

LATER FROM CALIFORNIA.

The steamer Cherokee, from Chagres direct, arrived at New York on Saturday evening last, with San Francisco dates to the 1st October. She brought 400 passengers and over two millions of dollars in gold.

A terrible fight occurred at Chagres just before the departure of the Cherokee, between the native and American boatmen, in which the latter were worsted and fled, and the natives turned and beat all the Americans they met. A party of sixteen Californian passengers on their way to the Cherokee, were attacked and driven back, and five are known to have been killed. Others fled to the houses, which they barricaded to protect themselves. The specie was afterwards got on board, through the courtesy of the commander of the British steamer, who sent boats for the purpose. Passengers also got off by the same means, though many others were left behind.

The Democratic ticket in California has received a majority in every County save one in the State.

The vigilance committee of San Francisco is directing its energies against the arrival of convicts from foreign shores.

The news from the southern mines is very encouraging, as indeed it is from all quarters. A rich quartz mine has been discovered in Broadway, San Francisco.

In the neighbourhood of Mount Diablo a Mr. Holden has discovered a most extensive silver mine, which prospects 50 cents per pound silver and 15 cents per pound gold, with other associated metals. A correspondent says, if the mine proves as rich as anticipated, it will be worth all the gold mines in the southern district.

The San Francisco markets are more animated and a better feeling is manifested owing to the continued cheering news from the mines.

Building Materials.—Holders are firm, and the stock diminishing. Rough boards scarce at \$5 to \$60 per M.; shingles, \$10.

From Oregon we have reports of Indian outrages upon immigrants. Several trains were attacked and many persons murdered.

Mr. Hudson Clark, of Illinois, was attacked by thirty Indians near Ran River. His mother and brother were murdered, his sister dangerously wounded, and afterwards ravished by the whole party. A few days previously the same band attacked Mr. Miller's train killed a Mr. Jackson, wounded Mr. Miller and his daughter. Mr. Harpo's train was likewise attacked; after a fight of two hours the Indians were repulsed. A party was afterwards attacked, but the Indians were driven back with the loss of one killed and one wounded.

Great quantities of rain fell in Oregon previous to Sept. 23d, and some snow. Weather very cold, and caused much suffering among the immigrants, as well as lack of provisions.

The Cherokee's arrival fully confirms the worst reports brought by the Illinois relative to the Pacific whaling fleet.

FATAL ACCIDENT.—The body of a man, named Hugh Thompson, was found on Friday, near Martin Stanley's, on Garden Island under the following circumstances:—It appears that he left Kingston about 10 o'clock on Friday; the man's body was found high and dry on the beach, in a cleft of the rocks, where he had evidently crept for shelter, and afterwards died from exhaustion and exposure to the terrific storm of Wednesday night and Thursday morning. An inquest was held by Coroner Benson, and a verdict returned in accordance with the circumstances.—[Kingston Whig.]

STEAMBOAT CONVENTION.—On the 11th of November, a meeting of Steamboat owners will take place in Kingston to consider on the arrangements of next season. There are now about first class vessels sufficient to form a Daily Line from Montreal to Hamilton; another Daily Line from Belleville to Montreal; and a third Daily Line from Odessa to Hamilton. To form the first Line, there are the Champion, Mayflower, Maple Leaf, Passport, Arabian, Highlander, New Era, and Magnet, one too many—all steamers well calculated to buffet with the severest weather of Lake Ontario. To form the second Line, there are the Ottawa, St. Lawrence, Elgin, and Gildersleeve; and to form the third Line, there are the Princess Royal, City of Toronto, and, perhaps, the Chief Justice, with the Canada to spare.—[Ib.]

NOVA SCOTIA LEGISLATURE.—The special session of the Legislature of Nova Scotia, was opened at Halifax on Tuesday, by the Lieut. Governor, with the following Speech:

Mr. President, and Honourable Gentlemen of the Legislative Council;

Mr. Speaker, and Gentlemen of the House of Assembly;

Public attention has for some time past been directed to the importance of establishing a railway communication between the Southern and Northern parts of Nova Scotia, and the St. Lawrence, and a Branch line to connect the main trunk with the Railway system of the United States. The negotiations which I deemed it my duty to open last year, with the Right Hon. the Secretary of State for the Colonies, resulted in a generous offer of Her Majesty's Government to recommend to Parliament to guarantee or advance the funds required to construct both these lines upon certain conditions—the adjustment of which during the past summer rendered communications with the Governments of the neighbouring Provinces indispensable. The Legislature of Canada has made provision for their portion of the line from Halifax to Quebec, and for its extension through the territory of the Province to the Western frontier. The Government of New Brunswick awaits your ratification of the terms proposed at the Conference held at Toronto in July

last, to assemble the Legislature with a view to secure its friendly co-operation, as the Imperial Parliament will probably meet early in the New Year, and as it is of great consequence that the laws passed by the Colonial Government should be transmitted without delay, to secure the appropriation contemplated in time to warrant the commencement of operations in the Spring, I have called you together at this unusual period; confident that you would, at whatever personal sacrifice, cheerfully and nobly by a prompt and calm consideration of a question of the greatest magnitude and importance.

The correspondence that has been passed, and the measures which I have directed to be prepared, shall be laid before you as soon as the forms of Parliament will permit. I confidently commend the subject which they embrace to your diligent and enlightened review; and believing as I do that the destinies of these noble Provinces are to a great extent involved in the result of your consideration of this question, I shall anxiously await your decision, and trust that the Author of all Wisdom and Goodness may guide your deliberations.

Nov. 6, 3 p. m.—Yesterday the Address to His Excellency, in answer to the Speech from the Throne, passed without a division. The Provincial Secretary, soon after, by command, laid on the table correspondence and documents touching the Halifax and Quebec Railway proposition. He then introduced two bills, one entitled "An Act to make provision for building a Trunk Line of Railway through British North America," and the other "An Act for raising, by way of a loan, a sum not exceeding One Million Pounds, for the construction of a line of Railway." The bills are not unlike those passed by the Canadian Assembly.

The documents are in the hands of the printers, and will be before the House to-morrow, when the great question will be opened up, and, it is generally believed, will be triumphantly carried. The tone of the House is moderate and satisfactory.

It is customary for our St. John neighbors, to leave quantities of liquor here for storage, whether to be stored in the throats of our community or not, seems to be the question. It has sometimes been "pumped off" in the night by agents. There are now some 30 barrels in limbo, here awaiting the jurisdiction of our lawyers. It is hoped their expenses will not eat (or drink) the property all up.—[Eastport Sentinel.]

It is now ascertained that the Schooner Brothers, of Deer Island, N. B., fitted out at this port, was lost in the recent gale at Prince Edward's Island, with all on board except eight persons. Among them were Capt. Nathl Knight, of this place, and Capt. Holmes, of Clam-Cove, Deer Island—both of which have left wives and families.—[Ib.]

(From the New Brunswick Standard.)

FOUR DAYS LATER FROM ENGLAND.—Boston, Nov. 5.—The steamship Franklin left New York on Sunday last in 11 days from Liverpool and Southampton, having called on the 22d October, and brings four days later news.

The steamship Africa from New York arrived at Liverpool in 104 days.

The steamer S. S. Lewis arrived at Liverpool in 16 days from Boston, with the loss of her propeller off Cape Clear, on the 11th day out.

Kosuth had not arrived at Southampton up to the 22d, when the Franklin sailed. He was expected on the 24th. A grand reception had been prepared for the distinguished Hungarian.

A communication has been addressed to the Galway Harbour Board, stating that the people of New York would embark £100,000 and provide four steamers for the line from Galway to New York, provided the like sum be raised in Ireland for the line, the steamers to run direct between the two ports.

The King of Hanover, who had been lying ill for some time, was not expected to recover.

The Grecian Archipelago has been entirely cleared of pirates. In an engagement with these marauders the Chief, was killed, and the band dispersed.

Cape of Good Hope.—Later accounts from the Cape of Good Hope state, that the British troops had been repulsed in an engagement with the rebels in Fish River Bush with severe loss of life. It was feared that a union and rising of all tribes against the whites would be the result. The most gloomy apprehensions exist.

Wonderful Invention.—We notice an invention by Mr. Sulzmann of Cincinnati, says an exchange paper, of what he calls a perfect substitute for steam. From common whitening, sulphuric acid and water, he obtains carbon in the gaseous state; and with the power exerted by this gas, he asserts that he now drives a 25 horse engine, and for one-fifth the expense of steam, lifts and lets fall 12,000 lbs five times in a minute.

This fluid, without any heat applied at all, exerts a pressure of 540 pounds to the square inch, while water in the same unheated state has no pressure but that of gravity. Water, heated to the boiling point, yields a power of fifteen pounds. This fluid with the same heat, would yield a power of nearly 12,000 pounds! And what is more, a handful of charcoal and a boiler the size of a tea-kettle, will produce, at an expense of a few cents, the whole of this tremendous energy. Fifty dollars expense in carbon will carry one of the Collins' steamers from New York to Liverpool.

Quebec, Nov. 6.—We have been informed on good authority, that the Government,

on being applied to by the Richmond and Quebec Railway Company, in conformity with the resolution of the Council, for aid to build the road, distinctly stated that they would undertake the expenditure from Halifax to Richmond, with money obtained at three and a half per cent. They will commence at Point Levy, opposite Quebec, and proceed with both simultaneous.

Quebec, Nov. 7.—Dissolution of Parliament.—The Official Gazette of yesterday contains a proclamation dissolving the Provincial Parliament. Another Proclamation announces the issuing of writs for the election, returnable on the 24th Dec.

The Journal de Quebec says that a gentleman in town has received a telegraphic despatch intimating that the Hon. Malcolm Cameron has positively refused the Presidency of the Council.

The Elections.—At noon to day the usual preliminaries were gone through with at the Court House, preparatory to the election of Members of Assembly to fill the vacancies occasioned by the recent resignations of Messrs Ritchie, Simonds and Tilly.

Messrs John Johnston, John F. Godard, William Flaherty and B. Boyd Kinnear, were proposed as Candidates for the two vacant County seats; and Messrs S. K. Foster and James A. Harding as candidates for the City seat, vacated by Mr. Tilly.

The Protectionists are the only party who appear to have taken any great interest in the matter—their candidates are Mr. Feaser and Mr. Godard.

Mr. Johnston was elected to-day in place of Mr. Ritchie, by show of hands; the polling for the other County seat will take place on Friday next, and for the City representation on Saturday.—[Courier.]

(From the Royal Gazette.)

PROVINCIAL APPOINTMENTS.—John C. Allen, Esquire, to be Clerk of Her Majesty's Executive Council in this Province.

George Kerr, Esquire, to be a Justice of the Common Pleas for the County of Northumberland.

James B. Toldervy, Esquire, M. D., to be a Coroner for the County of York.

Gherabus Clowes, Esquire, to be a Coroner for the County of Sunbury in the room of Abner Seely, Esquire, deceased.

The Reverend Abraham V. Wiggins to be a Trustee of the Grammar School for the County of Sunbury.

John Harley to be a Commissioner of Lights for the Gulf of Saint Lawrence, in the room of the Honorable Joseph Cunard.

By His Excellency's Command, J. R. PARFELLO, Secretary's Office, 24 Nov. 1-51.

THE STANDARD.

ST. ANDREW'S, WEDNESDAY, NOV. 12, 1851.

NOVA SCOTIA.—In our columns to day we give the Speech of Sir John Harvey, at the opening of the Special Session of the Nova Scotia Legislature. It is nothing more nor less than a Railroad Speech, in which the Commons are strongly urged to ratify the terms proposed at the great Conference held at Toronto last summer, as the Canadian Parliament have made provision for their portion of the line (from Halifax to Quebec) to the Western Frontier of Canada. It is probable the Legislature of this Province will be called together early in January, "with a view to secure its friendly co-operation."

The subject will be one of grave consideration, and will require much caution, as it is reported, we do not say how correctly, that the Government of Nova Scotia are decidedly in favor of the Gulf Shore route! which is known to be a hundred miles longer than the route contemplated through the centre of the Province, which would connect with the St. Andrews & Quebec Railroad. This line we know met Mr. Howe's approval, and we can hardly place any reliance on the report. Of this we feel confident, that the Counties of St. John, Albert, King's, Queen's, Sunbury, York, Carleton, Victoria, and Charlotte, will not consent to any such arrangement. No doubt would suit Northumberland, Kent, and Gloucester very well, but the interests of the largest and most fertile sections of the Province cannot, and we trust will not, be overlooked.

A TEMPERANCE LECTURE. will be delivered this evening in the Town Hall, at 7 o'clock, by the G. W. P. of the Sons of Temperance, Mr. James Johnson. From our knowledge of Mr. J. we are sure it will be worth hearing.

WINTER has now fairly set in; the weather for the last week was cold; on Monday we had an old-fashioned snow storm, which continued during the night, making tolerable sleighing. The ground, however, is not yet frozen hard, and farmers generally have their turn of crops mostly secured.

The Court is still sitting, only six out of the fourteen causes entered for trial, have been disposed of. Much unnecessary time is occupied in the examination of witnesses, and the attorneys address to the Jury.

NEW MAIL ROUTE.—We observe by a printed notice at the Post Office, that a Mail Stage will commence running between Fredericton and St. Stephens on Monday next; Leaving St. Stephens at 6 o'clock A. M. and arriving at Fredericton at 6 P. M. The P. O. Department should then appoint a way Office keeper at Waweg, in order that the people in this section may reap the benefit of the new arrangement.

The Honorable Judge Chipman, while walking up the steps to his house, last week, fell and broke his right arm. It is reported, that notwithstanding his age and infirmity, he bears the injury well.

Having lately added to our Stock, a supply of new fancy and Job type, we are prepared to execute work in the printing line with neatness and dispatch.

FISHING SOCIETIES.—We observe, that the Newfoundland papers advocate the formation of Fishing Societies, on the same principles as those now in operation in this County; the Patriot publishes the Constitution of the Grand Manan Society. It is gratifying to know that Charlotte has taken the lead in these measures.

AGRICULTURAL SOCIETY.—On our first page we have published a list of the persons who received Premiums at the Fair of the Charlotte County Agricultural Society, held on the 29th of last month.

With reference to the samples of Oats, Carrots and Mangold Wurzel, raised on the farm of Capt. Robinson, at Campbellville, which was noticed in our last, a correspondent says:—

"In consequence of the bad weather on the morning of the Agricultural Meeting, several Members were deprived the pleasure of attending."

"The sample of Oats left at your office, (with the proper certificate,) grown at Campbellville, by Capt. Robinson, R. N., was said by competent judges to surpass the prize sample at the Shows, the weight being 49 lbs. per bushel, (last year the prize-sample was 45 lbs.) There is likewise a certificate of Carrots and Mangold Wurzel, grown by that spirited agriculturist. (Carrots 1411 bushels per acre, and Mangold Wurzel 1084 bushels per acre.)

"How much better it would be for others to follow the example of the gallant Captain, and 'turn their swords into plough-shares'—in these peaceable times, and show what the soil of New Brunswick can produce."

"A friend of mine on a trip through the Province last summer, was surprised to see imported from Boston several barrels of beef and pork, and landed at Pericodine, where the soil, with proper management could not only supply the inhabitants, but export large quantities to the States. I trust a re-action will take place and let the Yankees know that we Blue Noses live in the 'Garden of Eden.'"

"WE, the undersigned, being freeholders in the County of Charlotte, do hereby certify, that we have examined and measured five bushels of Mangold Wurzel grown on Campbellville, the property of Captain Robinson, R. N. upon 20 yards of land by 12 yards; and likewise five bushels of Carrots grown upon 20 yards of land by 25 yards; and that the Mangold Wurzel, grown upon the said 20 yds by 12 measured 70 bushels, and the Carrots, measured 112 bushels; the first averaging at the rate of 1411 bushels per acre, and the latter 1084 bushels per acre."

THOMAS MOSES, EDWARD LANK.

Steam boat Disasters.—The steam-boat on the Bay and on the river St. John have been remarkably unfortunate of late. Mr. Whitney's boats, the Gipsy, Commodore, Herald, and Fairy Queen, have all, within a few weeks been lost or seriously damaged, and the Admiral was somewhat injured by a collision in Boston Bay, while the casualties on the river, though less serious, are even more numerous. The Carleton Sentinel gives the following account of some of them:—

"The boats running between Fredericton and this place were particularly unfortunate last week, the old Carleton alone having run through free from accident. The Phoenix struck a rock and put back in a leaky state. The new steamer Union, loaded for the Grand Falls, burst her cylinder head a few miles below here, and was towed back by the Reindeer. The Anna Augusta struck a rock in coming over Debbie's bar, and with difficulty reached here with her cargo, without sinking. The Reindeer was two days on her passage up, having broken a pump valve when about ten miles below; the damage, was, however, repaired in a few hours, and on Saturday evening she took up a position where steamboats had never been before—made fast to a saw-mill in the Madonnikik river. With the exception of the Union, all these boats are again on the track in good running order."

A little boy and girl, the first eight, and the other five years of age, arrived in Utica, 4 days or two since, having come from Ireland alone.

PORT OF ST. ANDREW'S.—ARRIVED.

Nov. 5.—Sch. D-hance, Clark, Boston.

J. Clark, general cargo.

7th.—Packet Spray, Balson, Saint John, merchandise.

Latest from England.

A despatch received at the St. John News Room states that the steamship Canada has arrived at New York with Liverpool dates to the 23d October. She came out in ballast, having taken the place of the Africa, which steamer left Liverpool on the 25th, but struck a rock the same night near Belfast Loch. She got off the next day, and returned to Liverpool.

Kosuth had arrived at Southampton, and was most enthusiastically received,—addresses, speeches, &c. were made in great abundance.

Louis Napoleon had formed a new Cabinet, said to be quite as good as its predecessors.

The news from the Cape of Good Hope is very gloomy. The Kaffirs had been victorious in several engagements.

The Cotton market was dull, with a decline of one farthing.

Flour and Wheat were in fair demand; the former had declined six pence per barrel; the latter one penny per 70 lbs.

MARRIAGES.

At Christ Church Cathedral, Fredericton, on the 30th October, by the Lord Bishop of Fredericton, assisted by the Father of the Bride, William H. Troop, Esquire, Barrister at Law, of Nova Scotia, to Georgina, fifth daughter of the Ven. the Archdeacon of New Brunswick.

DEATHS.

At Boston, on the 26th ult., Abel Willard, Esq., aged 78, brother of the late Ephraim Willard, Esq. of this Town.

At St. John, on the 4th inst., Mr. Robert Carden Minnette, Jr., D. C. L. Surveyor, &c. in the 21st year of his age. His dutiful and affectionate kindness and sincerity endeared him to his parents, relatives, and friends, while his undeviating rectitude and integrity insured the respect and esteem of all who knew him.

KEYS LOST!

A large and small Key, attached by a brass chain. The finder will be rewarded on leaving them at the Standard Office.

NEW-BRUNSWICK CLOTHING STORE. (SIGN OF THE GOLDEN LAMB.) Water-Street, St. John.

RECEIVED per "Highland Mary" from London "John S. De Wolf," "Radic" and "Thames" from Liverpool, "Henry Holland" from Glasgow, "Mary Turcan" from New York, and "Greole" from Boston—117 Packages, containing:

BEAVERS, Pilots, Whitney and Canada Cloths, in all shades and every quality; BROAD CLOTHS, Cassimeres, Duckings, heavy Tweeds, and double milled kerseys, all colors; ESTINGS, embroidered and plain silk Velvets, plush and figured Satins, Tansy embroidered habits, fancy Ottomans, taratulas and white Marcell, damask and plain;

CLOTHING of every description, and for quality, styles and prices cannot be equalled; quality far exceeding any other Establishment in the Province;

HATS, in satin, silk and beaver; London, Paris, and New York fashions; Ditto in felt, colours red, green, brown, white, black and fancy;

CAPS—Fur, Plush, Seal, Cloth and Glazed, made expressly for this Market in all the admired styles; prices from 6d. to 24s.; LACES—Wool, SHIRTS and DRAWERS, very heavy and fine quality;

KNIT SHIRTS and Drawers, Scotch make, commonly called Life Preservers;

WHITE SHIRTS, newest styles, plain and fancy bosoms, best description, ever offered for sale in this market;

ROSEATE and striped ditto, silk and Angola under Shirts; and ditto, white and blue Flannel ditto;

BUFFALO and Lima FUR COATS; Buffalo, Coon, and Wolf Sleigh ROBES, warranted best description, without seams, and seasonable furs;

GOODYEAR'S Patent Metallic India Rubber Water Proof COATS, Capes, with and without sleeves; Jackets, Carpet Bags, Navy Bags, Satchels, Hats, Caps, trawsesters, Leggings, Walking and Riding long Boots, Fishing Boots, Life Preservers, Horse Covers, and Carriage Awings;

SEAMEN'S OUTFITS, of all kinds for every climate;

LINDBERGS supplied with every description of Goods;

KENNEY FLANNES expressly for Drawers Blankets, Counterpanes, Rug, Sheets, shirting, stripes, White Shirtings, Grey Cottons and Swansdowns;

Sartoria, Aole-kings, Cordeurs, Coutiers, Wool and Gala Plaid, Druggists, Grubbers, Black-cuts; Silicious; black, coloured and fancy Linen and Cotton Hollands, Jeans, Oil Cloth Table Covers; silk, gingham and cotton neck and pocket Hkeres; silk and satin Scarfs and Stocks, Mufflers, Braces, Umbrellas, &c. &c. Small Wares, and Tailors Trimmings, &c.

The above will be sold wholesale for Cash or approved paper, and by Retail for Cash only. (All goods marked in plain figures, and positively no second price.) Wholesale department upstairs. Remember Sign of the Golden Lamb. SAMUEL NELL, Proprietor.

October 23, 1851.

F. S. Measures taken as usual by Foremen of first rate abilities, and made by the best of Work men with neatness and dispatch. S. N.

Molasses, Sugar, FLOUR, &c.

Just received per the Defence from Boston. 20 Hhds. prime retailing MOLASSES, 10 Hhds. Moscovado SUGAR, 100 Hhds. Extra "New Canada" FLOUR, 10 do. do Rye FLOUR, 2 Bags COFFEE, &c. &c. Which will be sold low. Nov. 3, 1851. J. W. STREET.

St. Stephen's ACADEMY MILLTOWN

THIS Institution will be FIFTEENTH of NOVEMBER, under the direction of Mr. ASA PRINCIPAL, a popular and experienced scholar in New England. The Principal will be assisted by C. DENSMORE, a lady who has opportunities for attaining languages required to be taught several years experience in the school for young Ladies. The en in the various English, modern Languages, and also and Painting.

Young Gentlemen prepared here enjoy every facility for their studies.

This Institution will be designed to become teacher the patronage of the school a commodious and elegant village of Milltown, N. S. up in the most approved system to make it a favorable Board may be obtained in site terms, in respectable pther notice will be given of school, terms of admission.

WILLIAM SAMUEL

St. Stephen, Oct. 10, 1851

PUBLIC

HEREBY CAUTION purchasing or negotia of Hand, drawn by me and Joseph P. Hay, as follows for Twenty-five Pounds, for Twenty-five Pounds, 1851, one for Twenty-five Pounds, 1852; one for Twenty-five Pounds, 1853; one for Twenty-five Pounds, 1854; one for Twenty-five Pounds, 1855; one for Twenty-five Pounds, 1856; one for Twenty-five Pounds, 1857; one for Twenty-five Pounds, 1858; one for Twenty-five Pounds, 1859; one for Twenty-five Pounds, 1860; one for Twenty-five Pounds, 1861; one for Twenty-five Pounds, 1862; one for Twenty-five Pounds, 1863; one for Twenty-five Pounds, 1864; one for Twenty-five Pounds, 1865; one for Twenty-five Pounds, 1866; one for Twenty-five Pounds, 1867; one for Twenty-five Pounds, 1868; one for Twenty-five Pounds, 1869; one for Twenty-five Pounds, 1870; one for Twenty-five Pounds, 1871; one for Twenty-five Pounds, 1872; one for Twenty-five Pounds, 1873; one for Twenty-five Pounds, 1874; one for Twenty-five Pounds, 1875; one for Twenty-five Pounds, 1876; one for Twenty-five Pounds, 1877; one for Twenty-five Pounds, 1878; one for Twenty-five Pounds, 1879; one for Twenty-five Pounds, 1880; one for Twenty-five Pounds, 1881; one for Twenty-five Pounds, 1882; one for Twenty-five Pounds, 1883; one for Twenty-five Pounds, 1884; one for Twenty-five Pounds, 1885; one for Twenty-five Pounds, 1886; one for Twenty-five Pounds, 1887; one for Twenty-five Pounds, 1888; one for Twenty-five Pounds, 1889; one for Twenty-five Pounds, 1890; one for Twenty-five Pounds, 1891; one for Twenty-five Pounds, 1892; one for Twenty-five Pounds, 1893; one for Twenty-five Pounds, 1894; one for Twenty-five Pounds, 1895; one for Twenty-five Pounds, 1896; one for Twenty-five Pounds, 1897; one for Twenty-five Pounds, 1898; one for Twenty-five Pounds, 1899; one for Twenty-five Pounds, 1900; one for Twenty-five Pounds, 1901; one for Twenty-five Pounds, 1902; one for Twenty-five Pounds, 1903; one for Twenty-five Pounds, 1904; one for Twenty-five Pounds, 1905; one for Twenty-five Pounds, 1906; one for Twenty-five Pounds, 1907; one for Twenty-five Pounds, 1908; one for Twenty-five Pounds, 1909; one for Twenty-five Pounds, 1910; one for Twenty-five Pounds, 1911; one for Twenty-five Pounds, 1912; one for Twenty-five Pounds, 1913; one for Twenty-five Pounds, 1914; one for Twenty-five Pounds, 1915; one for Twenty-five Pounds, 1916; one for Twenty-five Pounds, 1917; one for Twenty-five Pounds, 1918; one for Twenty-five Pounds, 1919; one for Twenty-five Pounds, 1920; one for Twenty-five Pounds, 1921; one for Twenty-five Pounds, 1922; one for Twenty-five Pounds, 1923; one for Twenty-five Pounds, 1924; one for Twenty-five Pounds, 1925; one for Twenty-five Pounds, 1926; one for Twenty-five Pounds, 1927; one for Twenty-five Pounds, 1928; one for Twenty-five Pounds, 1929; one for Twenty-five Pounds, 1930; one for Twenty-five Pounds, 1931; one for Twenty-five Pounds, 1932; one for Twenty-five Pounds, 1933; one for Twenty-five Pounds, 1934; one for Twenty-five Pounds, 1935; one for Twenty-five Pounds, 1936; one for Twenty-five Pounds, 1937; one for Twenty-five Pounds, 1938; one for Twenty-five Pounds, 1939; one for Twenty-five Pounds, 1940; one for Twenty-five Pounds, 1941; one for Twenty-five Pounds, 1942; one for Twenty-five Pounds, 1943; one for Twenty-five Pounds, 1944; one for Twenty-five Pounds, 1945; one for Twenty-five Pounds, 1946; one for Twenty-five Pounds, 1947; one for Twenty-five Pounds, 1948; one for Twenty-five Pounds, 1949; one for Twenty-five Pounds, 1950; one for Twenty-five Pounds, 1951; one for Twenty-five Pounds, 1952; one for Twenty-five Pounds, 1953; one for Twenty-five Pounds, 1954; one for Twenty-five Pounds, 1955; one for Twenty-five Pounds, 1956; one for Twenty-five Pounds, 1957; one for Twenty-five Pounds, 1958; one for Twenty-five Pounds, 1959; one for Twenty-five Pounds, 1960; one for Twenty-five Pounds, 1961; one for Twenty-five Pounds, 1962; one for Twenty-five Pounds, 1963; one for Twenty-five Pounds, 1964; one for Twenty-five Pounds, 1965; one for Twenty-five Pounds, 1966; one for Twenty-five Pounds, 1967; one for Twenty-five Pounds, 1968; one for Twenty-five Pounds, 1969; one for Twenty-five Pounds, 1970; one for Twenty-five Pounds, 1971; one for Twenty-five Pounds, 1972; one for Twenty-five Pounds, 1973; one for Twenty-five Pounds, 1974; one for Twenty-five Pounds, 1975; one for Twenty-five Pounds, 1976; one for Twenty-five Pounds, 1977; one for Twenty-five Pounds, 1978; one for Twenty-five Pounds, 1979; one for Twenty-five Pounds, 1980; one for Twenty-five Pounds, 1981; one for Twenty-five Pounds, 1982; one for Twenty-five Pounds, 1983; one for Twenty-five Pounds, 1984; one for Twenty-five Pounds, 1985; one for Twenty-five Pounds, 1986; one for Twenty-five Pounds, 1987; one for Twenty-five Pounds, 1988; one for Twenty-five Pounds, 1989; one for Twenty-five Pounds, 1990; one for Twenty-five Pounds, 1991; one for Twenty-five Pounds, 1992; one for Twenty-five Pounds, 1993; one for Twenty-five Pounds, 1994; one for Twenty-five Pounds, 1995; one for Twenty-five Pounds, 1996; one for Twenty-five Pounds, 1997; one for Twenty-five Pounds, 1998; one for Twenty-five Pounds, 1999; one for Twenty-five Pounds, 2000; one for Twenty-five Pounds, 2001; one for Twenty-five Pounds, 20