

The Standard.  
PUBLISHED EVERY WEDNESDAY, BY  
A. W. Smith.  
At his Office, Water Street, Saint Andrews, N. B.

TERMS.  
12s. 6d. per annum—if paid in advance.  
15s. if not paid until the end of the year.

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# The Standard.

## OR RAILWAY AND COMMERCIAL RECORD.

*Excellensimum est optimum.*—Cic.

No 23 SAINT ANDREWS, N. B., WEDNESDAY, JUNE 8, 1853. [Vol. 20]

**GOVERNMENT DIRECTORS FOR THE SAINT ANDREWS RAILWAY.**—We are informed that at the recent sitting of the Executive Council, two Government Directors were appointed for the St. Andrews and Quebec Railway Company, under the provisions of the Act passed at the last session of the General Assembly. These Directors are Benjamin Wolhaupter, Esq., High Sheriff of the County of York, and George Hatheway, Esq., one of the members for that County.

Mr. Wolhaupter has had much experience in the management of private corporations, having been for years a Director of several Companies, and for a long time President of the Central Fire Assurance Company; he also has the reputation of being a thorough accountant.

Mr. Hatheway is young and energetic, and at the last election stood well on the poll. He has a practical knowledge of the business of the Country, and is possessed of much decision of character. As neither of these gentlemen has any connection with the Railway Company, and are believed to be quite free of all local feeling respecting its management, we presume their appointment will be acceptable to the Company.

As there is no salary attached to these appointments, Mr. Hatheway will not vacate his seat by his acceptance of office.—[N. Brunswick.]

### REPORT OF THE SAINT JOHN SUSPENSION BRIDGE.

Hon. J. R. PARFLOU, Prov. Secretary.

Sir,—I have the honor to report to you, for the information of the Hon. the Lieutenant Governor and the Government, that according to instructions received from you, bearing date the 21st January, I have carefully examined the St. John Suspension Bridge, erected under the authority and by virtue of the powers granted by an Act of the Legislature, intitled "An Act to Incorporate the Saint John Suspension Bridge," and I hereby certify that the same is constructed in conformity with the requirements of such Act, and that (within the limits and conditions herein specified) it is of sufficient strength and quality in all respects to render it perfectly safe for life and property passing over the same.

The Bridge is of the description generally called "Wire Suspension Bridge," being composed of ten cables, five on each side, each cable containing 300 strands of No. 10 wire, or 3000 in all. These cables pass over massive towers of masonry, and are made fast to the solid rock behind by heavy anchors, as will be hereafter described.

The span of bridge from centre to centre of points of suspension is 630 feet; width of roadway between parapets, 23 feet; with a 15-foot carriage-way in the centre, and four feet each side for footpaths; the whole being suspended 70 feet above extreme high water mark.

I have examined all the component parts of the Bridge, including the foundation, and have subjected the wires, suspending rods and floor timbers to a breaking strain, in order to form a safe calculation of the actual strength of the bridge, upon all which I beg to report in detail.

The towers upon the western side of the river are built upon two different kinds of rock, the northern tower being built upon the limestone, whilst the southern is erected upon a very hard dark-colored trap rock. Between these rocks there is a decided fissure, which, I am informed, (for now that the tower is built, I have no other means of knowing, but ran out under the northern tower, but ran out to nothing, at the southern face of the same. This fissure, Mr. Reynolds, the Contractor, tells me, has been carefully cleaned out and rammed full of concrete and broken stone. On the edge of the fissure, where I had an opportunity of examining it, this is now nearly as hard as the rock itself. This must be watched and kept carefully sealed up, to prevent the water from getting in, which, if allowed to enter, and to freeze, might do serious damage. So long as this is guarded against, I consider the towers perfectly safe, as I am led to believe that all earth has been excavated from under them, they being built up on the solid rock, each of the different descriptions of which stands firmly upon its own base.

The towers upon the eastern side of the river are built upon a shaly slate rock. The north eastern tower has been regularly stepped down with steps cut at right angles to the horizon, until it attains a firm footing at the bottom, from whence it has been built up entirely of strong granite masonry, of a firm and durable character. The southern tower has likewise been cut down to a solid foundation; but whether from economical or other motives, the base of the tower, which should be the strongest, having to carry the superincumbent weight of the whole, has been built of limestone rubble masonry,

of not nearly the same strength as the masonry in the tower erected upon it, which is constructed of granite. This I consider a mistake, for though the work is safe, and will last, I doubt not, for many years, yet it is not by any means of the same durable nature, nor in keeping with the rest of the work.

To remedy this defect, I would recommend the outside of this rubble work, where it is exposed to the weather, to be covered with a good coating of cement, made of the best hydraulic lime; and the outside of this to be weather-boarded. With due attention to this, it may be made to last for an indefinite space of time.

The towers themselves are built of first class granite masonry. They are fifty-one feet nine inches high above the base, fifteen feet square at the bottom, and six feet square at the top of the tower, below the coping. The coping-stone, the saddle rests upon seven feet square, and one and a half feet thick. Each of the other courses is two feet thick. The stone that the outside of the towers is composed of is grey granite, of a fine grain and durable nature. The stones are dressed smooth upon the beds and builds, but the outside is rough, technically called with a quarry face, with an arris or tooled margin one inch wide round the edge of each stone. The filling in the centre of the towers, I am informed, is composed of best class limestone rubble, laid in cement and grouted, each course being levelled off to correspond with the granite face, before the next was laid. So far as I can judge from carefully examining the outside of the work, it seems executed in a faithful and workmanlike manner.

On top of the towers rest the arrangements for compensating the contraction and expansion of the backstays. This consists of a lower plate of cast iron, three by four feet square, bedded in the masonry, and firmly fastened down with copper dowels, to prevent any movement of itself. This plate is perfectly smooth on its upper surface. On it are inserted seven wrought iron cylindrical rollers; on these rollers a saddle is placed, which consists of a plate of cast iron perfectly smooth on its lower surface, to correspond with the upper surface of the lower plate.

The top of the plate is cut out into five grooves, 8½ inches apart from centre to centre, semicircular and 3½ inches diameter at bottom, and formed on a curve of four feet six inches radius in longitudinal direction of the bridge. In these grooves the cables rest. The effect of this arrangement is, that in the event of contraction or expansion of the cables from variations of temperature, the saddle moves along upon the rollers, without racking the masonry of the towers. I consider this an excellent plan, and well adapted to answer the purpose intended.

The cables are ten in number, five on each side of the bridge, laid parallel to each other, and composed of 300 strands of No. 10 wire, about one eighth of an inch in diameter in each cable, or 3000 in all. Before these cables were made, the wire was boiled in linseed oil and frankincense, which prevents corrosion. I am informed there were six barrels of oil used in their preparation. These cables are hung over the tops of the towers on each side, in catenary curves, the droop from the tops of the towers to the apex of the curve being about forty five feet.

The cables on the land sides are carried back over the tops of the towers as nearly as possible on the same angle as on the bridge side of the towers. This causes great pressure upon each side of the tower, to be the same, the resultant of which is a vertical pressure. The cables are carried back on this angle until they meet the surface of the rock, where they are fastened by a suitable arrangement of shackles and links of sufficient strength to anchors of wrought iron. These anchors are straight bars of best refined round iron, 4½ inches in diameter. There are two of them to each cable, the one set six feet behind the other, in holes drilled by machinery eight feet into the solid rock, at right angles to the tangent of the curve of the backstays, and these secured by filling round them with iron wedges and lead. From the unfinished state of the anchor pits (the masonry proposed to be built over them not being yet commenced,) the earth had washed in, partially covering them so that I could not examine them thoroughly. The parts exposed, however, were securely fastened. I would recommend that these anchors be housed over either with a brick or stone arch, or wooden house, extending the whole length of the shackles, and the drainage from the same, which is not by any means perfect now, be made thoroughly complete.

Five of the cables on the western side of the bridge have been spliced. I do not anticipate any danger from this, as it is made in what is technically called the return, after the cable has been passed around the frog of the anchor, which is well and securely clamped; moreover from experiments that I have made on wire spliced in this manner, the wire broke at the perfect pie, and not at the splice,

Suspension Bridges in Europe are generally made of wires of prominent lengths, splicing them whenever the coil was run out. In the Firthburgh Bridge—the largest bridge of the kind in Europe—the cables were made in this manner.

The suspension rods are three-eighths of an inch by six eighths, and are in different lengths, to suit the curve of the cables. There are 147 on each side of the bridge, or 294 in all. They are suspended from the cables at every four feet, alternating regularly from one cable to the other, beginning with the outside one again. These suspending rods have a stirrup at their lower extremities, into which the transverse beams of the roadway are fitted, and are there nailed fast to prevent their slipping off. They are each of them provided with one or two turnbuckles, according to their length. These are for the purpose of adjusting them by, to bring them all into the same degree of tension. These suspension rods are amply strong enough, as will be shown in the appendix, where the strength of the bridge and its individual parts are explained.

The roadway is composed entirely of wood. The breadth of the same between the handrail on each side is 23 feet, there being 15 feet in the middle occupied by the carriage way and four feet each side for the footpaths. Between the carriage way and the footpaths there is a scowling spiked as a line of demarcation.

The transverse beams of the road are 3x11 inches in the middle, and 3x12 at the sides where they fit into the stirrups. This gives a slight curvature to the cross section of the roadway, and allows the water to run off the sides, where it passes through cast iron scuppers. The transverse beams are placed four feet apart from centre to centre.

The planing for the carriage way is placed longitudinally, and rests upon the transverse beams. The planks composing it are three inches in thickness; and from six inches to a foot and upwards in width, and from twenty feet to forty feet in length. On each side of the bridge, above and below the transverse beams, are the top and bottom chords of a section of 8x8 inches and 5x8 inches. These are procured in long lengths of not less than thirty feet, and spliced, bolted and banded together, so as to make them equal to one continuous timber extending from one end of the bridge to the other. Ten bolts of an inch section pass through these top and bottom chords, and through the intervening transverse beam; at every crossing of the same.

These chords have the effect of stiffening the bridge, and distribute any passing load over three or four of the suspending rods. The timbers of the hand rail on the outside of the bridge are 5x5 inches. The posts are morticed into the upper chords, and are braced with diagonal braces of a similar section, extending from the foot of one post to the head of another, forming a series of St. Andrew's crosses. The tops of the posts are morticed into a hand rail, the top of which is capped with a moulding extending one inch over each side of the same. The whole is crisscrossed up tight by ½ bolts passing through the hand rail and by the side of the vertical post, and secured up tight with a nut underneath the top chord.

The platform of the bridge has a slight curvature across the river, of nine inches, the same being inverted to the curve of the chains of the bridge, and distribute any passing load over three or four of the suspending rods. The timbers of the hand rail on the outside of the bridge are 5x5 inches. The posts are morticed into the upper chords, and are braced with diagonal braces of a similar section, extending from the foot of one post to the head of another, forming a series of St. Andrew's crosses. The tops of the posts are morticed into a hand rail, the top of which is capped with a moulding extending one inch over each side of the same. The whole is crisscrossed up tight by ½ bolts passing through the hand rail and by the side of the vertical post, and secured up tight with a nut underneath the top chord.

At each end of the bridge there are six guys, three on one side, and the same number on the other. These guys are small cables of wire, one inch in diameter, extending from the rock on either side of the Bridge, where they are fastened to the Bridge itself, the guys upon one side pulling against the guys on the other, in such a manner as greatly to neutralise the effects of the wind. These guys however, are very imperfectly put in, being badly made, indifferently fastened, and by no means in a proper state of tension. I would recommend these guys to be immediately attended to, and made as perfect as it is possible to make them, as I consider that there is more to be feared from the effects of the violent gusts of wind which sweep through the gorge, than from almost any other disturbing cause.

The approaches to the Bridge are only completed for about 150 feet on each side. The roads leading thereto are bad; on the eastern side there is a steep hill within 300 feet of the Bridge, which should be cut down to a grade of 1 in 25, before heavy loads can be taken up it with any degree of facility. In fact, when the hill is covered with ice, as it was when I made the survey, it is almost impassable for loaded teams. The rest of this road passes through the Portland Town shipyards, and is more or less blocked up with timber.

From the end of the 150 feet approach at the western side of the Bridge to the junction with the main road near the Asylum, the road creeps round the base of sloping ground,

and is decidedly unsafe at any pace beyond a walk, when there is ice upon it.

The Act with regard to the road and approaches is indefinite as to how far they are to be completed. I estimate that it will require two hundred pounds to make a good road, in keeping with the rest of the work, from a point leaving the main road by the Asylum, west of the Bridge, to the same distance on the eastern side of the river.

The amount of work still remaining to be done to render the work perfect, and which if neglected, will considerably lessen the ultimate durability of the bridge, but which, at the same time, does not interfere with its being used for the present, are—

First,—repairing the spiral winding of the cables, technically called the sewing where it has been broken in many places in taking them over the towers. If this is not done, the water will get into these places, and do serious mischief. Second, painting all the iron work of the Bridge a white colour, with white lead and oil. The white colour materially weakens the action of the sun, and allows any symptoms of incipient oxidation immediately to manifest itself. Third, coating the limestone rubble masonry on the south eastern foundation with hydraulic cement, and weather boarding the same; likewise pointing joints of the masonry in all the towers with cement. Fourth, finishing and re-fastening guys. Fifth, cleaning out, thoroughly draining and housing over anchors. Sixth, completing the roads to and from the Bridge.

I have estimated that five hundred pounds is a sufficient amount to complete these items.

Speaking generally, with the exception of the above mentioned items, consider the workmanship well executed, and creditable to all concerned.

I cannot conclude this Report without respectfully recommending that the wise intention of the Government with regard to it being periodically inspected should be carried out. Suspension Bridges, in particular, require to be carefully watched, the stability of the whole depending in a great measure upon the perfection of its parts. It is no use if the cables are strong and equally strained, if the suspending rods are not in adjustment and in *vice versa*.

In conclusion, I would merely add, that in the survey nothing has been taken for granted where there was the least possibility of applying a test; and where the least doubt could be entertained, the fullest practical experiments have been made, with a deep sense of the responsibility incurred.

All of which is respectfully submitted by  
Your obedient servant,  
ALEXANDER L. LIGHT,  
St. Andrews, 25th February, 1853.

### THREE DAYS LATER FROM ENGLAND.

The steamship Arabia at New York, brings Liverpool dates to the 21st May, 3 days later.

The Exhibition at Dublin was very prosperous, there being 5000 visitors daily. The French Assembly is manifesting hostility in various ways to Government dictation. A great inundation has occurred in Central France. It is contradicted that France has sent a hostile fleet to the Sandwich Islands.

Admiral Turkey are less promising. The English and French Ambassadors have sent couriers in haste to their Governments, Russia demanding a speedy answer from the Porte.

Cotton has advanced 1-16d, with a fair demand. Breadstuffs were firm, without change in prices. White Corn was 6d dearer.

**BRIEF TIMES FOR WORKING MEN.**—The Halifax Recorder contains the following remarks under the above head, by which it will be seen that in that City, as well as in Saint John, labour is at present receiving a good reward:

So much employment for labor has not occurred for many years in this city as exists at present. The new Market House, the new Barracks and other Government Works undertaken by civilians, and the alteration and improvement of the streets, besides the erection and repairing of private dwellings, have created an active demand for a large number of mechanics and labourers. In addition to the employment thus already set on foot, the Richmond Mills are to be rebuilt forthwith; and contractors are invited to tender for building new Stables and a Coach House for the Lieut. Governor. By these means industrious working men will be able to get along pretty comfortably in Halifax this summer; and then, should operations not be commenced on the long promised Railway previous to the setting in of winter, the reports of the Surveyors now employed in tracing the route, will doubtless assure the country that the work will not be delayed beyond the opening of the succeeding season. Once the Railway is begun the times in Nova Scotia must be brighter than ever known before.

### LAW RESPECTING NEWSPAPER.

Subscribers who do not give express notice to the contrary, are considered, as wishing to continue their subscriptions.

If Subscribers order the discontinuance of their papers, the publisher may continue to send them till all arrears are paid.

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### SEED SOWING.

We have most of us seen the sower in the field, striding along the furrow ground, and scattering the ruddy grain from his well-filled hopper; while the rooks and crows waiting on the neighboring high elms seemed to say "Our turn will come by and by." The sower unconsciously performs an act of faith, fearlessly committing his seed to the ground, nothing doubting, that it will bring forth fifty and a hundred fold. This act of faith we should do well to imitate in other things.

When a man sows wheat he never expects barley to spring up. Whatever may be the grain he flings into the furrows he looks for a crop of the same kind. This is a little fact that may be turned to very great advantage, for every man is a sower. Oh, ye thistle sowers of the earth! ye oppressors of your fellow-men! ye scrapers after wealth, renown, and selfish pleasures! would that ye were within hearing, that I might speak a word to you out of the fullness of my heart.

Yes, every man is a sower! Hear it, ye careless ones, and hear too, on the authority of God's holy word, that "whatsoever a man sows, that shall he also reap" (Gal. vi. 7). You may doubt it, you may not believe it; you may deny it, but that will not alter it. Cain, Gehazi, and Judas were sowers; evil was the seed that they sowed, and evil was the crop that sprang from it. Though for a season sin may appear to prosper—

Ere long, each evil deed and black intent, Springs up and blossoms into punishment. Abram, Joseph, and Paul, were sowers. Like them—

Sow faith, and love, and duty, and your eyes shall see a goodly, glorious, harvest rise.

It is a profitable employment to look back on the seeds we have sown; for if we have been gladdened with a crop that has ministered to our joy, we are sure to be encouraged in pursuing the same course. While on the other hand, if we see around us thorns and briars of our own procuring, we shall be feelingly persuaded of the folly, as well as of the wickedness, of wandering in by-path meadows, and mazes of error.

How many seeds of bitterness have I seen by others; nay, in the course of a long life, how many have I seen sown myself, that have blanched my cheek, thrown a shadow on my path, and given sorrow to my heart!

One of the saddest delusions into which any one can fall, is that of being led to believe that his transgressions will not be known. Yet sad as is this delusion, it is almost as common as the air we breathe. "If I could once deeply impress on the minds of readers, the conviction that our thoughts, words, and deeds, whether good or evil, are seeds that will be sure to spring up again in the shape of joy or sorrow, hardly could I do them a greater service."

Though there are many seeds which ought not to be sown, there are some that are indispensable. Sow them at all hazards. If I mention a few of them, you will very likely give a shrewd guess at the remainder. Sow the seed of humility with a liberal hand, for you will never have occasion to regret it. The crop may not be showy to the eye, nothing of the gaudiness of the tulip and the peony will appear, but never mind that. Humility is more like the violet, that springs up under a hedge unseen, or the magnolia, who a flower is very small, but whose perfume is very delightful; and then it is excellent preservation from many stubborn distempers, such as pride, envy, hatred, malice, and uncharitableness. Let the seed of humility be freely sown.

If you have not already sown the seeds of Meekness and forgiveness, it is high time that you had, for they ought to be in full blossom very early in the year. He that neglects to sow this necessary sort of seed must needs bring a heavy penalty on himself, for

Thus speaks the righteous Lord of earth and heaven: "Forgive or thou shalt never be forgiven."

The earlier good seed is sown the better, and patience, zeal, and perseverance, are all of this kind. Get them into your hearts at once if possible, for when they spring up, which they soon will do, your griefs will become lighter, your joys brighter, and you will wonder how any one in his right mind can neglect the great advantages they bestow upon their possessor.

The very name of one of the seeds that I shall mention, will I hope, recommend itself at once to your notice; it is content. Sow it for its produce has a wonderful virtue in making the bitter sweet, the hard easy, the crooked straight, and the rough plain. "Let your conversation be without covetousness; and be content with such things as ye have" (Heb. xiii. 5).

Faith is one of the most valuable of all seeds; use no opportunity of adding it to your stock, for often when most needed it cannot be had. Sow it though it be no bigger than a mustard seed, for if well watched and watered, and prayed over, it will spring up into a large tree the shadow of which will be pleasant to your soul.



Nor must you omit to sow the seeds of love and kindness, for these, when they spring up in perfection, throw around us such a sweet gentle influence, and attract beauty, that they win the regard of the beholder, and make even a man's enemies to be at peace with him. They spread a charm throughout our dwellings, and heal the bruised and broken hearts of others, while they add to the happiness of our own.

The seed of piety must on no account be forgotten, for there is no substitute for it, though some spurious seeds for a time resemble it. Many who have neglected this seed in their youth would give the world, were it theirs, to obtain it in their age. But would could not buy it, even though they were numberless. Seek, then, and sow the seed of piety, for its growth shall smooth your earthly path, and help you on your way to heaven.

Though riches fail, and health and strength decrease, Sow piety, and you shall gather peace.

Are you sowing the seeds of prayer and praise? I hope so, for no seeds that are sown produce a more abundant harvest, nor one that brings more joy into the garner of the heart. The seeds are not to be sown like grain, only in spring and fall, but every day of the year, and every hour of the day, for there is no end to the golden crop they produce. They keep us from evil, and do us good; they wear us from earth and lead us on to heaven; they make our souls to magnify the Lord, and our spirits to rejoice in God our Saviour.

#### SUMMARY OF NEWS.

**THE FIRE ON THE OTTAWA.**—The Canadian papers contain further particulars of the great fire which burnt over a surface of sixteen miles on the Ottawa river.

Upon the island of Almatias, two churches and about thirty buildings have been consumed. Upon Calumet island, the saw mills of F. X. Basien, and about thirty farm buildings, in Pembroke, the establishment of C. O. Kelley, and other buildings; in Westmeath twenty farm buildings; in Ross, an entire settlement, known as the Garden of Eden, has been destroyed; besides Gould's wharves and all the stores and farm buildings on the south side of the river at Portage du Fort; in Bromley, about ten buildings. About two hundred families principally those of agriculturists, have been left homeless.

**SINGULAR RACE OF HUMAN BEINGS.**—There are now in London two very singular human beings, of a race which has hitherto been very little known to the civilized world. They came from South Africa, where they are called Earthmen. They are totally distinct from all other known African races—as much so as if they had dropped upon this earth from another planet. They are diminutive in size—more pygmies—and unacquainted even with the art of building huts. They shelter themselves in caves, and crevices in the earth; when these are wanting they make artificial scoopings on the surface, which they line with leaves and cover with branches. The Hottentots and Bushmen are the avowed enemies of the Earthmen, and when they meet them they shoot them down like vermin. The poor little defenceless Earthmen have no refuge but in holes, trees, or thickets, and the tribe is fast verging to extinction. They are a poor weak people—one of Nature's freaks—and destined not to perpetuate their race. Few colonists have seen them; and although it is known that a few still linger in the mountains, these are rapidly dying away, and will soon become a tradition of an elvish African race of old.

The two individuals above mentioned were carried to England from the Cape of Good Hope two or three years ago, and have now become domesticated in an English family. The Morning Chronicle, from which we take these particulars, describes these little Earthmen, as a boy and a girl, the former and the latter sixteen years of age, and "complete little fairies" in appearance. The boy is three feet three inches and a half in height, the girl a trifle taller. Their skin is of the brightest and most transparent bronze; and as smooth and polished as marble. In form the little creatures are perfect—their delicate limbs standing out in the most graceful symmetry, and every motion instinct with the swiftness of nature. The faces, although decidedly African in feature, are full of sweetness and good humor, with an expression of archness and intelligence.

They are named Marimis and Flora. In their savage state they fed on locusts, ant eggs, and such small game as they could take. Till they were carried to England they had no ideas of God or any supreme power. At present they have been taught some of the customs of civilized life, and are able to speak little English words, to sing little English popular airs, and—the first of Earthmen—to play little girls on a piano.

Few sights are more interesting to a thinker than that of the last of a race of human beings on the point of being blotted out from the face of the earth. The individuals in question seem to constitute one of the most anomalous forms of our species that have ever yet been brought to the notice of the naturalist or ethnologist. It is to be hoped that further light will be thrown on their history by scientific researches.—*Boston Courier.*

The subscription for a testimonial from the citizens of St. Barker, Esq., in consequence of his spirited exertions in building and furnishing a first class Hotel in this City, is most respectfully sustained; but the choice of the subject to be presented is not, we believe, yet finally decided.—[Reporter.]

The Wesleyan Ministers are assembled here at present in their annual District Meeting. They number about thirty, of whom

the Revd. Richard Knight is Chairman.—[ibid.]

#### UNITED STATES.

**THE WEATHER AND THE CROPS.** are topics of interest to everybody; for the profit of the earth is for all; the king himself is served by the field. The spring with us has been quite noticeable, and we perceive by our exchange papers that the state of the weather and the crops is attracting attention all over the country. We give below the substance of some of the notices which appear in various directions.

**New York.**—About New York, it is said, the spring has been very wet, and the farmers are generally behind with their work, but the crops promise well. Grass was never better at this season. Wheat quite thrifty. Potatoes and corn promise well.

**Pennsylvania.**—The Monongahela Republican says, that prospects for good crops in that vicinity were seldom so flattering as at the present time.

**Georgia.**—The Knoxville Register of the 23d, reports the weather for a few days previous to have been very cold for the season. There were frosts on Friday and Saturday (21st and 22d) but without apparent injury to the crops.

**Illinois.**—Accounts from Winnebago county, to May 23d, report the weather there pleasant and warm, with all sorts of grain looking well. The farmers had commenced corn planting; but for two weeks it had been too cold and wet for the seed to germinate.

**South Carolina.**—A letter dated Rock Spring, Pon Pon, or Edisto River, the 21st inst., says that a very heavy hail storm occurred on that day in that vicinity, and that the hail stones were as large as partridge's eggs.

The Cheraw (S. C.) Gazette of the 21st inst. says:—"We have experienced another week of drought, which tells fearfully upon the wheat, oats, cotton and the gardens. We have also had several days of unusually cold weather." But adds:—"Since the above was in type we have had an agreeable change of weather."

**Alabama.**—There was considerable frost in the neighbourhood of Jacksonville, Ala., on Saturday morning 21st.

**Florida.**—The Tallahassee Floridian of the 14th says:—"We have had an unusually long spell of dry weather, and we fear the crops will be short in this section."

Planters are unusually late in getting their crops in. They will have to husband their resources if they wish to make both ends meet.

**Louisiana.**—The Clinton (La.) State Paper of the 14th says:—"Since our last issue we have had refreshing and copious showers, and crops are in fine growing condition."

**Mississippi.**—The Granada (Miss.) Republican of the same date says:—"We have a continuation of very unfavorable weather, especially for cotton. The planters are complaining of cold, lice, shore shin, &c. &c. Some, we learn, have had to plant over a portion of their crops. In fact, it is now certain that nothing but the most propitious season and a late fall can make a full crop."

**THE APPEAL OF CHINA TO ENGLAND FOR AID.**—In the English House of Lords, on the 20th of May, Lord John Russell, in reply to Lord Jocelyn, stated that the Emperor of China had applied to Great Britain for assistance, but that no orders had been given to interfere in any way except for the protection of British property and British subjects.

**THE TRANSPORTATION OF CONVICTS.**—The English Government are perplexed to know where they shall establish a penal colony. The people of Van Diemen's Land will not have them, and a proposition to send them to the Cape of Good Hope nearly caused a rebellion. The Falkland Islands are now suggested. It is stated that the number of convicts annually transported from England exceeds 2000, and that 50,000 persons are now under sentence of transportation for life.

**An Interesting Fact for Snuff Takers.** A late English paper states, that a snuff and tobacco manufacturer has been recently fined by the Excise Commissioners in the mitigated penalty of £25 (his liability being £300) for mixing chromate of lead with snuff. His object, he said, was "to add brilliancy to the mixture."

**THE BIBLE IN SCHOOLS.**—In the Maryland House of Representatives, on Wednesday last, a bill prohibiting the use of sectarian books in public schools, was amended by adding a proviso that this prohibition shall not extend to the Bible. The bill, thus amended, was ordered to a third reading.

**The Indifference of the French to the Universal Franchise.**—The Paris correspondent of the New York Times, gives the following instance of the indifference of the French in political matters at the present time:—

Municipal councillors had refused the oath in the Commune of Brezy, and were consequently declared to have resigned.—The Prefect summoned the electors as a certain way to choose their successors.—Thirty-four of the inhabitants took the pains to have their names registered upon the voting lists, and upon election day, only six out of the thirty-four voted. In all first trials the absolute majority is necessary to validate an election, so that a second trial was called some days afterwards. On this occasion, one single voter presented himself at the polls, and triumphantly carried his ticket—

for a second trial, a relative majority, or plurality, suffices. This one voter elected the four municipal councillors. Such is popular representation in France; one man represented by four.

## THE STANDARD.

WEDNESDAY, JUNE 8, 1853.

#### RAILWAYS.

The "Sun," a paper recently started at Montreal, conducted with much ability, and which is fast attaining a leading position in the front rank of the Canadian press, has devoted a considerable space in three of its last numbers, to the consideration of Railways, and takes occasion to offer some strong arguments upon the advantages which a Railway, diverging from the proposed Grand Trunk line at Riviere du Loup into the St. Andrews & Quebec line at the Grand Falls, would confer upon Canada, thus giving the Canadians the nearest winter seaboard, open at all seasons, where a large class of vessels may be found—and also a Customer able and willing to buy the produce of the Canadas.

**RAILWAY LABORERS.**—The Ship, Eudocia, arrived at St. John on Monday last, with 325 passengers, principally "navvies" to work on the St. Andrews & Quebec Railroad with their families. The New Brunswick says "there are upwards of 100 single men among them—about, hearty Englishmen." Messrs. Sykes & Co. are gradually getting together a body of railway labourers that will enable them to complete the railway to Woodstock next season. We wish the contractors and the undertaking every success.

**No. 1, TORRENT FIRE COMPANY.**—On Monday evening last, the Company belonging to Torrent Engine, turned out in their new uniforms, with the Engine and hose carriage, for the purpose of trying the Engine. They marched up Water street, and presented a very neat and orderly appearance; the dress is a fireman's cap painted black, with a guard of a triangular form in front, on which is gilded the figure 1;—blue shirt with red collar and facings, dark overalls, fastened with a broad leather belt.—Several experiments were made with the Engine as to its capacity in throwing water. With upwards of 450 feet of hose a large stream was thrown over Mr. Street's two story brick house, and with 50 feet of hose a steady stream was thrown into and over the balcony of the Scotch church, a distance of 70 feet. In fact the Engine gives entire satisfaction, and we may add, that should the services of the gallant Company be called into requisition, that fine body of men will be found "ready" and willing to do their duty.

**CONFECTORY STORE.**—We direct attention to Mr. Win Ingram's advertisement in our columns. He has fitted up his shop, and will furnish lunches, &c. at short notice. A varied assortment of choice confections, pies, tarts, and cakes, are kept for sale, and he is prepared to manufacture cake or any other article in his line. His ginger pop, and other beer, cannot be surpassed.—Give him a call.

The St. Andrews and Quebec Railroad is now being prosecuted with a degree of vigor that gives promise of its early completion. Fortunately for themselves and for the country the Contractors brought from the old country labourers to do their work. Several hundred have already arrived, and many more, we believe, are on their way.—[Freeman.]

True, Mr. Freeman, and if you will drop down this way, shortly, you will have a "free ticket" to take a pleasant ride by rail for ten miles through some of the most delightful and romantic scenery in the Province. Besides you may have the pleasure of catching some splendid trout at the Chameau Lakes, and enjoy a dish of strawberries and cream.

The Montreal Witness says, Father Gavazzi intends visiting that City shortly.

We are happy to be able to announce, on authority, that the Railway from Shediac to the Bond, will be commenced this present season of 1853, and completed according to promise immediately. Mr. Giles, with a staff of Engineers and Superintendents, proceeded to the Bond on Tuesday last, and we understand, has already commenced to locate the line. It is expected that there will be sufficient labour found in the neighbourhood and from Prince Edward Island, to grub and clear the line, and, by the time that is accomplished, there will be an ample supply of materials and English navvies on

the spot for its immediate completion.—[Courier.]

**WHAT EVER IS WRONG NEEDS CORRECTION.**—The census of 1851 makes the population of the Parish of St. Stephens only 2808, being 537 less than the population in 1840.—The Population must at the present time, considerably exceed 4000, and probably comes up to 4500, or perhaps 5000. The number of saw mills as given by the last census is 31, and the number of hands employed in them 1192, being nearly of the whole population as given by the census of 1851.

Quite a number of these saw mills have gang saws, and employ a large number of men. There are also numerous lath machines, employing many hands, and these are of course included in the 1192, hands above given. The whole population of the Parish by this census, numbers 1400 leaving only 203 engaged in other employments. A population of 5000 would be much nearer the truth than given by the census, which is manifestly erroneous.—*St. Stephens Banner.*

The *Miraculous Gleaner* pitches pretty strongly into the "Contingent Bill." Look out friend Pierce, remember the "Sergeant-at-arms" may be sent over next winter after you to see Mr. "Gleaner"—you have one consolation as "miserly loves company"—you will not be alone.—*ib.*

The great subject of discussion in Montreal just now, appears to be the location of the great tubular bridge over the St. Lawrence. Mr. T. C. Keeler, an engineer of much talent, recommends the construction at Point St. Charles, where the river is 260 feet less than two miles wide. He thinks 23 piers would be enough, leaving open spaces of 210 feet between them, the piers themselves to be carried with crib work, and filled with stone, occupying a quarter acre each, in order to resist the ice. The Gazette thinks there would be danger of flooding the lands above Lachine, by thus stopping the water above the rapids. Another proposition is to build the bridge near the foot of the Lachine rapids, taking advantage of the small islands above Nun's Island, where there is open water at all seasons, and no risk from ice. The third proposal is to make the bridge at the Island of St. Helens, directly opposite the city.—[Colonist.]

Monday Morning at 9 o'clock, the first passenger and freight train of the Northern Railroad started from this city for Mitchell's, a distance of about 36 miles: being about three miles this side of Newmarket. The trains returned at about five o'clock, p. m.—There were several passengers on the cars, and also a pretty fair quantity of freight "going out North." Although it was not made generally known previously that the cars would start on the occasion referred to, numbers of respectable persons were present to witness the event. We understand that a passenger train will leave the city each day throughout this week, at the same hour; and on Monday it is fully expected that trains will commence running regularly between Toronto and Bradford. The passage of the first regular train on the Northern Railroad may be said to commence a new era in Upper Canada. It will call forth the latent energy of this part of the country, and give fresh vigor and impulse to trade and commerce.—[Toronto paper.]

**THE WICKHAM TRAGEDY.**—Mrs. Brainerd, who, on the 26th ult., was shot through the breast, by her son Wm. E. Brainerd, to the astonishment of all, survived the shot two weeks, having died on Tuesday, the 10th inst.—Her son, who received one ball through his breast, and another through his shoulder, is slowly recovering.

The murderer is not yet arrested, although it is supposed that he, with another person, solicited breakfast on Monday the 9th inst., at the house of Mr. Greenwood, in the back part of Melbourne, on their way to Sheffield, or the States. Application has been made to the Attorney General that he move His Excellency to issue a warrant for the delivery of Brainerd. Dr. Charles P. Brainerd, late of New York, offers Fifty Pounds in addition to any other reward that may be offered. It is therefore very probable that Wm. E. Brainerd, the perpetrator of the act, has worked as a Bookbinder in Stanstead, Montreal, Kingston, Burlington, Albany, New York, and other places, he may be recognized, and by the aid of the reward be soon in the hands of justice.

The impression which has obtained that this fatal affair was the result of a previous quarrel in the family, is unfounded in fact, in as much as, up to the moment of the shot, amicable relations between the aggressor and his victims, appeared to have subsisted. An altogether new idea respecting a Deed with which he had for years been acquainted, appeared to have produced in a moment the murderous design.—[Sherbrooke Gazette May 21.]

**MURDER AT SEA.**—Under date of Montevideo, April 2, we have the following:—The Reindeer, Wilson, from Valparaiso for this port, was discovered in an abandoned state near Cape Antonio, by some fishermen, who found she had settled down between two banks; she was floated, after part of her cargo had been thrown overboard, and she arrived here April 2d. Four of her crew, who arrived in an open boat at the Salado, have been conveyed to Buenos Ayres, and have confessed that the master, mate, second mate, steward, and two friars were murdered by them, and one man thrown overboard after leaving the ship. The cargo will be discharged immediately.

The "oldest" here, is said to have seen nothing to exceed the rapid vegetation during the last fortnight. Trees, grain, grass, and everything green and growing, assume a most beautiful appearance.—[Reporter.]

#### MARRIAGES.

On the 2d inst., by Rev. John Ross, Mr. John McLean to Miss Isabella Good, both of St. Patrick.

At Robinsonton on the 31st ult., by the Rev. Mr. Sewell, Mr. Benjamin S. Stevenson, to Miss Sarah H. Walker, both of St. Andrews.

#### DEATHS.

On Tuesday morning, of consumption, Georgiana Edgworth, fourth daughter of C. R. Hatheway, Esq., aged 23 years—dearly regretted by a large circle of relatives and friends.

[The Funeral will take place on Friday next at 2 o'clock.]  
On the 6th inst., after a long illness, Mr. John Pendlebury, aged 77 years, leaving a widow and family, with numerous friends to lament their loss. Mr. Pendlebury was a resident of this Town for upwards of half a century, and for many years past, filled the situation of Light House Keeper, at Indian Point, and was universally respected.

#### SHIPPING JOURNAL.

##### PORT OF ST. ANDREWS.

**ARRIVED.**  
June 3.—Schooner Crown, St. John, merchandise. Schr. Linnet, Clive, St. John. J. W. Street, oil, &c. Flying Cloud, Fisher, St. John, merchandise. Schr. Utra, Meloney, Boston, Master, as second cargo.  
June 4.—Schr. Spray, Balson, St. John, merchandise, to F. A. Babcock & Co., and others.  
7.—Bop. Jane Morrison, Short, Falmonth, 37 days—500 tons railroad iron to Messrs. Sykes & Co.

#### Music and Drawing.

MRS. ALEXANDER, resides in the house lately occupied by Capt. Green, where she will give lessons in Music and Drawing. Terms, hours, &c., made known on application. St. Andrews, 8th June, 1853.

#### VALUABLE

## PROPERTY at AUCTION.

TO BE SOLD at Public Auction, on the premises, on **THURSDAY, the 10th inst. at 11 o'clock,** (if not previously disposed of at private sale.) THAT VALUABLE

#### Dwelling House

and Premises, at present occupied by Dr. E. Bayard, and owned by Mr. John McFarlane, in Water Street, adjoining the store of Odell and Turner.

The house has been faithfully built, painted and papered, and contains two Shops fitted up with Counters and Shelves, with sitting rooms in rear, and a well finished Kitchen and excellent frost proof cellar. On the second floor are parlors, dining, and bed rooms.

The above forms an excellent stand for business.

Terms made known at sale.  
**J. W. STREET,**  
Auctioneer.  
St. Andrews, June 8, 1853.

#### STAND—LOST.

ANY person in St. Andrews, who may have in his possession, a THEODOLITE STAND, with Plates and Screws, (which has been missing for many years,) and will leave it at this Office, will be suitably rewarded, and receive the thanks of the owner.  
St. Andrews, June 8, 1853. (tm)

#### FLOUR.

Ex the Union from Boston  
—Just arrived—  
100 Bbls. Canada "Fancy" Superior FLOUR.  
For sale low  
**J. W. STREET.**  
June 6, 1853.

## CONFECTIONARY STORE.

WATER STREET, ST. ANDREWS.

THE subscriber respectfully intimates to the inhabitants of St. Andrews, that he has taken the shop lately occupied by A. Y. Patterson, next Mr. Clarke's, and will keep constantly for sale a varied assortment of CONFECTIONERY, which he will warrant equal to any in the Province, consisting of, in part:—  
Lobenges, in great variety of colours and flavors.  
Peppermint, Acid, Lemon, Barley Sugar, Rosebud, and Cinnamon Drops.  
Almonds, Sugar Plums, Comfits;  
Barley Sugar, Cream, Almond, Cinnamon, Lemon, and Horehound Candy;  
Enveloped Sweets, superior Syrups.  
Also, Cakes of every description, Pies, Tarts, and Puffs.  
Fruit during the season.  
Spruce, Ginger, and Root Beer.  
Hot Coffee, Tea, and fresh Milk.  
The undersigned trusts by attention to business to receive a share of patronage.  
**WM. INGRAM**  
St. Andrews, June 1, 1853.

St. Andrews, June 1, 1853.



GES.  
tev. John Ross, Mr.  
bella Good, both of  
31st ult., by the Rev.  
in S. Stevenson, of C.  
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ke place on Friday  
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Pendlebury was a re-  
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**JOURNAL.**  
**ANDREWS.**  
VED.—  
own, St. John, mer-  
net, Clerk, St. John,  
ec. Flying Cloud,  
merchandise, 6th—  
Boston.—Master, as—

Bulson, St. John, mer-  
Babcock & Co., and  
larrison, Short, Fal-  
500 tons railroad iron  
& Co.

**Drawing.**  
l, resides in the house  
Capt. Green, where she  
Music and Drawing.  
e known on application.  
1853.

**ABLE**  
at AUCTION.  
Public Auction, on the  
ises, on  
6th inst. at 11 o'clock,  
osed at private sale.)  
ALL'ABLE

**g House**  
ent occupied by Dr. E.  
Mr. John McFarlane  
ining the store of Odell  
n faithfully built, paint-  
d contains two Shops  
and Shelves, with  
and a well finished  
frost proof cellar. On  
floss, dining, and bed  
an excellent stand for

known at sale.  
**J. W. STREET.**  
Auctioneer.  
3, 1853.

**—LOST.**  
St. Andrews, who may  
session, a THEODE-  
ith Plats and Screws,  
sing for many years.)  
at this Office, will be  
and receive the thanks

**OUR.**  
ica from Boston  
affirmed—  
this, Canada "Fancy" Su-  
perior FLOUR.  
for sale low  
**J. W. STREET.**

**TIONARY**  
**ORE.**  
ET, ST. ANDREWS.

specifically intimates to the  
St. Andrews, that he has  
occupied by A. Y. Patter-  
son, and will keep constant  
assortment of CONFECTION-  
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ing of, in par:  
variety of delicious and fla-  
voured  
Lemon, Bailey Sugar,  
non Drops,  
Plums, Comfits,  
am, Almond, Cinnamon, Le-  
Candy;  
superior Syrups;  
try description, Pies, Tarts,  
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nd Root Beer,  
and fresh Milk.  
igned trusts by at-  
tend to a share of patron-  
age.  
**WM INGRAM**  
1, 1853.

Original issues in  
Poor Condition  
Best copy available



### CROWN LAND OFFICE.

THE undermentioned Lots of Crown Lands will be offered for sale by Public Auction, on Tuesday the 5th day of July next, at noon, by the respective Deputies, at their Offices, agreeably to the Regulations of 11th May, 1853, and no sale on credit will be made to any person who is indebted to the Crown for previous purchases. (The right of granting licences for the cutting of Logs and Timber is to be reserved by the Government, after the Land has been surveyed and improved to the value of not less than ten pounds, until the first day of May next following such survey and improvements.) (No person is allowed to hold more than one hundred acres payable by instalments.)

- By Deputy Mahood, at St. Andrews.**  
100 acres, lot 102, new road, Saint James, A. Mitchell; survey 10s.  
200 acres, lots 103, 105, new road, Saint James, R. Moirison; survey 10s. per lot.  
100 acres, lot 119, new road, Saint James, W. Allan; survey 10s.  
200 acres, lots 121, 123, new road, Saint James, D. Maxwell; survey 10s. per lot.  
200 acres, lot 11, block K, Saint James, J. W. Gummer.  
200 acres, lot 51, block K, Saint James, W. W. Gummer.  
200 acres, lot 1, Mud Lake, Saint James, W. Fraser.  
200 acres, lot 2, Mud Lake, Saint James, John O'Neil.  
100 acres, lot 3, Mud Lake, Saint James, John Fraser.  
100 acres, lot 4, Mud Lake, Saint James, Peter O'Neil.  
100 acres, lot 5, Mud Lake, Saint James, Patrick McConnel.  
100 acres, lot 6, Mud Lake, Saint James, John Hebburn.  
100 acres, lot 7, Mud Lake, Saint James, M. Haycock.  
100 acres, lot 8, Mud Lake, Saint James, H. Harman.  
100 acres, lot 9, Mud Lake, Saint James, S. Harman.  
100 acres, lot 10, Mud Lake, Saint James, J. Harman.  
100 acres, lot 11, Mud Lake, Saint James, E. Finley.  
100 acres, lot 12, Mud Lake, Saint James, D. Dickson.  
100 acres, lot 13, Mud Lake, Saint James, J. Conners.  
100 acres, lot 14, Mud Lake, Saint James, John Clarke.  
110 acres, lot P, block 13, Saint George, J. Prosser.  
200 acres, lots 1, 2, Sand Brook, W. Ham-  
ilton.  
200 acres, lots 4, 5, Sand Brook, J. Sinclair.  
(5s.)  
**R. D. WILMOT,**  
Sur. Gen.

Crown Land Office, Nov. 29, 1852.  
PUBLIC notice is hereby given, That no transfer or assignment of ungranted Lands, or any interest therein, will in future be recognized by the Government, until all the purchase money is paid, nor will any Petition founded on any such assignment be submitted for the consideration of His Excellency the Lieutenant Governor in Council.

**TRESPASSES ON CROWN LANDS.**  
NOTICE is hereby given, that all Logs, Timber, or other Lumber, cut without licence upon Vacant Crown Lands, or upon Lands located under the Act 12th Victoria, Chapter 4, known as the Labour Act, or upon Lands located, on which any part of the purchase money money still remains due, will be seized; and the parties found cutting or trespassing will subject themselves to all the pains and penalties of the Acts 14th Victoria, Chapter 29, intitled, "An Act to revive and continue an Act to provide for the more effectual prevention of trespasses, and protection of Timber growing on the Crown Lands within this Province," and 13th Victoria, Chapter 7, intitled, "An Act for the better prevention of trespasses on Crown Lands and Private Property."  
And all Seizing Officers and Deputy Surveyors are hereby required to give immediate notice to me of any trespasses that may come to their knowledge.

**ROBERT D WILMOT,**  
Sur. Gen.  
**JOHN MOONEY,**  
BLACKSMITH & FARRIER,  
HAS removed to the Shop on Wyer's Wharf, formerly occupied by D. Laughlin, where he will be happy to attend to all orders in his line, with punctuality and dispatch.  
Agricultural Implements made and repaired.  
May 24, 1853.

**NOTICE.**  
WE hereby forbid all persons purchasing, or in anywise interfering with the two lots of land advertised at Sheriff's sale, lying on the Western side of L'Etang river, Nos. 6 and 7, formerly granted to Francis Hatt, deceased, and now belonging to his heirs. James Hatt's right was seized and sold on mortgage by W. R. Chandler in 1850, to satisfy a debt of E. & J. Wilson's. James Hatt has no right nor claim to the property.  
**SAMUEL HATT,**  
**JAMES LEARSON.**  
May 2, 1853.

**MOLASSES.**—Fifty Hhds. Prime Re-  
tail Molasses, for sale by  
**J. W. STREET.**  
May 9, 1853.

**NOTICE!**  
ALL persons having claims against the estate of the late JOHN McDONALL, of Woodbourne, deceased, are requested to render the same duly attested within three months from date; and all those indebted to the said estate, are requested to make immediate payment to the undersigned.  
**MARGARET McDONALL,** Execut-  
**DAVID W. JACK,** tors.  
**WILLIAM JACK,**  
10th January, 1853.

**NOTICE**  
ALL persons are hereby cautioned not to trust the CREW of the Ship "J. K. L.," now lying at Chancetock, as I will not pay any Debts of their contracting.  
**WM. FACEY,**  
Master Ship J. K. L.  
June 1, 1853.

**LONDON PORTER.**  
**STOUT AND PALE ALE**  
To arrive per ships "Miramichi" and "Ceres" from London:  
100 Casks London Bottled Porter & B. Stout.  
20 Do Pale Ale.  
6 Hhds Barclay Perkins & Co's Stout.  
3 Do "Do" Pale Ale.  
**J. W. STREET.**  
May 10th 1853.

**FALL & WINTER GOODS**  
The Subscriber has received a great assortment of NEW and FASHIONABLE GOODS, suitable for the season, among which are COBURGS and DELAINES of all shades and colours.  
**LONG and SQUARE SHAWLS**, of the latest styles.  
Pilot, Beaver, and Broad CLOTHS, Cassimeres, and Doeskins.  
**BLANKETS, FLANNELS**, and Woollen Goods of all kinds.  
Warps, Cottons, Tickings, Gloves, Hosiery, Ribbons, &c. &c.  
Together with:  
A lot of BOOKS & STATIONERY.  
All of which will be sold  
At a very low price for cash.  
Also,  
A good assortment of GROCERIES, &c.  
**JOHN LOCHARY,**  
St. Andrews, Oct. 27, 1852.

**NOTICE.**  
WE have this day associated in Business, under the style and firm of  
**F. A. BABCOCK & CO.**  
as COMMISSION and GENERAL MERCHANTS.  
**F. A. BABCOCK,**  
**ALBERT S. BABCOCK,**  
St. Andrews New Brunswick,  
Jan 8, 1853.

**FOR SALE,**  
**MOLASSES.** in Bond or Duty paid, ex Brig SARAH, from Cuba. Apply at our Office, March 29, 1853. **F. A. BABCOCK & CO.**

**FOR SALE,**  
The House and Lot in Water-  
side, 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, 1853.  
3d MAY, 1853.

**Paint, Gun Powder,**  
**NAILS, SPIKES, &c.**  
To arrive per the "Louisa Murce," from Liverpool—  
1 Ton best White Paint.  
5 Cwts "Black Paint."  
48 Bbls. Gun Powder.  
230 Qrs.  
1 Box Hall's Patent Starch.  
12 Hhds. Hollands Gin.  
1 Hhd. best Port Wine.  
100 Gross Beer Casks.  
2 Casks Shot, Assorted No. B. B. a 7.  
84 Bags Nails and Spikes.  
435 Bars. Ref'd & Common Iron.  
35 Bbls.  
20 Boxes Tin Plates.  
16 "Tobacco Pipes.  
3 Blacksmith Vices.  
1 Dozen Wire Riddles.  
A quantity of Stove Ware Comprising—  
Milk Pans, Cream Pots, Covered Jars, Headed Bowls, Trays, Cake Pans, &c. &c.  
**J. W. STREET.**  
Refined Crushed & Leaf Sugar.  
To arrive per "Louisa Murce."  
6 Tierces Ref'd Crushed & Leaf Sugars.  
**J. W. STREET.**  
**BLANKS**  
For sale at this Office.  
March 23, 1853.  
Subscribers received at this Office.

**Boston & New York Packet.**  
The subscriber, thankful for past favours, begs leave to inform his Mercantile friends and the Public generally, that he has purchased this new and splendid

**SCHOONER J. C. WARD,** 125 tons, copper fastened and well found, and will run regularly between St. Andrews, Boston and New York, as a Packet.  
This vessel being a quick sailer, and having good accommodations for Passengers, and ample room for Freight, the undersigned trusts, by punctuality and despatch, to receive a continuance of that patronage hitherto given him.  
For freight or passage apply to James W. Street, Esq. or to  
**JAMES CLARK,**  
Master.  
St. Andrews, April 6, 1853.

**New Store.**  
Mr. C. E. O. HATTEWAY,  
HAVING fitted up a Store in the new building owned by Mr. J. Milligan, adjoining the West end of Mr. D. Clark's store, will be pleased to furnish his old Customers and the Public generally, with—  
**FLOUR, MEAL, CORN,**  
together with—  
All the articles usually found in a Grocery Store.  
On as good terms as at any other establishment.  
March 14, 1853.

**Now PUBLISHING**  
By JOHN TALLIS & CO. OF LONDON.  
THE LIFE AND TIMES OF THE LATE  
**Duke of Wellington;**  
By Lieut. Col. Williams (a Companion in Arms, of his Grace).  
Comprising the Campaigns and Battle-  
fields of Wellington and his Comrades; the Political Life of the Duke and his Contemporaries; and a detailed account of England's Battles by Sea and Land, from the commencement of the Great French Revolution to the present time, interspersed with Anecdotes, Personal Incidents, and Adventures, &c.  
ADDRESS.  
The earthly career of Arthur Duke Wellington has closed; one of the greatest men of the nineteenth century, the foremost military commander of any age, has paid the debt of nature. The world has now arrived for giving to the world a History of the Great Captain—the Events of his Life and Time—a life marked by patriotism, probity and honour, and events the greatest which have ever agitated the civilized world, and whose influence will be felt upon society till the end of time. Such a work must appeal to the best and proudest feelings in the heart of every Briton—the glory of his country, the honour of its name and position among the nations—may his own existence as a freeman, as recorded and engraven in the annals of the "well fought fields," and the deadly imminent breaches, the immortal battles and the glorious sieges in which Wellington and his Companions in arms gathered untiring laurels, placed their country's honour and renown on the highest pinnacle of fame and glory, and tore the victor's wreath from the brows of heroes decorated with the trophies of Italy, Egypt, and Germany.  
To supply such a desideratum in English literature, the publishers of The Life and Times of the Duke of Wellington have determined to produce a book which shall present to the reader, not only the dry details which a mere biographical sketch would afford, but a comprehensive work, embracing the contemporary history of the period; exhibiting the circumstances which brought about the great events in which the Duke and his contemporaries were engaged, and giving to the reader a connected narrative of the lives and actions of the Warriors and Statesmen of the nineteenth century; and this from the pen of one who was a companion in arms of the great hero, and participated with him in many a well fought field.  
In order to carry out their views, the Publishers have determined that the work shall be profusely illustrated by Portraits of the Warriors and Statesmen of the last half century who have shed a lustre upon the history of their country; also representations of the most important engagements—by sea and land from the period of 1780 till 1852; so that the work, when finished, shall form an Illustrated Gallery of the Naval and Military Exploits of England.  
It has been well said, "Character is the true strength of nations; true glory their best inheritance." When the time shall come that the British heart no longer thrills at the names of Crescy, Poitiers, Agincourt, Blenheim, Ramilies, Oudenarde, Malplaque; of Talavera, Salamanca, Toulouse, Waterloo—the last hour of the British Empire will be struck. The promotion and elevation of national spirit and feeling is therefore the duty and interest of every true and loyal son of England, may Heaven inspire the hearts of every one of us with that spirit and feeling.  
Conditions of Publication.—The work will be issued on the 1st and 15th of every month, in Paris at 1s. 3d. and Divisions handsomely bound at 9s. 4d. printed on Imperial 8vo double columns, each part will be embellished by two highly finished steel Engravings, and will contain 32 pages of letter press. A beautiful steel Engraving, 13 by 19 inches, the storming of Seringapatam, the first victory in which the late Duke of Wellington was engaged in India, to every subscriber to the work.  
**GEO. GAY,**  
Agent.  
March 23, 1853.  
Subscribers received at this Office.

**LINSEED OIL AND WHITE LEAD.**  
To arrive per "Elizabeth Holderness," from Hull and "Miramichi," from London:—  
17 Hhds. Boiled & Raw Linseed Oil  
1 Ton No. 7, White Lead.  
**J. W. STREET**  
May 2, 1853.

**1500 Rolls**  
**PAPER HANGINGS.**  
**W. WHITLOCK'S**  
The place to find  
**CHEAP and HANDSOME,**  
**ROOM PAPER,**  
IN GREAT VARIETY.  
Just received per "EASTERN CITY," from Boston.  
April 25, 1853.

**NOTICE TO PERSONS WHO HAVE APPLIED FOR CHILDREN FROM ENGLAND.**  
GOVERNMENT EMIGRATION OFFICE,  
St. John, 21st April 1853.  
The copy of a despatch to His Excellency the Lieutenant Governor, from His Grace the Duke of Newcastle, Her Majesty's Principal Secretary of State for the Colonies, has this day been received, appoyning that the proposed emigration of children from England to this Province will not take place. The following is the concluding paragraph of the Despatch, which is dated Downing street, 20th March, 1853: "Considering therefore the difficulties and dangers of executing the plan, and seeing that after all, there is no prospect that it could be carried to any such extent as to be of importance to the interests of the Province I do not think that it ought to be proceeded further."  
(Signed) NEWCASTLE.  
Persons in all parts of the Province who have made application for children from England, will please take notice that such cannot now be furnished.  
**M. H. PEELEV,**  
H.M. Emigration Officer.

**THE STEAMER NEQUASSET,**  
Capt. Carey,  
HAS been put in first-rate order; has had a new and substantial boiler built since last fall, and is again on the route between  
**EASTPORT, SAINT ANDREWS, ROBBINSON, and CALAIS.**  
A bill of her route, and time of leaving Eastport and Calais, will be issued weekly, and Capt. Carey will endeavour to run punctually by it, and to give every accommodation to the travelling Public. The Nequasset will run in connection with the Steamer Admiral, and take Passengers to and from her.  
Tickets, and any information may be had of the subscriber.  
**ROBERT KER,**  
Agent.  
April 25, 1853.

**STEAMER J. PORTER:**  
The splendid new Steamer  
"JAMES PORTER,"  
Capt. A. Michener,  
WILL run every day (Sunday excepted) between  
**EASTPORT and CALAIS,**  
Touching at  
**ROBBINSON and ST. ANDREWS**  
The James Porter, runs in connection with the "Eastern City," and takes passengers to and from her. Weekly notices will be issued of her route and time of leaving Eastport and Calais.  
Passengers ticketed by the Eastern City and Admiral.  
Tickets and further information may be had of  
**JOHN D. WILSON,**  
Agent.  
April 26, 1853.

**EASTERN CITY.**  
THE new and splendid Steamer "EASTERN CITY," E. B. W. Winstons, master, having received a new Boiler and been put in most perfect order, will commence her regular Weekly trips between St. John and BOSTON, leaving St. John every TUESDAY MORNING, at 8 o'clock, for Eastport, Portland and BOSTON. Returning will leave Lincoln's Wharf, Boston, every Friday morning, at eleven o'clock, touching at Portland and Eastport.  
The fast steamer James Porter, Capt. Michener, will, on arrival of the Eastern City at Eastport, leave for St. Andrews, Robinson, and Calais.  
**W. WHITLOCK, Agent.**  
St. Andrews, April 26, 1853.

**NOTICE.**  
THE Stockholders of the Charlotte County Bank, will meet at their Office on Monday the 2d May, at noon, to elect Directors and take into consideration such business as may be laid before them.  
**J. RODGER, Cashier.**  
C. C. Bank, 2d Apr. 1853.

**Public Notice.**  
THE partnership heretofore existing under the firm of CHRISTIE & ARMSTRONG, as Merchant Tailors, is this day dissolved by mutual consent.  
**JAMES CHRISTIE,**  
**THOMAS ARMSTRONG.**  
St. Stephens, 2d Feb. 1853.  
N. B.—All persons having unsettled accounts with the above firm will please call on Thomas ARMSTRONG, as he is the sole person legally authorised to adjust the same, and by whom the business will be carried on in future.

**NOTICE.**  
HEREBY forbid all persons purchasing, or in anywise interfering with the piece of Land advertised at Sheriff's sale, lying between the road leading to St. Andrews and the Waweg river, extending from the first rocky point below the bridge near the mills to the Ross lot so called, excepting one acre sold to Abernathy, and also a building now a lath machine, formerly a carding machine, with the privilege of drawing water from the pond for the same; it being bequeathed to my wife Sarah, and her heirs, by her father, the late Daniel Connick in his will, and Mrs. Sarah Connick has no interest or claim, or pretends to have to the same.  
**JAMES M'KENNY.**  
April 16, 1853.  
Crown Land Office, April 6, 1853.  
THE Petitions of the undermentioned persons, to purchase land under the Labour Act, are complied with, but subject to a condition which will be inserted in each Grant, that any ground hereafter required for the Line or Station of any Railway, may be taken without compensation; and no Commissioner under the said Act is to allow work to be done in payment for any Land at present in the occupation of any other person.  
**Charlotte.**  
James Ash, Joseph Newell,  
Thomas Beel, Patrick Nowlan,  
William Boggs, Patrick Shea,  
James A. Dexter, Alexander Sinclair,  
John Fairry, John Sinclair,  
William Hickey, Thomas Siera,  
Thomas Ince, James Woodin,  
John Lee, Richard Woodin,  
John McIlveney.  
**ROBT. D. WILMOT, Sur. Gen.**  
Crown Land Office, March 29, 1853.  
LEASE for three years of the Sea Manan, will be offered for sale by Deputy Mahood at Saint Andrews, at noon Tuesday the 4th day of May next.—Upset price, one pound per annum, to be paid on the 4th day of May in each year, in advance.  
(5w) **R. D. WILMOT, Sur. Gen.**  
**TO LET,**  
From the 1st May next,  
THE COTTAGE at present occupied by Captain GREEN, with the Lots of Land attached. This House is most delightfully situated on the side of the Hill and commands a view of the whole Bay.  
Apply to  
**G. D. STREET.**  
St. Andrews, April 20th, 1853.  
**AXES.**  
THE well known superiority of the GENUINE HARTFORD COLLINS AXES, and some manufacturers to stamp their Axes H. COLLINS, and such axes are frequently sold as my manufacture.  
The genuine COLLINS AXES, which have been made under my direction for more than twenty-five years, and which have sustained such an unrivalled reputation, are invariably stamped COLLINS & CO. HARTFORD. They are to be found at our Depot in the city of New York, and at the principal Hardware Stores in the large cities.  
**SAM'L W. COLLINS.**  
New York, April 22, 1853. (15)  
**Furniture. Furniture.**  
THE Subscriber has on hand and offer for Sale, Mahogany and Walnut CHAIRS; Mahogany, Walnut, Pine and Cherry BUREAUS; Mahogany, Walnut and Cherry TABLES; Mahogany, Walnut, and Birch Bedsteads; Mahogany Sideboards; Mahogany and Walnut Couches and SOFAS; Hut Kacks; Dressing TABLES; Wash Stands, &c. &c.  
The above articles are made of the best Materials and by the best workmen, and cannot be surpassed in the Province.  
UNDER TAKING attended to, with Heatre and Pails.  
MATTRESSES, CARPETS, BLINDS, &c., made at short notice.  
**ROBERT NISBET,**  
St. John, April 7. Prince Wm. street  
**KEITH'S ALE.**  
PERSONS requiring Keith's Ale, can obtain it, by making application to my agent, Mr. HARRIS HATCH, at St. Andrews.  
**ALEX KEITH,**  
Halifax.  
April 12, 1853  
**CO-PARTNERSHIP.**—The Subscribers have this day entered into co-partnership, under the title and firm of Sinclair & Carey.  
**JAMES SINCLAIR,**  
**JAMES CAREY.**  
April 1, 1853.  
**Saddle, Collar & Harness MAKING.**  
THE Subscribers would respectfully announce to the Inhabitants of St. Andrews, and its vicinity, that they have commenced business next door to the Post Office, as  
Saddlers and Harness Manufacturers, and trust that by attention to business, neatness of style and workmanship, in the manufacture of  
Harness; Saddlery, Fire Caps and Buckets, Hoses, and the various other branches in their line, to merit and receive a share of public patronage.  
Orders executed with fidelity and despatch.  
**SINCLAIR & CAREY.**  
Water-street, St. Andrews,  
April 5, 1853.  
**TO LET,**  
And possession given immediately,  
THAT neat little COTTAGE, situate in the Church Block, adjoining Capt. Ballson's residence; the house is adapted for one or two small families.  
ALSO,  
The large SCHOOL HOUSE, which might be used as such, or converted into a neat dwelling, with the L.O. attached, adjoining the Methodist Chapel. For terms, &c. apply to  
**D. BRADLEY.**  
St. Andrews, March 30, 1853.



