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S. W. Smith.  
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# The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

No 56 SAINT ANDREWS, N. B., WEDNESDAY, DECEMBER 18, 1850. [Vol. 17

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## HEALTH where 'tis SOUGHT!



### Holloway's Pills.

#### CURE OF A DISORDERED LIVER AND STOMACH WHEN IN A MOST HOPELESS STATE.

Extract of a Letter from Mr. Matthew Harvey, of Chapel Hill, Andrus, Scotland, dated the 15th of January, 1850.

Sir—Your valuable Pills have been the means, with God's blessing of restoring me to a state of perfect health, and at a time when I thought I was on the brink of the grave. I had consulted several eminent doctors, who after doing what they could for me, stated that they considered my case as hopeless. I sought in vain for relief, until I was informed that I ought to try your Pills, which soon gave relief and by persevering in their use for some weeks, together with rubbing night and morning your Ointment over my chest and stomach, and right ribs, I have by their means alone got completely cured, and in the enjoyment of myself and every body who knows me.

#### CURE OF A CASE OF WEAKNESS AND DEBILITY OF FOUR YEARS STANDING.

Extract of a Letter from Mr. Smith, of No 5, Little Thames Street, Golden Square, London, dated Dec. 12th, 1849.

Sir—I beg to inform you that for nearly five years I have been what it was to have a doctor's health suffering from extreme weakness and debility with constant nervous headaches, giddiness, and sickness of the stomach together with a great depression of spirits, I used to think that nothing could benefit me, and I had taken many medical men, some of whom after doing all that was in their power informed me that they considered that I had some spinal complaint, beyond the reach of surgery, together with a very disordered state of the stomach and liver, making my case as hopeless as anything could be done for me. One day being unusually ill and in a dejected state, I saw your Pills advertised, and resolved to give them a trial, some perhaps from curiosity, and with a hope of being cured, however I soon found myself better by taking them, and so I went on persevering in their use for six months, when I am happy to say they effected a perfect cure.

#### CURE OF ASTHMA OF TWENTY YEARS STANDING.

Extract of a Letter from Mr. J. K. Heydon, 78 King Street, Sydney, dated 10th of November 1849.

Sir—I have the pleasure to inform you that many extraordinary cures of Asthma have been effected here by means of your Pills. One is that of a Lady residing near the "Raznikack," who after having for twenty years been unable to make the slightest exertion, suffering very fearfully from shortness of breath, coughing, and spitting, but in vain, until she had your Pills, she was able to run up to the top of the mountain. Another case is that of Mr. Cotton, Tailor, Habington's Buildings, Clarence Street, who was so dreadfully bad that he was confined entirely to his bed-room for six months, since to his commencing with your Pills, and attended regularly by his medical man, who pronounced him to be in a dying state, yet he, like me, to my knowledge, has been restored to perfect health by the use of your Pills, and rubbing your Ointment night and morning into his chest.

#### ASTONISHING CURE OF THE EARL OF ALDBOROUGH.

By this Miraculous Medicine after every other means had failed.

A Copy of a Letter from the Earl of Aldborough, dated Villa Matina, Leghorn, 21st Feb. 1840.

Sir—Various circumstances prevented the possibility of my thinking you of late this time for your medicines in restoring your Pills to you did. I now take the opportunity of sending you an order for the amount, and at the same time, to add that your PILLS have effected a cure of a disorder in my Liver, and that which, which all the most eminent of the Faculty at home, and all over the Continent had not been able to effect; nay, not even the waters of Carlsbad and Marienbad. I wish to have another Box and a Pot of Ointment in case any of my family should ever require either.

I remain, with much respect,  
Your most obliged and obedient servant,  
(Signed) ALDBOROUGH.

TIME should not be lost in looking it is Remedy for any of the following diseases:  
Ague Consumption Fits Rheumatism  
Tumors Asthma Debility Gout  
Retention of Urine Dropsy Eritis Complaints  
Dropsy Head-ache Sore Throat  
Venereal Affections Eruptions on the skin  
Dysentery Indigestion Scalds, or King's Evil  
Worms of all kinds Erysipelas Inflammation  
Bowel Complaints Female Irregularities  
Jaundice Sore and Gland Colic  
Liver Complaints Secondary Symptoms  
Weakness from whatever cause Lumbago  
Constipation of Bowels Swelling of all kinds  
Piles Tic Douloureux &c. &c.

These Medicines in England are sold at 1s. 1-2 2s 3d, 4s 6d. 11s. 22s. and 36s. each Box and Pot. There is a considerable saving by getting the large size.  
Sold by all Vendors of Medicines throughout New Brunswick, and by A. H. Thompson, St. Stephen; Billing & Dyer, Eastport; and THOS. TURNER, OF St. Andrews.  
Wholesale Agent for the County Charlotte, N. B.—Directions for the Guidance of Patients in every Disorder are affixed to each Box and Pot.

## POETRY.

### RAIN ON THE ROOF.

When the humid showers gather  
O'er all the starry spheres,  
And the melancholy darkness  
Gently weeps in rainy tears,  
'Tis a joy to press the pillow  
Of a cottage chamber bed,  
And to listen to the pattering  
Of the soft rain overhead.

Every tinkle on the shingles  
Has an echo in the heart,  
And a thousand dreary fancies  
Into busy being start;  
And a thousand recollections  
Weave their bright hues into woe,  
As I listen to the pattering  
Of the soft rain on the roof.

There in fancy comes my mother,  
As she used to, years ago,  
To survey the infant sleeper  
Ere she left them till the dawn:  
I can see her bending o'er me,  
As I listened to the strain,  
Which is played upon the shingles  
By the pattering of the rain.

Then my little seraph sister,  
With her wings and waving hair;  
And her bright-eyed cherub brother,  
A serene angelic pair;  
Glide around my wakeful pillow  
With their praise or mild reproof,  
As I listen to the murmur  
Of the soft rain on the roof.

And another come to thrill me  
With her eyes delicious blue,  
I forget as gazing on her,  
That her heart was all untrue;  
I remembered that I loved her  
As I never may love again,  
And my heart's quick pulses vibrate  
To the pattering of the rain.

These is straight in art's bravuras  
That can work with such a spell,  
In the spirit's pure deep fountains,  
Whence the holy passions swell,  
As that melody of nature—  
That subdued soothing strain,  
Which is played upon the shingles  
By the pattering of the rain.

## THE GLASS RAILROAD.

There was a moral in that dream.  
[A dream of the Milford Bard, during one of his fits of mania a potu.]

It seemed to me, said the bard as though I had been suddenly aroused from slumber, I looked around and found myself in the centre of a gay and happy crowd. The first sensation I experienced was that of being borne along with a peculiar and gentle motion—a soft gliding motion I looked round and found that I was in a long train of cars, which were gliding over a railway. I could see the train, far ahead, it was turning a bend of the railway, and seemed to be many miles in length. It was composed of many cars. Every car open at the top, was filled with men and women—all gayly dressed—all happy, all laughing, talking and singing. The peculiar graceful motion of the cars interested me. There was no grating such as we hear on a railroad. They moved on without the least jar or sound. This I say interested me. I looked over the side, and to my astonishment found the railroad and cars were made of glass. The glass wheels moved over the glass rails without the least noise or oscillation. This soft gliding motion produced a feeling of exquisite happiness.

I was so happy! It seemed as if every thing was at rest within me—I was full of peace. While I was wondering over this circumstance a new sight attracted my gaze. All along the railroad, on either side, within a foot of the track, were laid long lines of coffin, one on either side of the railroad, and every one containing a corpse, dressed for burial, with its cold white face turned upward to the light. I yelled in agony, but could make no sound. The gay throng who were around me, only redoubled their singing and laughter, at the sight of my agony, and we swept on, and on, gliding with glass wheels over the glass railroad, every moment coming nearer to the bend of the road, which formed an angle with the road, far in the distance.

Who are those? I cried at last, pointing to the dead in their coffins.  
These are the persons who made this trip before us, was the reply of one of the gayest persons near me.  
Why trip? I asked.  
Why trip we are now making. The trip in these glass cars over this glass railway, was the answer.  
Why do they lie along the road, each in his coffin? I was answered with a whisper and a half laugh, which froze my blood. They were dashed to death at the end of the railroad, said the person whom I addressed.

You know the railroad terminates at an abyss, which is without bottom or measure. It is lined with pointed rocks. As each car arrives at the end it precipitates its passengers into the abyss. They are dashed to pieces against the rocks, and their bodies are brought up here and placed in coffins as a warning to other passengers; but no one minds it, we're so happy on the glass railroad.  
I can never describe the horror with which these words inspired me.  
What is the name of this railroad? I asked.  
The person whom I addressed replied in the same low voice.  
It is the railroad of Habit. It is very easy to get into these cars, but very hard to get out. For once in these cars everybody is delighted with the soft gliding motion. The cars move so gently!—Yes it is a railroad of Habit, and with glass wheels we are whirled over a glass railroad toward a faithless abyss. In a few moments we'll be there; and then the'll bring our bodies, and put them in coffins as a warning to others, but nobody will mind it, will they?

I was shocked with horror. I struggled for breath—made frantic efforts to leap from the cars, and in the struggle awoke. I knew it was only a dream; and yet whenever I think of it, I can see that long train of cars moving gently over the glass railroad. I can see the cars far ahead, as they are turning the bend of the road. I can see the dead in their coffins clear and distinct—on either side of the road—while the laughter and singing of the gay and happy passengers resounds in my ears. I only see these cold faces of the dead, with their glassy eyes upturned, and their frozen hands upon their shrouds.

It was a horrible dream.  
And the bard's changing features; I and brightening eye, attested the emotion which had been aroused by the memory of the dream. It was indeed a horrible dream. A long train of glass cars, gliding over a glass railway, freighted with youth, beauty and music, while on either hand stretched the victims of yesterday, gliding over the railway of Habit, towards the faithless abyss.  
"There was a moral in that dream."  
Reader, are you addicted to any sinful habit? I break it off ere you are dashed against the rocks.

The Locust Bird.—It is most gratifying to state that the locust bird has made its appearance in the adjoining district of Beaufort, in great numbers. Opportunity was afforded us about nine days since, of witnessing several flights of this bird, and it was peculiarly interesting, in connection with their great services to man, to observe their rapid but graceful motions while in pursuit of their prey. Their numbers like the locusts, are incredible, presenting at a distance the appearance of a dark cloud floating in graceful evolutions in the clear atmosphere. Their pursuit of the locusts is incessant, starting occasionally into regions so high, as to appear to the spectator mere speck, and then descending with the velocity of a swallow, which they greatly resemble when on the wing, to the surface of the earth. The largest flight of locusts is destroyed by them in a day or two, and sometimes in a few hours, and this merciful provision is made by an ever-watchful Providence against a scourge which, but for Omnipotent Power, would speedily lay bare and render useless some of the fairest regions of the earth.—[Graham Town Journal.]

We learn that the Telegraph Wires are to be extended to St. Andrews, and also to Chatham, Miramichi. The distance from the line between this City and St. Stephen to the former place, is only about five miles, we believe, and it is surprising that our friends in St. Andrews have not availed themselves of the advantages of the wires before now. We learn from the Gleaner, that two gentlemen from Richibucto, pledged that if parties at Miramichi would, within a week, connect the line at the point at which it terminates in Westmorland County. The Gleaner adds—"yes, yesterday forenoon a share list was put in circulation, and in the course of the day six shares of £10 each, making the sum of £600, were subscribed in Chatham. One gentleman stated that he was ready to place the line in working order to Richibucto for £700. We may therefore say that the Electric Telegraph with us is a fixed fact—and that it will be in operation early in the Spring."  
One Hundred Pounds have also been subscribed for the erection of a Temperance Hall at Chatham.—[Courier.]

We perceive by a letter from the Rev. Mr. Thomson of this City, to the Rev. John Bohner, of the Free Church in Scotland, and published in the Edinburgh Witness, that the distressing state of the Free Church here, in a pecuniary way, has been brought before the notice of the public at home, with a view to raise a subscription to liquidate the debt on the Building. It also appears, from the letter, that Mr. Thomson has had a very advantageous offer of the pastoral charge of a congregation in New York, which he has, however, declined.

From the Carleton Sentinel.  
Woodstock, Dec. 10.  
The completion of the St. Andrews and Quebec Rail Road, is a matter of so much importance to the inhabitants of almost every County in the Province, (particularly those of Carleton) that we cannot help expressing our regret that so little has been done by them towards its accomplishment. The people of this County are not a whit behind their neighbours in complaining of the want of enterprise in the country, and crying out for public improvement! yet here we find a work started, which when completed will increase the value of their landed property at least fifty per cent, and give an impetus to trade beyond almost anything they can imagine—creating a ready and cash market for every article now raised or manufactured in the country, and opening up new ones for many that are present unsaleable or useless, with a host of other advantages frequently before mentioned—and they look on with perfect indifference, seeming to care but little, whether the work is ever completed or not. We cannot think this lukewarmness in a work of so much importance is owing to any lack of energy or enterprise on their part, but for want of knowledge in these matters. Railroads in New Brunswick with the exception of the ten miles at Saint Andrews—have as yet been built only on paper, and what little has been said on the subject by the Provincial Press has only been read by the few, the many have therefore yet to receive much information respecting them before they can be expected to bend their energies to the work. For this purpose we would recommend that Public meetings be held in all parts of this and other Counties similarly situated, and lectures delivered, and other steps taken to impart the necessary information. We are satisfied that if this is done and the people of Carleton are made acquainted with the real benefits that are to be derived from the completion of the work we have named, that scarcely a man will be found in the whole county who has or can raise the means that will not gladly purchase stock. Much more depends upon the early completion of this road than many are aware of; build it at once, or place it beyond a doubt that it will be completed in a short time, and it will effectually stop the clamour of those who are calling loudly upon the Legislature for grants to survey and build roads

for the express benefit of American citizens—it will save our Province from incurring a heavy debt, which must, with the interest, be eventually paid from the hard earnings of the people—it offers all the facilities and benefits claimed for the Great Western Railway, and without any of the drawbacks. We cannot go into particulars in an article of this kind, but if our suggestions are attended to, and Public meetings called, the various rail road questions that are now before the public, and which will shortly be brought before the House—can be freely and fully discussed and the merits of each perfectly understood.

Loss of the Steamer Helena Sloman at Sea.—The steamer Helena Sloman, Capt. Paulsen, from Hamburg for New York, was abandoned at sea on the 28th Nov., and the passengers and crew taken off by the American packet ship Devonshire, which vessel arrived at New York on Thursday last. Nine persons were drowned alongside the steamer, by the staving of one of the boats.  
The following are the particulars of the disaster, as derived from the Devonshire's log:—"Nov. 28, lat. 42 13, long. 61 30, at 9. 30 A. M., fell in with the propper Helena Sloman, from Hamburg, for New York, having signals of distress flying. Rán down to her, and hove to under her lee, it blowing hard at the time from N. W., when a boat with the second mate and two cabin passengers came alongside and informed us that she had lost her rudder and sternpost, and wanted immediate assistance, as she was leaking badly, and all wished to abandon her, and that she had been in that situation for eight days, and could not get assistance.  
"We immediately manned the boats, in charge of first and third mates, and they, with three boats belonging to the steamer, commenced transporting passengers on board the D. The third mate's boat had made two trips, and had on board seven passengers on her third trip, when she got stove alongside the steamer, and the third mate, three seamen and two passengers were saved.  
"No other accident occurred, and by 3 P. M., 53 Cabin and 86 Steerage passengers, with the crew of 40 men, were safe on board, when we made sail and stood for the Westward. The Steamer, when the Captain left at 5 30 P. M., having about 6 feet water on her. The passengers only saved what they had on."

Names of those Drowned belonging to the Devonshire.—John Johnson, 3rd mate, of New York; George Ryle, seaman, London; John Hesson, do., Londonderry; Daniel McArthur, do., Montreal; and five Steerage passengers, belonging to the Helena Sloman, all from Germany.  
The H. S. was owned and insured in Hamburg. The cargo amounting to about 900 tons, and comprising a large quantity of French and German goods, was insured principally on the other side.  
The vessel was valued at \$150,000.

## THE WHALE'S STRENGTH.

The most dreadful display of the whale's strength and prowess yet authentically recorded, was that made on the American whale ship Essex, Captain Pollard, which sailed from Nantucket, for the Pacific Ocean in August 1840. Late in the fall of the same year when in latitude 40 of the south Pacific, a school of sperm whales were discovered and three boats were manned and sent in pursuit. The master's boat was struck by one of them and he was obliged to return to the ship in order to repair the damage.  
While he was engaged in the work, a sperm whale judged to be eighty feet long, broke water twenty rods from the ship, and broke her weather bow. He was going at the rate of about three knots an hour, and the ship at nearly the same rate when he struck the bow of the vessel just forward of her mainmast.

At the shock produced by the collision of two such mighty masses of matter in motion, the ship shook like a leaf. The seemingly malicious whale dived and passed under the ship, grazing her keel, and then appeared at about the distance of half a ship's length lashing the sea with his fins and tail, as if suffering the most terrible agony. He was evidently hurt by the collision, and blindly frantic with instinctive rage.  
In a few minutes he seemed to recover himself, and started with great speed across the vessel's course to windward. Meanwhile the hands on board discovered the slip to be gradually settling down at the bows, and the pumps were to be rigged. While the crew were working at them, one of the men cried out—"God have mercy! he comes again!"  
The whale had turned about forty rods from the ship and was making for her with double his former speed. His pathway white with foam, rushing ahead, he struck her again at the bow, and the tremendous blow stayed her in, the whale dived under again and disappeared, and the ship foundered in five minutes from the first collision. But five men out of twenty were saved.

The New Brunswicker says that since this recent heavy conflagration at I redoubt some valuable goods have been traced all the way to Miramichi.