

## PROVINCIAL.

**THE FREDERICTON BOAT RACE.**—The *Courier* says: "The Boat Race that has been the topic of conversation for the past week, and about which so many opinions have been expressed, came off at Fredericton on Friday, and, as was generally expected, in this city, the St. John men have again been successful, beating their opponents one-sixth of the whole distance. This is more than even the most sanguine expected as the men had scarcely any practice, and had never before seen such a boat as the one in which they rowed at such short notice. The result is attributed solely to the peculiarity of the stroke which distinguishes our oarsmen, and which would appear to be the crack oarsmen of New York, Boston, and Halifax, all of which places have boasted themselves in the superiority of their boats, and the skill of their rowers. In the rowing of Messrs. Crowder and Wilson, may be taken as a fair specimen of the oarsmanship in English boatmen, we have no doubt that a crew could be selected in St. John who would consider it but child's play to distance the celebrated champions of the Thames. A friend who was present at the race has furnished us with the following sketch of the day's proceedings:—

The great boat race between the shell boat of Col. Crowder and Mr. Wilson on one side, and that built by Sheriff Harding, and rowed by Samuel Brittain and William Brittain of Carleton on the other, took place yesterday morning according to announcement. There was considerable interest manifested by the people of Fredericton and a large number of persons were present to witness it. St. John and Carleton were well represented; the weather was fine, the sky cloudy, and a slight breeze was blowing. The distance to be rowed was a mile and a half. The start was made shortly after 12 o'clock. Sheriff Harding's boat took lead at the start, and continued gaining on her opponent to the close. The Brittain pulled the short quick stroke, peculiar to St. John oarsmen, while Messrs. Crowder and Wilson pulled the long, slow stroke, so common with ordinary rowers. Harding's boat went over the course in 7 minutes 20 seconds; Col. Crowder's in 8 minutes 40 seconds—nearly a quarter of a mile behind the victors.

The Horse Races came off in the afternoon. Three horses contested the first running race entered by Messrs. Hart, Malligan, and Wheeler; the prize, a purse of \$50 was won by Mr. Hart's horse. This second race for a saddle, was contested by the horses of Messrs. Russell and Wheeler, and won by the former. Three horses were entered for the first Trotting Race, a Calais horse by Mr. Russell, the horse "Moose" by Mr. Campbell, and "Stamper" by Mr. Stockford; the prize, a purse of \$50 was won by Mr. Campbell's horse. In the second Trotting Race, three horses were entered, a grey horse from Calais, by Mr. Russell, a black horse by Mr. Hart, and Mr. Stockford's horse; the race was won by the Calais horse.

**A SUCCESSFUL LITERARY EFFORT.**—Many of our citizens remember Mr. J. Foster Kirk, a young Nova Scotian, who, in our debating societies and elsewhere, gave a number of years since, much promise of future usefulness. When a young man he resided in Boston, where he acquired considerable popularity by his translations of several French works. Some time after that he became acquainted with the late Mr. Prescott, the celebrated historian, and was employed by him as his amanuensis, until the time of his death. Since that, period our young countryman has written a literary work, in two volumes, entitled "Charles the Bold." This work was shown in manuscript to some literary friends in the States, who highly approved of it. A copy-right was taken out in the States. He then went to London with it, and we are pleased to learn from an intimate friend of Mr. Kirk's, that he has sold to Mr. Murray, the celebrated publisher, the right to print 10,000 copies for the sum of £200. Mr. K. writes that he has several urgent applications for a similar privilege. We congratulate our young friend on his good fortune.—*Hat. Reporter.*

### Railway Extensions.

The question of Railway Extension Westward has been mooted by a number of our newspapers. The "Evening Globe" and "Westminster Times" favor the idea, and a writer in yesterday's "Morning News" joins in the chorus. We quote a portion of the latter party's remarks:—

"I beg to suggest that the Government of this Province take into consideration the carrying out of the European and North American Railroad—the original scheme of all, as agreed upon at the Portland Convention in 1841. Extend our present road 70 miles Westward, and we tap the American frontier; and no one need doubt that our neighbors will take hold and connect with Bangor. Now here is a project that will pay, if any railroad will. The travelling and traffic between St. John and Boston this last summer gave a guarantee of this. Each steamer (twice a week) has brought 600 passengers on an average; and as many returning. In round numbers 1200 people have travelled both ways pretty much the whole summer. Each steamer has been almost sunk with freight on every trip. If this is the state of business at present, is it not fair to assume that it will at least quadruple with a railroad? I believe that if the Government will go at this road with the same vigor that they did last winter when the Inter-Colonial scheme was up, they will have no trouble whatever in getting a well

matured Bill carried—for more than half the Counties in the Province are to be directly benefited by such an undertaking. I believe, that as soon as the matter comes before the Legislature, there would be parties, or companies ready to make propositions for building the road, upon terms that would come easy to the Province. At all events we cannot stand still. The present railroad must have a feeder, in order to make it pay. Extend it westward, and who can doubt the realization of this belief. \* \* \* A large majority of the people of this Province would favor this undertaking; and I believe further that the Government cannot remain idle next winter, (after it is fully understood that nothing is to be done with the Canadians,) when there is work to be done, and the Westward extension is a matter of such vital importance to our best interests."

We do not wish it to be understood that in quoting the above extract we endorse either the facts or the inferences of the writer. We think his statements in our columns, clearly for the purpose of showing what appears to be the bent of men's minds among us just at present. Hundreds in this community who never favored an Inter-Colonial Railway would willingly support a connection with the States as a better investment of Provincial funds and a more necessary work than the line to Canada. We believe that nearly every individual in the country, who has thought upon the subject at all, has arrived at the conclusion that, in the course of events, a Railway to the States must be built. Scarcely any one now doubts this; even the aged among us expect to see it. The question is one upon which political parties have never expressed divergent opinions. The present ability of the Province to build such a road is, of course, a very serious condition—one which ought to be well weighed by both the Legislature and the people before a decision is made. The question of financial ability being settled, that of route ought to be discussed next. We do not know whether any number of facts relative to the character of the back country between the St. Andrews Railway and the St. John river, or that relate to the traffic over the proposed line, have been collected. It is true that at the celebrated Railway Convention in Portland Me., many years ago, at which all the leading politicians of Maine, Canada, New Brunswick and Nova Scotia were present, there was an amazing display of facts and figures which proved to the satisfaction of orators that the European and North American Railway would be a splendid investment for spare capital. But as recent experience in the management of Colonial railways has somewhat dimmed these magnificent visions, it will be necessary to require anew into the source from which traffic for the Railway to the States may be expected to flow. If the Government or Opposition papers have on hand any reliable facts bearing upon this point, they would do well to exhibit them to the public, so that the matter may be canvassed in all its bearings. If the Government papers have any knowledge of the intention of the Government, now that the Inter-Colonial Railway has been brought to a dead lock, they ought to ventilate it for the edification of all concerned.—*Telegraph.*

**FIRE AND LOSS OF LIFE IN ALBERT.**—The Hillsborough *Advocate* states that the house of Mr. Warren Peck, of Hopewell Hill, was burned on the 27th ult., with the principal part of the furniture and clothing of the family. In his efforts to save his property Mr. Peck was so severely burnt that he died on Friday night. Another fire occurred at Little River, Albert, on the 11th inst., destroying the house of Mr. Powe, and, horrible to relate, three little children, the eldest only four years old, perished in the flames. The father was from home at the time, and the mother had gone to a neighbor's house for a few minutes.

**THE BRIDGEOWN FREE PRESS** states that about thirty-five years ago there was not a racoon in Nova Scotia, but that now they are becoming troublesome. Three of these animals have recently been killed in the vicinity of Bridgeown. The Press also notices the fact that the American red deer and the wolf, have within the last twenty years become denizens of Nova Scotia. More recently several strange birds have become common, and one is described as a reddish bird, of the thrush tribe, the sweetest singer with the exception of the bobolink, "of all the wild birds of the country."

From the *Royal Gazette*, Nov. 4.] Commission signed by His Excellency the Commander-in-Chief:—  
N. B. Regt. of Artillery.  
Second Lieut. Edward Jones to be First Lieut. 29th Oct. 1863.  
First Bat. C. C. Militia.  
Captains James Stinson, Samuel Getty, John Parkinson—allowed to retire, retaining their present rank.  
Lieut. John Bradford, Ensign Isaac Snodgrass, Paymaster Robert Stevenson—reassigned.

**PROVINCIAL APPOINTMENT.**  
James H. Whitlock, Esquire, to be Deputy Treasurer and Controller of Customs, &c., at the Port of Saint Andrews, in room of David W. Jack, Esquire, resigned.

The whaling brig *Pavilion*, of Fairhaven, was crushed by ice near the island of God's Mercy, in the Arctic Ocean, on the 4th of August. The crew took to the boats, landed some provisions on the rocks and remained there eleven days; they then left and on the 27th August reached Resolution Island, where they remained ten days—they then

attempted to Cross Hudson's Straits in the boats (there were three), but a heavy gale separated the boats, and it is thought one of them, with seven men on board, must have foundered. On the 8th September the section boat reached the Labrador coast, but not finding inhabitants, followed the coast down until the 20th, when they were picked up by the English barque *Ocean*. A nymph from London for Hudson's Bay, on the 21 October the Captain's boat was fallen it with, and on the 27th they were all landed at St. John's, N. F. The men suffered dreadfully, and some of them were badly frozen, and they all subsisted for a long time on ship's bread, soaked with water, and a little pork.

## FROM THE STATES.

Bangor, Nov. 7.  
World's Washington dispatch, 6th, says Army of the Potomac was at last moving in a direction which indicated the abandonment of Warrenton route to Richmond. Guerrillas bold active everywhere. Considerable skirmishing in Barnside's department. During three days his loss in killed, wounded and missing, was about 800, and the Confederates 500.

An expedition had driven the enemy to the extreme edge of East Tennessee. In one engagement the Federals lost about 100, and the Confederates 500.

On 25th, Barnside was at London to accept an expected invasion by a large force of Bragg's army.

Paris correspondent of N. Y. Times says six iron plated vessels were building at Nantes and Bordeaux for Confederates, but the government will stop them going to sea Nov. 9.

On Saturday, Sedgwick advanced to Rapidanock Station, driving enemy to river, capturing two redoubts, seven cannon and over one thousand prisoners.

Gen. French advanced to Kelly's Ford capturing 400 prisoners.

Also reported both commands crossed river, forming junction on other side and pursuing enemy.

Burnside's, Gregg's, and Kilpatrick's cavalry crossed river at two points to protect right and left flank.

Federal loss, killed and wounded, four hundred.

Meade's whole line reported advance.

Atlanta dispatch says Federal gained important advantage, which, unless counteracted will render subsistence of Bragg's army at Chattanooga impossible.

Arkadelphia, Arkansas, recently Price's headquarters, etc. in possession of Gen. Steele. 1700 volunteers from Tall county reported to Steele.

In speaking of the prosperous condition of the Northern States, the N. Y. Commercial says:

The production of all the principle articles of commerce is immense, and in many commodities, exceeds that of any previous year, and is fully commensurate with the increased necessities of the country, growing out of a state of civil war.

The production of Coal, Bread Stuffs, Provisions, Lumber, etc., etc. during the past few years, shows a steady and important increase, which is fully equivalent to the per centage of increase in the currency which represents their value.

A comparison of the production of the principal articles during the past few years could not fail of convincing the incredulous that the health and prosperity of the country are fully adequate to the great task which has devolved upon the Government—that of maintaining the National existence, by overpowering the rebellious element which was lately spread over so vast an area, but which is being gradually contracted by means of the irresistible power of the United States Government.

The prosperity of the country is certainly very marked, and when we consider the deleterious influence ever exerted by war on all branches of trade and commerce, it seems wonderful that it is so.

**BIG APPLES.**—A Lockport (N. Y.) correspondent of the *Bath Courier*, writes as follows:

"I noticed in your paper of the 15th, a paragraph from the *Farmington Patriot*, speaking of a large apple. I have a Baldwin before me that measures 13 1/2 inches in circumference, weighing 1 1/2 ounces—a Pip-pin 14 1/2 inches in circumference, weighing 2 1/2 ounces, and a barrel of apples in my warehouse, a large sized four barrel, with 163 apples to fill it full, and pressed in so to ride to Boston without shaking and from the same orchard there were six apples picked off one tree, weighing 10 1/2 pounds. Now don't try to beat these, or I will look around for some big apples."

**WHAT IS HIS COST US.**—The injury which two or three privateers may do a country which has its commerce scattered over the entire globe, is shown in the interruption to the trade and commerce of this country caused by the operations of the Alabama and Florida. The foreign trade of the port of New York for the same quarter in each of last four years, shows that the carrying trade is rapidly changing hands and seeking European flags for protection. In 1860, the value of the goods imported and exported for the quarter ending June 30th, from New York, in American vessels, was \$62,598,326; in foreign vessels \$30,918,851. In the same quarter, 1861, in American vessels, the amount was \$47,909,376; foreign vessels, \$29,052,933, 1862, American vessels, \$31,285,616; foreign, \$33,083,144. 1863, American vessels \$23,403,840; foreign, \$65,889,853. Four years have served to

change the figures completely, the American losing about thirty nine millions and the foreign trade gaining thirty-five millions. A portion of their loss is covered by the employment of American vessels in the war, but a greater portion of it is attributed to the fear shippers have of capture. The determination of England to stop privateering from her ports will probably restore a great portion of this business, but the figures above given will show very nearly the cost to our commerce of a neutrality which in the manner it was made to operate is as mischievous as open war.—[*Arctostook Pioneer.*]

**WE beg to remind Advertisers and Subscribers that their subscriptions are some time over due, and we request that they be liquidated without delay.**

## The Standard.

ST. ANDREWS, NOV. 11, 1863.

### Culture of Fruit.

While in conversation with a gentleman a short time ago, upon the description of fruit best adapted to the soil and climate of this country, we were pleased to learn from him that, after a large outlay and several experiments, he had succeeded in raising, within a short distance of St. Andrews, some fine descriptions of apples and pears, and also grapes in the open air. The experiments, it is true, cost a considerable sum, but he has the satisfaction of knowing what kinds of fruit trees will thrive here by proper cultivation; his apples are large and of excellent quality, and the pears delicious; the grapes of various kinds are also very fine. Now what one person can grow, an other may, with care. We know from experience that there are some kinds of pears and apples, which will not thrive in this climate; but there are others equally fine, that will, with little trouble, amply reward the horticulturist.

With reference to planting fruit trees, the first thing to be attended to is the selection of the ground; for instance the apple should have ground which is moderately rich and moist; the pear and cherry a deep loam soil. The ground being tolerably fertile, a great deal depends upon digging and filling the holes when planting the trees, a western aspect is considered the best, because it is the least subject to sudden transitions of temperature. Much of the success in growth depends on digging very large holes, say six feet in diameter, and at least fifteen inches deep. The distance between the trees varies—apples should not be less than twenty feet apart, pears about fifteen feet; this will allow of the cultivation of the ground for other crops.

We throw out these hints for the benefit of several who are desirous of planting fruit trees, and will in our next issue point out the most approved method of transplanting and give the names of the varieties which thrive in this locality. We hope they will not be deterred, however limited their means or however little land may be at their disposal; trees of the best kinds will grow even in a yard if properly attended to. Trees transplanted this month succeed well.

**DEPUTY TREASURER.**—An official notice in the *Royal Gazette* announces the appointment of J. H. Whitlock, Esq., to be Deputy Treasurer for this Port, vice D. W. Jack, Esq., resigned.

Mr. Whitlock's appointment will give general satisfaction, and is a popular one on the part of the Government; he has performed the duties of Water and Searcher, and Admeasurer of Vessels for several years, with satisfaction to the Government and public, and we congratulate him on his appointment. Mr. Jack's ill health and increasing years prompted him to resign his office; and we only give currency to public feeling when we state that he discharged the duties of Deputy Treasurer faithfully and efficiently for upwards of twenty years. He carries with him into private life the high character of an honest man. May he long be spared to his family, and to the community of which he is an ornament, and enjoy the sweets of retirement from the cares of office. The office of Water and Searcher has not yet been filled by the Government; it is reported that they intend to do away with the office and thereby effect a saving of £150 per annum—provided the duties can be performed by the Deputy Treasurer, which is not likely he can accomplish, when the business of his office has increased. It shows however that our rulers are actuated by a laudable desire to reduce the expenses of the Treasury department, if practicable; but situated, as St. Andrews is, on "the lines," they may lose more to the Revenue, than the saving of £150 to the Province.

**WE beg to inform the Portland Evening "Courier" that our remarks were taken from the telegrams and not based on our own ideas. At the same time we believe he knows that our government upholds free speech and independent opinion whether for or against it; even in the once United States men differ in opinion, and some are base enough to assist to overthrow their government. As British subjects we have nothing whatever to do with the abominable interference war in the States.**

**DAY OF THANKSGIVING.**—The Govt. of Canada have appointed the 11th inst. as a day of Thanksgiving for the blessings of an abundant harvest. When will the Govt. of New Brunswick appoint a day for a similar purpose? This Province has great cause of thankfulness for the harvest has been abundant.

## TELEGRAMS.

**A HAND HIT.**—A young lady not long since wrote to a friend here that she wished her to obtain as great a variety of bugs as possible, to add to her entomological collection. The lady's reply is given *verbatim* as follows: "There is but one description of bugs in St. Andrews, and they are 'big bugs'; you do not say whether you wish me to send them dead or living."

**THE Fredericton Reporter** is mistaken in calling the proprietors of the Antimony mine in the county of York "Americans;" they are residents of this county and freeholders. They are working the mine, and we hope will reap the reward of their energy and enterprise.

**Snow fell** Monday night and Tuesday morning, covering the ground to the depth of several inches, and giving the country a wintry appearance.

**A new steamer** was launched at Huskisson's yard, last week. James Davidson, carpenter, was seriously injured while at work on the steamer.

**Fish** has risen in Calais from \$6 to \$13 per barrel.

**A man named Wm. Rose** was instantly killed at Eastport last week, while blasting a ledge at the new battery. He was examining the fuse, when the blast exploded in his face.

**Great exertions** are being made in the towns of Maine to raise their quota of the 500,000 men required by the President.

**The St. John Mechanic's Institute** is to be opened on the evening of the 17th.

**The opening address** will be delivered by the President, Isaac Woodward, Esq. His Excellency the Lieut. Governor will be present.

**A most disagreeable row** took place in Charlottetown, P. E. I., on the 24th inst.

**Information received at Washington** on the 6th inst. states that the Confederates still hold the Potomac River from Sulphur Springs to Falmouth.

**Several iron clads** are nearly ready at Richmond, on the James river. The feeling of security at Richmond is so great that new establishments such as iron foundries and machine shops are in course of erection. Cotton works are also in operation and doing a good business.

**Nine thousand clerks** and others were sent from Washington—expenses paid—to vote for Curtin.

**The new Lord Mayor of London** is a Unitarian, and is said to be a earnest friend of the Union cause.

**Chief Justice Bell**, of the Supreme Court of New Hampshire, has decided that United States greenbacks are not legal tender.

**Dean Trench**, the celebrated philologist, is mentioned in English papers as likely to succeed to the Archbishopric of Dublin, rendered vacant by the death of Archbishop Wisnisky.

**The Halifax Reporter** says that seventy seven ounces of gold were recently taken out of a hole, ten feet deep, at the back of the old Colquhoun Road.

**Many a man** thinks it a virtue that keeps him from turning a rascal, when it is only a full stomach. One should be careful and not mistake pudding for principles.

**The sales of A. T. Stewart**, the great New York Dry Goods Merchant, will, it is said, amount to \$30,000,000 this year. His sales of cloth for men's wear in the month of September alone, were \$700,000.

**Dr. Winslow**, the celebrated athlete, has succeeded in raising by his own unaided strength, clear from the ground, 2000 pounds dead weight, and thinks he shall, soon succeed in lifting 3000.

**The King of Holland** is the editor of a monthly magazine, in which he discusses, with little reserve, his views as to the policy adapted to his country, the progress it is making, and his own wishes and purposes as a sovereign with the best intentions.

**Shakespeare's 300th birthday** takes place in April, 1864, when there is to be a great time in England in his honor. Prof. Rolcher of Berlin calls upon the German nation also to have a celebration to one who is not only the poet of all time, but of the whole world.

**At a congress of the Rhenish chess clubs** recently held at Dusseldorf, Herr Paulsen, blindfolded, played ten games at a time, fighting twenty opponents at each board, and continuing for fifteen hours. At the close he had lost three games, won three, and drawn four.

**Timothy Titcomb** speaks of the broad rolling hills as mothers earth's bountiful greenbacks.

**The gross receipts of the New York Herald** it is said, are nearly a million of dollars a year. One item of expense is about one hundred thousand dollars per annum for correspondence. During the New York riots it had forty local reporters. It frequently accepts a contribution, pays fifty dollars for it, and then destroys it, in order that no other paper shall have even what it has no use for.

**A letter from Nebraska** says of prices, "Think of flour being five dollars per barrel, butter ten cents per pound, eggs five cents a dozen, the best beef six cents per pound, and wood one dollar and fifty cents per cord. It is a country flowing with milk and honey, to be had for the asking."

**A tumbler** trimming full of old Bourbon whiskey—innocent of water—is a common dose for a Russian sailor. They must have iron-clad stomachs.

**Contradiction of thumb.** Mrs. "Tom Thumb" is not—what her friends expected. Nor is Mr. Thumb what his friends confidently expected," says the Boston Post.

**Mr. A. A. Rackin**, of Fremont, Me., recently lost all his family, of diphtheria.

## LATEST AMERICA.

Herald's despatch says the Army of the Potomac moved satisfactorily.

Sedgwick's advance h Station and Gen Kilpatrick cupping Fredericksburg.

The fifth Maine district Sedgwick's Saturday's over 500 prisoners. The exceeded the attacking Maine lost heavily.

Tribune's Morris Island writes that the Federal Island.

Early on Sunday morning great joyful demonstration supposed occasioned by a men's from Lee for Bragg.

Gen. Dana's expedition comprised twenty steam by gunboats, "Owasco" "Monongahela."

The land expedition is of Vermilionville.

Reports from the frontington yesterday represent on Sunday and yesterday lower part of Culpepper.

Supposed Lee will not ing former strong position Rapidan.

N. Y. Post learns that petition has been abandoned to New Orleans a er direction.

Gen Grant telegraphic side's most advanced overpowered by superior my, and last of two reg were captured.

Confederates now trip of Federal prisoners at I tons.

Steamer Mail, under British schooner Marth were recently captured.

The New Brunswick on her last trip from S Eastport at 2 p. m. was Lured they on account a trial did not arrive in Po Friday evening.

On Wednesday las of Magdaguadavie, while burg's Mills, Pequick, piece of deal thrown fr died on Friday from his cr" says.

Only two steamers Chantanooga was captured required, General Ross their construction at weeks after the orders in prospect and steam trunks. She is called the construction is a curious (one hundred and fifty f deep, decked and tight upon this is p seen, a brought by rail from Le pose, and a wheel at the apparatus. Neither ca piled, but only a tempo ing the freight. She is the most powerful on ti able of being turned i boat with but slight Journal.

An extra session of Legislature has been d of facilitating the raising gained to fill up the ne

A man has been ay in Canada for three the coupling pin betwe

The largest locom States, it is not in the wo built for the Philadel road Company. It wheels, and weighs mo thousand pounds.

New York paid for the reception to th

Wine from rubus in the West, and is fro ssembling cider in color than port.

The woodmen the real giants of Ame than the boasted Titan Tennessee and Kentuc six feet three inches a 50 inches are not in the Phrenological J

Three generations, s in open air, battling w that girt the Umbagog other lakes and strea northern climate, has the development of pl ever saw or had auth

**THE NEXT DRAFT**—decisions of Provost M man who was drafted liable to be drawn in

**R. R. R. ALWAYS R** Proves its superiority relieving the sufferer of minutes is sufficient to e cal of its marvelous po tion in soothing the mas irritation and inflamma rheumatic, the crippled enjoyment of ease and e toy, Diarrhea, and all th that patients ascribe to the charmment instead of the salts from its skillfully Whenever there is pain