

## SHIPS, COLONIES, AND COMMERCE.

Canada, on the whole, is possibly at this moment more prosperous than she has ever previously been, and works of great magnitude are going on in every section of the Province. The very fires, which fell so heavily, when they occurred, upon Montreal, have afforded employment to many hands, and given food to many mouths. New railroads and steamship enterprises are daily engaged in. The country, in a word, is going wonderfully ahead. But, nevertheless, there is a dullness in almost every article of export from this port, which, as Mr. Borrowman, in his circular, remarks, may be partly accounted for by the great deficiency in tonnage this year, as compared with the two immediately preceding years, at the same date. Contrasted with last year there is, this year, a deficiency of 198 vessels or 78,268 tons. Yet in this falling off of ships there is nothing alarming, however disagreeable and unprofitable, to our lumber exporters it may be. It arises partly from new and unexpected circumstances, assisted by, as our Board of Trade foreman would say, and strongly pointed out when expressing their opinions with regard to the repeal of the navigation laws, an injurious competition of foreign vessels, which, when vessels are plenty, being more cheaply navigated than British ships, so reduce the rate of freights as to make the voyage to Quebec unprofitable to the ship-owners of our own country. The new and unexpected circumstances are the discovery of gold in Australia, the exodus from every port in the United Kingdom resulting therefrom, and the consequent great demand for shipping to carry the outgoers to the land of Ophir. But, if by these circumstances we suffer on the one hand, we gain on the other; for, so great is the demand for new ships, that no sooner does a colonial vessel appear than she is bought up, being considered cheap at any price; and, in truth, for carrying emigrants, Quebec ships are especially cheap at any price, being unusually of a very large class; lofty between decks, and having spacious and airy cabins. In addition to this, vessels built at this port are now, in point of workmanship and material, admitted to be inferior to no other vessels afloat; indeed the ships launched this spring by our Lees, Gilmours, Parkes, Munps, Vanguans, Jones, Russells, Valins, Nesbitts, Baldwins, &c., in point of speed, will compare favourably with some of the finest Boston clippers. There has been also great improvements made in the shape as well as in the material of our port built ships; and it gives us pleasure to learn that the improvement is being appreciated in England, and that ship-building will be entered into on an unusually large scale the coming winter. The old adage is now exemplified—"It's an ill wind that blows nobody good"—for, though our exporters of lumber and produce are suffering from a deficiency of arrivals, our ship-builders are rejoicing in an increased demand for new vessels, attributable to the very cause which has produced "a dullness in almost every article of export from this port." There is much cause for general rejoicing. The country is advancing, at an astonishingly fast rate, in wealth and population, the people are becoming more energetic and self-reliant, and instead of repining over misfortunes which are partial in their operation, as was once the case, our monied houses now merely change their businesses, wisely taking advantage of that which promises well, or in other words, sagaciously quitting the sinking ships, they are taking refuge and will migrate in the new ones, which are at present in so much favor.—Quebec Morning Chron.

**IMPORTANT REMOVAL FROM WASHINGTON.**—New-York, August 6th.—A despatch from Washington says, that Webster and Crampton have agreed upon a temporary settlement of the Fishery question; that the latter has written Government urging a suspension of orders issued, and the withdrawal of the additional naval force, the subject being under discussion in the Senate and postponed till the 12th inst. In the House, an amendment has been adopted to the Appropriation Bill, authorizing the President to levy light-house duties on Foreign Vessels, intended doubtless as retaliation against the fishery restrictions.

Mr. Crampton has ordered Admiral Seymour to make no more captures until further notice.

The American Ministers at London and Berlin have obtained permission to return home. Their successors have not yet been appointed.

The Coroner's Jury in the case of the steamer Henry Clay, have rendered a strong verdict, implicating the officers and hands, who have all been arrested and held to bail in \$10,000 each.

There was a destructive fire at Savannah on the 3d inst. 60 or 70 houses, mostly wood, were burned.

The steamer Niagara arrived at Boston about 5 p. m. on the 5th.

The new Wesleyan Church is rapidly advancing to completion. It is one of the most thoroughly built wooden buildings we have seen, and promises admirably to suit the requirements of the congregation. The front elevation of this stately structure will be very beautiful, and its design does great credit to the architectural skill and taste of Mr. Stead.

We may remind our friends near and remote that the Bazaar in aid of the funds of the above church is to come off on the 26th of this month, and that every exertion is being made to make it rival in interest and attraction the far famed and very successful

effort of last year. We are told some very choice specimens of foreign and domestic skill are coming in, and hear especial praise awarded to some late receipts of Canadian Indian work, which are said to surpass anything of the kind ever exhibited in New-Brunswick. We have no doubt the affair will be made very pleasant, and its object well entitled to extensive patronage.—[Head Quarters.]

To the Editor of the Standard.

"A hit, a most palpable hit!"—H. H. L.

SIR,—Permit me, through the medium of your paper, to suggest to the inhabitants of St. Andrews in general, and to the "Magnates of the town" in particular, that the most marketable and profitable, if not creditable plan they can adopt to set the Market House Clock "a-going," would be, in my professional estimation, to bring it to the hammer.

AN AUCTIONEER.

Chamcook, Aug. 7.

## THE STANDARD.

WEDNESDAY, AUGUST 11, 1852.

### EUROPEAN AND NORTH AMERICAN RAILROAD.

**ROAD.**—We learn from St. John papers, that there is now a prospect of a move in the right direction in railroad matters in that City. Two Engineers in chief, (sent out by Mr. Jackson,) Messrs. Beattie and Campbell arrived at Halifax in the Niagara, and are no doubt in St. John by this time. The survey of the railroad is to be commenced as soon as these gentlemen make up their staff of assistants, which are to be selected from among the Engineers belonging to this Province. Mr. Morton, C. E., from Portland, has arrived at St. John, and it is said, will be employed by the stockholders, on their part. Mr. Jackson, one of the contractors, is expected to arrive in the next steamer at New-York.

On our first and second pages we have copied two articles from the "Quebec Morning Chronicle," one of the leading Journals of Canada; they will repay a perusal.

The loss sustained by the late destructive fire at Montreal, has been ascertained by the Executive Committee to be nearly £500,000!—An application is to be made to the Government for a loan of £200,000, from which aid may be given to enable proprietors to rebuild. The City is to become liable for the repayment of the amount, while the management shall be entrusted to commissioners appointed by the Government, and responsible for the due performance of their duties.

The United States Steam-frigate Mississippi arrived at St. John on Saturday, and on Monday last fired a salute. Commodore Perry and Capt Adams of the Mississippi proceeded on Tuesday morning, to pay their respects to the Administrator of the Government. The Citizens of St. John intend inviting the Officers of the steam frigate to a public Ball on Thursday evening.

Property in St. John is said to have advanced within a short time. Paddock's wharf with its appurtenances, was sold a few days since, for the large sum of £7,000.

Commodore Perry paid a visit to Admiral Owen, at Campo-Bello, on Friday last.

We understand that A. C. Morton, Esq., C. E., of Portland, arrived in this City on Thursday evening, and that Messrs. Beattie and Campbell, the Railway Engineers from England, who came out in the Mail steamer Niagara to Halifax, will probably arrive this evening by the way of Dorchester. It is reported that Mr. Archibald passed through St. John on Wednesday, on his way to New-York, to meet Mr. Jackson, M. P.

Railway matters now seem to be on the way of progression, and we trust that nothing may occur to mar the present favorable prospects.—[Courier.]

The proprietors of the steamer Admiral, on learning that the Hon. Daniel Webster contemplated visiting New-Brunswick, promptly tendered to him the hospitalities of their splendid vessel, and have, received a letter from the Hon. Secretary of State, politely acknowledging their attention, and informing them that matters of great national importance render it impossible for him to accept their proffered courtesy at present.—[ib.]

**RAILWAY BETWEEN HALIFAX AND DIGBY.**—The talk is that Mr. Morton is to be employed to make a survey of this route, and that steamers are to be established between Digby and St. Andrews, by the aid of Nova Scotia enterprise; and there is a further talk, that Mr. Howe's political friends and constituents in Cumberland, will soon talk very loudly in the matter, and so plainly that the talk will not be mistaken, and put down as "mere talk." The present line of steamers between St. John and Digby will not be taken out of their route; and the talk is that there will be a full set of no diminution in number after the Digby and St. Andrews line is established. Let the Nova Scotians unite with the New Brun-

wick line, on their Cumberland border, and our word for it, that the talk will then be that the prosperity of both Provinces is materially benefited, in spite of all the talk in the meantime, to the contrary.—Chronicle.

**RAILWAYS IN MAINE.**—We are informed that a meeting was held last week, in Bangor, for the purpose of organizing operations to carry forward the Maine portion of the European and North American Railway. For the portion of the road between Waterville and Bangor, (fifty-five miles) four hundred thousand dollars have been subscribed, and it is not contemplated that there will be any difficulty in speedily completing this portion of the line. For the road eastwardly, one hundred thousand dollars was subscribed, and it is expected that the credit of the City of Bangor will be loaned to the extent of one million of dollars. It may, therefore, be considered a settled point, that our friends in Maine will be quite ready to meet us at the Boundary.

It is not known that any movement has yet taken place in Nova-Scotia, for the purpose of redeeming the pledges made at the Portland Convention; but we feel satisfied that common sense and the force of public opinion will soon guide the present contending parties into the right track.—[ib.]

On Wednesday last James S. Hubble, John Reid, Jr., and Margaret McLeod were brought up for examination in the Court of Mr. Justice Hart, charged with a serious offence, which we understand to be as follows:

The deponent, Richard Close, of Kings-clear, was spending the night in the house of Mr. Hubble, who keeps tavern at the west end of the city. He (Close) had fallen asleep and was aroused to consciousness by finding his clothes on fire—the fire having already communicated to his person, and burning him dreadfully. It appeared that his clothes below the knee and upwards had been saturated with spirits, and then set on fire. The case created great interest, and continued to occupy the attention of the Court during the greater part of the day. Dr. Murphy who is attending Close, stated that his life was in danger, but we understand that the symptoms are since then more favourable. The three already named were committed for trial, and have not yet been admitted to bail. The general opinion is that the act was more wanton than malicious; but be that as it may, whoever may be the perpetrators, the whole case admits of little palliation.—[Fredericton Reporter.]

The London Morning Herald says "that the belief is more prevalent than the present Chancellor of the Exchequer, under the Administration of Earl Derby, will be able to realize what was the dream only of the late Sir Robert Peel, by reducing the 500 millions of 3 per cent into 2 1/2 per cent stock, at an immense saving to the nation. An operation of such immense magnitude in its consummation must of course demand a skill and ability commensurate in carrying it into effect, and this and their qualifications may be reasonably anticipated from the financial talent which has presided so far over the Councils of the Administration."

**NARROW ESCAPE OF THE QUEEN.**—A correspondent of the Court Journal states, that a few days since, while her Majesty and her Royal Highness Prince Albert were walking within the now dismantled walls of the building in Hyde Park, which was but a few months since the glory and pride of this kingdom, a beam of wood, of enormous size and weight, fell close to the Queen—so close as to have given rise to feelings of the most painful excitement amongst the distinguished personages by whom she was surrounded.

Four young men, who emigrated from England to Australia less than five years ago, invested their funds in the purchase of a large tract of land or sheep walk. This land is now found to extend completely across a large mining district, and a company have just offered the fortunate proprietors one million of money for the property, besides a handsome royalty on all the produce of the "diggings."

Prince Albert was last week, out almost every morning with the brigade of Foot Guards in Hyde Park. We are much gratified to see the steady and skillful manner in which his royal highness handled the brigade, the movements being, without exception of the practical and not the showy character usually practised.—Naval and Military Gazette.

French courage proceeds from variety, the German from pluck, the Turkish from fanaticism and opium, the Spanish from pride, the English from coarseness, the Dutch from obstinacy, the Russian from insensibility, but the Italian from anger.

**FLYING SHIP.**—Rufus Porter, now at Washington building a flying ship, in his semi-monthly report to the stockholders, says: "The fibrous material for the float and saloon has been all furnished, and the sewing and making up the float are now in progress, and we may have it ready for inflation in two weeks."

**REVENUE CUTTER SUNK.**—Serious Loss of Life.—The Revenue Cutter Taney, Captain Martin, was struck by a small steamer on the 1st p. m., about a mile and a half below Governor's Island, thrown on her beam ends and sunk.

There were about thirty composing her crew and officers on board, of whom four are known to have perished, and six are supposed by Captain Martin to have shared the same fate.

The mast head of the vessel remains out of the water, and the survivors took refuge

in the top, whence they were rescued by the steamer Thomas Hunt, but not until most of their number were nearly exhausted.—New-York Evening Post.

**Albany August 3.**—An extra from the Wolcott Standard, Wayne & Co., states that on Saturday afternoon it was advertised that Mr. R. Sands, circus performer, would among other things walk across the ceiling with his feet upwards and his head downwards, by means of a scientific apparatus appended to his feet. The experiment was successfully made by Mr. Sands, and the audience went away perfectly satisfied, except one individual who said Mr. S. could not perform the feat of the circus. Mr. Sands offered to exhibit the same performance in any place where a ceiling having a smooth surface of sufficient strength to sustain his weight could be obtained. The large room in the town hall was selected, to which Mr. S. repaired, and commenced walking over the ceiling at an elevation of eighteen feet from the floor. He had proceeded several steps, and was in the act of returning, when a large portion of the plaster gave way, and he was precipitated to the floor and killed instantly, his neck being broken.

Mr. Sands, the acrobat, did not walk on the ceiling of a Town Hall in Wolcott; the ceiling did not break down; he did not break his neck, but performed it (swag) on Monday last. The whole narrative of his death, widely circulated, was a hoax.—Boston Paper.

**THE WHEAT HARVEST.**—From all parts of the country, says the Toronto Patriot, of July 27th, we continue to receive most cheering accounts of the excellence of the wheat crop. To the northward of this, the fall wheat harvest has fully begun and the crop is excellent, having entirely escaped the ravages of the rust. The spring wheat cannot, of course, be yet considered quite safe from this much dreaded disease; but it may be confidently hoped that it will meet with a similar exemption. We learn that the crops in the neighbourhood of Port-Hope and Cobourg, though not so forward as to the Westward, are uncommonly fine.

The following extracts will give an idea of the general state of the crops in different parts of the country:—  
The crops.—The hay crop has been abundant—it is all secured now. The wheat harvest has begun in earnest—the crops are dead ripe, and much difficulty is found in finding men to work in the fields; the crop is the best we have seen for many years.—St. Catharines Constitutional, July 21.

Our farmers, after securing their hay crops in first rate condition, have now commenced cutting down their wheat, which is understood to be of the whole a fair average crop. Heavy dews fall every night, but we have had no rain for three weeks or a month, and the gardens are suffering for want of moisture.—Niagara Chronicle, 22d.

## SHIPPING JOURNAL.

### PORT OF ST. ANDREWS.

**ARRIVED.**—  
Aug. 4th.—Schr. Ulica, Meloney, Boston.—Master, general cargo.  
July 29th.—Schr. Margaret, McKay, Annapolis.—Master, cargo.  
Ship Birkenhead, Bennett, Boston.—J. & G. Porter.—Ballast.

### Grand Pleasure Excursion TO FREDERICTON, AUG. 26, 1852.

The Committee of the Fredericton-Wesleyan Bazaar, beg to announce to their friends in St. Andrews, and its vicinity, that the arrangements are completed for the approaching BAZAAR and TEA MEETING to be held in the beautiful Gardens of the Hon. Judge Wilnot, Fredericton.

On THURSDAY, the 26th Instant, the proceeds are to be applied to the rebuilding of the Wesleyan Church in this City. The arrangements for cheap trips from St. John, Eastport, and St. Andrews, are nearly completed, and will be duly advertised.

A large attendance on this interesting occasion is cordially anticipated.  
The gate will be opened at 11 o'clock, a.m.  
Admission 25 cents. Children under 12 years, half price.  
Fredericton, Aug. 7, 1852.  
Tapers favorable to the above, will please copy.

**PICKED UP,** between "Gannet Rock" and "Murr Ground," a SKIFF boat. The owner can obtain her by proving property and paying expenses, on application to H. HELM.

Aug. 10, 1852.

## H. VALANTINE,

Physician and Surgeon Accoucheur, from England.

D. R. VALANTINE, Member of the Royal College of Surgeons, London, offers his services in the line of his profession, to the inhabitants of St. Andrews and vicinity; residence at Mr. James Stevenson's Hotel, Admire to the Poor gratis.  
St. Andrews, Aug. 2, 1852.

## NOTICE.

ALL persons having any demands against the Estate of Joseph Porter, master mariner, late of St. Stephens, deceased, are requested to present the same, duly attested, within three months; and all those indebted to said Estate, are requested to make immediate payment to JANET PORTER, Adm'r.

GEO. M. PORTER, Adm'r.  
St. Stephens, July 20, 1852.

## Apprentice Wanted.

WANTED an Apprentice to the Carriage, Sleigh, and Wheelwright business. A desirable situation may be obtained on application to E. STENTIFORD, St. Andrews, Aug. 3, 1852.

**CHAMPAGNE & WHISKEY.**—Just received:—10 Baskets first quality Champagne, "Lily brand." One Puncle best Scotch Whiskey.—For sale low. JAMES W. STREET, July 26, 1852.

## FOR SALE.

THE Subscriber offers for sale, that valuable property, consisting of the WHARF and STORE adjoining the Steam Mill Property. For terms &c. apply to Aug. 3, 1852. H. H. HATCH.

## SURROGATE COURT.

County of Charlotte.

In the matter of the Estate of Phineas Nevin, late of the Parish of St. Stephens in the County of Charlotte, deceased. WHERAS James Bowes, one of the Executors of the said deceased, hath this day filed his Account, with the said Estate, and hath prayed that the Creditors and next of Kin of the deceased, and all persons interested in the said Estate, may appear and attend the passing and allowance of the said account.

Notice thereof is hereby given to all the Creditors and next of Kin of the said deceased, and to all Persons interested in the said Estate, and they are hereby cited to appear before me at a Court of Probate, to be held at the office of the Registrar of Probates in Saint Andrews, in the said County of Charlotte, on Monday the twentieth day of September next, at the hour of noon, to attend the passing and allowance of the Account of the said Executor. Given under my hand and the Seal of the said Court, this thirteenth day of July, A. D. 1852.

(Signed,) H. HATCH, Sur. Judge. G. D. STREET, Registrar of Probates.

## ADMINISTRATOR'S SALE.

PURSUANT to the Order of the Surrogate for the County of Charlotte, I hereby give Notice, that I will sell at Public Auction, at my residence in Saint Stephens, in the said County, on Thursday the 16th day of September next, at the hour of twelve, at noon—

The Right and Title of the late JOHN CHRISTIE, in and to the following described land property, viz.—  
A Lot of Land situate in St. Stephen, in the County of Charlotte, known and described as Lot No. Five, in class letter D. in the grant to Donald and others, containing 100 acres more or less.

Also, another Lot of Land, situate in St. James, in the said County, known and described as Lot No. 24, in the third or Western division of the Grant to Peter Christie and others, containing 100 acres more or less; in such portions as may be necessary for the payment of the debts of the Estate.

GEORGE CHRISTIE, Administrator of the Estate of JOHN CHRISTIE. St. Andrews, 4th Aug. 1852.

## HOUSE FOR SALE.

The Dwelling House of an Premises, owned by Mr. John R. McFarlane, and occupied by Dr. E. Bayard, in Water-street, immediately opposite Mr. John Irwin's, being described on the plan of the town plat of St. Andrews, as water lot, block letter A, Bulkeley's division, with a frontage of 41 feet 5 inches on Water street, and extending about 74 feet back. The House is well finished and faithfully built, contains two shops, fitted up with counters and shelves, and sitting rooms in the rear, with parlor, dining, and bed rooms on the second floor. The land is held in fee simple. If not disposed of by private sale previous to the 15th day of September next, it will on that day be sold at public auction.

For terms, and further particulars, apply to THOS. TURNER ODELL, St. Andrews, July 20, 1852.—[if.]

## FOR SALE, one valuable BUILDING.

LOT, 80 by 160, fronting on Monague and Harriet streets, opposite Barber Bros's residence.

Also, a LOT in latter L, Parr's division, with the COTTAGE thereon, adjoining Jas. McCarty's.

Terms liberal, and made known on application at the Standard Office.

## FOR SALE.

The House and Lot in Water-street, the property of Mr. Samuel Woodside, known as the Green House. The House is spacious, and well adapted for two families. The lot 40 by 80 feet. This property is so generally known, that a further description is deemed unnecessary.

The terms, which will be liberal, made known on application to George D. Street, Esq., Counsellor at Law, or to the subscriber.

B. R. FITZGERALD, Saint Andrews, July 7, 1852.