

Oil Fluid
from New-York:—
o. 1. CANADA
FLOUR.
from Boston:
o. 2. do
do 602
L. WHITLOCK.
4, 1851—31
L. H. HATCH.
State of Daniel Cunn
of Parish of Saint
of Charlotte, de

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both this day filed
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appear and attend
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and next of Kin of
to all persons inter-
and they are here-
ne at a Court of the
Office of the Re-
Saint Andrews, in
airborne, on Saturday
PRIL, next, at the
noon, to attend the
of the Account of
and the Seal of
this tenth day of
1851.
H. HATCH.
Surr. Judge.

robates
NEWBICK.
SSEMBLY.
adapted as Standing
1851.
of a private nature
or relief, shall be re-
after the fourteen-
of the Session, leave
Clerk of this Court,
to the meeting of
City printed ex-
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the several Counties
the same to be
Gazette, and two
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where such School-
ing the time actually
to be incurred, the
of the said School-
ing, shall be com-
pelled to School in account
of.

WILMORE Clerk
3 &c.
BALSON.
a fresh supply of
ICES &c,
phases.
Coke CRRANTS.
T. CONFECTIONS,
FLORIDA FLOUR,
GROUND BUTTER.
lying at the market
at 20 lbs.
Butter, from 20 lbs.
eral assortment of Gro
at the lowest prices for
December 24.

FOR SALE.
Admrs of Land, situ-
t Ridge, so called, in
the being Lot No. 13
7 particulars and a
ly at the office of the
news
WILLIAM KER,
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from London, via St
agu Tea,
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Martin's Japan Black
he Grace from Liver
RT WINE,
Famiana Rum,
ort Wine,
Cognac BRANDY,
lartell's Hennessy
Vine Brands
ary.

The Standard.
IS PUBLISHED EVERY WEDNESDAY, BY
A. W. Smith.
At his Office, Water Street, Saint Andrews, N. B.
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Advertising by the year as may be agreed on.

The Standard.

OR RAILWAY AND COMMERCIAL RECORD.

Evans sumendum est optimum.—Cic.

No 41] SAINT ANDREWS, N. B., WEDNESDAY, OCTOBER 13, 1852 [Vol. 19

LAW RESPECTING NEWSPAPERS
Subscribers who do not give express no-
tice to the contrary, are considered as wish-
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European Intelligence.

FOUR DAYS LATER FROM ENGLAND.

The steamer Atlantic left Liverpool on the 22d ult., and arrived at New York a little before 8 o'clock on Saturday evening, making the passage in ten days five hours. She had 150 passengers.

The Asia arrived out on the 20th ult., having experienced strong head winds during the entire passage.

There is no change in Flour and Grain. Indian Corn also unchanged in other demand or value.

The Cotton market was quiet.

Monckton, Tuesday Evening, Sept. 21.
The cloth market through the week was characterized by steadiness of prices, but with only a moderate inquiry for all kinds and qualities. Domestic are not a shade lower. They must be called heavy on the market. The inquiries for yards are extensive, especially for the home trade, and first qualities are very firm in value. Export numbers are fair to the U. S.; the season taken into account, a fair business is going on. The Indian branch is good, especially velvet, and the market closes healthily rather than otherwise. Birmingham papers by last mail stated that the iron masters had determined to make an advance on the 1st of October of 20s per ton on the prices of finished iron, equal to 15 per cent. It is thought by many that the advance will not rest at 20s, as several houses have refused to accept orders for some descriptions even at that rate. The advance in iron has caused a corresponding increase in all kinds of hardware and Birmingham wares generally.

Public attention is still occupied with the recent death of the Duke of Wellington, and the proposed honors to his memory. The obsequies will be at the cost of the nation, and probably according to the programme of the funeral of Nelson. It is expected that the body will be buried from St. Paul's Cathedral, but nothing definite is yet decided. Lord Derby, it is thought, will be elected the Duke's successor, as Chancellor of Oxford University, without opposition.

The Secretary at War, Beresford, is not being as Commander in Chief till the Duke's successor is appointed.

During the night of Friday the 17th ult., the ship Bluebird, which cleared from Liverpool the previous day for New Orleans, went ashore on Long Bank, near Wexford, Ireland, and has since gone to pieces. She had on board 35 crew and 450 Irish emigrants, all of whom were saved excepting five, drowned.

How E. C. C. in a letter to the London Times, says the Admiralty does not in the construction of his line of steamers, and further that they are not in the habit of racing across the Atlantic. The Arabia is now getting boilers.

A dispatch headed by Earl Devon, con-
curred with the B. of Trade on the subject of Oceanic communication between the Atlantic and Pacific.

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POETRY.

MAIN-TRUCK; OR A LEAP FOR LIFE.

BY GEORGE F. MORRIS.

Old Ironsides at anchor lay
In the harbor of Mahon;
A dead calm reigned on the bay—
The waves to sleep had gone,
When little Jack, the captain's son,
With gallant hardihood,
Climbed shroud and spar, and then upon
The main-truck rose and stood.

A shudder ran through every vein,
All eyes were turned on high;
There stood the boy, with dizzy brain,
Between the sea and sky.
No ho d had he above, below;
Alone he stood in air
At that far height none dared to go;
No aid could reach him there.

We gazed—but not a man could speak
With horror all aghast;
In groups, with pallid brow and cheek,
We watched the quivering mast,
The atmosphere grew thick and hot,
And of a lurid hue,
As riveted to the spot,
Stood officers and crew.

The father came on deck. He gasped.
"O God, thy will be done!"
Then, suddenly, a life grasped,
And aimed it at his son.
"Jump, far out, boy, into the wave!
Jump, or I fire," he said;
"That only chance your life can save!
Jump, jump, boy!" He obeyed.

He sunk, he rose, he lived, he moved,
He for the ship struck out;
On board we hailed the lad beloved,
With many a manly shout.
His father drew, in silent joy,
Those wet arms round his neck,
Then folded to his heart the boy,
And faintly on the deck.

WORK—NOT WAIT.

BY GEORGE HOOVER.

Fu' long the promise has gone forth,
Of better times and brighter days,
When honors shall attend on worth,
And meet reward on honest ways.
The people have been told to wait—
Until the golden age appears;
To wait! Why, that has been their fate
For some six thousand years.

To wait is good, to wait is brave;
To wait, it is the hero's part;
But waiting never freed one slave,
Nor healed a single wounded heart.
O poet, write thou Work for Wait,
In fulsome faith and active deed!
The worker is the lord of fate;
The man who waits still fails at need.

A MODERN HERCULES.

In the beginning of the last century—he was born in 1710—there was a strong man named Thomas Topham, who attained great popularity.

He was bred as a carpenter, but his taste led him to turn publican, and he became host of the Red Lion, near the ring in Moorfields, a situation chosen for the sake of the gymnastic exercises, of which the ring in Moorfields was the theatre. Topham failed in his public-house business, but succeeded as a sporting character, attended races, and exhibited his strength in towns.

He heaved his horse over a turnpike gate; he stretched out his arm and squeezed a porter quart pot in his fingers as though it had been made of egg-shell. Being annoyed by the Osler at an inn in Derby, he seized the kitchen spit and wrapped it round his neck, after the fashion of a comforter. Still in Derby, he took up a watchman asleep in his box, and put him, box and all, over the wall into Topham's burying ground. On board a West Indian man he alarmed a sailor by crumpling a cocoa-nut at his ear, breaking the shell with his fingers as he was in the habit of breaking pepper pots. At a race in the Hackney Road, being annoyed by a man in a cart, he went behind and dragged the cart backwards out of the crowd, in spite of the struggles of the horse to pull it on. Topham limped, for he once had a wager, that if his legs were clamped about a tree, three horses could not drag him from it. The experiment was tried, and the horses being whipped, swerved suddenly aside, so that Tom's legs were broken. But that a fine fellow he was. He was the man to draw. I am quite sure that three such men would draw a house if I

could get them into Drury Lane. The success of the whole combined entertainment would be something altogether monstrous.

Quick Wit.—Curran was a rare wit, but even he sometimes met his match. He was once examining a cross-grained, ugly faced fellow, from whom he sought to obtain a direct answer. At length he exclaimed, "It's no use trying to get the truth out of you, for I see the villain in your face!"

"Do you, sir?" retorted the man with a smile; "why then it must be so—I never knew my face was a looking glass before!"

"How many rods of a furlong?" asked a father of his son, a "fast" urchin, as he came home one night from the town school. "Well, I don't know, boss," was the reply of the young hopeful, "but I guess you'd think one rod made an acher, if you got such an anning as I did from old vinegar-face, this afternoon." The parent stood aghast.

Steamboat Law in Great Britain.—Extract of a letter from a gentleman in Glasgow, Scotland, to a friend in Boston, dated Sept. 3d:

Of one thing we have certainly an advantage over you, viz: in the infrequency of steamboat accidents. Every mail which arrives from the U. S., brings fearful accounts of the slaughter of hundreds of persons, by explosions, fires, collisions, &c. I cannot understand how such an apathy prevails on such a subject in the U. States. Two years ago, a large steamer, the "Orion," was lost on the Scotch coast. It was a fine star-light night, and about as light as day. The weather was fine, the sea calm, and at midnight the captain lay down in his berth with his clothes on, to get an hour's repose, confiding the care of the boat to his first officer. Being anxious to make a quick run, he allowed the boat to sheer a point too closely, ran the vessel on a reef and about 50 passengers perished. The captain was arrested, tried, found guilty of negligence and condemned to imprisonment for 5 years. He was a highly respectable man and I know him well. He is still in prison, though perhaps blameless in point of facts, yet the law requires and holds a captain responsible for the negligence of his subordinates. It is hard, very hard, but it is better that a few should be so dealt with severely, than the lives of the whole community be jeopardized.

CALIFORNIA NEWS.

The new and splendid ship *Corax*, of Davis & Brook's New York and San Francisco line, had arrived at Panama from New York after a passage of 63 days running time—the longest trip on record, surpassing that of the *Winfield Scott*, her avocrite, which on her previous great trip occupied 66 days and 10 hours.

The health of the Isthmus was generally good and passengers were arriving and departing without any interruption.

The election for President of New Grenada passed off peaceably and resulted in the choice of G. A. Orlando.

Considerable excitement existed at Panama on account of the discovery of gold upon the Isthmus, and many of the inhabitants had left their homes for the diggings.

The American brig *Egyptian*, from Boston, arrived at Aspinwall on the 23d of September having lost both the first and second masts from dysentery.

Several additional vessels had been put up at Panama for the Australian mail, the *Johnus* was progressing favorably. The Isthmus really were in good order.

Trade at Panama had improved. The railroad was expected to be completed to Panama about April next.

The news from California is interesting. There have been some few murders and other outrages since the sailing of the steamer; but as a general thing the state of affairs is far more encouraging. Some serious disturbances had, however, broken out in Contra Costa, which the authorities had taken prompt measures to quell.

The overland emigration continued to arrive in large numbers. Some of the reports most terrible suffering, while others have fared well during the entire journey.

rein tight and stopping the horses, Mr. waited her approach. As she came near, her face appeared intelligent and attractive, but melancholy within, and her eyes were less and roving; but as she reached the side of the carriage, and laid her hand on the window edge, she gazed with intense earnestness into the face of the lady, and asked—

"Have you seen William anywhere?"

"Starting as the proximity of a deranged person must have been, the lady had sufficient presence of mind to assure her that she had not seen William, and the poor watcher by the road side turned away with a sigh.

Years had passed, and the incident was almost forgotten, when a few weeks ago, the same lady, now the wife of a lawyer in this city, was riding through Fulton street, in Brooklyn. A loud cry attracted her attention, and looking at the side walk, she saw a person with streaming hair and wild eyes running down the street screaming "Willy, Willy, Willy," in a voice that seemed as it described it to be, so unutterably mournful and thrilling, that it must have reached the ear of him she called, unless that ear was sealed in the silence of death.

Was it the same person she had met long ago in Connecticut? and has her poor wandering brain been searching all in vain? Who was he, and where on the broad earth had he kept himself out of the reach of that wild love? She had asked a million of persons if they had seen him, and none knew him. She had called in the forest, in the crowded city, in the day and in the night, now hopefully, now mournfully, and always he had answered not.

Or was he perchance beyond answering; and did the voice reach him in that land whence he might not reply to her; however much her soul yearned towards him. Mayhap, if so it be, and he strive hard—mayhap some pleasant evening when she sits all alone and murmurs his name in accents of unchanging affection, God may grant to him utterance in tones that will reach her worn out heart, and then—how will it spring back through long-ago years, and with the freshness and beauty of youth and youthful love go forth to meet him?—Or, as these things will one day go farther than she can in a thousand, if William be anywhere on earth, and his conscience tells him he is wandering from the love he owes allegiance to, let him know when he reads this, that there is now ringing through all the world, now here, now there,—a voice that is calling him mournfully, but O how lovingly, back to arms that yearn to embrace him!

AGRICULTURAL.

ECONOMIZE YOUR MANURES.

Notwithstanding the rapid progress which agricultural science has made, there is one point which never has been, or is likely to be attained—we have yet to learn how to cultivate our lands successfully, without the aid of manure. The introduction of steam has wrought such an entire revolution in machinery, that we may reasonably indulge the hope that sooner or later it will be profitably applied to agricultural purposes, so far as plowing and many other of the operations of the farm are concerned. The electric telegraph has annihilated space and time—facilitated the transmission of news, and materially changed the character of many important departments of trade. But neither steam nor the telegraph have yet been applied to the restoration of exhausted soils, or can supply those constituents which continued vegetation in the form of wheat, corn, oats, &c., annually take from them. There is no soil, however fertile it may originally be, that will, for any length of time, bear without partial, and often complete exhaustion, a system of unintermitted cropping. The deep rich soil of the Western prairie, the fertility of which was at one time thought inexhaustible—and to which for the first 8 years the application of manure is not only superfluous, but prejudicial—now give unmistakable evidence of the loss of productive power. Thousands of acres in Pennsylvania and New York that once yielded abundant crops, but were robbed of their very life by improvident farmers, and which are now regarded as waste lands, also attest the necessity of guarding against the future increase of this gradual, but certain dissipation of our agricultural wealth.

If then, manures are an vitally essential to the maintenance of the fertility of our soils, and not a matter of the highest importance for every man who has land to cultivate, to make himself familiar with the nature—the best method of preparing—the most economical plan of securing—and the most profitable mode of applying them? The generality of farmers never look beyond the mere products of the stable for their supply of this all important material. They appear to forget that they possess a thousand other sources from which fertilizing matter may be procured in greater or less quantities. This should never be. Every farm should boast not only a well-cared for barn yard manure heap, but also, a compost heap at every point where a sufficient amount of enriching matter to form one may be found.—(Pa. Farm Jour.