

Arrival of the Steamship



Asia.

The Royal Mail steamer Asia arrived at New York on Wednesday morning.

The markets do not exhibit much change. Wheat and flour remain at our last quotations. Sugar has advanced from 61 to 62 per cent, according to quality. Molasses was firm, at former prices. Tea was at five, and had advanced.

The political news is not devoid of interest.

In France a crisis of some sort is considered imminent. Great dissatisfaction with the present state of things prevails among the people.

The attempt of the Holsteiners to take Fredericstadt has failed. They were defeated by the Danes, with the loss of 600 men killed.

Austria, Prussia, Saxony, and Württemberg have entered into an offensive and defensive alliance.

Prussia is determined to assist the Elector of Hesse-Cassel; and it is said that Russia will oppose the attempt. Altogether the smaller States of the Germanic confederacy appear to be in a very troubled state, which, together with the war with Denmark, may lead to some important results.

The Queen has returned from her visit to Scotland. During her sojourn there, the Bishop of London addressed a letter of remonstrance to Her Majesty, for not having a clergyman of the Established Church in her suite, and for attending a Presbyterian place of worship at Balmoral. A reply was sent to the Bishop, expressive of Her Majesty's disapproval of such interference.

The Tenant League in Ireland is exciting great attention, and promises to do much for the amelioration of the condition of the people. It cannot be denied the movement is looked upon with suspicion by government—especially as it traces all classes and creeds in its ranks; but the result of the movement will be productive of great benefit to the working people of Ireland.

Medical Congress.—Cure for Madness. A medical Congress is given in the continental papers of a great Congress of medical men which is proposed to hold in France, for the purpose of testing by experiment the value of a newly discovered cure for madness, and for the lives of numerous persons by means of codine seed. It seems that two subjects, M. Auguste Gaillien and M. Hippolyte Fourrier, Professor of Mathematics of the department of Aveyron, have offered themselves to be operated on, which means, we suppose, that they offer to let themselves be bitten for the purpose of the inquiry. "It has been thought advisable," says the Brussels Herald, "to postpone until next month the experiment to be tried on M. Auguste Gaillien, in order to afford sufficient time for all the celebrated medical men of France and other parts of Europe to meet together at this sort of medical Congress, in which one of the most difficult problems of actual medicine is to be solved. It is announced that all the different States of Europe will be represented at this meeting.

The Londoner Journal mentions a singular incident. The iron steamer Fenella on its way down the Lough was attacked by a large fish, who seized the bow with its jaws dragged the steamer all the way into Portrush harbor, whither she was bound, and then let her. The marks of the teeth were plainly visible in the bows of the steamer. The fish was about fourteen feet long of a black color, and is supposed to have been a basking shark.

FROM CALIFORNIA.

A letter in the Alta California, dated American bar, Feather river, says:— "I have recently learned of a desperate battle that took place between the miners and Indians several miles above. The Indians having been guilty of many unprovoked outrages and murders, the whites formed a corps of fifteen for their common defence. While seven or eight of the company were out prospecting, they were suddenly attacked by a party of fifty or sixty of the Natives, some of whom were armed with pistols which had been imprudently sold them by the whites. The men stood their ground, and were soon reinforced by the commander, Capt. Sanger, and some others who heard the firing and rushed to their aid. This little band stood their ground for three hours under a terrible hot sun and in a most disadvantageous position, until at last the Indians, disheartened by their slain, retreated. Capt. Sanger was mortally wounded, and three others severely. The former was from Massachusetts, and the latter from Maine. Lieutenant Johnson started the next day with the entire force, and completely broke up all the enemy's villages or camps, and entirely routed the scoundrels, so that no government aid will be needed at present.

The Alta California notices the arrival at San Francisco of one of the shareholders of a company on the Yuba. They had completed their dam, and the first day and a half's work, with the use of one quicksilver machine reduced eighty pounds of gold. Yet close to these rich washings other companies have failed to realize their expense. In company with this gentleman were four others, who were returning homeward, with an aggregate fortune of nearly two hundred thousand dollars, the result of their labour on the Yuba. There arrived at San Francisco from the lat of to the 13th of September, by sea, 5940

persons, of whom 57 were females. The departure by sea for the same time were 4572 of males.

During the week several friends have visited us with specimens taken from different veins in the Southern district. One of the most beautiful specimens was shown to us by Mr. Silwell. Its intrinsic value is nearly \$2000; the piece is pure gold of a deep rich yellow colour. It was dug by a party in the rich gulch Mokelumnes. From the same hole 50 lbs were taken in eight days.

The accounts of the overland immigration are melancholy. A letter from Col. J. A. Ralston, to the committee of Relief at Sacramento City, says that he is satisfied that at least 10,000 were on their way, one half of whom would be destitute of teams and sustenance before reaching Carson river. They had been marled into a roundabout and difficult road. He says that most of the animals on this route perished on the desert for want of water and food. Those who are fortunate enough to get over the desert will still have to travel near 300 miles before they reach Carson river, and but few then will reach that point with any means to purchase subsistence.

The California papers of the 15th state:—Rain had fallen at San Francisco, Stockton, San Jose and other places, which indicates that the rainy season is near at hand.

From the mines generally, the accounts are satisfactory.

From Jamaica.—By the steamer Philadelphia, at New York, we are in receipt of Kingston papers to the 13th inst. Two days later than former advices. A fatal case of cholera occurred at Kingston on the 10th. The streets of Kingston are to be cleaned by the convicts there. One of the most terrific thunder storms ever witnessed at Kingston occurred at Jamaica on the 10th. The main top royal of the barque Laura was struck and shattered by lightning and a house in the city was destroyed by the flood. The streets were so much cut up by the torrents that flowed in them as to be dangerous to foot passengers. At Barbadoes the weather has been very hot; business is in a good state there. Trinidad has also been visited by a severe storm; one man was killed by lightning, a ship in the bay of San Fernando was wrecked, and a sugar boiling establishment damaged.

CINCINNATI, Oct. 21st.—A returned Californian, named William Herring, died in this city on Sunday, at the Hotel des Invalides. He was out of mind, and no information could be obtained from him relative to his family or whereabouts. He left drafts on New York for \$6000, besides seven ounces of gold dust.

EAST ALBANY RAILROAD DEBUT.—Some idea of the magnitude of the freight business at the depot of the Western Railroad at East Albany, may be gained from the fact that two hundred and fifty cars per day, are loaded and sent off. The freight business of last month, at that place, was larger than in any previous September. In October, 1849, eight freight trains were sent off one morning. The freight bills of that day amounted to over \$5000.—*Albany Journal.*

ANOTHER STEAMBOAT EXPLOSION.—A dispatch from Pittsburgh of the 11th inst. says:—The steamer J. B. Gordon, while on her way to Wheeling, yesterday morning, collapsed a fine, when 18 miles below Pittsburgh, and four persons were instantly killed, and five or six others dangerously scalded. The boat was immediately driven ashore, and but little of the freight was lost.

DEATH OF THE LIEUT. GOVERNOR OF P. E. ISLAND.—By the Eastern Mail yesterday we received Charleston papers, which announce the melancholy intelligence of the death of DONALD CAMPBELL, Esq., Lieutenant Governor of Prince Edward Island. The Hon. AMBROSE LANE, has been sworn in as Administrator of the Government under Her Majesty's Commission.—[Halifax Colonist.

MAILS.—We learn that the Express Mail for onward hence to New Brunswick, which arrived on an English Steamer, and thence here previous to the departure of each vessel is about to be conveyed in future via the Western route and across the Bay of Fundy, instead of, as heretofore, via the Eastern route and round the head of the Bay. It is supposed that the work can be done more rapidly, and at less expense, by the new route. This Mail, we believe, is a purely local affair, paid for and conducted on behalf of, and by our spirited Sister Province, ever since that famous report, emanating from Nova Scotia, which knocked upon the overland carriage of the Canadian Mails.—*Recorder.*

THE FINE ARTS.—We yesterday took advantage of an opportunity afforded by the polite invitation of the Artist, to inspect a number of Paintings in oil, by our young townsman, Charles C. Ward, son of Charles Ward, Esq., of this city. Most of the pieces are the work of the past summer, and are either compositions, or representations of New Brunswick scenery. Although Mr. Ward is quite young, and, as we understand, mostly self taught in the art which he is about to dedicate as a profession, his pictures would do credit to limners, whose opportunities for instruction and improvement are restricted. They have already gained him professional friends in New York, (where he spent a part of the last winter) who admire his style, and have given him every encouragement to establish himself in that large and thriving community, whose taste for the fine arts is increasing with their means, and whose wealth enables them to foster and protect the child of Genius. We learn that it is Mr. W.'s intention to leave this city in a few days—and we hope for his own sake as well as for the honour of New Brunswick, that every

success will attend upon him in his new home.—*Tem. Telegraph.*

THE CAPT. BERTON GIANT.—We learn from the Halifax Sun, that a giant born in Breton is now on his way to Halifax, intending to exhibit himself in the Colonies prior to a visit to the United States. His name is Angus McCaskel, and he is only in the 20th year of his age. The height of this wonderful boy is about 7 feet 3 inches, without boots; he is more than two common sized men; his strength is equal to his size.—*New Brun.*

RAILWAYS.—The Frederick Amaranth of the 24th instant, in an article upon Railways, after alluding to the progress which has been made with the work on the Saint Andrews and Quebec Railroad, says:—

"We learn from private sources that the people of Quebec are now directing their attention to this Railway, with a determination to carry it through. They say they will meet St. Andrews people, with their rail, at the Grand Falls, or possibly, at Woodstock! Thus will Canada have winter communication with the Atlantic through British territory, and the direct route to the West Indies also. From St. Andrews to Quebec, by the way of the Restook valley, is 200 miles; by the Grand Falls and River de Loup, about 375 miles. From River de Loup, however, to Quebec, (120 miles) the land is level, and the country almost one continued village. Whether these advantages, and that of having the line throughout the British territory, will counterbalance the expense of running 75 miles out of the way, is a matter for consideration to the stockholders."

From the Frederick Reporter.

The present traffic on the river St. John is unprecedented. No less than six boats are constantly employed in carrying freights and passengers from the city of St. John to the various stations on the river, between the seaboard and the Grand Falls, including the Grand Lake, Fredericton, Woodstock, Tobique, and the Falls; while the downward freight from the County of Carleton, and the upper districts of York are even greater than those of last season.

Even to a stranger who had never heard of this section of New Brunswick as the connecting link between the Eastern and Western Provinces, this large amount of business would naturally indicate the necessity for a direct and speedy mode of conveyance between New Brunswick and Canada; but the people of St. John are already pretty sure of the proceeds of the river Trade, and hence we suppose arise their utter indifference—we might perhaps add, aversion, to a nearer communication with Canada. Be it so, time will tell whether in advocating for the last six years, a Railway in Canada, we have or have not the right side of the question.

It may be said, that we have at present enough of Trade for the circumstances of the Country; and to this, having special reference to the character of our business, we willingly accede. Every alternate three years in the history of New Brunswick for the last thirty years, have been emphatically designated good and bad. The three years in which the former leaves his domestic labour, works in the woods, and gets heavily in debt, are called our "good years," while the other three in which he is called upon by the merchant to pay his debts at the sacrifice of his property, are the "bad ones." The judicious capitalist takes advantage of the former; political demagogues who wish to live more upon their wits than their character, subsist for a while upon the latter. But it is not such a certainly ruinous business as this, that can ever lay the basis of our prosperity as a people. We have tried and found its deception a hundred times over. We want something better than the frothy transaction between the American Miller and the New Brunswick Lumberer, on which to fix our hope, and a fair sample of what we might do to break up that connection has been furnished for the last two or three years by the farmers occupying the lands on a part of the route between here and Lower Canada.

We earnestly trust that every possible means for developing and carrying into effect the vast resources of this central region of the Province, will be attended to at the next meeting of the Legislature. Mr. Partelow, who is now a Representative for the upper County, cannot but have observed the circumstances which have given rise to these observations; and while we would not for a moment direct attention from the spirited efforts in progress on behalf of the "European and North American Railroad," we would not at the same time lose sight of the great importance of clearing the short thoroughfare which connects the two Provinces, and which if once accomplished, would throw open an exhaustless source of legitimate as well as profitable trade on either side, extending all the way from the head of the great Canadian Lakes to the shore of the Bay of Fundy. This is an undertaking which in our humble opinion should have been accomplished many years ago; had our capitalists undertaken it, with all the advantages which nature has thrown in its favour, they would ere now have reaped a rich reward for their outlay. The great misfortune hitherto has been, that those who have possessed the most ample means for effecting public purposes, have never turned their attention to any principle beyond the point of seeking for Office; and to this one deadly selfish pursuit every other principle of action has been made subservient. The same line of conduct has also prevailed in Canada to a great extent; and thus the energies of a whole people—energies, which, if properly directed might have benefited these Colonies have either been permitted to lie dormant, or have been associated with the most parsimonious

habits and cooped up within the contracted circle of domestic life. To those at a distance who may read these observations, the charge of extravagance against the working classes, and that of parsimoniousness in application to the rich, will sound oddly;—but the charge is no less true than singular, the thorough explanation of the causes including such a contrary state of society, would occupy a space and involve time neither of which we can at present command.

Imported Cattle.—On Monday last we had an opportunity of examining a Bull and Heifer of the Durham breed, imported from England, ex ship *Olive*, Olive, master, from Liverpool. These cattle are perhaps the finest animals of the kind that ever reached the shores of New Brunswick. The Bull is only one year and eight months old, and weighed, when put on board about 1100 lbs. He now weighs over 1300 lbs., and is of a symmetry which we should imagine to be nearly perfect. The Heifer is not three years old till next March, is about the same size as the animal just referred to, and is also of a symmetry not to be surpassed. The pair cost the proprietor between £80 and £90 sterling, exclusive of expenses previous to and after shipment. The pedigree of the animals accompanied them, sustained by the usual affidavits and certificates, and we sincerely hope their owner will reap all the benefits from his exertions to improve the breed of Stock in this country which his enterprise and public spirit deserve.—*Head Quarters.*

THE STANDARD.

St. Andrews, Wednesday, Oct. 30, 1850.

Charlotte County Bank.

Hon. HARRIS HATCH, President.

T. B. WILSON, Esq., Solicitor.

Discount Day—TUESDAY.

Hours of Business, from 10 to 2.

BILLS AND NOTES FOR DISCOUNT must be lodged with the Cashier, on or before MONDAY, otherwise they must lie over until next week.

St. John and Woodstock.

Counters:—Robert Ker, G. Dimock.

John Lochary, D. Bradley, Henry O'Neil.

St. Andrews.

Steam Mills and Manufacturing Company.

R. M. ANDREWS, Esq., President.

Saint Stephens Bank.

Wm. Todd, Esq., President.

Discount Day—SATURDAY.

Hours of business, from 10 to 1.

BILLS AND NOTES FOR DISCOUNT must be lodged with the Cashier, on or before FRIDAY, otherwise they must remain in his hands until the following discount day.

The Steamship Asia arrived at New York on Wednesday last, with dates from Liverpool to the 12th instant. The news was received at St. John by Telegraph—when is St. Andrews to have a branch of this line in operation? We hope our spirited townsmen will take the matter in hand at once, and raise the amount required, and within a few weeks we will be in communication with St. John, Fredericton, Halifax and the great cities of Canada, and the Northern and Southern States.

ST. ANDREWS AND QUEBEC RAILROAD.

We are happy to announce, that on Monday last the laying of the superstructure to receive the iron rails of the Railroad, was commenced at the eastern end of this Town, and already considerable progress has been made with this part of the work. We observe, also, that Katy's Cove Bridge will be completed within the time specified, and that the line as far as Chamcook Lake will be ready for the rails in the course of next month, when we hope to see the "Steam horse" at work on the line. Let it not be supposed that we are too sanguine, for a very short time will prove whether we are correct or not in our statements. Every exertion should, and no doubt will be made to complete the line to Woodstock as soon as practicable. The absolute want of a railroad is now more than ever felt by the people on the Upper St. John. From an article in our columns, copied from the Frederick Reporter, it will be noticed, that the traffic has increased to such an unprecedented extent, that no less than six steamers are constantly employed in conveying goods and passengers between St. John and the Grand Falls, including Woodstock and other intermediate places; and the return freights from the County of Carleton and the upper districts of York, are stated to be greater than last year. It is also pleasing to learn that the Quebec people are directing their energies to the making a Railroad to meet and connect with our Railroad at the Grand Falls.

THE EUROPEAN AND NORTH AMERICAN RAILWAY.—On our first page we have copied a Despatch from Earl Grey, in reply to Sir John Harvey's application to the Home Government, soliciting aid by guaranteeing a loan of £200,000 Sig. for constructing that portion of the above named proposed railway, which would pass through Nova Scotia. Earl Grey expresses his entire approbation of the support and encouragement given by the Provincial Government to the undertaking, and is most anxious to promote the success of the enterprise; but adds, that Her Majesty's Government will be prevented from recommending to Parliament any measure for affording pecuniary assistance towards its construction, from the same reasons that stood in the way in the case of the Halifax and Que-

bec Railway. He believes that the European and North American Railway would be of the highest service to Nova Scotia and this Province, and does not view it as likely to endanger, by competition, the still more important line to connect Halifax and Quebec; but thinks it will prepare the way for the execution of the latter. In that case, what reasonable hope have the friends of the former line, that they will obtain the provincial guarantee offered to the Quebec line? Surely they can have none. We observe, that some of the United States papers, speaking of the European and North American Railway, state that our provincial papers are more sanguine of success in the matter than they are. One of the leading Boston papers says, that it is probable some day or other such a road will be constructed; but hopes that not a single mile will be built until all the New England roads, now in progress, shall be paid for. This is honest; and there can be no grounds for suspicion of repudiation on the part of the New England people.—They will very naturally finish their own Railroads now in course of construction, which are of most interest to them, before building a new line to connect them with the Provinces. The aspect of affairs clearly "furnish fresh assurance that the work will be taken hold of in right good earnest;" as some of our St. John contemporaries have it.

Railways, and the Removal of the Seat of Government from Fredericton to St. John, are subjects which have been agitated in St. John for some years, but with little success.—There certainly must be some reason for their not succeeding, when so much talent and information have been brought to bear upon these important subjects. A writer in the *Courier* of Saturday last, says:—

"All who wish a great improvement in the Legislature of New Brunswick, will feel the vast importance of transferring the seat of legislation to the larger community, unfettered by official and executive influence." We question whether the members from Carleton Place, York, Sunbury, Queen's, Charlotte, Kent, Northumberland, and Gloucester, will coincide with the writer in his views. St. John has rather more executive influence than ever Fredericton had.

FALL GOODS!—Messrs Odell & Turner have received and are now opening a large supply of Fall and Winter goods suitable for this market, which will be disposed of at low prices.

Let it be the motto of all—I will encourage my own neighbours. In turn you will be encouraged also. A mutual feeling of good will and kindness will spring up in your midst, and prosperity will be observable in every street and in every dwelling.

A Remarkable Cure of Dropsy of the Chest by Holloways' Pills.—Extract of a letter from Mr. Mundy, farmer, Kensington, near Oxford, dated Dec. 2nd, 1848.—"To Professor Holloway: Sir, Having on a former occasion apprized you of an extraordinary cure upon myself by your invaluable medicine, it gives me great pleasure to testify again to its efficacy in a case of Dropsy of the Chest with which my shepherd was afflicted, to whom, the moment I was informed of the nature of his complaint, I recommended a trial of your Pills, which advice was adopted with complete success, for by taking a few boxes only he was perfectly cured, and is now in sound health."

DEATHS.

At St. George, on the 27th inst. Augusta E., daughter of Col. Henry Seely, in the 22nd year of her age.

On the 23d inst., at her residence, in St. Patrick, Mrs. Catherine Morrison, aged 68 years.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

Oct. 22d.—Schr. Ulica, Meloney, Boston, with Whittlock, general cargo.

23d.—Packet Matilda, McMaster, Eastport, provisions.

Ship El Dorado, Morrison, D. Gilmore and others, Merchandise.

—CLEARED.—

Oct. 28th.—Schr. Defiance, Clark, Boston, bark.—J. Clark.

Ulica, Meloney, Boston, lime.

Arrived St. Stephens.

Oct. 15th.—Schr. Victoria, Crosby, Yarmouth—Master, fish.

16th.—Am. Schr. Royal Oak, Reed, New York.—F. H. Todd, flour and corn.

17th.—Brig Eight Sons, Sullivan, Grenada C. Young, Sugar.

21st.—Schr. George Noble, Byrne, Apple River, N. S.—Lumber.

23d.—Ship Venelia, Christie, New York.—H. Eastman, ballast.

Schr. Bee, Hains, Westport.—Master, fish.

NOTICE.

The Gentleman who purchased a letter from the desk in Bradford's Hotel, on Monday of last week, addressed to the Subscriber, and containing Twenty shillings in C. C. Bank paper, will confer a favor by returning the money—the letter, which was probably the object of inquisitiveness may be retained for the gratification of the purchaser and his friends, and no questions asked.

Oct. 28, 1850. SILAS WILLIAMS.

Speed the

AGRICULTURE.

The Annual Meeting of the Charlotte County Agricultural Society will be held at the T. draws, on the second next, at 11 A.M., for officers, and the transaction of business as may come. A full attendance is By Order of the October 28th, 1850.

The following Rural Meeting, held now published for the bors and the public.

That the Secret keep a Book for the the names of mem joining the Society therein, at the time be liable to the Soci upon entering their 5s. on the second each and every year shall notify the Ti withdrawn from the paid all arrears; vote at the meetin his dues are paid. By order of Oct. 25th, 1850.

Charlot Agricultural S

The Charlotte C city offer the follow mens of Grain and to be entered for co at the Town Hall, c Meeting, at 11 A. Dyed Woolen clou 1st prem £1, 2d Cotton and Wool than 1st prem 15s, 2d Cotton and Wool than 1st prem 12s 6d, Flannel all wool, 1st prem 15s, 2d Tweed, cotton 1 1st prem 15s, 2d

Wheat, not 1st prem 15s, eco Oats, not 1st prem, 12s 6d, Barley, not 1st prem, 12s 6d Rye, not 1st prem 12s 6d, Buckwheat, n 1st prem 12s 6d, Grass seed, 1st prem 15s, 2s The following

servic:— All articles ent be bona fide the tering the same, county. No person sh prem un on the or Cloth entered All persons co the articles ente the Secretary be of the Meeting, s the trace fee of 6s. The following to act as Judges, Messrs, John I Whitlock, Com Messrs S Ggett Committee on G By order

October 28th 18

For the Ch Society, Titu Cultivator, for for which a re upon applicati

ALL Trans business TURNER, wi the Store form ward & Joseph entire STOCK removed and sale at low

St. Andrews

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