

STAGE.

STEPHEN, BAKING.
contracted to run
T. ANDREWS,
A. TOWN, and
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viz:
on Mondays
at 6 o'clock, A
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and St. Stephen's
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849.
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OPPER, Cakes.

&c.
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1849.

D.
Merrimack, Farmer
by informed that
J.E.Y.
OTESTANT
Office,
Washington Street,
ect, Boston.
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John Dunn, late Res-
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NER, DUNK,
L. WHITLOCK.

F.
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within three months
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immediate payment
OTEN, J. Executors.

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Bundles Refined
Iron, assorted.
2 Bill's Anvil.
at each, cut Nail.
at each Spikes, from
Boat Nails,
Nails,
gland Seythes, 36
els,
goods in the Har-
sold by Wholesale
market prices for
payment.
W. STREET,
1849.

Groceries, &c.
ion by the Subscrib-
ION " COOKING
nd Ningyong Tea
d Sugars,
Hams, Lard,
monds, Arrowroot,
a, Cigars, Tobacco,
a, Cigars, Tobacco,
a, Cigars, Tobacco,
ROBEY R. KER.

The Standard,
IS PUBLISHED EVERY WEDNESDAY, BY
J. W. Smith.
At his Office in Saint Andrews, N.B.
TERMS.
12s 6d per annum—if paid in advance.
15s, if not paid until the end of the year.
No paper discontinued until arrears are paid.
ADVERTISEMENTS.
Inserted according to written orders, or continued
till forbid, at no written directions.
First insertion of 12 lines and under 3s
Each repetition of 12 lines 1d
First insertion of all over 12 lines 3d per line
Each repetition of 12 lines 1d per line
Advertising by the year as may be agreed on

Counting-House						
A L M A N A C						
1850.						
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday
JAN.	1	2	3	4	5	6
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Watches, Jewellery, &c.
Received and for sale by the Subscriber an assort
of WATCHES, JEWELLERY, CUTLERY,
and FANCY ARTICLES, &c. &c. which will be
sold low for Cash.
One 14 day French spring CLOCK
Patent Lever and Vertical Watches,
Gold, Silver, and Steel, and commo
Watch Keys, Gold, Silver, German dials,
Silk, and India Rubber Watch Guards,
Ladies and Gents, Gold, and Fancy Set
Brooches and Rings, Gold, Silver, and
German Silver Fencil Cases, Gold and
Plated Earrings, Ladies' Companion
Silk and Leather Purses, Pocket and Need
Books, Card Cases, Tablets, Paper Mach
Portfolios and Fire Screens, Hat Hair
Nail Tooth, and shaving Brushes, Silver
mounted and Plain Bohemian Glass Scent
Bottles, Ink Stands, Letter Cases, Thero
meters, Britannia Metal and Brass Cand
idesticks, Snuffers and Trays, Razors and
Razors, Key Rings, Tea Bells, Pocket
Lace, and Fine Combs, Telescopes, Silver
Blue Steel, and German Silver moun
Specacles, Carpenter's and Pencil's Case, Ciga
Cases, Pocket, Jack, and Pen Knives,
Butcher's Dime, Nail, Pocket, and Tailor's
Scissors, 1 Set Fire Irons, Hot Water
Jugs, Percussion Caps, Sea Tea Trays,
Ministry, Shaving, and Fancy Toilet, Soap,
Hall & Son's Sporting and Rifle Powder
with a variety of other articles
Clocks, Watches Jewellery, &c.
Cleaned and Repaired: Quadrants, Com
passes, and Log Glasses, adjusted. Cash
paid for old Gold and Silver,
GEORGE F. STICKNEY.

TO LET
THAT Stand now occupied by Mr. W.
Parker, nine miles from Saint
Andrews, with the FARM attached. Apply to
Mr. Parker on the premises, Mr. D. McCallum,
D. McCallum, or at the Office of this Paper.
RAUEL TURNER.
27th 1850.

The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

No 32] SAINT ANDREWS, N.B., WEDNESDAY, AUGUST 7, 1850. [Vol. 17

E variis sumendum est optimum.—Cic.

RAILWAY BETWEEN HALIFAX AND CALAIS.

We take the following extract from an ably
written article in the *Fredericton Amaranth* of
the 25th July: The Editor examines min-
utely the statements respecting the distance
set forth by Mr. Morton, whom he believes
"has been employed as an Agent for the Port-
land and Montreal Railway, and also for the
proposed branch of that Road, from Melbourne
to Quebec," and proves by figures that Mr.
Morton's scale of distances are very far from
being correct. For example, the length of
Road through New Brunswick is laid down at
153 miles, which leaves but 33 miles between
St. John and Calais; whereas, it is over
eighty miles. Again, Mr. Morton says that
the Line required to cross the Bay of Fundy
"would exceed that by continuous Railway
round the Bay." This would be a heavy blow
to the proposed Halifax, Windsor, and Digby
Railroad, if correct; but the fact is, a swift
Steamer can run 36 miles a little quicker than
a Rail car can 120 miles. After noticing the
public meetings held at St. John and Freder-
icton, with reference to the St. John Railway,
the Amaranth remarks:—

Having thus laid before our readers what
information we possess about this notable
Railway scheme, we may be permitted to of-
fer some remarks, first upon the railway and
its projector, and then upon the conduct of
our Government. It is said that the perma-
nent establishment of Halifax, and Galtway, or
some other port in the extreme west of Ire-
land, as Atlantic Steamers' ports, would (were
this Railway in operation) shorten the pas-
sage from England to the interior of Amer-
ica at least three days. We cannot conceive
how, for although the arrangement might
shorten the eastern extremity of the passage
some 24 hours, the western extremity would
be shortened but little if anything. The pas-
sage of one of the royal steamers from Hal-
ifax to New York is, we believe, generally
accomplished in from two to two and a half
days. Now the distance by Railway to New
York, from Halifax, would be about 950
miles, which at the ordinary rate of speed of
the American cars, about twenty miles per
hour, would take at least two days! Again
it is said that passengers would prefer to tra-
vel by Railway. It may be so, but the pas-
sage by Railway from Halifax to New York
would cost (for transit alone) from twenty to
thirty dollars on a moderate calculation, and
as one could travel by steamboat for one-half
the amount, we are disposed to question the
assertion.

But let us suppose that the Americans really
will continue their line to Calais, and that
the Nova Scotians are ready to connect their
line to the boundary, there will still remain
208 miles of Railway to be made through this
province, which at the low estimate of £5,000
per mile would cost £1,040,000! How is this
immense sum to be raised? And is the line
to be kept up, and the interest paid? The
interest alone, at 6 per cent, will amount
to £62,400 per annum, and does any one in
his senses suppose that the receipts for pas-
sengers and mails, and the traffic east of St.
John—for there will be none west—can be
collected on our part of the line, over and
above the current expenses? The idea is
preposterous.

We fully agree with the doctrine that wher-
ever it is possible to make Railways, they
pay ultimately and directly. They increase
the value of land—they annihilate distance
—they cause a country to be settled—and
finally they create a traffic for themselves.
But what Stockholders can wait until this is
done? In a country rich in natural resources,
but as yet scarcely begun to be settled—in a
country where it is required that a Railway
shall be laid down, and worked for a series
of years, before any prospect of dividends ap-
pear, who will become stockholders. Is it our
American neighbours? They offer no more
than to meet us on the frontier. Is it British
Capitalists? Their first question would be,
"Will it pay?" Is it our own people? Alas!
they are not able—they are too poor to in-
vest their money in any work, no matter
how patriotic, unless it will afford immedi-
ate dividends. No! we look upon the whole
scheme, as far as our province is concerned,
as an attempt to wring money from the
public chest—to pledge the resources of the
Province beyond the hope of redemption, at
least for the next 50 years—in order that large
sums of money may be lavishly spent along
the Bay shore—the most fertile section of the
Province—reckless whether it results in good
or evil. Yes; it is openly avowed that the
Legislature will be called upon to aid the
scheme! £250,000 was asked for
the St. John Railway, and a guarantee for
£250,000 more. Of course not less than
£500,000 will be asked for this "Great
Transit" from boundary to boundary—the
"bone line" long advocated by Mr. H.
Parley. And shall it be granted? Let it be
recalled that the annual revenue of this

Province does not exceed £100,000 a-year—
that the expenses of the Government, in-
cluding the sums payable by law, amount to
£65,000, that the interest on half a million is
£30,000, and that the province is now £150,
000 in debt, the interest on which is £9,000;
the aggregate thus exceeding the revenue!—
How would our people like for all casual
grants to be henceforth cut off, for all the roads
and bridges to be supported by local taxation
—for the province to be plunged immediately
into debt, and for all hope of aiding any other
public work (no matter how important) for
the next century, to be entirely swept away?
And this must be our position, if we aid ef-
fectually this Yankee Railroad.

Our neighbours in St. John are the short-
sighted people we ever knew. They
might have had a railway now in course of
construction from hence to Woodstock, and
by the co-operation of Lower Canada, which
would have been cheerfully given, it might
in a very few years have been carried in Que-
bec. The whole distance being but 344 miles,
this would have been a trading line. The people
of Nova Scotia have recently been exhorting
themselves to construct a line from Windsor
to St. John, and with a good Steamer in the
Bay, the passengers and mails to and from
Europe and Canada, would all have been trans-
ported by this route. But the St. John folk
were bled to this advantage, which they might
have secured, and to many others—the
West Indian trade for instance; and instead
of joining cordially with their neighbours of
St. Andrews, ridiculed and opposed them.
What will be the probable result? The St.
Andrews Railway is being made—it will ex-
tend to the Restook. The Bangorians will
push on their Railway, up the Penobscot val-
ley, to the same point. There a junction will
be formed, and the united line will be ex-
tended to Quebec. Bangor (ten miles below
St. John) will then have a winter port on
British ground 300 miles distant, and another
in the American territory 200 miles distant.
—and St. John, by the envy and stupidity of
her inhabitants, will for ever be cut off from
the trade of Canada, and all that fine cham-
pagne country, on both sides of the line, ex-
tending on the banks of the St. John, (above
Woodstock) the Restook, the Tobique, and
other tributaries. Were it to contract a
consumption so melancholy in perspective,
and to make St. John the marginal, as well as
commercial emporium of British America,
the object would really be worth incurring the
risk of contracting a provincial debt. Many
a time have we warned St. John of the im-
policy of her movements—many a time have
we attempted even to lead the inhabitants of
that city into reflection, but in vain. They
will remember the warning when it is too
late.

But we believe the Government has a far
deeper design in complying so readily with
the wishes of the St. John petitioners. We
are much mistaken if we do not recognize in
it the hand of a very cunning gentleman, and
we set this down as "Artful Dodge," No. 1,
whereby they hope to command a majority in
the new House. The five Counties of Char-
lotte, St. John, Kings, Albert, and Westmore-
land, through which this Trans-Canada Line
will pass (never completed) return nineteen
members to the Assembly out of forty one. The
Government will probably support this Line,
and support any extravagant aid in its favour
that may be demanded, utterly regardless of
the consequences, in hopes thus to induce
those nineteen representatives to sustain them
in their present position. Will they suc-
ceed? We think some of the members of
these counties are honest to be thus bought
and sold, and as for Charlotte, the measure
would prove injurious to her best interests—
which are involved in the St. Andrews Rail-
way, as this line intersecting it, would cause
a portion of the produce coming down—that
raised on the American side of the border for
instance—to be taken to Calais, and there
shipped.

We hope that the Members from every
county not interested in this line, will stand
together to a man, and reject the infamous
at-tempt to plunge the country into intermi-
nable difficulties, wildly adopted by reckless
and unreflective men; and we hope they
will also treat with the scorn it merits, the
impudent attempt of a worthless Government
to retain its position by pandering to a sectional
whim.

We had intended to notice the political
bearing of the subject more fully, but the want
of space compels us to defer any further re-
marks until next week.
Daniel H. Pearson was executed at
East Cambridge, Boston, on Friday last, for
the murder of his wife and twin children—
The unfortunate man is said to have exhib-
ited a weak mind, and was at one time a
convert to the Miller delusion. He expressed
his regret that he had not made a confession
of the bloody deed before his trial. He was
attended in his last moments by Father Tay-
lor, the Sailor Preacher, to whom he ex-
claimed, "Upon my own head rests all the crim-
inality of this bloodshed."

POETRY.

BIDE YOUR TIME.

Bide your time!—the moon is breaking,
Bright with Freedom's blessed ray—
Millions, from their trance awaking,
Soon shall stand in firm array.
Man shall fester man no longer—
Liberty shall march sublime:
Every moment makes you stronger;
Firm, unshrinking, bide your time.
Bide your time!—one false step taken,
Perils all you yet have done;
Undismayed—erect—unshaken,
Watch and wait, and all is won.
Tis not by one rash endeavor
Men of states to greatness climb;
Would you win your rights for ever,
Calm and thoughtful bide your time.
Bide your time!—your worst transgression
Were to strike, and strike in vain;
He whose arm would smite Oppression,
Must not need to smite again!
Danger makes the brave man steady—
Rashness is the coward's crime:
Be for Freedom's battle ready,
When it comes—but bide your time!

The following pointed remarks upon the
subject of patronizing county newspapers
meet our views so extremely well that we
adopt them instead of any thing we could say.
They are from the pen of Ellis, of the Ohio
Eagle.

The newspaper is the Library of the people.
Wherever newspapers are extensively
read and paid for, you will find a thriving,
intelligent, and enterprising community.
The newspapers, coming periodically, fresh
from the press, with the latest news, editorial
notices, and interesting varieties, is a power-
ful stimulant to the reading appetite, and
naturally creates a desire for useful knowledge,
excites thought, sharpens the mental vision—
and largely contributes to the formation of
good habits. The newspaper is the palladium
of our rights—the outpost of Liberty—the
annihilator of distance. The western farm-
er in his cabin, by looking through a news-
paper, may see what is going on in the cap-
ital of his own State, or in that of the nation,
and whatever transpires of public interest in
any other part of the country or of the world.
The newspaper furnishes valuable business
information, and contributes something for the
amusement, instruction, and gratification to
all. To an American citizen it is an invalu-
able necessity, far more so than tea, cof-
fee, or any other luxury. He who reads not
the newspapers is behind the age—he is a
genuine outsider, not knowing what is going
on in the world, and a bore and borrowing
post to his neighbours who take newspapers.
He and his family must grow up in igno-
rance, of little use to society, liable at all times
to become the victim of sharpers.

Therefore, if you wish to become a valu-
able, intelligent, and thrifty citizen—if you de-
sire to rear moral and intelligent families—
subscribe at once for a newspaper, if you do
not take one already. If you can subscribe
but for one paper let that be your country
paper, for it is your interest and duty to sup-
port that handsomely. To you no paper will
be so instructive and valuable. This is a
manifest proposition.

FLAYED ALIVE.—A statement was copied
into the newspapers of a man belonging to a
party bound for California, that he would
shoot the first Indian that he met, delibera-
tely shot a squaw, and being taken by a party
of Indians, was skinned alive. The report
was contradicted. We learn however that a
letter has been received from one of the party
to which the man belonged, which was a
company bound to California overland, giv-
ing the details of his crime and his punish-
ment in the manner stated. Soon after his
cold-blooded murder of the squaw, the party,
about twenty in number, was surrounded by
three hundred Indians, and threatened with
death unless they disclosed the perpetrator
of the atrocious deed. After consulting to-
gether, they determined to point out the mur-
derer, who was at once seized by the Indians
—bound to a stake, and his skin peeled from
him, even to his toes. The operation lasted
two hours, and the victim survived two hours
after it. The party, among whom was his
own brother, were compelled to form a ring
around the stake, and witness the terrible tor-
ment of the wretched man. Four or five of
the party, and among them the one who had
led away upon himself such a terrible pun-
ishment went from Troy, to this State.—Bang-
or Mercury.

WHITE GUNPOWDER.—We have been
shown some white gunpowder, manufactured
by Dr. J. R. Nichols, chemist, of this village,
which is really a curiosity, and which pos-
sesses some advantages over the ordinary
black article. It is an impalpable fine pow-
der, intensely white, and silvery in its ap-
pearance, and flashes when touched by a
spark with great energy and quickness.

LAW RESPECTING NEWSPAPER

Subscribers who do not give express no-
tice to the contrary, are considered as wish-
ing to continue their subscriptions.
If Subscribers order the discontinuance of
their papers, the publisher may continue to
send them till all arrears are paid.
If Subscribers neglect or refuse to take
their papers from the office to which they
are directed, they are held responsible till
they have SETTLED THE BILLS, at d order
of their papers to be discontinued.
If Subscribers remove to other places
without informing the publisher, and the
paper is sent to the former direction, the
are held responsible.

does not contain one of the ingredients of
common gunpowder, and is superior to it in
asmuch as it is more forcible, less liable to suf-
fer from the action of damp air, and can be
prepared with greater safety. It is a little
more expensive than common gunpowder—
M. Augendre, a French chemist, has recently
called the attention of scientific men to this
article.—[Haverhill Banner.

European Intelligence.

The Royal Mail Steamship *Canada*, Capt.
Harrison, arrived at Halifax at 7 o'clock, on
the 31st July, and sailed for New York at 9
She has 129 passengers. She reports having
head winds and heavy gales the most of the
passage. Dates from Liverpool are to the
20 July. The following report of the news
is copied from the *New Brunswick*.

The American Steamer *Pacific* arrived at
Liverpool on Wednesday the 17th, in 10 1/2
days from New York.

The steamer *Cambria* arrived on the day
previous, in about 13 days.

There is not much interest attached to the
proceedings in Parliament. It was supposed
the session would soon close, and there is no
appearance so far of the present Ministry re-
signing.

The Repeal agitation in Ireland is over for
the present, and Conciliation Hall has been
closed.

The reports from all parts of the country
represent the weather as favorable, and the
prospect of the growing crops as most cheer-
ing.

A meeting of the Bishops of the English
Church was about to take place in London,
in reference to the Bishop of Exeter and the
Gorham case, which still commands much of
the public attention.

The Cholera has again made its appear-
ance in London.

The Company who own the Cunard Line
of steamers, have determined to build a line
of large and powerful screw Steamers, to ply
between Liverpool and New York direct, to-
tally unconnected with the present mail line.

The loss of the *Vicroy* had caused no
despondency whatever among the friends of
the Railway line; so far otherwise, they have
decided upon immediately placing a boat bet-
ter adapted for a sea voyage, on the Line.

The Overland mail from India had ar-
rived, bringing 14 days later. Business was
reported dull.

A frightful epidemic had broken out at
Canton, which invariably proved fatal to those
attacked, and generally in the short space of
ten hours.

All is quiet in versatile France. The law
against the press has passed the Assembly
by a large majority, but it is very unpopular
with the people. The effect of this law will
be to enhance the price of newspapers very
much, and completely to put a stop to all an-
onymous communications.

DENMARK AND THE DUTCHES. Hostilities
have actually recommenced. Great fears
are entertained that this war will lead to a
collision between England and Russia, as the
latter power is pledged to support Denmark;
and has actually a large fleet at sea new for
the avowed purpose. It is not generally be-
lieved that England will not suffer the inter-
ference of Russia to the extent contemplated.

SPAIN AND PORTUGAL.—The Queen of
Spain had been delivered of a son, which
died very soon after his birth. The papers
give nothing new regarding the difficulty be-
tween United States and Portugal. The A-
merican fleet is still off Lisbon.

A serious difficulty has arisen between Spain
and Portugal, the precise nature of which is
not stated, but is believed to arise out of the
Marriage of a son of Don Carlos to the Roy-
al family of Portugal.

From the other Continental Kingdoms there
is nothing of consequence to report.

MARKETS.

The news of the renewal of hostilities be-
tween Denmark and the Daches, had caused
the English funds to recede from 1/2 to 1/4
—Consols opened on Friday at 97, and closed
at 96 1/2. The money market was easy.

Timber Market.—One half less tonnage
has arrived as compared with the same pe-
riod last year, but the backwardness of arri-
vals has produced no beneficial effect upon
prices. A cargo of St. John Yellow Pine of
19 inch average sold at 13 1/2, with Dials at
£6 10, per standard. A cargo of Spruce
Deals sold for £7 12s 6d per standard.

Cotton has advanced 1/4 to 1/2 per lb. The
sales of the week amounted to 111,000 bales
of which speculators took 50,000 bales.
Flour is easier, tending downwards. Corn
white, 61, and yellow is lower. Wheat 21
lower.

In Provisions transactions are limited, and
prices dull.

Coffee is not lower, but quite inactive.
Freights are dull, and vessels plenty.

Lord Brougham is about to visit the Unit-
ed States.

SUMMARY OF NEWS.

Her Majesty has expressed a wish that His Royal Highness Prince George should succeed to the Colony of the Coldstream Guards, vacant by the demise of his father, the Duke of Cambridge.

The Postmaster General has issued an order that, notwithstanding the discontinuance of the Sunday postage, all letters addressed to Cabinet Ministers or officers of the Government must still be forwarded on Sunday.

It is said that the late Sir Robert Peel has left his papers to Lord Mahon and Mr. Edward Cardwell, M. P.

Mrs. Kelly, whose name has been frequently before the public in the celebrated will case, has advanced the large sum of £135,000 to the Midland Great Western Railway Company, to enable the latter to discharge the balance of the purchase money due to the Royal Canal Company. Mrs. Kelly receives a transfer of the canal direct from the Canal Company, and becomes the first proprietor on it, the total cost having been upwards of £400,000.

THE END OF DOLLY'S BREA AFFAIR.—Contemporaneously with the dissolution of the Repeal Association comes the finale of the Magheranagar affair. The Government, it seems, have given up the prosecution of the Orangemen charged with participating in the riots of the 12th of July, 1849—a similar amnesty having been extended to the Ribbonmen engaged in that memorable conflict.

A sum of £2000 has been handed to Lord Palmerston by the Austrian Minister, for the relief of Irish distress.

Experiments at Woolwich have fully established the fact, that an iron vessel cannot in any way compete in action with a wood-built vessel.

TELEVISION, July 19th.—The election for this borough took place this day. It was a mere matter of form, no opposing candidate making his appearance. There was not the least noise or public excitement visible, and Sir Robert Peel was returned a member. The hon. Baronet did not even make his appearance.

It is asserted that the present Sir Robert Peel entertains "violent radical opinions," which is mentioned as being the cause of his leaving residence abroad.

GRAND PRIZE DISCOVERY.—By an award of the arbitrators, Mr. Hudson, M. P., has paid to the Eastern Counties Railway Company the full amount of their claim for the sum drawn out by him while chairman of the company in connection with an alleged purchase of the scrip of Wisbeach, St. Ives, and Cambridge line, and for which, according to the report of the investigation committee in April, 1849, "no scrip can be found." The amount to be refunded was £10,000, with interest from the date of the transaction.

The Dublin Corporation have passed a formal resolution, commemorative of a passage in Mr. Gavin Duffy's speech at the recent meeting respecting Smith O'Brien's incarceration. The passage is as follows:—"I shall all out courage against a man; but I tell the War Ministry from this place as I tell them from other places, and as I shall not fail to tell them, that while Smith O'Brien is in Maria Island, they shall not dare to bring the Queen of England into this Island."

THE RAILWAYS OF THE WORLD.—One of the most surprising circumstances attending the creation of railways is the amount of capital which, within a limited period, has been expended in their construction and equipment. According to the calculations supplied in the work before us, there were in operation at the commencement of 1849, in different parts of the globe, a total length of 18,656 miles of railway, on which a capital of £308,567,000 had been actually expended. Besides this it is estimated that there were at the same epoch in progress for construction, a further extent of 7829 miles, the cost of which, when completed would be £167,550,000. Thus, when these latter lines shall have been brought into operation, the population of Europe and of the United States (for it is there only that railways have made any progress) will have completed, within the period of less than a quarter of a century, 26,485 miles of railway, that is to say, a greater length than would completely surround the globe, at a cost of above £500,000,000 sterling. To accomplish this stupendous work, human industry must have appropriated out of its annual savings £30,000,000 for 55 successive years! Of this prodigious investment the small spot of the globe which we inhabit has had a share which will form not the least striking fact in her history. Of the total length of railways in actual operation in all parts of the globe, twenty-seven miles in one hundred are in the United Kingdom! But the proportion of the entire amount of railway capital contributed by British industry is even more remarkable. It appears that of the entire amount of capital expended on the railways of the world, £54 in every £100, and of the capital to be expended on those in progress, £67 in every £100 are appropriated to British railways!

WEST INDIES.—By arrival at New York dates to the 16th ult. have been received from Bermuda:—**Monterrey.**—This island is said to be reduced to the lowest ebb of misery and wretchedness. It was once prosperous and contented, but it is now on the brink of ruin. Famine, pestilence and death walk through the length and breadth of the land in the most hideous shape; half the inhabitants are starving, and the other half have not the means of relieving them. Insolvent sures every man in the face. The poor feeding the poor; credit annihilated; capital vanished; commerce languishing; agriculture at a stand; the landed interest uprooted; and the shipping interest destroyed.

A letter from Antigua, dated the 15th ult., says:—"A large plantation, containing no less than 352 acres of prime cane land, with a splendid dwelling, out-offices, mill, and the whole stock of black and horned cattle belonging thereto, which, in 1842, would have brought \$14,000, was purchased by a Mrs. Lyvagh of Portland, Me., a live Yankee, for \$11,500, who is now introducing water from a stream some two miles distant, and when completed will enhance the value of the property 5 per cent. Several other estates of great production and fine situations will shortly be brought to the market, and doubtless will go off for one-fourth their value, as competition is now and has been for some time, on the question."

DISSENT.—The inhabitants are light in the matter of dissent, and a dissolution of the House of Assembly, but the Lieutenant Governor had returned no answer to their petition.

REVENUE OF CUBA.—The Island of Cuba, with one million inhabitants, has a larger revenue from a single source than the whole kingdom of Spain, with fourteen millions. The most recent accounts of the finances of Cuba, state the total revenue of the Island, from all sources, to be \$13,922,575, and the total expenditure \$11,851,733. These expenditures include not only the public disbursements of the Island, but the sum of 1,760,003, appropriated for the general purposes of the nation, Spain, therefore, derives a net income from Cuba of \$2,061,842, besides the benefit of quelling a large number of royal favourites and dependants of the Ministry upon the fat offices of the Island.

FARMERS, MAKE YOUR OWN CANDLES.—Take 1 lb. of alum for every 10 lbs. of tallow, dissolve it in water before the tallow is put in, and then melt the tallow in the alum water, with frequent stirring, and it will clarify and harden the tallow, so as to make a most beautiful article, for either winter or summer use, almost as good as sperm.

If the tallow be dipped in spirits of turpentine, the candles will reflect a much more brilliant light.

The above is from the American Farmer, and appears to be a good receipt.—*Scientific American.*

FOREIGN SEIZURE IN CANADA.—Two men of the Prussian ship Fredericka Marie, having deserted, the master applied for a peremptory mandamus to obtain the assistance and warrant of the police-magistrate to have them apprehended and detained in prison. His advocate contended that a master of a vessel has the right to arrest and seize a deserter, wherever he might find him; that he has authority to detain him on board the ship, and place him there in imprisonment, that for the proper use of that power he is responsible; that Mr. Schmidt only sought the support of the authorities of this port as auxiliary to his own power; that he was only anxious to do that in compliance with the law allowed him to do so; and, in support of his own view, the Judge who were asked for the mandamus, however, thought that the act to prevent and punish desertion does not extend to seamen on board foreign ships, and stated that the practice of England is not to entertain jurisdiction without the consent of the representatives of the foreign government to which the parties belong; that foreign seamen can only be imprisoned in cases of strong necessity, as when the man is dangerous to the peace and safety of the crew, and were of opinion that Mr. McCord had acted wisely in refusing to assume the jurisdiction.

A most extraordinary reverse of fortune has happened to a private of No. 3 company of the 31st regiment, now stationed in Antigua. By the death of an uncle, in Cuba, he has been put in possession of £50,000, and two estates in the Island. His name is Marryatt. He is only twenty years of age, and of agreeable manners. He enlisted when only thirteen years of age as a drummer. He has proceeded to England previous to his departure for Cuba.

DISSEMINATING CASUALTY.—On Sunday last the dwelling house of Mr. Tobias E. Miller, at Preston, accidentally took fire and was consumed in a few minutes, together with all the furniture, bedding, &c. By great exertions his own and an adjoining unfinished shed, were saved. The aged sufferer, an industrious temperate man, being left nearly destitute by this calamity, donations of necessities or materials to enable him to complete the shed for a place of residence may be left at 212 Holles Street—and will be forwarded to him, with the name of the donor.—[Halifax Chronicle.]

IMPORTATION OF FLOUR.—Since Friday last, there have arrived from Quebec and Montreal, 12,950 barrels of flour; 440 bbls. cornmeal; and 100 bbls. rye flour.—[ib.]

A Chip off the Old Block.—During the recent cruise of H. M. ship Sappho, 12. Commander Hon. A. A. Cochrane, son of the Earl of Dundonald, in the bay of Fundy—some of the first class boys belonging to the ship fell overboard and was to all appearance irretrievably lost. But the young commander—who is a chip of the old block—notwithstanding the tide was running like a mill-race—threw off his coat, nobly plunged into the water, and, we are gratified to chronicle the fact, succeeded in saving the lad's life to the admiration of the whole ship's company.—[Halifax Chronicle.]

THE EXCHANGE COFFEE HOUSE.—This property, fronting on the Market Square in this City, and extending fifty feet along Prince Wm. Street, and eighty feet up King Street, was purchased at public auction on

Thursday last for £6650 by Mr. John Gillis, Merchant. As we hear that Mr. Gillis intends erecting a brick structure on the site of the present building on the property, we shall probably before long have an edifice to grace this much frequented thoroughfare, creditable alike to his taste and means, and to the City.—*Courier.*

The *Courier* (St. John) contains the audacious and unfounded statement, "that another advantage that ought to be maintained in connection with the proposed line is, that it will be fifty miles shorter from Halifax to Montreal, by way of St. John and Portland, than by way of Halifax and Quebec." The Mayor of St. John has no person about his office capable of measuring a map, he should have made enquiries of a surveyor before making such wild assertions as the above.—The distance from Halifax to Montreal, by the projected route via St. John, is about 843 miles, while the distance from Halifax to Montreal via the surveyed line to Quebec is 815 miles, being about 28 miles the shortest of the two. The *Courier's* inexcusable mistake is only 78 miles which, at £5,000 per mile, would cost only £390,000 to construct!—*Fredrickton Amulet.*

SHIPWRECK IN THE BAY.—Two fine vessels were wrecked in the Bay during the thick fog on Monday last. The ship *Alice Bentley*, Capt. Seel, from Liverpool to this port with a large cargo of merchandise, valued at £19,000 sterling, struck on the Murr Ledges, near Grand Manan, about 9 o'clock on Monday evening, and sustained so much damage that she sunk almost immediately. The officers and crew only escaped in the boats with what clothing they had on—everything else on board going down with the ship. As she sunk in deep water, nothing will be recovered from the wreck. The *Alice Bentley* was owned by N. S. Damsell, Esq. of this City, and was fully partially insured.

The Barque, *Solomon*, of and from Demerara, in ballast, for this port, consigned to Messrs. R. Rankin & Co. also went ashore the same night, on the southern head of Grand Manan and became a total wreck. The crews of both vessels were saved, and arrived here on Tuesday evening in the *Maid of Erin*, New Brunswick.

We are informed that James Whitney, Esq. one of our ablest Steamboat proprietors, having himself observed the advantageous working of the Temperance principles on board one of his boats whose principle officers are abstainers, has decided to break up the bar in all the others. This act of foresight on the part of Mr. Whitney, speaks volumes in favour of the Temperance cause, and we hope shortly to witness a similar reform on board of every boat that floats upon our waters. Both prudence and a due regard for the lives of passengers, and the safety of property demand it.—[Tem. Telegraph.]

THE STANDARD.

ST. ANDREWS, WEDNESDAY, AUG. 7, 1850

CHARLOTTE COUNTY BANK

Hon. J. H. HARRIS, President.

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.

Times and MORTGAGE.

Commissioners—Robert Ker, C. Dimock, John Lochary, D. Bradley, Henry O'Neil.

St. Andrews.

Steam Mills and Manufacturing Company.

R. M. ANDREWS, Esq., President.

J. Wetmore, Agent.

SAINT STEPHEN'S BANK.

Wm. Todd, Esq., President.

Discount Day—SATURDAY.

Hours of business, from 10 to 1.

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.

THE RAILWAY CONVENTION met at Portland on Wednesday last, and chose the Hon. John Hubbard, Governor of the State of Maine, as President. A large assemblage of delegates from all parts of the U. States, and British Provinces were present. The Convention was in session for three days, and closed its proceedings on Friday evening last. We learn from a gentleman who was present that several animated addresses were made on the occasion; Attorney-General Wilmo's speech, is said to have been one of his happiest essays. The Convention adopted the land route through New Brunswick to Nova Scotia, to "unite the Lakes and the Bay of Fundy by an iron chain, which nothing but time could sunder, to bind their interests, promote their happiness, and teach the civilized world that it was better to live together as brothers than as enemies." No definite line is named. In the selection of executive officers the Provinces have not been overlooked, as appears from the following list:

For Vice-Presidents—Admiral the Hon. William F. W. Owen, of New Brunswick; Henry Pryor, Mayor of Halifax; Henry Chubb, Mayor of St. John; John Simpson, Mayor of Fredericton; J. Bell Forsyth, of Quebec; Alfred La Rocque, of Montreal; Dr. James Robb, Prof. of Natural History, Fredericton.

For Secretaries—F. R. Angers, of Quebec—Wm. Jack, of St. John; John Ross of Nova Scotia.

Committee—R. B. Dickey, of Nova Scotia; R. Jardine, of New Brunswick; F. R. Angers, of Quebec.

How the funds are to be raised and where they are to come from, to build the "great Eastern Railway" through this Province and Nova Scotia, we have not yet heard; but this we believe, that it is the most important consideration connected with the undertaking.

The Boston papers furnish a full report of the proceedings, and state that the interest was kept up without flagging to the closing moment. Cheers were given for the Queen, the President of the United States, and other personages. Rear Admiral the hon. Wm. F. W. Owen made a speech which was received enthusiastically. A correspondent of the Boston Daily Mail, says—

Never before have I seen so much dignity, energy, wisdom, and sound practical views combined with so much enthusiasm as was displayed by the united power of British and Yankee intellect. It may be objected that so much enthusiasm does not leave the mind in the best state to advance properly an undertaking so vast in its conception. But we are not considering that kind of enthusiasm which is generated by the rhetoric and eloquence of a speaker, and evaporates with the occasion that brought it forth. No, no! but of that feeling which induced three large foreign provinces to respond to the Portland circular, and in their public meetings to select their best men and brightest ornaments to represent them in conference, of that enthusiasm which drew these distinguished delegates and advocates to Portland at the expense of valuable time and of their official duties, which was so strong as to draw a respectable Rear Admiral of the British Navy, and one of the most distinguished officers of the service, hundreds of miles from his home, that by his presence, his voice and his purse, he might show the deep interest with which he regarded the scheme. Looking at the gentlemen who composed the Convention, its officers and speakers—we were very far from thinking that it was made up of the governments of Maine and sister States, and that of the Provinces of Nova Scotia and New Brunswick—met to search out means of mutual advantage and prosperity.

The *Quebec Morning Chronicle*, of the 26th ult., acknowledges the receipt of a Pamphlet published at Portland, and printed by order of the Legislature of the State of Maine,—being a "Plan for shortening the time of passage between New York and London." The authors of the pamphlet assert, that the cheapest and best mode of obtaining a communication by Railway between the lower Provinces and Montreal and the West, will be found by extending a line of railway in the direction of Bangor and Waterville, Maine. From Waterville to Montreal, a distance of 300 miles, the entire line is under contract for completion in 1850. The Editor of the *Chronicle* does not confirm the foregoing opinion, and remarks—

"Without confirming this opinion we may say safely that such a line is decidedly better than none, and it certainly does not appear at all probable that we shall be able to obtain the line, through New Brunswick and Nova Scotia, reported upon by Major Robinson of the Royal Engineers. There is still another line deserving of encouragement and consideration, that now in process of construction from St. Andrews to Quebec, which when finished, will, in our opinion, be the speediest, the cheapest, and the best route for travellers from Halifax to Quebec, Montreal and to the Western States of the Union."

CHARLOTTE COUNTY GRAMMAR SCHOOL.—We beg leave to direct the attention of parents and others interested in the education of youth to an advertisement in another column, by which it will be seen that the above Institution has been reopened. The Principal, R. E. Smith, A. B., is a Graduate of King's College, Windsor, Nova Scotia, and has the highest testimonials as to character, qualifications and ability. The facilities for receiving a good English and classical education at the above named Academy, combined with the salubrious climate of St. Andrews, render it one of the most desirable places in the province, for the education of youth.

THE TEMPERANCE CELEBRATION, which took place at Calais on Thursday last, is said to have been the largest "gathering" ever witnessed in these parts. The steamers Forest Queen and St. John, with large parties from Fredericton and St. John, the Huntress from Portland, and the Nequasset from Eastport, St. Andrews, and Robbinston, with crowds of passengers, were all at Calais and the surrounding country furnished its quota of visitors upon the occasion. We learn that a number of eloquent addresses were delivered by the leading officers of the National, Division, and Grand Divisions of Maine and New-Brunswick. The G. W. P. S. L. Tilley, of the Grand Division, in a chaste and appropriate speech, presented A. Campbell, Esq. senior P. G. W. P. with a splendid Gold Watch, the united gift of the Sons of Temperance in this Province. The day passed off in the most agreeable manner.

and the multitude separated much pleased with the day's proceedings.

We have waited patiently for several persons who employed us to execute their work, and promised to pay at a certain time. Now, we cannot wait any longer, and give those indebted to understand, that unless they pay their bills, this week, for printing on a late occasion, we will try what effect publishing their names, with their bills, will have, accompanied with a few interesting comments.

WE beg leave to direct attention to Mr. Saunders's (of London) advertisement, in this day's paper. Mr. S. is Agent for the sale of the Ordnance Maps of the British Isles, and also Sub-Agent for the sale of the Admiralty Charts. He is also agent for the sale of the principal Globes, Atlases, Maps, &c., published in Great Britain.

TO CORRESPONDENTS.—The letter of "Veritas" has been received; but for the life of us we cannot decipher it, there are so many interlineations; and we believe it requires a revision before being published. It will not injure by remaining over for a week.

DEATHS.

At Fredericton, on the 31th ult., Annie wife of Mr. John McGinty, of Eastport, Me. aged 22 years.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

ARRIVED.

Aug. 1st.—Packet Matilda, McMaster, Eastport—provisions.

Steamer Forest Queen, Hatheway, St. John, passengers.

Steamer St. John, Mowry, St. John—passengers.

21.—Schooner Friends, Calhoun, Hopewell, fish, &c.

5th.—Ship Parthian, Cole Boston—J. Williams, ballast.

Arrived at St. Stephen.

July 29th.—Brig Buena Vista, Lancaster, Berdice—Master, sugar and molasses.

Schooner Jesse, Payson, Eastport—Master fish.

30th.—Brig Caladonia, Rose, Halifax—Z. Chipman, sugar and molasses.

Aug. 2d.—Am. Schooner Alpine, Thompson New York—C. B. Eaton & Co., flour, &c. Cleared at St. Stephen.

July 29th.—Brig Times, Loyall, Penarth, Roads, deals—F. H. Todd.

Schr. Jesse Payson, Westport, N. S. shingles—Master.

Arrived at Hull, July 14, Latona, from St. Andrews.

Sailed from Queenstown, July 12, P. M. for St. Andrews.

Schr. Harbinger, Gates, of and for Waplog, N. S. from Boston, with cargo of flour and pork, was totally lost on the Murr Ledges on Monday night 29 ult., in the thick fog and blow. Vessel went to pieces. The crew got on shore on pieces of the wreck after drifting about nearly all day—Nothing saved.

MAPS, CHARTS, ATLASSES, GLOBES, AND GEOGRAPHICAL BOOKS.

Sold wholesale and retail by

TRELAWAY SAUNDERS,

6 Charing Cross London.

I. J. F. ROGERS,

FASHIONABLE TAILOR,

LATELY FROM NEW YORK.

HAS the honor to announce to the

inhabitants of St. George, and its

vicinity, that he has commenced business

in the house formerly occupied by Mr. Wm.

Armstrong, fronting the Public Landing,

where he is prepared to execute all orders

in his line, in the most fashionable style,

with neatness and promptitude. Having

just arrived from the United States, where

he has been employed in some of the most

celebrated Establishments in Philadelphia,

New York and Boston, trusts that his long

experience, knowledge, and superior work-

manship, with a desire to please, will entitle

him to public patronage. Garments war-

anted to fit, before leaving his shop.

The Fashions received Quarterly from

New York.

St. George, Aug. 6, 1850.

CHARLOTTE COUNTY

GRAMMAR SCHOOL.

RANALD E. SMITH, A. B.,

of King's College, Windsor, N. S.,—Principal.

The Classes in the above Institution, will be re-

opened on Monday, July 22nd instant.

Terms.—English branches, including Reading,

Writing, Spelling, Geography and use of the

Globes, History, Arithmetic, 10s. per Qr.

Mensuration, Trigonometry, &c., with or with-

out the above, 15s. per Qr.

Classics with or without all the above 20s. per Qr.

St. Andrews, July 27, 1850.

CAUTION.

ALL Persons are forbid trusting the CREW of

the Ship *EXETER* of Bristol, under my com-

mand, as I will not be accountable for any deliv-

ery they may contract.

THOS. ALLEN.

St. Andrews, July 20.

THE Ladies of St.

Andrews, grateful

for the kind and

generous aid of the

ladies of Calais, St. A.

who so kindly favour

their presence, and

those friends, at a dis-

tribution added to our

fun.

In thus publicly re-

turning the Ladies of

St. Mark's Church hav-

ing noticed, that the pro-

ceedings of one h.

July 25, 1850.—21.

Post Off.

IT having become nec-

essary that the Ladies

travel by night, instead

certain changes made in

arrangements, whereby

it will be much ex-

plained that on and after

15th instant, the *Mail*

&c., will be closed

at 6.30 P. M. daily,

the Mail from those pl.

Andrews Office at 7 A.

cepted.

On and from the mor-

row the Mail from St. A.

close on Mondays, W.

7.30 A. M. and be de-

livered on the same day

at 10.30 A. M. on Tur-

sdays, at 5 A. M. and

1 P. M. on the same

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direct attention to Mr.
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Agent for the sale of
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es. Maps, &c., pub-

The letter of "Veri-
but for the life of us
there are so many in-
elieve it requires a
blished. It will not
r for a week.

H.S.
e 37th ult. Annie
ny, of Eastport, Me.

OURNALS.

ANDREWS
Six—
Ja, McMaster, East-

Haithway, St John
ry, St John—pass-

Calhoun, Hopewell,
ole Boston—J. Wil-

Stephen,
ose, Lancaster, Ber-
n, Eastport—Master

Rose, Halifax—Z.
nolessee,
er Alpine, Thompson
ton & Co., flour, &c.

Stephen,
ose, Lunenburg, Penarth,
dd

Westport, N. S. shin-

14, Latona, from St.
wn, July 12 private-

of and for Wigan, N.S.
rango of flour and pork,
r Leaders on Monday
got on shore on piece
about nearly all day—

S. ATLASSES,
GEOGRAPHICAL
KS,
nd retail by
SAUNDERS,
ss London.

OGERS,
E TAILOR,
NEW YORK.

o announce to the
St. George, and its
omenced business
ecupied by Mr. Wm.
he Public Landing,
to execute all orders
at fashionable style,
impudence. Having
United States, where
in some of the most
rants in Philadelphia,
trants, that his long
d, and superior work-
to please, with gentle
ge. Garments war-
ving his shop—
ved Quarterly from

1850.

E COUNTY
SCHOOL.

MITH, A. B.,
isor, N. S.—Principal.

e Institution, will be re-
9th instant.

ies, including Reading,
raphy and use of the
ic, 10s. per Qr.
ic, 10s. per Qr.
ic, 10s. per Qr.

all the above 20s per Qr.
5s.

ION.

Trusting the CREW of
Bristol, under my com-
ountable for any debt

THOS. ALLEN

CARD.

THE Ladies of St. Mark's Church, Saint George, grateful for the very handsome patronage their LADY BAZAAR at MACDONALD'S received, beg leave to tender their thanks to the numerous Ladies and Gentlemen of Eastport, Robbinston, Calais, St. Andrews, and other places, who so kindly favoured them, on the occasion, with their presence and support; as well as to those friends, at a distance, whose generous contributions added so sensibly an increase to their funds.

In thus publicly returning thanks, the Ladies of St. Mark's Church have much gratification in announcing, that the proceeds of the Bazaar amounted to upwards of one hundred pounds.

July 25, 1850.—21.

Post Office-Notice.

It having become necessary that the MAILS between Saint John and Saint Andrews should travel by night, instead of by day, to accord with certain changes made in the United States Mail arrangements, whereby the Transit of correspondence will be much expedited. Notice is hereby given that on and after Monday evening next, the 15th instant, the Mail for St. John, St. George, &c., will be closed at the St. Andrews Office, at 6.30 P. M.; daily, (Sundays excepted), and the Mail from those places will be due in the St. Andrews Office at 7 A. M., daily (Monday excepted).

On and from the mornings of the same date also, the mails from St. Andrews for Upper Mills will close on Mondays, Wednesdays, and Fridays, at 7.30 A. M. and be due at the Upper Mills at 1 P. M. on the same days, and the mails will close at Upper Mills on Tuesdays, Thursdays, and Saturdays, at 5 A. M. and be due in St. Andrews at 1 P. M. on the same days. And the mails from the United States will be despatched from the St. Andrews Office at 7 A. M., daily.

G. P. O. St. John, J. HOWE,
10th July, 1850. D. P. M. G.

MOLASSES, PORK, &c.

Just received ex Sch. Le Tang from New York
20 Hds. Molasses,
20 Bbls. New York Mess Pork,
1 Box Tobacco.
4 do do Extra.
For sale low by the Subscriber.
June 12, 1850. JUSTUS WETMORE.

G. S. GRIMMER,

ATTORNEY AND BARRISTER AT LAW,
AND
SOLICITOR IN CHANCERY.
ST. STEPHEN.

NOTICE

To Contractors.
HEMLOCK LOGS.

THE Undersigned will require a large quantity of Hemlock Logs for the line of Railway now under construction, and will contract for the required quantities, deliverable on the line between Lemford Barrington, at Wasey, and the N. W. Branch of the Digbyquish, between this present month and 1st March 1851. None of said logs are to be under 14 inches diameter at the top end, and as long as can be obtained sound and free of bark. It will be advisable for persons in the County to improve the time of peeling the bark.

Information will be received from
J. G. & L. W. MYERS & Co.
Contractors.
Chamcook, July 15th, 1850.

CALAIS HOUSE,

CALAIS, STATE OF MAINE.

THE subscriber, in tendering thanks to his former patrons and friends, the inhabitants of New-Brunswick, and especially of St. Andrews, for the patronage they have heretofore afforded him, respectfully advises them and the Public generally, that his Establishment, the CALAIS HOUSE, is again open for the reception of company, renovated and fitted up, he believes, to suit the taste of the most fastidious, where it will give him pleasure to serve his former customers, and the travelling public generally, and promises to use his best exertions for their comfort.

HENRY BATES.
Calais, June 24, 1850.

WISKY.—Ex "John Kerr," from the Clyde, via St. John.

1 Pun. best Malt WISKY.
J. W. STREET.
June 20, 1850.

WINES, &c.

Ex Dehaage from Boston,—just arrived.
2 Pipes, 4 half Pipes Wood House Sicily
7 thirds, 8 Octaves Madeira Wine.
6 Quarter Casks Port Wine, (out of bond),
15 Hhds. Cardinas Masses.
J. W. STREET.
June 10, 1850.

ST. ANDREWS AND QUEBEC RAILROAD

500
MEN WANTED!

500 MEN are now wanted by the Contractors, to work on the SAINT ANDREWS AND QUEBEC RAILROAD.

to whom immediate employment will be given at the following wages:
Excavating Earth, &c. 4s per day.
Shovelling will be provided on the Road by the Contractors for the accommodation of the labourers.
J. G. & L. W. MYERS & CO.
Contractors.
St. Andrews, June 21, 1850.—17

GREAT AGRICULTURAL WORK!

THE FARMER'S GUIDE TO
Scientific and Practical Agriculture.
By HENRY STEPHENS, F.R.S.E.,
Author of the "Book of the Farm," Editor
of the "Quarterly Journal of Agriculture,"
&c., &c.
Assisted by
JOHN P. NORTON, A.M.,
Professor of Scientific Agriculture in Yale
College, New Haven, Author of Agricultural
Prize Essays, &c., &c.

This highly valuable work will comprise two large royal octavo volumes, containing over 1400 pages, 18 or 20 splendid steel engravings, and more than 600 engravings on wood, in the highest style of the art, illustrating almost every implement of husbandry now in use by the best farmers, the best methods of ploughing, planting, haying, harvesting, &c., &c., the various domestic animals in their highest perfection; in short, the pictorial feature of the book is unique, and will render it of incalculable value to the student of agriculture.

This great work is the joint production of two of the most talented agricultural scholars of the day; the one eminent as an author and editor in Great Britain, and the other as a Professor in Yale College. Both are eminently practical as well as scientific men, and all they say may be relied on as the result of profound research, tested and sustained by practical experiment. The contributions of Professor Norton are chiefly designed to adapt the British portion of the book to this country, and thus to make it an Anglo American work, giving to its readers all the really useful agricultural knowledge at present attainable in either country.

The work is divided into four departments, distinguished by the four seasons of the year, commencing with Winter, and Prof. Norton's notes will be published as an appendix to each part. The first chapter treats of the following subjects, under the head of

INITIATION

On the best of the existing Methods for acquiring a thorough knowledge of Practical Husbandry.

On the Difficulties to be encountered in learning Practical Husbandry, and on the Means of overcoming them.

On the Different kinds of Farming.

On the Persons required to Conduct and Execute the Labor of the Farm.

On the Branches of Science most applicable to Agriculture.

On the Institutions of Education best suited to Agricultural Science.

On the evils attending the neglect of Landowners and others, to learn practical Agriculture.

On observing the details and recording the facts of Farming by the Agricultural Student.

Terms of the Work.—The American edition, the first number of which is already issued, will be published in semi-monthlies of 64 pages with an English steel engraving in each number, of which there will be about 22 in all. PRICE, 25 CENTS PER NUMBER.

CLUBBING.

Three Copies will be sent to one address for \$15: 5 copies for \$18. Cash in all cases to be remitted direct to the Publishers, and not through Agents.

The work will be sent in numbers at periodical rates of postage, and mail remittances may be made at the risk of the Publishers.

All orders and communications should be addressed, post-paid, to

LEONARD SCOTT & CO., Publishers,
79. Fulton Street, Entrance 54 Gold Street, New York

Sugar, Tea, Rice, &c.

THE Subscriber has just received from B. son, an assortment of groceries &c., which he will sell cheap for cash.

Consisting of—

SUGAR, tea, Rice, Ground Rice, Pork, Sausage, Trippe, Candles, Solar oil, Chocolate, Indigo, best Bermuda Arrow-root, Sago, Tobacco, Cigars, Brooms, Pails, Logwood, Redwood, Blacking, Castor Oil, Rosewater, Castile Soap, Fine Salt, Carbonate Soda, Cream-tar, Nests Tubs, Childrens Carriages, Clothes lines, bed cords, fine Boots & Ladies & Childrens Shoes, &c., &c., &c.

ROBERT KER.

April 23rd 1856. vi

Liquors, Linseed Oil, Paints, Tea

Starch &c.

To arrive per the VOLANT from Liverpool:

12 Pipes best Cognac BRANDY Martell

12 Hhds. Hennessy, and Otard brands,

8 Hhds. best Hollands Gin,

1 Puncheon best Malt Whiskey,

18 Hhds. Boiled and Raw Linseed Oil,

1 Ton best White Paint,

2 Chests Congou Tea,

10 Boxes best Blue Starch,

12 " Tobacco Pipes,

4 Barrels French Vinegar,

30 Kegs Gun Powder,

12 Crates Crockery Ware, assorted, &c.

J. W. STREET.

TO LET.

And possession given on the first day of May next, the Houses and Premises at present in the Occupation of William Ker Esq. & Mr. D. Bradley, situated in Queen Street, Apply to

J. W. STREET.

SUPERFINE DRESS COATS, FROCK & SACK DITTO,

Summer Cloth Over Coats, in great variety.
RICH DRESS VESTS, MORNING & WALKING VESTS,
BLACK DOE TROUSERS, best quality, BLUE PLAID, &c. All descriptions of Walking and Riding TROUSERS, Driving and Box Coats,
A great variety of
BOYS CLOTHES.

In drawing attention now, at the commencement of the Spring Trade, to our Large Establishment, CORNER OF KING AND CROSS STREETS, we wish briefly to enumerate the advantages which we offer to our Customers and the Public. We have always studiously avoided claiming to ourselves any power of selling at thirty or forty per cent. under others in the trade, but simply rested our claims on our extensive experience—buying our Goods direct from the best Manufacturers at Cash Prices. In commencing the Clothing Business some time ago, in St. John, in addition to our large Custom Trade, we introduced a scale of prices little known previously to the respectable class of the public; this we were enabled to do, by entirely rejecting the long credit system, and supplying first rate articles at a moderate scale of Profit for cash. Our theory has invariably been, that improvements can always be introduced. This year we endeavour to do better than last.

PRICES THE LOWEST, QUALITY THE BEST, AND WORKMEN SUPERIOR

And by thus continuing to progress during the few years we have been in business, we apprehend we have now brought our business to a point surpassed by none.

The superiority of our style of Cutting is well known. The newest Paris and London Styles are introduced as early as in New York or Boston, and every improvement is at once adopted. In alluding to the large Stock of Clothings in our Establishment, we may merely state that it comprises the best assortment of FRENCH and GERMAN TWILLED, CLOTHS, and DOESKINS, of every shade and colour to be found.

Having thus alluded to the general arrangement of our business, as far as regards the Order Department, we wish particularly to draw attention to the other very large and increasing branch of business, viz.:

THE EXTENSIVE READY MADE DEPARTMENT.

Of this branch, we may say that every article in our Establishment is made up as carefully as if ordered. No workman is too good to be employed by us. We make all descriptions of Garments, up to the highest priced Coats. Numbers have proved and acknowledged the value of being at once fitted.

Some idea may be formed of the system pursued, when we state that in Coats we keep thirty-six sizes, so that all shapes and heights may feel a certainty of being fitted. To enumerate the varied Stock would far exceed the limits of an advertisement, but our customers will find on visiting the

PANTECHNETHECA,
Corner of King and Cross Streets, that all their expectations will be fully realized.
A SUIR or MOURNING at five minutes notice.
St. John, May, 1850.

GARRETT & SKILLEN.

MARCH 30th, 1850.

Now in Store and for sale by the Under-
signed as follows:

11 Hhds. prime retailing Molasses.
1 Hhd. best Muscovado SUGAR,
5 Bbls. do

1 Tierce do Refined crushed Sugar,
3 Bbls. do
3 Chests Congou Tea, 2 bags Coffee,
1 Pipe Hennessy do best Cognac Brandy,
2 Hhds N V & Co do
6 " best Hollands GIN,
Best Old London Particular Madeira Wine in wood and bottles,
Best Old Port Wine do do
Best Old Sherry do do
Champagne, Old Jamaica Rum &c.

4 Crested well assorted Earthenware,
8 Boxes Tobacco Pipes,
5 Cwt. best White Paint,
4 " Yellow, Black and Red Paint,
1000 lbs. Window Glass assorted sizes,
3 Cwt. Glue, 2 casks Whiting,
5 Ton common IRON assorted,
5 " Refined do
21 " Spikes from 3/4 to 8 inch,
15 Cwt. Wrought Nails assorted sizes from 6dly 2 1/2 in bags 1 cwt. ea.

23 " Cut Nails assorted from 3/4 to 1 1/2 in bags 1 cwt. ea.
4 Bags best Horse & Ox Nails
2 Hhds best "Warranted" Anvils
3 Cooler Key Vices,
11 Boxes Tin plates assorted
7 Cwt. Shot ass'd from No. 1 to BB & SSG
The above goods will be sold at very low rates for approved payment.

J. W. STREET.

CARTS! CARTS! CARTS!—For Sale or Hire, on liberal terms, CARIS suitable for work on the Railroad.

Also, all kinds of BLACKSMITH work. Apply to
EDWD. STENFORD.
St. Andrews, June 26, 1850.

REMOVAL.

THE Subscriber has REMOVED his CLOCK and WATCH MAKING Establishment to the Shop formerly occupied by Mrs. Sherlock and next door to the store of W. Whitlock Esq. where he will attend to any business in his line at the shortest notice.

G. F. STICKNEY.
April 30, 1850.—ii

Sheet Iron, Tin Plates
&c. &c.

Ex Columbus from Liverpool, via St. John, the Subscriber has received,
12 boxes Tin plates,
21 Stone Iron Wire,
20 doz Single & Double cut mill Files
20 " Pit & Hand saw Files, Marshes and Shepherds' make.
10 Bags best Horse and Ox Nails, &c. &c.
J. W. STREET.

Assessor's Notice.

NOTICE is hereby given, that the undersigned Assessors will receive at the office of Edward Wilson, until the tenth day of June next, statements from all who are liable to be assessed, for the current year, in the Parish of St. Andrews, of the real and personal properties and incomes they possess, in order that correct information may be received, and complaints prevented after the assessment is completed. These statements must be sworn to before a Justice of the Peace, as the Law requires.

THOMAS JONES
THOMAS BERRY,
EDWARD WILSON, Assessors of Rates.
Saint Andrews, May 9, 1850.

Wanted.

At this Office, TWO BOYS from 12 to 16 years of age, to learn the Printing business.
SUNDAY MORNING, April 22nd, 1850.

LOCKHART & CO.,

WHOLESALE AND RETAIL
CHEAP HAT, CAP,
AND
FUR STORE.

Now opening by the Lisbon, Faside, Olive, and Lord of Erin, and from Manufactory—
40 dozen Men's Paris and Flat HATS,
60 do. Men's and Youth's Drab, Brown, and Green Sporting HATS,
40 do. Mens & Youths Pearl Tampico Hats, 40 do. Mens & Youth's Cloth CAPS, every style.
20 do. GLAZED HATS.
10 do. Brussels CARPET BAGS.
GLAZED HATS in Variety; Table Oil Cloth, Gent's FURNISHING GOODS.
Orders received for rich heavy CURTAIN FRINGE, newest patterns, on sight. CASH and the highest price paid for Furs.
LOCKHART & CO.
No 1, Prince William Street,
St. John, May 16, 1850.—am

TO LET,

And possession given on the first of May next. THAT pleasantly situated COTTAGE, with out-houses and Garden attached, the property of Captain Nehemiah K. Clements, at present occupied by L. White, Esq. For further particulars apply to
B. R. FITZGERALD, Agent.

FOR SALE OR TO LET.

A FARM, containing about 30 acres of Land, with a Dwelling House and Barn thereon, situated in Saint George, near the head of L'Etang River, now in the occupation of Mr. Stephen Munson. For terms apply to
SIMEON HOWE.
St. George, April 1, 1850.

TO LET.

THE commodious Brick Dwelling HOUSE and premises, which are well calculated for a Public House, situated in St. George, and now in the occupation of T. P. Shaw, Esq. Possession will be given on the 1st of May. For terms or further particulars apply to
SIMEON HOWE.
St. George, April 1, 1850.

TO LET.

THAT pleasantly situated COTTAGE, with Garden attached, owned by the subscriber, together with Barns, Out-houses &c. In the cellar is an excellent Well of Water. Possession given on the 1st May.
JAMES MCCARTHY.
St. Andrews, Apr. 30, 1850.

NOTICE.

The Subscribers having received a deed of 2,890 Acres of Land, situated in the Parish of Penfield, near Lake Umbagog, in the County of Charlotte, are ready to grant Licences to cut and haul off said land, Spruce and Pine Logs by paying the usual stampage. On the said Land there is plenty of Spruce timber well adapted for Scantling for House frames &c., for the California market.

WILLIAM KER, Trustees of estate
THOS TURNER, Jas. Rait.
St. Andrews, Jan. 22d 1850.

The above Land will be offered for SALE on the 6th June next in lots to suit purchasers or the whole as may be agreed on.
St. Andrews, May 15, 1850.

Charlotte County
Agricultural Society Seeds.

Received by the Charlotte County Agricultural Society and for sale at the store of Mr. M. S. Hannah.

60 Bushels Timothy seed, growth of 1849 from the Harvey Settlement.
25 do Imported Black Sea Wheat,
20 do Polish Oats,
5 do Hopstoun Oats,
10 do Potatoy Oats,
10 do Barley,
20 lbs. Purpled topped Swedish Turnip
10 lbs. Aberdeen Yellow do
500 lbs. best Northern Red Clover seed.
ALEX. T. PAUL, Secretary.

Saint Andrews, May 8th, 1850.

MAIL CONTRACTS.

NOTICE TO THE PUBLIC.

GENERAL POST OFFICE,
St. John, 17th May, 1850.

THE subject of the Post Office CONTRACTS having been under the consideration of the Lieutenant Governor in Council, I have been instructed to continue the present Contracts until October next, or until such time as the new Post Office Act shall come into operation.

The Public will please take notice therefore that the advertisements issued from this Office on the 23d and 25th ultimo, are cancelled.

J. HOWE, D. P. M. G.

Contract for Oil.

TENDERS will be received till the 14th June next at noon, at the office of John Wilson, Esq. St. Andrews, for
600 Gallons Pale Seal Oil, and
300 Gallons of Porpoise Oil.

The Oil to be free of dregs and sediment, and of this year's catch. Payment will be made on delivery of the oil—Security will be required for the due performance of the contract.

JOHN WILSON, Commissioner of Light Houses.
St. Andrews, May 8, 1850.

Wanted.

At this Office, TWO BOYS from 12 to 16 years of age, to learn the Printing business.
SUNDAY MORNING, April 22nd, 1850.

TO IMPORTERS.

Parties wishing to import Goods in the Spring, are informed that the Barque Valant, is now loading for Liverpool, and will return here direct. She will probably be leaving Liverpool on her return Voyage about 15th March; she can also accommodate a few Passengers.
J. W. STREET.
St Andrews 5th February 1850.

