

LE.
Shipment
Pine Timber
verage.
als
pure of
RLES J. FRYE
Henry Frye & Co.
1848.

JE.
of the St. Andrews
ring Co., is requested
on Saturday, the 19th
o'clock noon, when a
nd affairs of the said
and other business

E.
of the Charlotte
place at their banking
xino at noon, to elect
eration such matters

E.
S will be received
rue, until Tuesday
clock noon, for the
on St. Andrews, for
sies and Companies
less than 30 P. M.
y the Under-signer
er, J.
d. I. Commis-
her, J. G. G.
r. 1848.

E.
appointed by Deed
Trustees for the
s of St. Andrews, for
Assignment, remain for
J. H. Whitlock, to be
state, will make in-
having claims on said
adjustment.

OCK.
E. Trustees
ER.
1848.

ONS & C.
per Schooners "The
usa Willard, & Co.

ook Hans
I look Jimmy Dow
ould Candles
do
St. Domingo Let
e Oil

men's hats
the' and children's

ots, shoes & slippers
orn

en and olive broad
s, Cashmeres, Ac-
ellow flannels, white
trills, linen, white
inghams, toweling
ose and point blank
check shirting, silk
efs, silk scarfs and
corset and women
ilk, buttons ready
of top coats, mon-
unting coats, trow-
ue and red flannel
cotton shirts, Beavers'
Fur, and glazed

ortment of HARD-
RIES, all of which
e or other approved

A. BABCOCK.

CE.
any legal demands
e of James Parker,
arish of Campbell)
to present the same
ree months from this
date to said Estate,
e immediate payment

NASH, JUNR.
Administrator
1847.

NDARD.
WEDNESDAY, BY
Smith.
t Andrews, N B
at 8
f paid in advance.
e end of the year.
l until arrears are paid

ELEMENTS.
iten orders, or contain
written directions
s, and under,

The Standard,

Vol. 15

No 26

FRONTIER AGRICULTURAL & COMMERCIAL GAZETTE.

Price 12s 6d in Advance

ST. ANDREWS N. B., WEDNESDAY, JUNE 28, 1848.

(15s at the end of the Year)

ARRIVAL & DEPARTURE OF THE ENGLISH MAILS.

A Schedule showing the probable days on which the Mails from England will arrive at the St. Andrews Post Office, and the days on which they will cross for England between March 1848, and January 1849.

Date at St. Andrews (Cross at St. Andrews)	Date at St. Andrews (Cross at St. Andrews)
Tuesday 8th March 6 P.M.	Friday 31st March 5 A.M.
11th April	Tuesday 17th April
25th	Friday 28th
1st May	Tuesday 9th May
9th	Friday 12th
16th	Tuesday 23rd
23rd	Friday 26th
30th	Tuesday 5th June
6th June	Friday 12th
13th	Tuesday 19th
20th	Friday 23rd
27th	Tuesday 30th July
4th July	Friday 7th
11th	Tuesday 14th
18th	Friday 21st
25th	Tuesday 28th August
1st August	Friday 4th
8th	Tuesday 11th
15th	Friday 14th
22nd	Tuesday 21st
29th	Friday 28th
5th September	Tuesday 12th
12th	Friday 15th
19th	Tuesday 22nd
26th	Friday 25th
3d October	Tuesday 10th October
10th	Friday 13th
17th	Tuesday 20th
24th	Friday 27th
31st	Tuesday 3rd November
7th November	Friday 10th
14th	Tuesday 17th
21st	Friday 24th
28th	Tuesday 31st December
5th December	Friday 8th
12th	Tuesday 15th
19th	Friday 22nd
26th	Tuesday 29th
2d January 1849	Friday 6th

POETRY

INS AND OUTS

I'm out of cash, and so, of course,
I've pocket room to let
I'm out of patience, just because
I'm never out of debt.

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FEARLESS AND FAITHFUL

Labor fearless, labor faithful,
Labor while the day shall last,
For the shadows of the evening
Soon thy sky will overcast.

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WHAT ARE COMFORTS?

Four of us determined to remain at the inn all night; and as we threw off dripping cloaks and mufflers, and approached a blazing fire in a small snug parlour, where a cloth and knives and forks, and a plate-varmer, gave indications of a hot dinner, we all agreed that this was true comfort; not was this opinion changed when seen afterwards we sat in dry clothes by a fire, with—but let no mention this to Father Mathew—a hot tumbler of brandy before each of us.

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FROM THE RAILWAY TO OGDON.

RAILWAYS IN BRITISH NORTH AMERICA.

A Colonial correspondent, who sends us a St. Andrew's paper ("the Standard") from which we perceive that the new prospect opened up for their railway project by the late enactments of the legislature, engross the public attention there, observes:—Every packet brings out instructions from the Colonial Office to the Lieut. Governor; to bolster up the long line (from Halifax via the northern boundary); but it is an absurdity, and the money we have granted for the survey is literally money thrown away. The Halifax people, however, I am glad to say, have made a grant for the survey of a line from Halifax to Windsor and Annapolis, to communicate with the St. Andrew's line; and our legislature have done the same for a line from St. John to Shediac. The St. Andrew's Company have powers in their Act to construct the greater portion of the long line if they choose; but as it passes away from the three centres of population, and is exposed to tremendous snow, drifts which pass with such fearful violence over the wide expanse of the Gulf of St. Lawrence, no capitalists will ever think of undertaking it. "A timely calling of public attention," says the St. Andrew's paper referred to, in commenting upon some articles which have appeared in this journal, to a subject of all-absorbing importance to these colonies, might have some effect to prevent the local Government from committing itself to a scheme which might, in a great measure, defeat the very object which ought steadily to be kept in view—viz. a commercial connection between the upper and lower colonies by means of a railway. To accomplish this object in the most effectual manner, the shortest and cheapest line must be adopted. In the face of American competition, the necessity of this is imperative. Patriotism, not partisanship, demands it. We require the adoption not of our line, but of the best line, which, without controversy, the western line is.

VALUE OF IRISH RAILWAY SHARES.

A Friend of ours, who is in Ireland at present has made many inquiries amongst the mercantile gentlemen whom he meets from time to time, as to the reasons of the peculiar depression which exists in the quoted shares of many of the local railways, whose character and prospects have been generally regarded as of the first class. Some of the answers he has received refer to the unsettled state of political affairs, and to the panic inspired by the violent proceedings of the "Young Ireland" agitators. Others ascribe it chiefly, or solely, to the monetary and commercial dilemma that still exists, as the legacy of the "ferer and famine year." More lay the blame on the want of knowledge, among English capitalists, of the advantages and security of investment in first-class Irish lines.

While in Cork, lately, he took notice of the low quoted prices of some concerns in that neighbourhood, of which the opinion of the local community appeared very high. He pursued his usual investigations; and from amongst the communications he received on the subject are one or two that have been forwarded to us, and from which, as they appear to be candidly written, we shall extract a few paragraphs, for the consideration of our readers.

It would be wonderful indeed, in times like the present, when such deep depression extends itself to every branch of industry in the kingdom, if railway property alone had passed the trying ordeal wholly untouched.

Look, for instance, at the Great Southern and Western, magnificent work, embracing a country possessing as many of the prime qualifications for active traffic as it is possible to imagine. So far as it has been opened, even in the late and present dreadful seasons, it has worked steadily, efficiently, and progressively—giving all the indications of yielding, when completed, an abundant harvest to the shareholders.

Then there is our own peculiarly local railway—a gem in itself—the Cork and Passage—one of our finest lines of all works, which are most fruitful in lucrative resources. This will be an elegant line when finished. It commands the immediate view of the beautiful and picture-giving river of Cork from end to end, and touches at three watering places along its course. Property in these parts is rapidly rising in value. It is supposed the line will be thrown open for traffic next June twelve months.

The Morning Herald states, that the committee of the House of Commons, on national distress, have rejected, by a majority of 130, a motion condemning Sir Robert Peel's bank charter act of 1844.

LAW RESPECTING NEWSPAPERS.

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 arrearages are paid.

If subscribers neglect or refuse to take their papers from the offices to which they are directed, they are held responsible till they have settled their bills, and ordered their papers to be discontinued.

If subscribers remove to other places without informing the publisher, and their paper is sent to the former direction, they are held responsible.

The Courts have decided that refusing to take a newspaper or proof from the office, or removing it, and leaving it uncollected, is prima facie evidence of intentional fraud.

Watches, Jewellery, &c.

Just received and for sale by the Subscriber, a large assortment of Watches, Jewellery, Cutlery, &c., which will be sold on the most reasonable terms for cash.

Among which are—
Patent Lever, Le Pen and Vertical WATCHES, Gold, Silver, and Steel Watch Keys, Guard Latches gold and silver set BRONCHES and Ring Gold, silver, and German Silver Fencil Cases, Gold and plated Ear-rings, Red and White Corals, Ladies Combs, gold mounted, and other fittings, Silk, and Russia Leather PURSES, Pocket Books & Tablets, Card cases & Needle book Hat, hair, nail, tooth, and shaving BRUSHES, Silver-mounted and Plain SILVER BOTTLERS, Bronzed Ink stands, Letter Clips, Red and Fancy-casing Wax, Thermometers, Plated and Britannia Metal Candlesticks, Snuff-trays, and Trays, Key Rings, Razors and Razor Strops, Tea Bells, Gold and Silver Pocket, Irish, and Fine Combs, Telescopes, Lead Pencils, silver, Blue steel, and German silver mounted spectacles, Pocket Jack & Pen Knives, safety Razors, Nail, Scissors, and Trussers, Perfection Caps, Pen, and Leavers, Gold and Silver Toilet soap, Baccarat Glass Bottles, &c. &c. Galvanic Rings, Clocks, Watches, Jewellery cleaned and repaired, Gold, Silver, and Watch Cases and Log Glasses, Spectacles, &c. &c. &c. Repaired Daily—a very fine 14 Day CLOCK, and the highest price given for old Gold & Silver.

G. F. STICKNEY.

JUST RECEIVED.

Ex. Schooners "Nelson & De fiance" from Boston.

BELLS & HALF BELLS, S. F. FLOUR, Buckwheat Flour, in small packages, Indian Meal, Boston Hams (new), clear Pork—Cheese—ground Coffee—small kegs Soused Tripe (a nice article)—P. Leaf Mats, Cattle and Horse Cards, a variety of Wooden Ware, &c. &c. &c.

Men's, Boys & Youths coarse and fine Boots & Shoes—Womens and Misses and Childrens Kid, Morocco and Leather Shoes, Mens and Womens India Rubber,

W. WHITLOCK.

European Intelligence.

SUMMARY OF NEWS.

In Vienna matters continue in the same state; all endeavours to induce the Emperor to return his capital have failed.

In Prussia matters seem to be still worse. At Berlin the mob have obtained the complete ascendancy in the Government.

The Diet at Frankfurt appears afraid to deal with the Holstein-Schleswig question. A motion has been proposed to make the affair a national one.

Belgium is tranquil, and only suffering from financial embarrassments. The firmness of the King, and the disinclination of the people to be moved to revolt by French propaganda, excites the bitter enmity of the French Government.

In Spain the financial crisis continues; and when the news of Count Mirasol's departure from London, and the approval of Parliament of Sir H. Bulwer's conduct reaches Madrid, we expect some convulsion.

The extremely fine growing weather which continues to prevail, exercises a very depressing effect on the Grain trade in all parts of the United Kingdom.

The directors of the Bank of England, without giving any public notice, have commenced to make advances upon Bills of Exchange.

The English securities have been firm during the week past, the market in the last two days showing a rise of about 1 per cent.

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JAMAICA.—Heavy Rain.—An arrival at Philadelphia with dates to the 25th ult., states that heavy rains had recently fallen in different parts of the island, which washed away a new and beautiful church at Kingston injured several dwellings, and damaged the railroad at Spanish Town to such an extent as to make it completely impassable.

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THE STANDARD

ST. ANDREWS, WEDNESDAY, JUNE 28, 1848

CHARLES G. HUNTER, Proprietor. HENRY HATCH, President. T. B. WILSON, Esq., Solicitor. Director this week—S. T. Gove. 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. Sales and Stock House. Commissioners—Geo. D. Street, John Bradford, Thos. Berry, John Bailey, R. Ker. St. Andrews Steam Mills and Manufacturing Company. R. M. ANDREWS, Esq., President. Director this week—Thomas Watt. J. Wetmore, Agent. Saint Stephens Bank. G. D. KING, Esq., President. Discount next week—R. Watson. 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.

LATEST DATES

Liverpool, June 10 Montreal, June 17 London, June 10 Quebec, June 15 Edinburgh, June 7 Halifax, June 22 Paris, June 7 New York, June 26 Toronto, June 17 Boston, June 26

Arrival of the



Steamship Britannia.

The English Mail by the steamship Britannia was received here on Monday evening. Extracts from a Liverpool paper to the 10th instant will be found in our columns. The Britannia arrived at Halifax on Friday afternoon last, in 13 days from Liverpool. There was no improvement in trade, owing to the renewal of political agitation in England and

