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POETRY.

GOD BLESS THE MARINER.

BY MRS. HEWITT.

God's blessing on the mariner!
A venturesome life leads he—
What seek the Landmen of their toil,
Who dwell upon the sea?

The landmen sit within his home,
His friends bright and warm;
Nor ask how fares the mariner
All night amid the storm.

Good bless the Mariner!
A homely garb wears he—
And he goeth with a rolling gait
Upon the ship upon the sea.

He hath paid the land "Apoor,"
For the wages of the main,
Till his deep tones have the homeliness
Of the rising hurricane.

His face is an honest visage
The sun and wind have tanned,
And his hand as iron can hold
Is his broad and shrewy hand.

But oh! a spirit looketh
From out his clear blue eye,
With a truthful childlike earnestness,
Like an angel from the sky.

A venturesome life the sailor leads—
Between the sky and sea—
But when the hour of death is past,
A gentler, who than he?

He knows that by the rudder bolts
Stands one well skilled to save—
For a strong hand is the Steersman's
That directs him o'er the wave.

YOUTH.

Seek not to destroy the pleasures
Of play and gay;
Autumn brings no golden treasures
Flowers belong to May,
Flowers belong to May,
Youth may think not of tomorrow,
Live but for the day;
Winter has enough of sorrow—
Tears till then delay.

Soon, too soon will youth be over,
Quick as orient beams;
Fleeting as the forms that hover
Round us in our dreams.
Call each bud that decks the bower—
Call it while it gleams!
And enjoying, thank the Powers
Whereof flow pleasure's streams.

EVENING.

Waxes the soft dew of kindly sleep,
My weary eyelids gently steep,
Beneath the thought, how sweet to rest
For ever on my Saviour's breast.

Ah! with me from morn till eve
For, without thee, I cannot live;
Aid with me when night is nigh,
For without thee, I dare not die.

Thou framer of the light and dark,
Sheer through the tempest thine own ark,
And the howling wintry sea,
We are in port if we have Thee.

MATERNAL AFFECTION.

The plague had broken out in Tuscany!—
In the village of Gorgi, whether it were
that the disease was of a peculiarly malignant
nature, one after another—the young
and then the old—of a whole family dropped
off. A woman, the wife of a labourer, and
another of two little boys, felt herself attacked
by fever in the night; in the morning it
greatly increased, and in the evening the fatal
tumour appeared. This was during the absence
of her husband, who went to work at a
distance, and only returned on Saturday
night, bringing home the scanty means of
subsistence for his family for the week. Ter-
rified by the fate of a neighbouring family be-
fore mentioned, and determined not to com-
municate the disease to them, she formed the
resolution of leaving her home, and go-
ing elsewhere to die. Having locked them
last and sole comfort of a parting embrace, she
ran down the stairs, carrying with her the
sheets and coverlet, that she might leave no
means of contagion. She then shut the door
with a sigh and went away. But the eldest
hearing the door shut, went to the window,
and seeing her running in that manner, cried
out, "good-by, mother," in a voice so tender,
that she involuntarily stopped. "Good-by,"
moaned the youngest child, stretch-

ing out his little head out of the window;
and thus was the poor afflicted mother com-
pelled for a time to endure the dreadful con-
flict between the yearnings which called her
back and the pity and solicitude which urged
her on. At length the latter conquered, and
amid a flood of tears, and the farewells of her
children, who knew not the fatal cause and
the import of those tears, she reached the
house of those who were to bury her; she
recommended her husband and children to
them, and in two days she was no more.
What is like the heart of a mother? You re-
member the words of a poor woman on hear-
ing her parish priest relate the history of Ab-
raham— "God certainly would not have re-
quired such a sacrifice of a mother."

CULTURE OF HEMP.

The following extract from the London Ency-
clopaedia, on the culture of Hemp, may be relied
on, as it is one of the best authorities on agricul-
ture extant.

The average yield is stated to be 5 cwt. to the
acre. The present price of hemp in England is
£10 sterling per ton, which would make native
hemp worth at least 50s. per cwt. here—this, with
the Bounty, would give a return of £15 per acre.

Hemp is sown upon the best land, which
are rich strong loams; and on which they are
at all possible pains to procure a fine friable
surface. For mature they use dung, pieces of
rotten cloth, feathers, and horns brought
from Denmark. The plants, however, may
be cultivated upon ground of every kind; the
poorer land producing that which is finer in
quality, though in smaller quantity; whereas
strong and rich land produces a great quanti-
ty, but coarser. It does not exhaust the land
on which it grows, like flax. A Sussex
manufacturer, who writes on this subject in the
Annals of Agriculture, informs us, that it
may be raised for many years successively on
the same ground, provided it be well manured.
An acre requires from nine to twelve
pecks, according to the nature of the soil; the
latter being the most usual, though a variation
in the quality of the soil makes an alteration
both in quantity and quality of the hemp.

An acre produces on an average fifty-six or
thirty-eight stones. The season for sowing it
extends from the 25th of March to the 15th
of June. The seed ought always to be sown
thin, not exceeding two bushels to an acre;
and with a drill plough still less will answer.
The male and female being distinct plants,
of which the latter only produces seed, re-
gard must be had to this circumstance. In
Sussex the male and female are pulled to-
gether about thirteen weeks after the sowing,
but in the few are often separated. This
last method is recommended by the abbe
Brulle, who directs that little paths should be
made lengthwise through the field, about
seven feet distant, to allow a passage for the
person who pulls up the male hemp, from a-
mong the females, which require to stand
more than a month after, to ripen the seeds.
The male hemp, or, as it is commonly but
improperly called, the female hemp, is known
to be ripe by the fading of the flowers, the
falling of the farina fecundans, and some of
the stalks turning yellow. After the whole
of this kind is pulled, it must be manufactur-
ed, and ought to be worked if possible while
green; the hemp thus produced being much
finer than that which is previously dried.
The male hemp, however, is always in smaller
quantity than the female; and, therefore,
where the crop is large, it will be impossible
to work the whole as fast as it is pulled or
cut. It is known to be ripe by the stems be-
coming pale; but it must be remembered
that hemp of any kind will be much less in-
jured by pulling the plants before they are
ripe than by letting them stand too long. The
female hemp, being stripped of its leaves, &c.
will soon be dry for storing by the heat of the
atmosphere, though sometimes it may be
necessary to use artificial means; but where
these are used, the utmost care must be taken
the hemp when dry being exceedingly inflam-
mable. The stored or dried hemp must be
steeped and treated in every other respect as
if it had been green; whence it is evident
that this operation ought never to be used
but in cases of necessity. It is likewise im-
possible to make hemp which has been dried
previous to its being steeped, so white as that
which has been worked green.

After hemp is pulled, it must be taken in
large handfuls, cutting off the roots (though
this is not absolutely necessary), the leaves,
seeds, and lateral branches being dressed off
with a wooden sword or ripple. It is then
to be made up into bundles of twelve hand-
fuls each, in order to be steeped, like flax, in
water. This, or something similar, is abso-
lutely necessary, in order to separate the
bark, which is properly the hemp, from the
reed or woody parts. In Suffolk, this opera-
tion is called water-retting; but sometimes it
is merely exposed to the air, turning the
hemp frequently during the time it is exposed.
This is called dew-retting; but the former
method is universally deemed preferable.
Such hemp as is designed for seed is seldom
water-retted, though, in the opinion of the
manufacturer already quoted, it would be

better if it were so. Dew-retted hemp is ge-
nerally stacked and covered during the win-
ter; in January and February, it is spread
upon meadow land, and whitens with the
frost and snow; though it is always much
inferior to the other, and proper for domestic
uses only. The length of time required for
steeping hemp is various, and a complete
knowledge of it can only be attained by prac-
tice. In Suffolk it is usual to continue the
immersion four, five, or six days; standing
water is preferred, and the same water will
steep hemp three times during the season,
but the first has always the best color. The
albe Brulle prefers clear and running water,
especially if overhung with trees. The bun-
dles are to be laid crosswise upon each other,
taking particular notice of the manner in
which they lie when put in, that they may be
taken out without difficulty. His time of
steeping is from six to eleven days; and it is
much better to let it remain too long in the
water than too short a time. The slenderest
hemp requires the most soaking. The opera-
tion is known to be finished by the reed
separating easily from the bark. The next
operation is to separate the bark from the reed
or woody part, and this may be done two
ways, viz. either pulling out the reed from
every stalk with the hand, or drying and
breaking it like flax. The albe Brulle is very
particular in his directions for this last op-
eration, which he calls reeding, and which
may be performed either in a trough under
water, or upon a table. The whole, however
may be reduced to the following, viz. press-
ing down the bundles either in the trough
or on a table by proper weights, to keep the
hemp steady on the middle and top end. Then
beginning at the upper part of the bundle,
pull out the reeds one by one. The reed
which remains will press closely upon
the remaining unreeced hemp, and keep it
more steady; so that two, four, or seven reeds
stalks, may be taken at a time. The weight
is then to be removed from the top, and all
the pieces of reed which remain there, having
been broken off in the former operation, are to
be taken out. Lastly, the middle weight is to
be taken off, and any small pieces which
remain taken out. "If the reeding is performed
on a table, the bundle must be worked
frequently, though slightly; a continual
dropping of water would perhaps be the best
method.—The hemp must next be freed from
the macerating matter with which it abounds.—This is done by pouring water
through it, squeezing out the liquid after
every effusion, but taking care not to let the
reeds twist or entangle each other, which
they will be very apt to do. The abbe is of
opinion, that soft soap should be dissolved in
the last water, in the proportion of 1 oz. to
3 lbs. of dry hemp, as it contributes much to
soften and render the hemp easy to dress.
Hemp is broken by machinery, after being
steeped, in a manner similar to flax; but the
instruments used for this purpose in Suffolk
are all worked by the hand. That which
breaks in the operation is called short, and is
about half the value of the long hemp.
The best water-retted hemp sells for about
£s. 6d. per stone; the other kind from one
to two shillings lower. Beating is the next
operation, which formerly was performed en-
tirely by hand, cut now in most places by a
water-mill, which raises three heavy beaters
that fall upon it alternately; the hemp being
turned all the while by a boy to receive the
beats equally. The last is required to
make the tow, the more beating is necessary.
It is then dressed, or combed by drawing it
through heckles formed like the combs of
wool manufacturers, only fixed. Sometimes
it is divided into two or three sorts of tow,
and sometimes the whole is worked together
into one sort; the prices varying from 6d. to
1s. 6d. per pound.

Hemp is also said to possess a property as
a plant which renders it almost invaluable,
viz. that of driving away almost all insects
that feed upon other vegetables. Hence, in
some places of the continent, they secure their
crops from these mischievous vermin, by sowing
a belt of hemp round their gardens, or
any particular which they wish to preserve.

THE SCIENCE OF MAKING MOUTHS. As it is
deemed important to induce to know how to make
up and place their little lips when they desire to
look amiable, &c., we copy the following sugges-
tions from an English paper on the subject:

When a lady would compose her mouth to a
bland and serene character, she should, just be-
fore entering the room, say *hazoo*, and keep the ex-
pression into which the mouth subsides until the
desired effect upon the company is evident. If on
the other hand, she wishes to assume a distinguished
and some what noble bearing, not suggestive of
sweetness, she should say *anxious*, the result of
which is infallible. If she would make her mouth
look small and pretty, she must say *lip*; but if
she must say "exchange." Perhaps a due atten-
tion to these rules might be useful to all persons
intending to submit to the modern process of dag-
uerotype portraiture.

We feel very bad of course, when a borrower of
our paper is displeased with something in it.

Charlotte Bye Roads.

ST. ANDREWS.

- £10 for road leading to the Rolling Dam to Henry Simpson's junior.
- 5 for road leading from the Fredericton road to John Cunningham's.
- 10 for road leading from Chamcook Lake to the Frye Road.
- 5 for the road to Chamcook Lake, by Clarke's.
- 40 for the Frye road, to be expended at the discretion of the Commissioner.
- 5 for road leading from the Pottery to Parkinson's barn.
- 20 in aid of individual subscription, to build the bridge at the head of the Waweg, near the Willow Cornick's.
- 7 10 for road leading from Chamcook Lake road to Marshall's.
- 12 10 for road from the Frye road by Bartlett's to Stephen Lawrence's.
- 10 for road leading to the Minister bar, and road on Minister Island; one half the sum to be expended on each road.
- 5 for repairing and graveling the road round Indian Point.
- 5 for road leading to Joe's Point.
- 7 10 for repairing and graveling road across the Commons, by Maxwell's.
- 8 4 for repairing the road and bridges on the Walton road, leading to Chamcook.

ST. DAVID.

- £15 for road from Oak Bay, past John Catterell's, to Devoy's Corner.
- 15 from Devoy's Corner, in Saint David, to Simmonds, in Saint James.
- 5 from Woodstock Road to Whitmore's Corner.
- 10 from Fredericton Road to McCann's.
- 10 from Saint Andrews Road by Jacob Ried's to John Regan's Corner.
- 10 for road to Dickey's Saw Mill.
- 10 for road from William Hatching's, past Love's, to the Saint Stephen road.
- 10 from John Wilson's to the Main road.
- 10 from Benson's Corner to the Ledge.
- 10 from Tower's Corner to Patrick Devlin's.
- 5 15 11 for the bridge near Michael Young's, in St. David, to pay for repairs in 1896, for improvement of the road on Thompson's Hill.
- 7 17 1 for road between Pollard's and the foot of Tower Hill.
- 5 for road towards Robert Moss', and to re- pair the Bridge on the same.

ST. STEPHEN.

- £12 10 from James Simonds' to the Baxter Road.
- 12 10 from Baxter Road to Parish line.
- 20 for erecting a Bridge across Mohannes Stream, on Baxter Road.
- 7 10 from the Parish line of St. James to Chandler's East line.
- 15 on road leading to Simon Trimbull's from St. Stephen line.
- 10 from Sprague's Falls to Little Ridge, called Chandler's Road.
- 7 10 from James Simonds' to Jackson Hill.
- 75 for improving Potter's Hill Saint James.
- 10 from Joel Hill's, to Upper Mills.
- 12 10 for repairing Mohannes Bridge, lead- ing to Upper Mills.
- 5 for the Bridge at foot of Hill's Meadow to Chandler's Road.
- 10 for road near Daniel Ryan's, in Mohannes Settlement, through to Chocot's land, to the Chandler Road.

ST. JAMES.

- £7 10 for road through the Bailey Settle- ment, to Wallace's Clearing.
- 15 from the Main Road to Colin Camp- bell's, and from thence to Albee's Mill.
- 30 from William P. Libbey's to the Bass- wood Ridge.
- 5 from Joseph Tourtelot's to Basswood Ridge Road.
- 5 from Basswood Ridge Road to Daniel Spillan's, St. Stephen.
- 10 from the Kirk to Gleason's.
- 7 10 from John Fomeroy's to Little Ridge.
- 10 for improving the Hill between James Maxwell's and the English Church.
- 7 10 from Matthewson's corner to Blake- ney's.
- 10 from Hatching's Mill to Little River.
- 5 from Burnt land road to the Bowery Set- tlement.
- 5 from Peak's to the Bailey settlement.
- 6 to improve Peak's hill.
- 7 10 from Woodstock road to T. Cain's.
- 5 for raising the bridge over Mohannes lead- ing to the Scotch Kirk.
- 10 from John Arbuckle's to the Woodstock road.
- 10 from Porter's Mill to Oak Point.
- 7 10 from the Baillie Settlement to the Lynfield Settlement.
- 7 10 from the Baillie Settlement to J. Ro- binson's corner to the Lynfield Settle- ment.
- 5 for the road from Baillie Settlement to Anderson's settlement.
- 7 10 for road from the Thompson settle- ment to Lynfield Settlement.

WEST ISLES & CAMPO BELLO.

- 20 for road from the Pond Hole to Joseph Gardner's.
- 20 for road from Randal farm to Red beach.
- 100 for opening and improving road to Dark

Harbour, Grand Manan.

ST. PATRICK.

- £12 10 for road leading from Wm. Creary to the Glenelg Road.
- 75 for the Glenelg road, between McCann's and James Linton's, £1 10s of which to be paid to John McCurdy for over ex- penditure in 1896.
- 15 for road from Allanshaw's Mills to Peter Morrison's.
- 17 10 for road leading from Allanshaw's Mills to Robert Cockburn's.
- 15 for road from Whittier's Ridge to Wil- liam Wilson's.
- 7 10 for road from William Wilson's to John Smart's.
- 50 from Matthew Stevenson's to beyond Woodin's, on the Glenelg road, and to straighten the same near James Simp- son's.
- 27 10 to Archibald McCallum, and others, in part for rebuilding the Still Water Bridge.
- 12 10 for road leading from John Linton's to Andrew Quade's.
- 15 for road leading from Angus McKaskill's to the Presbyterian Church on Whittier's Ridge.
- 5 for road leading to Blackley's, by Kill Cut Lake.
- 10 for road leading from the Saint John Road to the Saint George Line, near McDougal's.
- 15 for road and Bridge.
- 15 for road from William Thomas' to Carli- cart's.

SAINT GEORGE.

- £20 To build a Bridge over the McNabb Brook, and make the road from the south line of the McGee Manor to the old Saint Andrews Road, near Hanson's.
- 10 From the Upper Mills to the Red Rock.
- 30 From the Upper Mills to the Flume.
- 10 From the Upper Mills to Thorne's Farm.
- 10 From Thomas Ferguson's to the Scotch Settlement, by the Kings' Wauering Place.
- 7 10 From the Pound to the Lime Kilns.
- 7 10 From the Mascareene Road near the Kirk, to the Landing on the Magagna- dave River, between McKenzie's and Roix's farms.
- 10 From Kent's Mill to the Up. Falls road.
- 15 from Milken's bridge, by Irish town, to the Parish line.
- 10 from McCollum's corner to McNabs hill.
- 30 for building bridge over Glitch's brook.
- 17 10 to Messrs. H. Flaherty and D. Gill- more to enable them to pay Mr. Mon- roe the balance due him for repairs on the Portage Landing.
- 5 from Pomeroy's bridge towards Smart's.
- 5 from Pomeroy's bridge towards Patterson's.
- 5 from the Magadavie to the S. Hill.
- 5 for making repairs on Red Stone Land- ing.
- 20 from Messeut's Mill to the St. John Road.

PENNFIELD.

- £15 for repairing the road through Mac- ces Bay.
- 10 from Shaw's farm to the St. John road.
- 30 from Dowd's Cove to New River bridge.
- 7 10 from New River bridge to the Compa- ny Mills.
- 15 from Boyd's corner to Crow Harbour.
- 7 10 from Crow Harbour to Popolagan.
- 5 from Arnold's to the head of Black's Har- bour.
- 5 from Black's Harbour to Cricket's farm.
- 7 to improve the road and landing near Jus- tison's, on the river L'Evang.
- 5 from Goodwin's to O'Reardon's farm.

[FROM THE YANKEE DOODLE.]

CHAPTER I.
Now it came to pass in these days that
James the First reigned over the nation of
Jonathan, in the room of John surnamed the
"Captain." (Now John had not died, but had
gone down to the Old Dominion and was buried
alive with his fathers, and no man sought
after him.) But James the King did evil ex-
ceedingly, beyond all that the Kings who had
gone before him had done. For he appointed
tax gatherers who did sorely vex and trouble
the people; he also sought to root out the
makers of cotton, and linen, and woolen, and
iron goods, and grievously harassed the
shepherds and husband men. Moreover, he
mightily stirred up the hearts of the people to
war; and had thought in his heart to make the
children of this younger sister, whose land
was high unto him, bondsmen and tax-payers.
Now it was in this wise, that the king
caused the war, his younger sister had a vine-
yard, next to the river Sabine, fair and goodly
to look upon. And behold, when King James
looked upon the vineyard, and saw it was a
place to be desired, abounding in dainties and
creedies, and flowing with sugar and molasses,
straightway he coveted it exceedingly much,
and seized upon it and entered it to the land
of Jonathan—seeking an occasion against his
sister. But his younger sister suffered long
and would not lift up her hand against Jona-
than, wherefore the King waxed wrath and
blasphemed and swore vehemently she should
fight.

SUMMARY OF NEWS.

IRELAND.

Progress of Mortality.—The accounts from Cork appear to be worse than ever. Letters published in the local papers, on the authority in most instances of Protestant clergymen, represent the mortality to be appalling on the increase. The state of the workhouse is thus noticed in the *Constitution* of Tuesday: "From Monday week to Sunday, both days inclusive, there were 124 deaths in the Cork workhouse. During the first seven days of 1846 there were but 13, and during the same days in 1845 there were 17. During the month of January last there were 299 deaths in the workhouse. During the month of January, 1846, there were but 37, and in January, 1845, there were 48 deaths. The number in the house January, 1846 was about 1900, and in the same month in 1845, over 2000."

The Louth Advertiser says:—From various parts of the country the tide of Emigration has set in. On Saturday last a considerable number of persons from the neighbourhood of Philipstown left Danlusk steamer for Liverpool; thence to proceed to New York.

Death of an old Orangeman.—On Sunday, 21st ult., Mr. George McCleery, of Cumbar, near Dyan, died at the advanced age of 113 years. He was the oldest Orangeman in Ireland, having joined that society previous to the battle of the Diamond, and being the fourth man initiated in lodge No. 1 (the Dyan). His remains were interred in Calvary churchyard, on Tuesday, attended by about 300 of the brethren.—*Armagh Guardian.*

Fate of Pope's Skull.—Mr. Howitt, in his "Homes and Haunts of the British Poets," says that the skull of Pope now ornaments the private collection of a phrenologist. Fifty pounds were paid to manage the transaction with the sexton of the church in which the deceased poet was buried.

The Cobden Tribute.—The subscriptions since the last advertisement have been £718, making the total £59,060.—*Manchester Guardian.* If we are not mistaken, it was stated about three months since that the subscriptions amounted to nearly £50,000. We suppose the £59,060 is the amount left after deducting the expenses of the committee, advertising, &c.

Incorporated Society for the Propagation of the Gospel.—This Society has founded two exhibitions of £20 per annum each, in the University of Durham, for theological students who intend devoting themselves to the service of the Church in the colonies.

The Bishop of Jerusalem.—The new Bishop of Jerusalem (Dr. Gobat) and his family, arrived at Jerusalem on the 20th of December, and was very well received.

The Queen and the Actress.—It is rumoured that the highest person in the realm has taken offence at the conduct of a certain peer who, on the day of the opening of the present session of parliament, introduced to the benches on which the peeresses sit, a lady whose name has for some time been associated with the drama in a manner so popular as to obtain for her a niche in the temple of Fame. The lady in question was introduced as the wife of a peer, and the imposition was not discovered until her Majesty, on paying a visit to the theatre at which the lady in question is engaged, identified the heroine as the party who had, but a few hours before, sat near to her while she was reading the royal speech.—*Weekly Dispatch.*

Surveying Expedition to the Coast of Africa.—Arrangements are in progress for fitting out the Minx and Teazer steam-vessels of 100 horse power each, and light draught of water, and two other steam-vessels, the Rifleman and Sharpshooter, of 200 horse power each, one of each class built of wood and the others of iron, and all fitted with screw-propellers, for the purpose of proceeding to the Bight of Benin, on the west coast of Africa; to survey the extensive Lake Lagoon at the mouths of the Niger or Nan River, as it is named by the natives of that part of the coast. The Lagoon is a Fresh Water Lake, extending from Cape St. Paul to Cape Formosa, separated from the sea by a narrow beach throughout its whole extent, in some places the land being scarcely half a mile broad, and in no part exceeding two miles.

The Lagos, the Benin, the Foscado, the Eclamo, the Rio Ramus, Nos. 1, 2, 3, 4, 5, and 6, the Rio Dods, the Formosa, and the Rio Nan, Niger, all rivers or mouths of the Niger, some of them nearly two miles broad, where they enter Lake Lagoon, supply this large inland reservoir with fresh water, and the smaller steam-vessels, the Minx and the Teazer, are intended to explore the banks of the recently discovered branches of the rivers entering the lake, and proceed as far inland, upon them as may be found practicable. Mr. Middleton, who accompanied Captain Denham F. R. S., in the Avon to survey the Bight of Benin, and is at present in the Hydrographer's Office at the Admiralty, is expected to proceed with the expedition to aid in the survey. The Minx and Teazer steam vessels are at present at Woolwich, and the Rifleman and Sharpshooter at Blackwall, having their engines perfected.

New Zealand.—Late papers furnish the following horrid detail of the massacre of a number of British sailors and soldiers in this country, several of whom the cannibals roasted and devoured:—

A letter has been received in London, from an officer of H. M. war steamer Driver, detailing the particulars of an engagement between the British and the New Zealanders, in which ten men of the latter were killed and thirteen wounded, exclusive of several men of the 90th regiment. The savages roasted alive two European officers whom they devoured. The writer adds the additional melancholy intelligence of Lieutenant

Philpotts, the son of the Bishop of Exeter having been scalped, roasted alive and eaten by the Zealanders. Shortly after his melancholy fate the eyeglass of the gallant officer was found near the spot where he was murdered and devoured.

Population of St. Petersburg.—The *Presse* states that the Population of St. Petersburg, which is composed of 440,000 souls presents this singular and certainly unique fact, that it consists of nearly twice as many men as women, viz. 292,000 men, and only 148,000 women. The number of marriages was progressively diminishing in St. Petersburg, whilst the number of illegitimate children was increasing. It appears that 5000 children are annually deposited in the Foundling Hospital, being twice as many as in Paris, where the population amounts to above 1,000,000.

A Modern Henry VIII.—Young Prince Hatzfeldt, a member of the highest Roman Catholic aristocracy in Silesia, intends to dissolve his present marriage, and contract another. As it is only in a very few cases that his Holiness at Rome grants the dissolution of a marriage, the prince will embrace the Protestant faith, a circumstance which is much talked of, and causes a great sensation in high circles.

FROM THE ARMY.

We yesterday had an arrival from Tampico with dates to 7th inst., giving reports of a victory obtained over SANTA ANNA by GEN. TAYLOR. A letter from Capt. GRAYSON, of the army, dated the 5th, says it was a night attack, and that the Mexican loss was 400. No dates are given nor the channel by which the information was received, but we presume it must have been through Mexicans. We are sorry to say that we do not think the reports that existed at Tampico can be depended upon, though the tenor of the letters received, attach considerable weight to the truth of them. Our previous advices from Camargo are to the 4th, and any battle that had been fought at a date that would have admitted of its being known on the 5th at Tampico, would we should think, have reached Camargo on the 4th, the latter place being not only much nearer, but also the intermediate distance not so exclusively occupied by the enemy as between Saltillo and Tampico.—*New Orleans Semi-Weekly Bulletin* March 20.

Provisions for Liverpool.—Among the clearances yesterday, for Liverpool, of the British brig *Flint*, for Liverpool, with a cargo of 110 hhds. Bacon, 6821 pieces bulk pork 500 hams, 234 boxes bacon hatches, 127 hhds. pork, 814 tierces and hhds., and 1632 kegs lard, 56 hhds. beef, and 100 hhds. whiskey.—*This* is probably the first cargo ever cleared at this port, for Great Britain, consisting almost entirely of bacon, pork lard and whiskey.—*Ibid.*

VALUABLE IMPROVEMENT.

For Shipbuilders and those engaged in the erection of Wooden Bridges. We take pleasure in calling attention to a useful and important invention for making TREENAILS, patented on the 6th ultimo, and now in successful operation, by Messrs. E. Webber and N. O. Mitchell, of Gardiner, Maine.

We understand, from those practically acquainted with the merits of this machine, that it is capable of manufacturing treenails far superior in every respect—as regards exactness of size, finish, &c.—to those made by the present mode, and at a saving of full half the expense. They may be minutely varied to any required size, by simply moving a "set screw" attached to a sliding "socket"; and what appears to be of the highest importance, they are made exactly conformable to the grain of the wood, while one end is chamfered so as to enter the auger-hole readily, the other end being left with a tapering head rather larger than the body of the treenail, for the double purpose of withstanding the blows when driven, and saving the necessity of wedging. The machine requires only a simple hand-power, and can be kept in perfect order and worked by any laboring man of the ordinary capacity, who may easily manufacture 1,000 perfectly-made treenails in a day. In order to ensure its general adoption the price of a warranted machine (independently of the charge for the right to use it, which is merely a fraction of a cent per treenail) is fixed by the patentees at \$30, delivered by them at any of our principal seaports on the Atlantic.

We learn that in Maine, (which has become celebrated as a ship building State,) in the construction of a ship of 400 tons about 14,000 treenails are used, and in one of 800 tons about 20,000. It would seem to be to the interest, therefore, of every ship-builder to have one of these machines in his shipyard. The fact, too, that an ordinary auger, by continual boring, has been found to become worn thus diminishing the size of the holes, gives additional importance to this machine, which as, above stated, can easily be regulated to produce the most minute variation in the size of treenail.

Any further information respecting this machine will be promptly furnished by Mr. N. O. Mitchell, of Gardiner, Maine, to whom all orders should be addressed.

As before stated, we take pleasure in giving this notice, and trust our brethren of the press generally will copy it, as, by so doing, they cannot fail to benefit those of their subscribers who are interested in shipbuilding, and at the same time confer a merited favor upon inventors, to whom as a class, our citizens are vastly indebted for numerous valuable improvements, which have essentially contributed to the unexampled prosperity of our whole country.

COMMUNICATION.

[FOR THE STANDARD.]

BANBLING REMARKS ON COLONIAL RAILWAYS.

No. v.

The functions of the provincial polity are deranged—a general incertitude, demoralization, and apathy pervade it. Our political opinions, in ignorance of the cause, prescribe some one thing and some another—Some tell us that protection is the remedy—some bounties &c. Their specifics however have one property in common—all of them aggravate the disease—and all of them are repudiated by experience. The true remedy is for the people to abstain from all these economical nostrums, learn to help themselves, without seeking to transfer a portion of the robustness, real or imaginary, of their neighbours' constitutions, into their own, and let nature (the best doctor) be assisted, by removing the obstructions to a free circulation of its benefits, until it works out its own cure.—The panacea for our economic ailments is to give to industry the freest scope, and provide it with the most approved facilities for internal development and activity.—These facilities are railways.

I had like to have forgotten the fisheries.—Our fishermen want markets, not bounties.—Railways would afford the means of rapid and cheap transportation of fish, dried, pickled, and fresh, into the interior of the Province, and into lower Canada, especially in the Winter. The cost of transportation limits the consumption to a trifle of what it will be, after the contemplated railways are built, and which with a rapidly increasing population, would constantly increase. At present, fresh fish, except in Winter, hardly find their way into the interior at all, and then, from the dearth of transportation, in very small quantities. The people along the line of railway, would be supplied, and cheaply, with fresh fish at all seasons of the year. It is no fiction, that railways annihilate time and space, and may add of climate also. Fresh fish from the seaboard and fresh meat from the country, would reach the consumer unimpaired by the warmest weather. No bounty to the fisher would equal that of railways.—They would remove an immediate, a powerful, healthy and permanent impulse, and the consumption would go on increasing from year to year with the advancing population of the country. The benefits of railways exclude hyperbole. Reflection constantly discloses new ones, and this accords with the results of experience.

Railways have everywhere succeeded. The exceptions, (if any) are rare. Their success, where they have been constructed, has dispelled the opposition of some, and the scepticism of all. The facility afforded by them for rapid travel and transportation of the heaviest articles are so great, that distance vanishes. The latent energies of the masses are forced into action and activity. They realize the fabled transmitting power of the philosophers, none, by turning all the resources of a country into gold. Railways make these resources immediately available, and rapidly create business for themselves. They accelerate a discovery of the hidden resources of a country, invite capital from abroad, and accomplish in a few years what it would, by old methods, require ages to accomplish. Witness the coal and iron of Pennsylvania. Is New Brunswick prepared to admit, that she has no resources to develop, and to act upon the truth? If she has none now, it is plain enough that she never will have. Our available wood is fast disappearing, without leaving to any great extent, a fertilizing deposit of humus to enrich the soil. We have vast quantities of wood which is now not only useless, but an embarrassment to settlement, but which railways would make valuable to commerce and an encouragement to the settler. The circumstance of the country being in a comparatively wilderness state, is rather an advantage than a hindrance to the immediate construction of railways. Railways would prevent an immediate waste of the natural, and by their aid, immediately available resources of the country. Must these resources disappear before the torch of the woodsman before the country will be in a condition for railways? The idea savors of impiety. "Gather up the fragments, that nothing be lost," is a Divine injunction. Compliance, in the premises, demands the aid of railways. The wood, that time will destroy, would be a present resource towards sustaining them.—It is here, as it has been every-where else, in the outset of railways—a general disbelief that they will be remunerative to the proprietors—and it will doubtless be here as every-where else—experience will dispense the infidelity, and make the country as earnest for new lines, as it is now faithless and apathetic on the subject.

Railways will bring the Town and the Country in contact, and strengthen and cement the ties of interest and sympathy between them—Merchants, without neglecting their counting-houses, may, and will, as elsewhere, have residences in the country, where they will spend their nights with their families, and refresh and invigorate themselves for the labors of the day. The health of the country, and the moral influence of rural occupation, will blend with the taste and softening elegancies of city life, and both will be improved.

Railways will contribute powerfully, not only to advance the material prosperity of the country, and improve the physical condition of the mass, but also their moral, mental, and political condition.—Materials for thought will be forced upon the public mind—an impulse and a direction will be given to it, favorable when not abused, to the physical and intellectual well-being of the people. Our Legislature is inhibiting the railroad spirit, but not without some admixture of fearful apprehensions. We commend them for doing well, and admonish them to make haste, and do better. Caution is a virtue, but timidity, where boldness is demanded, is a weakness. They should have given

a guarantee of interest on the whole amount expended, without limitation. The whole amount for which the Province stands pledged is £5,000 a year for ten years, after the St. Andrews & Woodstock railway is completed and in operation. The Province should pay the whole £50,000, divided into much larger amount would, in these times, be paid into the Treasury by means of the railway, in addition to the greatly increased value of the public lands on the line. Besides, it is not a private speculation, but a great public enterprise, in which the country is to gain infinitely more than the proprietors can in the most favorable event. It is a duty which the legislature owes to the country to place the accomplishment of the enterprise beyond the reach of doubt, by assuming no small share of the responsibility, and relieve the railway pioneers from the burden and toil and perplexity, which must attend a first enterprise of so great a magnitude, when compared with the population and wealth of the country, and especially that part of it more immediately interested.

What next? A Wire-Suspension Bridge across the Niagara River, just below the Falls—capital £50,000, and stock all taken up—contractors offering to build it for that sum, to bear a weight of 200 tons to pass over it on a railway at the rate of ten miles an hour. Next comes will be the work has commenced, and is advancing rapidly.

New Brunswick must arise from its lethargy, and engage in some enterprise of internal improvement, worthy of the age, and that quickly, or it will become a by-word and a reproach to the Saxon race. Our neighbours already sneer at us for our want of energy and enterprise.—Can we say their sneers are not justified by facts? The present symptoms of animation are, it is hoped, ominous of a healthier condition of the public mind, and that New Brunswick is about to redeem the character which belongs to her race.—Provincial patriotism and pride demand it.

It is to be hoped the legislature will further aid the enterprise by a grant, say of £10,000, payable in yearly instalments of £2,000 or £2,500, and thus facilitate the necessary preliminary operations of the Company. Even half of this sum would aid much in overcoming the obstacles to a first commencement. If a grant should be made, the Company could anticipate the payments by borrowing money on the faith of it. Let those members who are alive to the importance of railways, consider the above, and press its urgency on the attention of the Assembly, and it is not presumed that so desirable and judicious a grant would be refused.

Yours, F. S. A.

We beg to remind our Subscribers that their subscriptions for the last year, became due on the 1st January.—They will be called upon with their accounts, when we trust they will—pay up.

THE STANDARD.

St. Andrews, Wednesday, April 7, 1847.

Charlotte County Bank.
Hon. HARRIS HATCH, President.
Director next week—Robert Walton.
T. B. Wilson, Esq., Solicitor.
Discount Day—TUESDAY.
Hours of Business, from 10 to 2.

Bills and Notes for Discount must be lodged with the Cashier, on or before Monday otherwise they must lie over until next week.

St. Andrews Steam Mills and Manufacturing Company.
R. M. Andrews, Esq., President.
Director this week—S. T. Gove.
J. Wetmore, Agent.
Saint Stephens Bank.
G. D. King Esq., President.
Director next week—S. Hitchings.
Discount Day—SATURDAY.
Hours of business, from 10 to 4.

Bills and Notes for Discount must be lodged with the Cashier, on or before Friday, otherwise they must remain in his hands until the following discount day.

LATEST DATES.

Liverpool, Mar 4 Montreal, Mar 26
London, Mar 3 Quebec, Mar 25
Edinburgh, Mar 1 Halifax, Apr 1
Paris, Mar 1 New York, Apr 2
Toronto, Mar 25 Boston, Apr 3

CREATIVE POWER OF RAILWAYS.—(Eng.) The following article from the *Gateshead*. (The) Observer may be interesting to some of our readers, as showing the increase of the growth of towns through which railways pass, and to which merchandise, &c. is of easy transportation.

The Tees, formerly imported coal from the Tyne; the Stockton and Darlington Railway extending into the Auckland coal field, the collieries of which competed by land-carriage on nearly equal terms with the Newcastle collieries by sea, in supplying the little seaport of Stockton with coals. On opening the railway, in 1825, Stockton became a coal shipping port, and soon proved inadequate for the rising trade. In 1820, Middlesbrough consisted of one solitary farm-house—this, with from 500 to 600 acres of land was purchased by Mr. T. Richardson, of Stamford Hill, Essex, and of Allonby, in this county; Mr. B. and J. Pease, both of Darlington, and two or three others—all railway proprietors. The railway was extended to this place [about five miles] docks excavated, a thriving town sprang up; in 1836 a new church was erected; in 1842 extended accom-

modation was required for the shipment of coal. Drops were placed skirting the spacious docks of nine acres, just excavated, which are connected with the main line of railway by 10 threefold branches, laid upon a triangular platform 15 acres in extent, having standing-room for three thousand loaded wagons, or nine thousand tons of coal, ready to drop into the vessels at once. The town has for ten years been lighted with gas; has several schools, chapels, a mechanics' institution, a news room, a branch bank, a custom-house, ship-building yards, various manufactories, three iron foundries, and extensive rolling mill for bar iron, and last week a splendid town-hall and an extensive market-house were opened. The port is said not to be equalled by any in the north (excepting the Forth), having 25 feet of water on the bar at low water (more than either Newcastle or Sunderland can boast at high water,) and it is accessible by night as well as by day. It will be anticipated that much business must be done in that place. Accordingly we find, from authentic records, that the shipments of coal on the river Tees have been at Stockton, in 1844, 22,644 chaldrons (of 52 cwt) and in 1845, 21,170; whilst at Middlesbrough the shipments were 137,885 and 106,796 Chaldrons. From the latter place it is said 70,000 chaldrons of Branscote coke were shipped by one establishment to railway companies, iron foundries, and others, in the three kingdoms; and besides, 285,105 tons of coals were shipped by the Clarence Railway in the past year, raising the shipments of coal from the Tees to exceed three times the quantity shipped at our good old coalport of Whitehaven.

SAINT ANDREWS AND QUEBEC RAILWAY.—We understand that arrangements are now being made to commence this important line early in the spring, and that John Wilson, Esq., of Saint Andrews, is now in the United States, for the purpose of engaging a competent Engineer, and entering into contracts for locomotives &c.

Moses H. Perley, Esq., of this city, left town on Monday for Halifax, to take passage in the next steamer for England, with the view of disposing of Stock in the Mother Country, and transacting other business on behalf of the Association.—*Obs.*

The Steamer *NEQUANET*, Capt. Michener, visited this place on Monday last, on her first trip to Calais for the season.

The weather for the last fortnight has been unsettled, sometimes a slight shower of rain, followed by a fall of snow, and then a heavy frost. This morning it is snowing fast, the ground which, in several places, was quite bare, is now covered with upwards of two inches of snow.

TREENAILS.—We direct the attention of Shipbuilders to an article in our present issue, upon an important invention in making treenails, copied from the *Washington American*.

NOVA SCOTIA.—The Legislative Session was closed on 31st March. His Excellency, Sir John Harvey, in his closing speech, states that the session had been marked throughout by an evident desire on the part of all, zealously to discharge their Legislative duties to the Colony, and refers with peculiar satisfaction to the perfecting of two highly important measures—a new Election Law, which provides for simultaneous pollings—similar to the plan adopted in New Brunswick—and the Act which has for its object the endeavor to extend to all her Majesty's subjects of these Colonies the great benefits which must flow from an unrestricted interchange of their respective productions and manufactures.

On Wednesday the discussion of a Bill on Mill Reserves elicited some facts which may not be quite familiarly known in the Country. We think it may be Mr. Camman who remarked that about 20,000 square miles were occupied by two great Firms in the Northern parts of the Province as Timber berths; for which they paid about £11000. The statement caused some remarks at the time, and may no doubt lead to future enquiry.

Mr. Brown's Education Bill came up in the afternoon; and after a good deal of hard sparring four sections of it somewhat altered from the original were passed. On Thursday morning Mr. Boyd read the report of the Light House Committee; and shortly after Dr. Willson moved for leave to place on the Supply Book a grant of £50 for each of the Reporters, which motion was negatived by a majority of one; the three members for York, Messrs. Baillie, Taylor and Wilnot voting against it. Mr. Fisher was absent.—A short debate followed on a section in the Report of the Committee of Trade relative to a sum of £400, which had once been granted by the House of Assembly for the purpose of erecting a fire-proof addition to the Lunatic Asylum which sum it appears was not laid out and has in some way been "lost sight of." The motion brought by Mr. Partelow was for its development.—*Reporter* April 2.

An Act to Authorize the Justices of the Peace for the County of Charlotte to levy an assessment to pay off the County Debt passed. The House of Assembly has lately passed a Bill to incorporate a Company to construct a Railway from Shediac to the Bay of Fundy.—The Legislature is expected to rise about the fifteenth of April.—*Loyalist.*

Relief for Ireland.—The Irish relief Committee in this County have realized the handsome sum of £2606 6 s., which has been forwarded to the mother country. The subscriptions amounted to £488 2 s., and the Chatham Tea Party realized £202 9 s. 11 d. This is independent of the proceeds of the Douglas town Soiree, and the collections taken up in

Saint Paul's and Gleaner.

We are informed that place, contributing the suffering poor in a collection with evening next, in the of the above land.

FARM FOR SALE.—Attention of those good farm, already vertisement.

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St. Andrews, April

7th April, 184

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For Sale

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THE subscriber

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REC, 14 miles fro

HUNDRED ACRES,

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488 2 5, and the Chath-
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collections taken up in

Saint Paul's and Saint Mary's Churches.— Gleaner.

ET We are informed; that the Sabbath School
Scholars, belonging to the Wesleyan Church in
this place, contributed on Sunday last £3 towards
the suffering poor in Ireland and Scotland.

A collection will be taken-up on sabbath
evening next, in the Wesleyan Chapel in aid
of the above laudable object.

FARM FOR SALE.—We beg leave to call the
attention of those desirous of purchasing a
good farm, already stocked to Mr. Kyles ad-
vertisement.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

ARRIVED.

Apr. 1—Schr. Mary-Jane, M-Master, East-
port.—Provisions, &c.

7— "Defiance, Harper, Boston.—As-
sorted cargo.

CLEARED.

Schr. Mary-Jane, M-Master, Eastport.

Earthen Ware, Starch Soap, &c. BY AUCTION.

ON Friday next 9th inst., the Subscriber
will sell by Auction at his Sales Room
commencing at 11 o'clock the following:

- 3 Crates well ass'd Earthen Ware,
- 10 Boxes London & Liverpool Soap,
- 2 " 1 Cwt. each best blue starch,
- 2 Bags black pepper,
- 5 Half Chests Congo Tea,
- 10 Casks 4 doz. each London B. Stout &
Pale Ale,
- 3 " 6 Do. pints
- 2 Baskets Champagne,
- 2 Qr. Casks Sicily Maderia,
- 2 " Port Wine,
- 2 Hhds. High proof Rum,
- 3 Bbls. Mess Pork,
- 3 " Prime JAMES W. STREET.

St. Andrews, 7th April, 1847.

Encampment, No 318. SAINT ANDREWS, N. B.

The Quarterly Meeting of the Encampment
will be held on MONDAY EVENING next,
the 12th inst., at 7 o'clock.
A full attendance of members is requested.
April 7. By order of the G. C.

CHARLOTTE COUNTY

AGRICULTURAL SOCIETY.

NOTICE.—The regular QUARTERLY
MEETING of the President and Di-
rectors of the Charlotte County

AGRICULTURAL SOCIETY,
will take place at the Town Hall on Tues-
day next, the 13th inst. at 11 A. M.

A full and punctual attendance is request-
ed.
Per Order,
ALEX. T. PAUL,
St. Andrews,
7th April, 1847.

VALUABLE FARM For Sale or to Let, with or without Stock.

THE subscriber will SELL or LEASE that
excellent FARM owned by him in BOCA-
REC, 11 miles from St. Andrews, fronting on the
Gore settlement road. The farm contains Two
Hundred Acres, thirty of which are cleared, and
twenty under good cultivation. On the premises
are a new Dwelling House, well fitted, and a
frame Barn. The place is so well known, as to
render further description unnecessary.

The above offers a good opportunity to any one
requiring a well cultivated Farm, stocked, and in
the midst of a thriving settlement, within a couple
of hours drive of this town.

Apply at the Standard Office, or to the owner,
JAMES KYLE,
St. Andrews, April 7, 1847.

DIVIDEND.

A DIVIDEND OF FOUR PER CENT
on the capital Stock of the C. C. Bank, (for the last
six months) will be paid on or after the 1st. prox-
mo.

J. RODGER,
C. C. Bank, 6th April, 1847.

NOTICE.

A Meeting of the Stockholders of the C. C. Bank,
will take place at their office on Monday the
3d proximo at noon, to elect directors and take into
consideration such matters as may be laid before
them.

(Signed) H. HATCH,
C. C. Bank, 6th April, 1847.

Pews to be sold or Let, FROM EASTER NEXT.

PEWS No. 42 and 47 in ALL SAINTS
Church, the same, having become
forfeited to the Church, for non payment of
Rent.

JAMES W. STREET,
March 31, V. Clerk.

Molasses & Sugar.

JUST arrived, per Schr. "Favorite" from
St. John.

10 Hhds Prime retailing Molasses, of excel-
lent quality,

4 hhds. Porto Rico SUGAR.

J. W. STREET,
March 31, 1847.

Rail-Road Rooms.

St. Andrews, 18th March, 1847.

NOTICE is hereby given that a general Meeting
of Stockholders in the St. Andrews and Que-
bec Rail Road Company will be held in the Town
Hall, in St. Andrews, on the first Tuesday in May
next, for the purpose of electing Directors for the
ensuing year, agreeably to the Act of Incorporation.

GEO. F. CAMPBELL,
Acting Secretary.

OAT MILL.

The Subscriber intimates to Farmers and others,
that the Machinery for manufacturing OATMEAL,
is now in operation at his Grist Mill.

March 24, 1847. C. A. BABCOCK

NEW PACKET,

ST. JOHN, ST. ANDREWS, AND ST.
STEPHEN.

THE Subscriber respectfully informs the Public
that he has purchased the well known, fast
sailing

SCHOONER SPRAY,

of 54 tons—and will commence running regularly
between the above named ports on the 1st of April
next, and solicits a share of patronage. Every at-
tention will be paid to freight &c., entrusted to his
care. Good accommodations for passengers.

Apply to the master on board or to W. McLean
Esq.

JOHN BALSON,
March, 21, 1847. Master.

To Let.

That Cottage at present occupied by Mr.
Robert Kerr—possession on the 1st May.
Apply to the subscriber.

St. Andrews, March 17, 1847. JEROME ALLEY.

Meeting of Courts.

THE Courts of General Sessions of the Peace
and Common Pleas for the County of Char-
lotte will sit at the Court House in St. Andrews, on
Tuesday the 13th day of April next, at 12 o'clock.

And the Courts of Oyer and Terminer and Gen-
eral Jail Delivery and Nisi Prius for the said County
will be held at the Court House in St. Andrews, on
Tuesday the 27th day of April next, at 12 o'clock.

At which time and place all Magistrates, Coroners,
and Constables, of said County, and all persons re-
quired to be at these Courts are hereby Publicly
Notified to give their attendance.

By order of Her Majesty's Justices.

THOS. JONES,
St. Andrews, March 10, 1847. Sheriff of Charlotte

TO LET.

ENTRY ON FIRST MAY

The STORE presently occupied by Mr. Wm.
Whitlock, fronting on the Market Square. Rent
moderate. Apply to

THOMAS SIMS.

To Let.

From the 1st of May next—That large and
commodious Dwelling House, occupied at
present by the Rev. Mr. Peck—The premises are
too well known to require further description.

For terms &c. apply to the Editor of the Standard,
March 10, 1847.

Packet to St. John.

The Schooner "FAVORITE" Helm,
Master, will commence her regular
trips on the 15th inst., between St.
Andrews and St. John. Every atten-
tion will be paid to Freight &c.

Passengers taken as usual. Apply to

H. HELM.

PROVISIONS &c.

JUST RECEIVED, per Schooners "De-
fiance," and "Louisa Willard," from
Boston—

- 3 bbls. clear Pork, 1 cask Hams
- 4 chests Congo Tea, 1 box honey-dew
Tobacco
- 4 boxes sperm and mould Candles
- 1 adamantine do
- 2 bags Porto Rico & St. Domingo C^o 14
- 1 cask refined Whale Oil
- 1 bbl. best Vinegar
- 7 boxes Window Glass, 7x9 to 12x14
- 5 casks cut Nails from 4 dy. to 20 dy.
- 9 pieces Satinett, blue black, and fancy
printed
- 6 cases, containing men's water-proof
boots, boys', youths' and children's
Boots and Booties
- Ladies' and misses' boots, shoes & slippers
- 600 bushels yellow Corn.

ON HAND:

Blue, black, invis. green and olive broad
cloths, tweeds, Orleans, Cashmeres, &c.
prints, white, red and yellow flannels, white
and brown moleskins, drills, linen, white
and brown cottons, gingham, toweling,
bed ticking, osenaburge, rose and point blan-
kets, cotton, striped and check shirting, silk
and cotton handkerchiefs, silk scarfs and
neckkerchiefs, cotton, worsted and woolen
shawls, thread, sewing silk, buttons, ready-
made clothing, consisting of top coats, mo-
key and short jackets, hunting coats, trow-
ers, vests, drawers, blue and red flannel
shirts, striped and check cotton shirts, Beaver
silk, felt and glazed hats, fur and glazed
caps, southweaters.

ALSO, a good assortment of HARD-
WARE and GROCERIES, all of which
will be sold low for cash, or other approved
payments.

C. A. BABCOCK.

Feb. 23, 1847.

PORK & FLOUR.

On Consignment.

5 BLS. Prime PORK, New York

9 Do. " " " " Inspection

25 Do. " " " " Fancy

5 Do. Rye Flour, Brands.

J. W. STREET.

March 17, 1847.

RAIL ROAD ROOMS.

St. Andrews, Feb. 23, 1847.

NOTICE IS HEREBY GIVEN,
THAT FOUR PER CENT, of the
Subscribed Stock in the
ST. ANDREWS AND QUEBEC

Rail Road Company,
will be called for, and made payable at St. Andrews,
on the FIRST Tuesday in MAY next.

JOHN WILSON,
President.

GEO. F. CAMPBELL,
Actg. Secy.

RUM.

Ex. Schr. "Defiance from Boston" the Subscri-
ber has received.

5 Puncheons superior flavored Inst. Jamaica Rum
which he will sell low.

JAMES W. STREET.

March 17th 1847.

Tea, Sugar, Raisins, &c.

BLS. Bright SUGAR.

Quarter and Half Boxes fresh RAISINS,
Boxes CANDLES, Boxes SOAP.

Chests Pouchong & Congo TEA, 25lb. ea.

Pale SEAL OIL,

POLLOCK FISH, &c. &c.

Just received and for sale by

W. WHITLOCK.

St. Andrews, Dec. 9, 1846.

MR. HOUGHON,

TAILOR, &c.

BEGS to intimate to his friends and the pub-
lic in general, that having upon his return
from England, recommenced business in Wa-
ter Street, opposite the store of Messrs. Di-
mick & Wilson, he now solicits their patron-
age. Mr. H. would also beg leave to assure
all who may do him the Honor to favour him
with their commands, that nothing shall be
wanting on his part to merit their favours;
and having during his stay in Liverpool had
many opportunities of visiting several of the
first establishments in his line, he flatters him-
self that he will give general Satisfaction.

St. Andrews March 3, 1847.

EXECUTORS SALE.

TO BE SOLD by Public Auction on
Thursday the fifth day of April
next, at twelve of the clock in the forenoon,
at the house of Jarvis Jeddery, in the Parish
of St. David, in the County of Charlotte, for
payment of the debts of the late Joshua H.
Woodcock, deceased, in consequence of a
deficiency of the personal estate of the de-
ceased for that purpose pursuant to a licence
obtained from the Surrogate Judge of Pro-
bate of said County, the Lands and premises
following that is to say: A certain tract of
land in the Parish of St. David aforesaid in
Wentworth Division of the Cape Ann Grant,
containing One hundred Acres being the
land formerly purchased by the said Joshua H.
Woodcock from Allen C. Hayward.

DAVID WOODCOCK Jr. Executors

RUFUS WOODCOCK.

St. David, 6th Feb. 1847.

GOLDEN FLEECE.

FRESH ARRIVALS.

The subscribers, in addition to their late importations,
have received by the "Commodore" from
London, and "Belmont" from Liverpool—

13 CASES FURS, comprising MUFFS,
Boas, Cloaks, CARMINALS, CAPES, VICTO-
RIA, Cuffs, and trimmings;

37 cases SILK VELVETS, Ribbons, satins,
stays, lace goods, millinery, Winter Gloves, and Ho-
siery; Oil Cloth, Damask and Persian table covers,
and Fancy Goods of every description;

3 cases London-made coats and SATIN VESTS;

3 cases musical Instruments;

5 cases black, blue, olive, and Rifle cloths.

The remainder of their FALL STOCK to arrive
by the "Great Britain" and "Kestrel," from Li-
verpool, and "Devon," from Glasgow.

135 Pieces Gros de Naps, Duques, Turc Satins,
Bonnetes, Orientals and Ottomans;

470 do. Broad & Narrow cloths, Beaver & Pilot
cloths, Doonkins & Backskins

1230 do. Trained Calicoes,

230 do. Furniture PRINTS.

1300 do. Grey & white Cottons; 76 do. Bedticks,

840 pairs BLANKETS, all sizes;

625 pieces FLANNELS, in White and Coloured

Saxony, Welsh, Salisbury, scarlet, Blue and
Lancashire;

3700 SHAWLS, in every variety; Stocks,

485 do. Flaid and Neck handkerchiefs;

57 do. Scotch CARPETING, in fine, superfine,
3 ply, and Brussels;

790 do. newest styles Fall Dress Stuffs;

485 do. Flaid and Fancy CLOAKINGS;

700 do. White Muslins in Book, Mail, Jaconet,
Checked, Striped, Swiss, Mail and Victoria
Lawn; Hollands;

25 do. LINENS, bleached and unbleached;

35 do. Gothic and Venetian Window Blinds;

76 do. Plain, Fancy, and twilled Cloak Linings,
Linen Shirtings, Toweling, Table Linens;

Silk and Cotton Velvets; Rich Silk Velvet
and Satin Vestings in variety;

21 Cases Stockings and Fur CAPS;

60 Pieces twilled Regattas;

47 Dozen Indiana and Thibet Mufflers;

470 do. Merino and Lamb-wool HOSE; Ladies
Merino Vests and Dresses;

136 Pieces Scotch Gingham; Ducks and Ossa-
burgs; Ruffled Jaconets; Cambric; Orris Laces,
Furniture Ropes, Tailors' Trimmings &c.

[?] Daily expected by the Commodore, from Lon-
don an extensive and select assortment of FURS
and FANCY GOODS.

DOHERTY & M-TAVISH.

Prince William street, SAINT JOHN.

Queen street, Fredericton.

Happy Corner, SAINT ANDREWS.

123 near the Bridge, SAINT STEPHEN.

Valuable Property for SALE.

THAT well known Establishment in St.
Andrews called "Copelands Hotel,"
at present occupied by the subscriber.

The House is 50 feet by 40, with cellars,
out Kitchen and Woodshed attached; there
is Stabling for 20 horses with Barns, coach-
houses, a spacious yard, and other conveni-
ences. No situation can be better adapted
for the purpose of a respectable Hotel, being
central, and close to the Steamboat landing,
and adjoining the public square.

The business of the House has been gradu-
ally on the increase and will necessarily
advance on the completion of the contemplated
Rail Road from St. Andrews to Quebec.

Should this property not be sold by the
last of April next, it will be let for a term
of years.

The terms of Sale will be moderate and
liberal. For further particulars apply to
James W. Street Esq. or the Subscriber.

SAMUEL COPELAND.

St. Andrews Feb. 10, 1847.

N. B. Copelands Hotel being offered
for Sale is therefore closed for the present—
but will be re-opened for the accommodation
of the public, on the 1st day of May next,
when due notice will be given.

Watches, Jewellery, &c.

Just received and for sale by the Subscriber, an
assortment of Watches, Jewellery, Cutlery,
&c., which will be sold on the most reason-
able terms for cash.

Patent Lever, Le Pen and Vertical WATCHES,
Gold, Silver, and Silver Watch Keys,

Gold, Silver, German do. Silk & India Rubber Bands,
Ladies gold and fancy set BROOCHES and Rings,

Gold, silver, and German Silver Pencil Cases,
Gold and plated Earrings, Red and White Coralian

Earrings, gold mounted;

Ladies Companion, in silver and other fittings;

Silk, and Russia Leather PURSES,

Pocket Books & Tablets, Card cases & Needle books

Hat, hair, nail, tooth, and shaving BRUSHES,
Silver mounted and Plain SCENT Bottles,

Bronzed Ink Stands, Letter Clips,

Red and Fancy reading Wax Thermometers,
Plated and Britannia Metal Candlesticks, Snuff-
trays, and Trays, Key Rings,

Razors and Razor Strops, Tea Bells,
Pocket, Lash, and Fine Combs,

Telescopes, Lead Pencils, silver, Blue steel, and Ger-
man silver mounted spectacles,

Pocket, Jack & Pen Knives, snuff boxes,
Nail, Pocket & Tailors scissors, Percussion Caps,
F. S. Cleavers celebrated fancy Toilet soap,
Baccarat Buttons, &c. &c. &c.

With a variety of other articles suitable for
NEW YEAR'S PRESENTS.

Clocks, Watches, Jewellery cleaned and repaired,
Quadrants, Compasses and Log Glasses adjusted,
Cash, and the highest price given for old Gold
& Silver.

Expected Daily—a very fine 14 Day CLOCK.

G. F. STICKNEY.

30th December, 1846.

FOREIGN PERIODICALS.

REPUBLICATION OF

THE LONDON QUARTERLY REVIEW

THE EDINBURGH REVIEW,

FOREIGN QUARTERLY REVIEW,

THE WESTMINSTER REVIEW,

AND

BLACKWOOD'S EDINBURGH
MAGAZINE.

