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[Vol 25.]

A LITTLE FARM WELL TILLED.

The following description of the management of the little farm—only seven thousand acres—of Mr. Richard Gentry, of Pettis County, Missouri, can not fail to interest our agricultural friends. If farms of seven hundred, or seventy, or even seven acres, were as judiciously cultivated, farming would be both pleasant and profitable.

"We recently visited the farm of Mr. Richard Gentry, of Pettis County, Missouri, and as we have frequently seen flattering accounts of large farms in other states, we have concluded to furnish a description of this farm to our readers, in order to show that Missouri is not behind her sister States in large farms or good farming.

"The farm of Mr. Gentry contains seven thousand acres of land, three thousand five hundred of which are under excellent fence, and in a high state of cultivation. It is divided chiefly into lots of forty acres—making over thirty miles of fence in the farm. The fence is mostly made of rails, with stakes and riders, and kept up in the best condition. There is, however, a mile and a quarter of post and board fence-farm, and some two miles of Osage orange hedge, which, however, has not been turned yet.

"There are on the farm sixty-five large gates, of the best construction, and about the same number of iron bars. The gates and bars are made in a large carpenter shop, in rainy weather when the hands can be employed at nothing else. All of the implements are put in repairs at such times; and many similar ones manufactured. About two thirds of the farm consists of high, rolling prairie, of an excellent quality of soil, and the other third is in timber, immediately adjoining the prairie.

"There are about fourteen hundred acres of the farm in blue grass, seven hundred and fifty in clover and timothy meadow, three hundred and sixty in corn, one hundred and sixty in oats, twenty in Hungarian millet, and the balance of the farm under fence in woods and pasture.

"There are on the farm twenty-seven large artificial ponds, many of them of considerable depth, affording stock an abundance of water at all seasons of the year. During our visit three stone masons were employed in erecting large stone pillars in various parts of the farm, at the outlet of streams, in which large water-gates were to be hung, so that, in case of freshets which are common in large prairies, the gates could be open by the action of the water, and close when the water had passed, and prevent the fence from being washed away, and the escape of stock from one field to another.

"One of the most striking features observable on this immense farm not a single weed is to be seen. Even the fence corners, that common receptacle of all that is foul or fast, are as clean as weeds as any city lawn. What do farmers who have only two or three hundred acres under cultivation say to this? Here are upward of thirty miles of fence without a weed or brier surrounding it, while many farms with only a mile or two of fence, raise enough of weeds to seed the whole neighborhood! The whole farm is a pattern of neatness. The hands pass over every field as often as it is necessary, and pull every burr, brier, and weed that dares show itself. This has been done for many years, until the weeds have been subdued.

"Mr. Gentry has been a large sheep-grower. Some fifteen years ago, finding the market dull for horses and mules, he concluded to try sheep. He accordingly procured from Kentucky some four hundred head of the best merino ewes, as the foundation for the future flock. These he raised for a number of years, increasing the size of his flock till it ranged from many years, from two thousand eight hundred to three thousand head. He went to great expense in procuring the best bucks, and, by judicious management, obtained very superior flocks. For the last four or five years he has been crossing his flocks with the French merino, paying as high as \$150 per head for the bucks. He has some imported bucks of this breed now on his farm. He thinks the French merino superior to the Saxon or Spanish merino, as possessing more constitution, greater weight of carcass, much greater weight of wool, though not so fine a quality, though sufficiently so to command a high price in the market. He has had the very best success in raising sheep; his flocks have never been afflicted with any contagious disorder, and many diseases so prevalent in the East have been entirely unknown in his herd. He has recently reduced the size of his flock to about one thousand head, for the purpose of giving more attention to raising mules. He is already quite extensively engaged in this business, but intends to give it more prominence hereafter.

"There are kept constantly employed on the farm twelve grown men and six boys. Our readers may wonder how a large farm can be so well managed by a small number

of hands. It was a wonder to us until we saw the perfect system of Mr. Gentry's plans. Everything moves like clock-work. There is time for everything, and everything must be done in its time. There is no hurry nor flurry—but everything moves along evenly and quietly. Each piece of work is attended to until it is done. But system is not the only great secret of success. All of the best labor-saving implements and machines are used by him, so that by one man he is able in many kinds of work to perform the labor of ten men. By this means he is able to accomplish this vast amount of work.

"Mr. Gentry has a number of buildings erected in which he carries on for his own use various operations not common among farmers. For instance there is a large mill-house, where all the meal for the family and stock is ground, and where various other mills and machines are used. There is a large slaughter house, with kettles set in arches, and an excellent apparatus for rendering out lard. Then there is a tool-house, a carpenter's shop, a harness-house, a ship for making shingles, etc. There is also an excellent pair of Farbanks' cat-le-scales, which will weigh six tons at each operation, with all the appendages for weighing cattle, sheep, swine, hay, grain, etc.

"But the next question is, will farming on such a magnificent scale pay? Of course it will. Any kind of honorable business, managed as well as this farm is, would pay large profits. Upon our inquiry, Mr. Gentry informed us that the gross receipts from the farm last year amounted to over twenty seven thousand dollars, a larger sum than the President of the United States receives annually.

"The prisoner M-Auley effected his escape from Kingston jail not by kicking down the jailer's wife as was reported, but in this way: When the Turnkey went to give him his dinner he did not come to the wicket, and the Turnkey, unable to see him through the wicket, opened the door for the purpose of seeing how matters stood. The door opens outwardly, and the moment it was unlocked, the prisoner who was crouching inside, sprang at it and threw it open, knocking the Turnkey down, and rushing out himself to make his escape. The Turnkey however, was too smart for him, and succeeded in grappling with him. Then M-Auley used a slung shot which he had made by cutting off one of the lead pipe of the water closet in his cell, pounding it into a lump on the floor, and putting the lump of lead so prepared in his stocking. A blow of this quieted the Turnkey effectually, and M-Auley went out, and unobserved by any of the persons living near the goal, made his escape to the woods. [Freeman.]

[From Papers by the Prince Albert.]

The British Government has just renewed the contract with the Pacific Steam Navigation Company of Liverpool, for a period of six years, for the conveyance of the semi-monthly mails along the west coast of South America, from Panama to Valparaiso.

The Literary Gazette says, there is a well-grounded hope that Canada will next summer be visited by some prominent member of the Royal family, if not by the Queen and the Prince Consort.

The shipment of the shore end of the Atlantic Telegraph Cable, was in progress on board the steamer Bilbao, at Plymouth.

The bark John Gilpin, at Boston, from London, Africa, reports that the bark E. A. Rowland, from New Orleans, was run away with from London, about July 26th, by the mate and the crew, while the captain, Gilley, was on shore. The motive of the runaway was unknown. It has a look of piracy or the slave trade.

FISHERMEN AND WHALES.—The Portland Advertiser says:

Saturday afternoon our harbor and all along its entrance presented a lively appearance, from the constant influx of small craft seeking haven.

We are informed by Mr. Moody of the Observatory, that he saw a large fleet in the morning passing Seguin, bound West, and that they numbered between 160 and 170 sail. Many of them put in here. He also says that he saw a large school of whales about twelve miles from land. They were apparently having fine sport, leaping around, flapping their tails in the air and blowing their jets. He noticed four spouting at the same time. We have seen these huge fellows off Richmond Island, throwing themselves about, leaping, sporting and diving as frolicsome as kittens.

Washington, Sept. 26.—The True Delta of the 23d, advises citizens residing in the North and West, to be on their guard against New Orleans for the present.

Burning of Steamer Austria.

Over 500 Lives Lost.

Charles Brew's statement.—"Took passage at Southampton on the 11th steamship Austria, Capt. Hedytmann, which left Hamburg on the 2d. We sailed at 5 p.m., being a little foggy, in consequence of which we anchored between Isle of Wight and the mainland. Sailed again at 4 o'clock following morning. On weighing anchor an unfortunate accident occurred, by which one of the crew lost his life; owing to some mismanagement the anchor ran out, whirling capstan round with terrific force and hurled me in all directions; two were severely injured, and one thrown overboard, supposed to be instantly killed, as he never rose to surface. From the time ship was laid in course we experienced strong westerly winds. 15th weather more favorable.—13th eleven knots had been attained.—I was on quarter-deck, saw dense volumes of smoke burst from after entrance stowage, some women ran aft exclaiming 'The ship is on fire, what will become of us?' Ship was instantly put half speed, which she continued until magazine exploded from which I infer the engines were instantly suffocated. I only walked from where I was on quarter deck to the waist of ship, when I saw flames breaking through lights amidships. As ship was heeled to wind, the fire travelled aft with fearful rapidity. Went to man at wheel—told him to put vessel side to wind; he hesitated; as he was a native of Hamburg, got a German gentleman to speak to him. At this time saw some persons letting down boat on port side quarter deck. The moment we laid hands on the ropes so many crowded in we could not lift it off the blocks; left it for a few moments, until the people got out, returned and put over side ship. They all rushed in again; it descended with violence into the water and was instantly swamped. All persons washed out except three who held on. We let down rope, pulled up one who proved to be steward. Another in act of being hauled up was strangled by rope. Fire came on too fiercely to attempt to get up third. All first cabin passengers were on poop, with exception of 100 gentlemen who must have been smothered in smoking room. Many second cabin passengers were also on poop, but numbers of them got shut into their cabin by fire. Some of them were pulled through ventilator, but great number could not be extricated. Last woman drawn up said there were six already now suffocated. Now perceived ship had got head to wind. At this time scene on quarter deck indescribable, truly heart-rending, passengers rushing frantically to and fro, husbands seeking wives, wives in search of husbands, relative looking after relative, mothers lamenting their children some wholly paralysed by fear, others madly crying to be saved, but few perfectly calm and collected. Flames pressed so closely upon them, many jumped into sea; relatives clasped into each others arms leap over and met watery graves. Two girls, supposed sisters, jumped over, and sank kissing each other.

A missionary and wife leaped into the sea together, and stewardess and assistant steward followed.

One Hungarian gentleman with seven fine children, four of them girls, made his wife jump in; then blessed six eldest children, and made them jump in one after the other following them with an infant in his own arms. But this time I was standing outside the bulwarks hold in—on by davits, leaning out to avoid flames which were leaping toward me. Saw swamped boat under me spinning by rope still attached to the ship. As the men were tied in her, thought if I could get to her I would be enabled to save myself and some others.

Let myself down by rope, passing over man who was clinging to it, but who refused to come with me. Took out pen knife cut tackle: the large blade broke, severed it with small blade. Ship passed ahead as screw approached, found boat drawn towards it; tried to keep boat off, but screw caught and capsize her over me. Dived away from ship, and came to surface near the boat, which was keel uppermost; got on her, and by pressing on one side, with assistance of a wave, she righted, but was still swamped; oars had been knocked out by screw, only thing could find in her to paddle with was some laths nailed in her to sheathing for sides. When I looked round the ship was a quarter of a mile away.—Could see bodies, and gentlemen jumping off poop into the water in twos and threes, and some ladies in flames, several hesitating to jump from burning ship until last moment, as the height was twenty-two feet and at length compelled them themselves to leap a more painful death. In half an hour not a soul was to be seen on poop.

Pulled after ship; picked up a German, who was swimming strongly, and got him beside me on boat, and paddled after ship with the laths; saw vessel under sail approaching; she reached the steamer about 5 p.m. We continued pulling towards them, and about half past 7 o'clock, after being five hours in the water, got within hail of sailing vessel, put off boat and took us on board. She proved to be French bark "Maurice," Captain Ernest Renaud, of Nantes, bound from Newfoundland for Isle of Bourbon with fish. She had at that time rescued forty passengers of the burning steamer, chiefly taken off bowsprit; a few were picked up floating around. About 8 o'clock one of the metallic boats came up, with about twenty three persons including the first and third officers; afterwards three or four men were picked up floating on piece of a broken boat. Second officer was taken up, having been swimming with nothing to float him for six hours. Second and third officers severely burnt, one male passenger burnt frightfully; some other male passengers slightly. There were but six women saved, three of whom were burnt, one in a shocking manner. Captain Renaud acted in the utmost kindness—gave clothes as far as he could furnish them to suffering passengers—acted as nurse, doctor and surgeon to burnt people, dressing the wounds of females with a delicacy and tenderness that evinced a benevolent and amiable disposition. Did not see an officer of the ship during the fire, and am certain there was not one of them or crew on poop except man at wheel for a short time. Understood that when captain heard of the fire he rushed on deck without his cap, and when he saw the flames, exclaimed, "We are all lost!" He tried to get out the boat which when let down was swamped, and, whether accidentally or not I do not know, fell into the sea and was soon left far behind. The fourth officer was in this boat; he cut her loose from davits—she was carried under screw and smashed; several in her were drowned, three or four men escaped on fragments and were picked up by Maurice, as before stated. About same time one metallic lifeboat was let down from poop bow and swamped, but got cleared away with about thirty-three persons in her, including first and third officers and several women. Men in this boat capsize her two or three persons trying to clear her of water; ten persons were thus drowned including some women; they afterwards bailed her out with life-preservers cut in two, and pulled to Maurice, having picked up two or three passengers before reaching the bark. Altogether they were sixty-seven souls taken in to the Maurice. During the night Norwegian bark came up with steamer, and next morning a boat was observed going round the burning ship; they may have picked up a few persons, but only a very few. The Maurice had no communication with Norwegian. About 7 o'clock the Maurice sailed for Fayal to deposit the rescued passengers. About two o'clock same afternoon fell in with bark Lotus, Captain Trefry of Yarmouth N. S., from Liverpool for Halifax. As I was anxious to get on British territory, Captain Trefry kindly gave me passage. He was also to take all American citizens, but there was such a rush of foreigners into the boats that only one load of eleven could be got off; even several of these were foreigners. The fire is known to have arisen from some very culpable negligence of some of crew. The captain and surgeon considered it expedient to fumigate the stowage with burning tar; the operation was to be performed by boatswain under superintendence of fourth officer; the boatswain heated end of chain to dip into the tar to produce a smoke; the end became too hot to hold, and he let it drop upon deck to which it set fire; the tar upset and immediately all about was in flames. A feeble attempt was made to extinguish the flames, but without effect—there was nothing at hand to meet such an emergency. The rescued passengers saved nothing but the clothes on their backs, and even great part of these torn off and otherwise lost. Six hundred souls supposed on board—many women and children. Mr. Brew is the only British subject saved. He is in British civil service, on way to British Columbia; will proceed to Boston per steamer Eastern State on Tuesday, en route for New York.

His Excellency the Lieut. Governor and Mrs. Manners Sutton took an excursion yesterday over the Railway by a special train at 11 o'clock. We understand that the time occupied in going out to the Kennebec station was something under ten minutes, thus accomplishing the distance at the rate of sixty miles per hour—not so bad for a New Brunswick road and a home-made locomotive and cars. His Excellency we learn, expressed himself delighted with the trip, the road, and the scenery. [Morning News.]

Two Persons killed by Lightning.

Boston, Sept. 22.—There were two deaths by lightning in this vicinity, during the heavy thunder storm which passed over this section of the State last evening. Mr. Enoch Danforth, of Lagrange, was killed while sitting in a bar-room; and Wm. H. Record was killed, together with his team of horses while driving on the road.

MARINE DISASTER.—The police of the harbor station report that the ship, C. L. Choate, was towed up the harbor on Sunday afternoon, full of water, having been ashore. The ship was loaded with lumber from St. George, N. B. bound to Liverpool.—Boston Traveller.

European Intelligence.

STEAMSHIP ARABIA AT NEW YORK.

New York, Sept. 29.

The steamship Arabia from Liverpool at 3 P. M., of the 18th inst., arrived at her dock at 5 o'clock this P. M.

GREAT BRITAIN.

The Times publishes a long letter from a correspondent at Valencia in regard to the difficulty in the Atlantic cable. The view is a rather discouraging one, but it is nevertheless stated that Mr. Henley, who has been for some days making experiments on the cable, is sanguine of making the line again serviceable by the use of his powerful magnetic electrical machines, which are now on their way from London. Mr. Lundy, one of the assistants at Valencia, has gone to Newfoundland to ascertain the condition of the line at Trinity Bay, and to arrange a day on which a certain blowdown code of signals are to be sent down at concerted times from both ends, and to endeavor thus to reestablish intelligible communication.

The Times of the 17th says the shares have declined to between £420 and £460.

Mr. J. W. Brett claims the origination of the Atlantic telegraph project in 1845.

The acceptance of Messrs. Oscoli, Hartwig & Co., of Manchester have been dishonored.

William Weir, principal editor of the London News, is dead.

The Dorchester St. Ledger was won by Mr. Mary's gambler; Lord Derby's horse, Tokopholis, coming in fourth.

LATEST BY TELEGRAPH.

London, Saturday, P. M.—Consols closed at 97½ for money, and 97½ for account.

FRANCE.

It was rumored that Marshal Canobetti was to marry the duchess of Sotomayor.

A treaty is said to have been made with the King of Corea, a vassal of China, for the establishment of a French commercial settlement there.

The attacks upon the emperor of Russia have been dropped, he having refused to yield to the demands of France.

The Paris bourse was buoyant.

ITALY.

The cession of the port of Villa Franca to Russia merely conveys privileges similar to those enjoyed by America at Spezia, viz., a depot for coal and naval stores and repairing station.

SPAIN.

The Chamber of deputies has been dissolved and a new house convoked to meet on the 1st of December.

Some disturbance took place at Pinta on the occasion of a religious fête, and the Espana ascribes them to Protestant agents.

PRUSSIA.

It was reported at Berlin that the chambers would be convoked in a few days and the regency of the prince of Prussia declared. That done there would be a dissolution and general elections. There was no hope of the king's restoration to health.

PORTUGAL.

The vintage will be most abundant for the last five years.

RUSSIA.

The grain crops in the Russian territory of Black Sea had been destroyed by locusts and hot winds.

The emperor wishes the Grand Duke Michael to become governor of Poland, in room of Prince Gortschakoff, who desires to retire.

TURKEY.

The excitement among the Mussulmen was daily increasing. The sums spent in the purchase of weapons are said to be enormous.

An insurrection in Persia had been suppressed.

A case of the plague is said to have occurred at Alexandria, although some physicians denied it was that disease.

The Bill for the abolition of imprisonment for debt in Canada came into force on the 1st inst.

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