present value. There is still an uneasy feeling respecting the threatened hostilities in the North of Europe; but if the Danish quarrel could be adjusted, nothing material would stand in the way of a permanent prosperity in commercial affairs. The Board of trade returns, ending 6th March last, exhibit very satisfactory proofs of the cominence of the country having now returned to a prosperous condition. The exports of the two first months of 1849 show an improvement upon those of last year, which is satisfactory, as they were the two months preceding the French revolution.

The weekly accounts of the Bank of France show a progressive improvement of the trade of Paris. The French Funds, since the total defeat of Charles Albert, have been well maintained.

COMMERCIAL.
 Although matters on the continent of Europe, are not yet satisfactorily adjusted, still commercial affairs continue in satisfactory state. The Money market continues well supplied with cash; but in the rate of discount there is not any change to report. Good bills of short dates continue in request, and the rates for such are 2 1/2 to 3 per cent.

IRELAND.
 The intelligence from Ireland does not possess any new feature of importance. Distress continues to be severely felt among the peasantry, and the Galway Mercury contains some heart-rending accounts of deaths from starvation.

TRIAL OF MR. DUFFY.
 All the necessary preparations are in progress for another experiment of trial by jury in a Dublin court of justice. Summonses have been served on the city jurors, and Mr. Duffy will be again arraigned at the opening of the commission on Saturday next. The case for the prosecution, however, will not be commenced before the following Monday, and the *bank* may be looked for in all likelihood before the close of the summer.

On Monday afternoon, a d'p'tealge, headed by Sir Lucius O'Brien, waited upon the Earl of Clarendon, at the Irish Office, London, to present an address from twenty-six members of Parliament, praying that all further proceedings against Mr. Charles Gavan Duffy might be abandoned. Sir Lucius, in stating the substance of the memorial, expressed his own belief that Mr. Duffy was guilty of the offence laid to his charge.

Lord Clarendon commented in severe language on the terms of the memorial, and designated its presentation as an impropriety not unprecedented, however. He was surprised that twenty-six members of Parliament could be found to sign such a document, especially when there was no doubt of Mr. Duffy's guilt. Several of those whose signatures were appended to that memorial had not many months ago, expressed to him their sense of the danger which existed at the period of Mr. Duffy's arrest, and required the protection of the Government against an apprehended outbreak. Granting the prayer of the memorial would be an extremely bad precedent, and one which he could not sanction.

Mr. O'Flaherty admitted that Mr. Duffy had been very imprudent, but did not believe that he was guilty of the charge, or he would not have been there.

Lord Clarendon said that eleven out of the twelve jurors had been for a verdict of guilty. Only one juror held out, or Mr. Duffy would have been convicted.

Mr. Scully believed the mode of prosecution to be unprecedented.

Lord Clarendon.—So was the offence.

Messrs. Fagan and Devereux disapproved with Mr. O'Flaherty.

Lord Clarendon said that he would give an answer in writing, and the discussion withdrew.

Europa.
 Interesting Intelligence.

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SOCIETY.
 An Assembly held at the Institute, Saint-John

Original issues in Poor Condition Best copy available