The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

E variis sumendum est optimum.—Cic.

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Counting-House ALMANAC. 1850.

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Watches, Jewellery, &c

Received and for sale by the Subscriber an assort of WATCHES, JEWELLERY, CUTLERY, and FANCY ARTICLES, &c. &c. which will be sold low for CASH.

One 14 day French spring CLOCK Patent Lever and Vertical Watches, Gold, Plated, Silver, and common Watch Keys, Gold, Silver, German ditto, Silk, and India Rubber Watch Guards, Ladies and Gents, Gold, and Fancy Set Broochies and Rings, Gold, Silver, and German Silver Pencil Cases, Gold and Plated Earrings, Ladies' Companions Silk and Leather Purses, Pocket and Needle Books, Card Cases, Tablets, Papier Mache Portfolios and Fire Screens, Hat, Hair, Nail, Tooth, and shaving BRUSHES, Silver mounted and Plain Bohemian Glass Scent Bottles, Ink Stands, Letter Clips, Thermometers, Britannia Metal and Brass Candlesticks, Snuffers and Trays, Razors and RazorStrops, Key Rings, Tea Bells, Pocket Lash, and Fine Combs, Telescopes, Silver Blue Steel, and German Silver mounted Spectacles, Carpenter's Lad Pencils, or Cigar Cases, Pocket, Jack, and Pen Knives, Butcher's Ditto, Nail, Pocket, and Tailr'se Scissors; 1 Set Fire Irons, Hot Water Jugs, Percussion Caps, Seis Tea Trays, Military, Shaving, and Fancy Toilet, Soap, Hall & Son's Sporting and Rifle Powder with a variety of other articles

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RACHAEL TURNER,
Fredericton.

Feb. 27, 1850.

LOVE IN DEATH.

A Mother sits by a lowly grave,
A hillock small and green,
With two gray stones at the head and feet,
And the daisied turf between

Silent she sits in that palace of graves,
As if tranced in a dream of prayer,
And her hand oft plays with the rustling grass,
As with curls of an infant's hair.

Does she think of the time when she hushed it soft,
With cradle lullabies?
Or when it hung on her teeming breast,
With a smile in its lifted eyes?

Or when she touched with a reverend hand
(When its sunny years were three)
The lamb-like fleece of its flaxen locks
As it prayed beside her knee!

Or the hour when a sad and simple pall
Was born from the cottage door,
And its dancing step was never heard
Again on the household floor?

Does she fondly image a cherub shape
'Mid a shining angel band
With star crown'd locks and garments white,
With a lily in its hand?

Silent her thought; but at twilight hour
Ever she sitteth there,
And her hand oft plays with the rustling grass,
As with curls of an infant's hair.

STARTLING DEVELOPMENT OF CRIME.

A well known business man of wealth and standing in Cleveland, has been arrested for theft and committed to jail. The Cleveland *Plaindealer* has the following article on the subject of these developements of crime:—

"The gentleman is hereto N. Ward, of Ohio City, has done business in Cleveland, more or less, for fifteen years, and is most respectably connected, and to all outward appearance a most worthy member of the church. But as the evidence runs, it has been his habit for many years, to visit this city in a one horse buggy, hitch his horse near some warehouse or store, steps in with a kind of business air and, knowing that having been formerly a forwarder, a dry goods merchant and otherwise respectably connected in business, would be unsuspected, took such occasion to help himself when unobserved, to such articles as he could stow away in his buggy and cover with a buffalo robe, which he always carried with him. In this plight he would drive home to his barn shed, which was some distance from his house and in a loft through a trap door which he always kept under lock, he would deposite his pelf.—There was no access to this garret except through said door, and that was reached by standing in the buggy under it, or by the use of a ladder. It seemed entirely in the keeping of Ward himself, his family knowing nothing about it.

What led to this discovery was the missing of a trunk from the warehouse of Hibay and Harmon, yesterday morning. It was full of goods, and to be forwarded that day to a gentleman in Logan country.—Ward was seen about 10 o'clock in the morning, by a grocer over the way, to ride up, hitch his horse as usual, and take from the street side this trunk, put it in his buggy, cover it with his buffalo robe and drive off. A search warrant put into the hands of Constable McKinstry, the premises of Ward searched, the loft found, and not only this identical trunk, but several others, found; in fact a large quatity of miscellaneous articles, in all probability stolen, was discovered. The canvass covering the trunk and having on it the directions, was taken off, the lock broke, and the contents apparently overhauled, but not removed. A trunk stolen a few days since from the warehouse of Hubby and Hughes, was also recovered, a case of fine boots, &c., &c.

For the first theft, Mr. Ward was arrested and without examination, gave bail, $1000 for his appearance before Esquire Cleveland on Monday. He was afterwards arrested on the charge of stealing the trunk from Hubby & Hughes, and failing to give the bail required, $1500, was put in jail, where he now remains. Since his arrest, several operations of this kind known but to few, have been brought to light, and for which he has either explained, apologized, or paid, to keep secret.

It is one of the strangest as well as most painful cases of moral obliquity known in the annals of crime. Mr. Ward is known to be wealthy, and has abundant resources to increase his wealth independent of this. He is an active business man, owns lands and houses in Ohio City, a farm and mills near, was a store in Milwaukie, in which latter he was a partner, and for which he has acted as its eastern *thiving* agent.—His relatives, so far as we know, are considered respectable and his connections by marriage highly so. It is strange, that he, without any necessity, or apparent excuse of any kind, should bring this calamity, worse than death, upon himself and friends.

P. S. Since writing the above, we have visited Justice Hessenmuellers's, where a large quantity of dry goods, such as broad cloths, silks, hosiery, &c., &c., are on exhibition, taken by constable Lawrence, from the residence of Mr. Ward. Several articles have been identified, belonging to merchants on Suporior street.

COMMUNICATION.

[FOR THE STANDARD.]

Mr. Editor—As the bustle and hurry of the Election is now over, perhaps it might be interesting to give a brief sketch of Capt. Robinson's services, a gentleman whom the constituency have very justly placed at the head of the Poll, by so respectable a majority. With these few words of preface I will commence by stating that—

John James Robinson was born in January 1811, only son of Capt. Robinson, Hon. E. I. Co's. Service, Bengal.

This officer entered the Navy 12th August 1824, as first cl. vol. on board the Romney 50, armee en flute, Capts. Wm. James Mingaye, and Nicholas Lockeyer, and from Dec. 1826 until July 1840, was employed on the coast of North America, in the Tyne, 28, Capts. White and Sir Richard Grant. Volunteering then to serve on the coast of Africa, he took passage thither in the Athol 28, Capt. Alexander Gordon, and on his arrival joined as Mate, the Dryad 42, bearing the broad pennant of Commodore John Hayes.—On the 10th Sep. 1831 being at the time detached in the Fair Rosamond tender, Lieut. Commander, Sir Henry Vere Huntley, armed with 1 gun, and only 21 effective men on board, he was afforded an opportunity of assisting at the very gallant capture of the *Regulo*, and *Rapido*, slavers, carrying between them 13 guns and 140 men. For his conduct in that affair he was promoted by the Commodore on a death vacancy occuring, to the rank of Lieutenant, and placed in charge of the Fair Rosamond; in about a year afterwards he returned to England in that vessel, and paid her off, but to his disappointment, was not confirmed. In December 1832, he joined the Griffon brigt., Lieut-Commander James Edward Parlby, for the purpose of again proceeding to the coast of Africa. Before that vessel however had sailed, he was received on board the Vernon 50, flag ship of Sir George Cockburn, Commander-in-Chief on the North American station, where he was by him promoted 30th April 1834, into the Dispatch 16, Capt. George Daniell. His next appointments were 13th April 1835, to the Fort, 44, Capt. Walkin Owen Pell, and 24th March, 1836, to the command of the Skipjack Schooner, both in the West Indeas, whence he came home in the summer of 1839; 21. October 1841 to the Queen 110, fitting for the flag of the Commander-in-Chief in the Mediteranean, Sir Edward W. C. R. Owen, to whom he became flag-Lieutenant, 10th. March following; and in May, 1842, to the acting command of the Devastation Steamer; in the latter vessel he continued until a few weeks after his official promotion to the rank of Commander, which took place 5th Sept., 1843. On the occasion during that period of an Earthquake and hurricane, he had on board Sir Stratford Canning and suite, two Persian Princes and a Princess, together with others from the different Embassies at Constantinople, in all about 60 persons.—Towards the close of 1843 to the Orestes 18, he was sent by Sir Statford to settle a dispute with the Pacha of the Island of Lemnos, accompanied by a nephew of the Consul at the Dardanells, as interpreter. When maiters as he conceived, had been placed on a proper footing, Commander Robinson took his departure, leaving the latter to arrange the details; as soon as the Turks imagined the Orestes had left the Island, they attacked the Interpreter, threatened to bastinado him and forthwith turned him out of the Town; thus insulted, the Consul's nephew made the best of his way along a mountainous road of nine miles to the beach, where he contrived to communicate with the British sloop. Landing at once with 100 men, Commander Robinson marched back with him, and surrounding the Pacha's Palace before his highness was aware of his approach, compelled him to summon his Divan, held an open Court, and make a public and ample apology, as well for the indignities he had offered the interpreter, as for the offensive observations he had permitted to be made in regard to the Queen of England. For his conduct on this occasion he had the gratification of receiving the approval of his Admiral, of Sir S. Canning, and of the Foreign Office. His last appointments were in January 1844 protem. to the Belvidera 38, in the Mediterranean, and in the following April, to the second Captaincy of the Caledonia 120, Capt. Alex. Milen; he was in the latter Ship when she was fitted out in four and twenty hours on the eve of a Voyage to Tangier, and received for her alacrity the thanks of the Admiralty; he has been on half pay since April. 1845.

Such are some of the leading incidents in the life of Capt. Robinson. I may perhaps, at another time, point out some of the many benefits which have resulted to this County from his becoming a resident among us.—His successful endeavors to promote the construction of the Railroad are so well known, that I need only say that to him is to be attributed its present success.

Commander Robinson married at Campobello, New Brunswick, 9th July, 1839, Cornelia, second daughter of Rear Admiral Wm. Fitzwilliam Owen, and Niece of Admiral Sir Edwd. W. C. R. Owen.

By giving the above a place in your paper, it will oblige a,

BLUE JACKET.

LIFE AT TWENTY.

Dow, Jr., describes life at twenty in the following unique manner:

Friends: at twenty, we are wild as partridges. There's no such a thing as taming us; we ride that fierce, fiery, and head strong animal, Passion, over fences, ditches, hedges on to the devil, leap the five barred gate of reason without touching the curb of discretion, or pulling harder than a tit-mouse upon the strong rein of judgment. And at twenty you are perfect locomotives going at the rate of sixty miles an hour, you heat the boiler, love is the steam you sometimes blow off in sighs—and hope, fear anxiety and jealousy, are the train that you drag. At this season of life you are filled with exhilerating gas of romance, every thing looks romantic by spells—even a jackass philosophising over a barrel of vinegar. You (both girls and boys) now read novels till your gizzards have softened into sentimental jelly, and all settled into the pit of your stomach. Oh! I know how you feel!—you feel as though you'd like to soar from star to star!—kick little planets aside, take crazy comets by their blazing hair, and pull them into their right courses, sit upon the highest peak of a thunder cloud and dangle the red lightning between your thumb and finger as a watch chain and then dive into the golden sunset sea, and sport with the celestial syrens, speed on, pull the nose of the man in the moon, ransack creation, knock a few panes out of Heaven, and then flutter down gently as a breeze, and find the darling object of your love mending stockings! That's how you feel.

A MATCH FOR THE QUEEN.—There is now residing at Hayle, and a native of the place, a man, named Joseph Harris, carpenter, who was married the same day as Her Majesty Queen Victoria. His wife was delivered of a daughter the day after the Princess Royal was born; of a son the day after the Prince of Wales was borne; and as Her Majesty was subsequently delivered of a prince, or princess, his wife also presented him with a child of the same sex as the Royal infant, and the day after each was born; and so she has continued to do up to Thursday, the 2nd ult., when she was delivered of a son; thus making seven children, and an equal number of sons and daughters as her Majesty has princes and princesses, Mrs. Harris only allowing her royal mistress to take the lead of her by one day.

Tremendous Storm at the West—Railroad Accident, and Loss of Life—Damage to the Shipping—Great Break in the Canal.—Albany, Saturday, July 6th—A very severe storm occurred here, and at the West, last evening, which has proved very destructive. In the canal there were three breaks; the first at Port Jackson, which is 250 feet in length; the second at the head of lock number 37, and the third on the seven-mile level. The water at present is so high that it is impossible to ascertain the extent of the last two. The Utica railroad bridge, known as Schenck's bridge, near Sprakers, was carried away before the express train from here arrived. The night being dark, and the engineer not knowing of it, he proceeded, when the train ran into the creek. The locomotive and baggage cars are badly broken; the engineer and firemen are missing, and supposed to be lost. A number of the passengers were also injured. No train from the West has arrived yet. The barn of Mr. Stephen Sharp, at Greenbush, was struck by lightning and destroyed, with a large stock of hay. The schooner Rockaway, with a cargo of lumber, was struck, and her mast shivered. The hull is not injured. The sloop James K Polk was also struck, and received sligh damage. The storm raged so severely that the pavements in the streets were carried away, and the grounds were muched damaged and torn up.

P. M.—Nothing definite is known as to the damage by the breakers in the canal, owing, to the great depth of water. The great one, of two hundred and fifty feet, at Fort Jackson, will take ten days to repair.

A man was killed at each of the railway accidents on both the up and down trains; in the former, another man is said to be missing.

FROM HAVANA.—The British Steamer arrived at Mobile June 30, from Havana, June 27. The Contoy prisoners are still in close confinement, and the American Consul is not allowed to communicate with them. General Campell's correspondence with Mr. Clayton has embittered the Spaniards against him; and they have openly threatened to assassinate him. The Germantown is at anchor in the harbour, ready to receive him in the event of his leaving the city. Havana is still in a state of siege. Cholera has almost disappeared.

THE ELECTIONS.—Since our last, we have received the returns from the four remaining counties, consequently the list of members is now complete, and we have an opportunity of judging of the extent of the change which has been made throughout the Province.

Northumberland.—The Hon. Mr Rankin, and Messrs. Johnston, Street, and Williston have been elected for this County.

Albert.—Messrs. Steves and Styles are elected for Albert. The latter is a new member.

Restigouche. The Hon. J Mongomery and Mr. Barberie, the former members have been returned for this County.

Victoria.—The accounts from this new and verdant Country inform us that the Hon. Mr Partelow and Mr. Rice have been elected.

There are twenty two new members elected including the new County of Albert, which sends one old and one new representative.—Thus, more then one half of the old members have been consigned by the people to that obscurity from which it is to be regretted they ever emerged.—*New-Brun.*

Storm at the West.—On Friday evening there was a severe storm at Albany, and west of there which has proved very destructive. In the canal there were three breaks; the first at Port Jackson, which is 250 feet in length, and will take ten days to repair; the second at the head of lock number 37, and the third on the seven mile level. The Utica railroad bridge, known as Schenck's bridge, near Sprakers, was carried away before the express train arrived. The night being dark and the engineer not knowing of it, he proceeded, when the train ran into the creek.—The locomotive and baggage cars are badly broken; the engineer and firemen missing and supposed to be lost. A number of the passengers were also injured. No train from the west had arrived at Albany on Saturday evening. The storm raged so severely that the pavements in the streets were torn up—and at the cemetery the bridges and trees were carried away, and the grounds were much damaged.

A FIRE AT BROOKLYN.—A fire occurred on Saturday night in Thorne's four story store, fronting on East River, near Fulton's ferry, and at the foot of Brooklyn heights—which with three other stores was consumed, one of two of which were used by government as store houses, and contained oil, sugar, molasses, and salt petre, the latter exploded and extended the fire. The turpentine distillery with several sheds were burnt. Three vessels were in great danger, one catching fire. They were saved by being towed into the stream. One man had his arm broken, and one fire engine was hauled into the river to keep from being burnt. The explosion was felt for a distance of two or three miles. Loss variously estimated at from 300 to $500,000.

REMARKABLE PRESERVATION.—Friday afternoon, as the Portland train was passing through Malden, the engineer, as the engine came from under a bridge, saw a small boy, drawing a wicker basket carriage upon the track. He blew the whistle, and the boy seeing the approaching train, attempted to draw the wagon out of danger, but had only partially succeeded, when he abandoned it in his fright and ran. Before the locomotive reached the carriage, the motion had been in a great degree checked, but the collision was sufficiently powerful to break the basket work. The cow catcher, however, caught the infant child and threw it upon the side of the track. Upon reaching it, it was found that the only injury received was a scratch on the forehead.—*Traveller.*

THE CHOLERA.—The cholera has made its appearance at Chicago and Sandusky, it is rumored. A despatch from Cincinnati dated the 5th inst., says, "The Board of Health report during the past forty eight hours, 103 deaths, of which 68 were by cholera. Several deaths were not reported, which would swell the number to 125. In Nashville, on the 28th, there were five deaths from cholera." A despatch from Pittsburg dated the 3d inst. states that "several boats arrived today, from below, with cholera on board." A despatch from St. Louis, dated the 5th inst. says, "the cholera is on the increase both here and at Louisville." Five deaths from cholera occurred on board the steamer James Millinger, between New Orleans and Louisville.

BERMUDA.—We have Bermuda dates to the 26th ult., received by the mail Steamer.—The thirtieth anniversary of the Wesleyan Missionary Society was held at St. George's on the 5th, and at Hamilton on the 13th—the attendance was very large. A handsome collection was taken up upon both occasions.

The merchants of St Thomas are organizing a company to run a steamer between that island, Bermuda and New York.

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