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12s 6d per annum—if paid in advance,
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Advertising by the year as may be agreed upon.

The Standard,

OR RAILWAY AND COMMERCIAL RECORD.
E variis sumendum est optimum. Cicero.

No 16 SAINT ANDREWS, N. B., WEDNESDAY, APRIL 16, 1856. [Vol. 23]

LAW RESPECTING NEWSPAPERS
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 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 Bill, and ordered their papers to be discontinued.
If subscribers remove to other places without informing the publisher, and the paper is sent to the former direction, they are held responsible.

Provincial Parliament.

LEGISLATIVE SUMMARY.
APRIL 8.

Division in Legislative Council this afternoon on Railway Bill.
Content.—Saunders, Robertson, Hatch, Kinnear, Hill, Odell, Wark, Steves, Ryan, Todd, Scelyer, Rice—13.
Non-content.—Rohlfand, Chandler, Minchin, Hazen, Harrison, Davidson, Hamilton, Gordon—8.
After routine business, Hon. Mr. Watters introduced a bill to authorize the Judges to extend the terms of the Supreme Court.
House transacted business this morning with closed doors, in consequence of a statement having been made to the effect that several books and other articles belonging to members, have since Saturday, mysteriously disappeared.
There was a long discussion in reference to a bill to increase the salary of the Clerk of the Pleas for York County; progress was reported.
At half-past two o'clock, the bill for the repeal of the Prohibitory Law was taken up. Mr. Kerr in the chair of the Committee.
Mr. End spoke two hours and a half; his speech was principally taken up with comparisons between the law and similar acts which had been passed in the United States.
Mr. Boyd made a short speech in support of the bill, when progress was reported.
Mr. Hatheway introduced a bill relating to the grants for Railway. Hon. Mr. Fisher introduced a bill to establish a comprehensive system of universal education.
First Railway Bill passed the Legislative Council by a majority of 5.

THE COUNTRY PAPERS.

We often find the country papers commending themselves to a hearty and wider local support. We are always glad to see it, though regretting its necessity. It is a part of common sense that every neighborhood or community should acquaint itself with its own papers first—knowledge like charity should begin at home.—Of what value is that man's intelligence which is exact upon matters in Nicaragua or the Crimea, in the neglect of his own town and country? Or what is his interest worth which he lavishes upon the wars of the earth, while ignoring the situation and doings of his neighbors? It is all nonsense. Let him first and always be thoroughly posted up in the transactions of his vicinity, and then let him look out upon the world as extensively as he may. But we do not pretend to interfere with freedom of self interest in this matter. For it is a fact, that the country press finds its most numerous and reliable subscribers where the local press is best supported. There the people are the most intelligent—and every editor wants to address the best circle he can. They are the most public spirited—& they are wide awake, and see that public spirit pays in every sense of the word. Such people do more than get along with one paper in their times. They would think of feeding their families of the exclusive produce of the farm. They want things both from the city and from the country, and they have an enhanced appreciation of the different channels through which they come.
Again, it is for our advantage to have good local presses about us, in order to make up our full budget of news. Things happen in the country quite as novel, strange and important, as in the large cities. These not only want to be disseminated over the rural districts, but they are eagerly devoured by a large portion of city residents who have emigrated from the scene of interest, or who have relatives now living here. And here we would urge upon our country brethren the duty to bestow their prime attention upon the local news. In this particular they have a monopoly, upon which no Tribune or Herald, with all its means and energy, can trench in the least. Let them cultivate this department, and the city and the country press shall go on increasing together, independent in their spheres, and yet mutually dependent. We say then to our subscribers as heartily as any of our rural brothers can say to theirs—*support your local presses.*—[Portland Advertiser.]

THE PLANETARY STEAM ENGINE.

An invention is now patented in Philadelphia, which, it is thought, will cause a great revolution in the manufacture and use of steam engines. The expense of construction and of fuel, it is confidently asserted, will be reduced one-half, besides the saving of space and weight of machinery in at least the same proportion. By an ingenious combination, the cylinders form the driving wheel, steam passing into these cylinders operates on shifting weights to the extremities of the arms—the lifting of these weights being the main driving force. From its peculiarity of construction it is called the Planetary Engine.

EXTRAORDINARY PRESERVATION.

A sloop called the Lightfoot, of fifty tons burthen, laden with fish and lumber, left the wharf of Liverpool, N. S., for Barbadoes, on the 4th of March last, with the owner on board, Mr. Robert Harlow, acting in the capacity of seaman. On the night of the 12th, during a heavy gale, the schooner was upset, and shortly afterwards, all hands were washed overboard excepting Mr. Harlow. On the next morning, the schooner's masts being broken off close to the deck, she drifted off of water. Harlow had previously fastened himself to the rail, and he remained in this position, up to the waist in water, being frequently submerged altogether, until the 17th ultimo, five days—when he was taken from the wreck by a boat from the Thomas, Capt. Chilhouse, and brought to this city on Monday last. The poor fellow, when taken on board, the Thomas, was perfectly prostrated in body, was perfectly lumpy, and talked as if he were at home with his wife and children—where he imagined himself to be—his mind being sadly impaired by his intense suffering. A gentleman who saw Harlow on Monday, and conversed with him, informs us that he had little or no knowledge of his pitiable condition after the first twenty-four hours, and although he looked pale and wan, yet he had nearly regained his health. He proceeded to his home in a Nova Scotia schooner on Monday night last.—*Courier, 9th inst.*

Mr. Godard's bill to amend chapter 137 of the Revised Statutes, passed in Committee.
Mr. McLeilan's Bill to prevent the delivery and transportation of mails on Spaday, was postponed 3 months.
Mr. McNaughton's bill to revive an Act which was in force in the reign of Henry VIII, was received and read a first time.
The bill to repeal the Prohibitory Law was taken up a few minutes before 12 o'clock. The speakers in favor were—J. A. Harding, McPhelin, Street, Johnson, Gray, Allen, McPherson, —in opposition to the bill, and in favor of the Law, the speakers were, —Tilley and Cutler. The question is expected to be taken to-morrow. Doing the course of the debate there was some warm conversation between End and Tibbits, and charges of a serious nature were alluded to.
Mr. McNaughton announced upon the remarks as unparliamentary.
House adjourned at 6 o'clock.

CLARADA—The Ministry for the present has added several difficulties. The small hostile majority of four, mentioned last week in connection with Judge Duval, was on Thursday of last week converted into a favorable majority of 32 in a house of 112. We need not follow the Parliamentary record of the process under which this change took place. Let it suffice to say, that the Ministry present in the Governor-General with their advice that its prayer should be refused. And refused it was.—Sir Edmund Head sent a message down explaining why he should not act; his main reasons, as put forward, being, that he could not in any way interfere with the proceedings of the Bench. And so the squabble ends; though it should be noted that Judge Duval has himself been slyly up to deny the correctness of the report out of which all of these proceedings have sprung.
The question that seems likely to agitate the Legislative Halls most seriously, is one in which the local interests are deeply concerned.—Shall the Canada have a permanent, in place of a shifting seat of government?—The reply is decidedly in the affirmative.—Shall it be the city, or that the choice of course being limited to a very few localities? The answer is prompt, for now comes into play a variety of motives; obvious to all who think the subject worth consideration. From certain signs and votes so far recorded, the mind's eye does not yet see the question definitely settled.
Mr. John Young, indefatigable in all matters appertaining to the commercial prosperity of his country, is speaking on behalf of the Montreal Board of Trade a project no less interesting than new. He proposes, at public cost, a telegraphic communication between Quebec and a point on the north shore of the Straits of Belleisle, 700 miles East of Quebec, and only 1828 West of Liverpool. These the Canadian line of steamers should touch. Hence, the European news should be furnished along the shores of the British Western World. The advantages of this plan, as regards time and distance, are manifest.—[N.Y. Albion.]

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THE QUEEN OF SWEDEN, who is spoken of as the probable godmother of the first-born of the Empress Eugenie, is first cousin to the Emperor.—Her Majesty is the daughter of Eugene Beauharnois, brother of the Queen Hortense.

The British Barge Resolve.—It is now stated by good judges, that the Resolve, which lies in New London harbor, is not worth \$75,000, as has been stated; and probably the English government will never make any attempt to recover her. The sails rigging, &c., of the ship are represented to be in a rotten and dilapidated condition.—The hull is built of oak wood, which is the only wood fit for Arctic navigation, ships that are built of it being almost indestructible, and the only value now attaching to the ship is this wood and her copper. These are worth perhaps \$20,000. The men who brot her in have been satisfied, so far as any claim for salvage was concerned, with \$300 each. The ship is still visited almost daily by the curious from all parts of the country, and some of these visitors are "curious" enough, for they steal everything they can lay hands upon.—*Hartford Times.*

A GREAT QUESTION SETTLED.—The city of New York has been agitated for a year back by the question, stated by a certain patriotic citizen by the name of Bancroft, whether the present Chief of Police, Mr. Mattell, was born in this country or in foreign parts. A commission has been sent to England and Ireland for proof of the supposed foreign birth; and finally the whole subject has been entrusted to a Home Commission, who, after sifting all the evidence in the case, have unanimously decided that he was born in England; but as his father was naturalized during the son's minority, that the Chief is an American Citizen.
John R. Scott, the celebrated American Tragedian is dead.

MONSTER CLOTHING ESTABLISHMENT.—The greatest clothing establishment is that of M. Godillot in Paris. It employs sixty sewing machines, kept in motion by a steam engine of nine horse power, and which sewed all the over coats for the Crimean army. The superintendent of the establishment is the Emperor's tailor, Dassantoy, who has invented a cutting machine capable of cutting out fifteen garments at once, almost with the rapidity of lightning.—Besides the machines, one thousand women and girls are constantly engaged at sewing.
INDIA RUBBER Lining for Vessels.—A plan has been devised for lining vessels with a continuous coating of India Rubber, as a safeguard against leakage. It is intended to apply the lining within the frame of the ship, and beneath the ceiling. The edges of the sheets, which are prepared to be from one-fourth to three-fourths of an inch in thickness, are to be cemented with heat, and the gun, it is believed, will be as durable as the wood itself.—*N. Y. Commercial.*

ADOLPHUS OF TURKEY.—A letter, dated 15th February, received from the Rev. R. Kenig, the Jewish missionary of the Free Church at Constantinople, the writer states, that two days previous the Dutch Ambassador had informed him that the Turkish government had actually passed a law which would allow Mahomedans to profess Christianity without being liable to capital punishment. The law was to be published on the 1st day (15th). This was one of the great fruits of the war.—[Glasgow Daily Mail.]
The adjourned inquest on the body of Mr. John Sedler, has resulted in a verdict of *felix de se*—i.e. a person of sound mind, who voluntarily puts an end to his own existence.
It is rumored that the naval and military clubs that Sir Edmund Lyons is to be generous to the Peerage.
The Earl of Southesk has disposed of the Highland estates of Glendye and Strachan to Sir Thomas Gladstone, Bart., at the price of £70,000.
The Queen of Sweden, who is spoken of as the probable godmother of the first-born of the Empress Eugenie, is first cousin to the Emperor.—Her Majesty is the daughter of Eugene Beauharnois, brother of the Queen Hortense.

THE DEER AND THE SNOW.—So terrible has been the effect of the cold and snow on the mountains west of us, that the deer have become so weak from starvation, that they have been captured in numbers by individuals who have then confined in their stables for the

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