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October, 1852.
H. NICHOL,
Administrator

Paint Oil.
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J. W. STREET.

The Standard,
IS 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.
ADVERTISEMENTS
Inserted according to written orders, or continued
till forbid, at no written directions. 3s.
First Insertion of 12 lines and under 1s.
Each repetition of Ditto 1s.
First Insertion of all over 12 lines 3d per line.
Each repetition of Ditto 1d per line.
Advertising by the year as may be agreed on.

The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

No 44 SAINT ANDREWS, N. B., WEDNESDAY, NOV. 2, 1853. [Vol. 20]

LAW RESPECTING NEWSPAPERS
Subscribers who do not give express notice to the contrary, are considered as wishing to continue their subscription. 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 office to which they are directed, they are held responsible till they have settled their Bill, and ordered their papers to be discontinued. If subscribers remove to other places without informing the publisher, and the paper is sent to the former direction, they are held responsible.

COMMUNICATION.

To the Editor of the Standard,
Sir,—It is with no little pleasure, I learn a move is again being made to establish Municipal Corporations in our County of Charlotte.

It is true, an attempt heretofore was made for the same object, and failed by a majority of 13 votes. But the people now begin to think, and I think after seeing the good effects of Municipal corporations in Carleton, we shall have better luck this time. It is to be hoped our rev'd. Episcopal clergymen, will attend to their sacred charges and not collect as it is said they did last polling day of every clergyman in the County to prevent this Act. Office-holders and Magistrates are excusable in their opposition, as it may be possible, they would not profit by the change. It is the poor that is to benefit by this change, by self government.

Yours, &c. NO TONY,
St. George, October 27, 1853.

We have received by mail, the first number of a little 8 by 10 sheet published at Milltown, Me. and called the "Moon-Beam." It is decidedly rich, racy and spirited in its way, and it is only as well printed as it is edited; the diminutive dimensions would not operate against it. From the editor's address to his readers, we learn his object in issuing the sheet, is to assist the people of that village in disseminating "gossip," which he states "has increased to an almost unprecedented extent, within the past few months, among the inhabitants of Milltown." He pledges himself that nothing scurrilous shall appear in his paper, and that he will endeavor always to speak the truth, which we believe he does in the following paragraph:

THE STRANGER NEGLECTER.—Having had occasion during the past few weeks, to avail ourselves of the superior accommodations afforded by the above named Boat, we take this opportunity to speak our unqualified praise of its officers and crew. It has seldom been our good fortune to meet with a more gentlemanly commander than Capt. Cary Amid all the perplexities arising from the peculiar situation in which he is placed, we have never yet known a murmur to escape from his lips, nor either have we ever known him to lose his self command, even for an instant. Polite and gentlemanly to all classes of passengers he has won the esteem and good wishes of every individual who has had occasion to place themselves under his care and protection. May his slender vessel be less, and may he always be able to command his Boat in the same gentlemanly manner that he now does.

LIVING BY HIS WITS.
Speaking of the manner in which the man who lives by his wits keeps himself in shoe-leather, I cannot forbear relating a characteristic anecdote of a certain gentlemanly member of the class under consideration. He was travelling, and found himself one night on board a steamerboat. While making preparations to trouble him in his berth, the thought struck him quite forcibly, as he was kicking off his boots, that he stood very much in need of a new pair. At the same time his mind was suddenly illumined by one of those brilliant ideas for which he was justly distinguished. He sat on a pair of slippers, rolled up his boots in a newspaper, and carrying them on deck, threw them, when moored, into the water. He then retired to rest. On the following morning, he went at an early hour to the water, who had been long engaged in blacking all the boots that he could find about the boat, and took out a shilling to give him.

Well Charley, said he, have you got a pot-igh on my boots yet?
I expect you see yer face in 'em, replied davey, with a grin.
Which are they? demanded our hero, searching among a bright row of highly polished boots. I don't see them here.
Don't you indemnify em sir? replied the bootblack. I assure you sir, they is here, and I would suggest that by perambulating a little, you will be able to indemnify them ere shiners.
Our hero searched, but of course his boots were nowhere to be found. He became excited, and declared that they were stolen; and although the water protested and entreated, he resolutely went to demand satisfaction of the captain.

The case was a clear one. The boots were evidently in the possession of a thief. The captain was a man of honor, and he feared for the reputation of the boat. After a slight search, he called our hero aside, and with an apology for the probable carelessness of the water, he furnished him with a brand new pair of his own boots, which he received with a most descending smile, exclaiming

that he merely wished a covering for his feet until he could arrive on shore, inwardly satisfied with his successful enterprise, and went on his way rejoicing.—Paul Creyton.

An Agreeable Customer.—An amusing scene took place on the steamer Europa, just as she was leaving for Cleveland. A curious genius came aboard with a powerful bulldog at his heels. Walking directly to the office, the individual said to the clerk:—
Stranger, I want to leave my dog in this office, till the boat starts.—I'm afraid somebody will steal him.
You can't do it, said the clerk. Take him out.

Well, stranger, that's cruel; but you're had dispositioned alike, and he'll be kinder company for you.
Take him out, roared the clerk.
Well, stranger, I don't think you're honest, and you need watching. Here, Bull, sit down and watch that fellow sharp; and the individual turned on his heels, leaving—
Put him out, stranger, if he's troublesome.
The dog lay there when the boat started, watching the clerk, who gave him the better half of his office.

Boots.—The "doctor" sat near us, anxiously examining his boots. We remarked to him playfully—
Doctor your boots are looking rather billowy.
Yes, replied he, coloring; those boots cost me just three dollars. I gave two dollars for one, and one dollar for the other, and got shaved at that.

The doctor didn't exactly fancy our free comments on his boots, in presence of company; so after meditating about fifteen minutes, he fixed his eyes on our feet, which rested across a convenient chair.

I say, he remarked quickly, you'd make a good president of a track society!
How so I we enquired.
Why look at your big feet! said he.
We slid right out of our seat.—[True Flag.

WHO EVER HEARD IT.
There is or used to be, a cunning wag of a fellow in Brunswick, Maine, who had a know nothing kind of look outside, but inside was full of all manner of witty conceits and outwits. One day an honest old Quaker came into town with a load of hay for sale. Tappan wanted it, and though he was out of money, ordered it pitched off into the barn. This done, Broadbrim came round to the shop after the pay.

Can't you pay to day, uncle,—no money. Boy, friend Tappan, there should have told of this before.
Surely I didn't think of it uncle, but there's the hay,—spose you'll have to pitch it on again.

When can thee pay me, friend.
Give you my note for thirty days.
But friend Tappan, spose thee should be taken away?
Poh, poh! who ever heard of a man's dying in thirty days!

Uncle Drab pocketed the promissory, and drove home, cogitating deeply upon the price of hay, and the science of morality.—[Charleston (N. Y.) Courier.

[Don't you remember the rest of it, friend Soule? The note was given (as the story goes) for more than the price of the hay—and to save the trouble of writing a new one, friend Tappan suggested to the Quaker to pay him the difference (50 cents) in change, and thus "all would stand right." Quaker did it.—thy say.—[Eclectic.

RULES OF LADY PRINTERS.
1. Must be at the office when required.
2. No reading of motu papers and love stories, during the working hours.
3. No "hand" shall be allowed to have her beau in the office to see her set type at any time.
4. No matter how gifted a "hand" may be, if she make "pie" in the office, she will be compelled to assort it.
5. No "hand" shall sit in the sanctum longer than to procure copy, unless requested by the editor.
6. No attempt to kiss the editor for the sake of very "clean copy." He will use his prerogative to kiss or soold all "hands," as occasion may require.
7. Ladies who bring their dinner, shall not make a dining saloon of the sanctum, or use proof paper for a table cloth.
8. Any lady "hand" about to emigrate to the State of Matrimony shall give at least one month's notice, that her place may be supplied by another.
9. No married woman will be allowed to work in this office, provided it be known.
10. No lady shall be allowed to laugh

at the motion of another while engaged at the case.

11. No smoking, chewing, or dram drinking allowed in the office.
12. No gossiping, quarrelling, puffing of hair, scratching of faces, or singing of love songs, during working hours; and no lady shall have free admission to, or orders for the theatre, opera, or other places of amusement, unless accompanied by a gentleman.

From the Boston Daily Advertiser.
NORTH WEST PASSAGE ACCOMPLISHED.—The London papers received by the Avon contain the authentic intelligence of the passage of the British government ship Investigator, Commander McClure, through the Arctic Sea, from Behring's Straits to Davis Straits, having passed three winters in the intervening seas. She will thus have accomplished, on her arrival in England, the complete circumnavigation of the continent of North and South America.

This information is published on the authority of the Admiralty, from despatches received from Commander McClure, brought directly by Commander Inglefield of the steamship Phoenix, which sailed for Davis Straits last spring, with supplies for Sir Edward Belcher's squadron, and who has returned bringing despatches from Sir Edward Belcher, and also from Commander McClure of the Investigator, who sailed in search of Sir John Franklin by way of Behring's Straits, having left England in December, 1849, and also from Capt. Kellie, who sailed on the same mission to Davis Straits, in the government ship Resolute, in the spring of 1852.

The despatch of both these officers will be extremely interesting, although both have entirely failed in the special object of their arduous voyage. Commander Inglefield arrived at the Admiralty on the 7th inst., having left the steamer Phoenix at Thorsø, N. B. The following particulars are all which have been published:—

Commander Inglefield brings no intelligence of Sir John Franklin's expedition; he has, however, succeeded in depositing his supplies as directed, and we are happy to say is accompanied by Lieut. Creswell, of the Investigator, with despatches from Commander McClure, thus enabling us to satisfy the public, and the friends of those embarked in the Investigator, concerning which ship considerable anxiety had existed, as to her safety. The Breadstean transport, which accompanied the Phoenix, was totally wrecked by a nip of the ice—the crew saved and brought home by the Phoenix.

It is concluded from Sir Edward Belcher's despatches, that that officer would endeavor to retrace his steps this season to Beechey Island to winter. It is further to be gathered from these despatches, that the Investigator had completed the passage between the two oceans, having passed into the Arctic Sea by Behring's Straits, and returned home by Davis Straits.

Despatches have been received of the Admiralty from Commander McClure, who sailed in December, 1849, in search of Sir John Franklin, to H. M. S. Investigator, and from Captain Kellie, who sailed in the spring of 1852, in H. M. S. Resolute, on the same mission. We regret to say that no traces towards success in the main object of their mission have been discovered; but we have been favored with communication of a letter from Commander McClure, dated H. M. S. Investigator, Bay of Mercy, Behring's Island, April 1853, which announces his success in accomplishing the long problematical enterprise of the North Western Passage.

The gallant vessel states that during the winter of 1850, his vessel wintered in pack, without sustaining any damage, (and surprising to say, he has to report the same result at the end of the third winter, and without the loss of a single man of her crew) in the frozen waters called Prince of Wales's Strait, and communicating with Barrow's as he ascended on the 28th Oct. of that year. In July, 1851, he states, "such a body of ice came down upon us with a strong east wind, and set the vessel so far to the south, that we determined to attempt a message by the east end of the cliffs of Bank's Land, forming the north entrance of the large island under which we now are."

The difficulties and dangers of the passage may be estimated from his statement that the ice floes encountered measured from 45 to 70 feet beneath the water, only 6 to 7 above. We must refer, for the details, of which we cannot now make even a hurried transcript, to the despatches, which of course will be immediately published.

It is interesting to learn that inhabitants have been discovered further northward than known previously, at Wallis and Victoria Lands, and northward still in the track designated as Prince Albert Land. These were found exceedingly kind and friendly; and great quantities of copper were found, apparently in a very pure state. This metal is used by the natives for edging their weapons, &c., but they appeared to be amused at see-

ing pieces of it picked up by the crews, as possessing value.

In April, 1852, Commander McClure went to Melville Island on sledges, expecting to find there one of Captain Austin's vessels, or, at all events, a store of provisions; but was disappointed to find only a notice left by Lieutenant McClintock, saying where provisions were, and giving the positions of their ships. It was inferred that the search was supposed to be abandoned, and no other vessel expected to have come thus far.

Since October, 1851, the crew of the Investigator is stated to have been put on rations allowance—half a pound of meat per diem in a climate where their commanders state they could readily have consumed four. On the hills adjacent to the bay, from which the letter is dated, large numbers of deer and other game have been found; which must have constituted a welcome relief from the short commons of the previous polar sojourn.

The only portion of Captain Kellie's letters with which we are, as yet, made acquainted, is the brief notice dated Melville Island, 7th May, that McClure had joined about a fortnight ago, but had arrived. From Captain McClure's own letters, it appears that he had already detached some of his crew to return home by Baffin's Bay, and a small party by the Muckenzie.

IF YOU'RE COMING, WHY DON'T YOU COME ALONG?
So "Mose" was want to say aforetime, and it embodies a good bit of practical philosophy. Every new Engine strikes us every new Railway is a record of it—every new medium of advertising illustrates it. The saying originated in the Bowery, may be, but it is destined to be cosmopolitan. It began with individuals; it is going on with nations; it will end with the world.

If you're coming, why don't you come along? It is uttered in almost all tongues, in almost all lands. It has rung around Christendom: the iron bid end of Procrastination has been left behind, with the torch and fagot. It has sounded like a slogan through the political world, and the "old fogies" are among the baggage wagons and wounded.

It has electrified the realm of literature, and is becoming the living voice of humanity, and poetry, its echo. The old Remonstrance, has given place to the cylinders whirled by the printing engine, and thought that moved at a funeral pace, now rushes on in a tremendous charge. The old "Guard" and "Marion's men" were nothing to it. "If you're coming, why don't you come along?" "Six paces to the front," is the word to everybody and everything that wants to be listened to or looked at. If you have anything to say, say it; if you have anything to do, do it; if you wish any body to see something, show it.

If you're coming why don't you come along? It used to take six men to make a pin, now, one boy, a pull, a clip and two strokes, do it for business.

Once, oxen pulled the grain for the granary; now a whirling on wheels cuts, and thrashes it in a breath.

Once fathers and mothers had the precedence for a few years; now, bells with dolls, and beaux in pin-fines, distance the old folks at home; and take up the city of the world.

If you're coming why don't you come along? Once they crossed the Atlantic in a hundred days; now, let them exceed ten, and somebody hauls them from land's end, as they heave in sight. "If you're coming, why don't you come along?"

We noticed, in our last, the arrival of the Pensioners, under the immediate command of Major Tulloch. We are happy to say, that up to the time we write there is not the smallest appearance of disturbance in the city. The Criminal Court is proceeding with the ordinary cases, and attracting few auditors, except those interested in the case presented.—[Montreal Transcript.]

The weather still continues very stormy, though somewhat warmer than hitherto. Workmen to put up stoves are in unusual demand for this period of the season, and can scarcely be obtained.

The demand for flour is very active, though it is doubtful if there will be any disposable freight; but, the railroads furnish abundant opportunities from shipping it from other ports.

Reverend Editor that does organship, for "Dissolving Views" in Norfolk? Can it be that an enthusiastic admirer among the press gang, has determined upon getting the wily old dodger's marriage bill into practice, after said bill was kicked out of the House of Assembly, amid the indignant denunciations of the whole gang of levellers?—A "Reverend Editor of the Long Point Reformer." Mal' conscience!—[Hamilton Spectator.

BEARS IN BOSANQUET.—A few days since a boy named Campbell, of about 14 years of age, went into the woods to look up some of his father's cattle, when upon reaching a Tamarack swamp he was chased by a bear. The boy ran for a tree, up which he climbed a little way; but the bear seized him by his leg, and was dragging him down, when his dog attracted by his cries—came up and made a rush at the bear, which escaped into the bush. Two of her cubs were seen at a short distance. The lad was badly wounded, but is in a fair way of recovery.—[London Free Press.

THE GREAT GALE.—The great gale of the 27th and 28th inst. commenced blowing from the South West at an early hour in the morning, and continued with a level height during most of the day. A number of fences and other obstructions were blown down. The vessels were driven with great violence against the wharves, and some of them receiving considerable damage.

The Sahr, Maria, of this port, Driscoll bound hence to the Bend of Pettoicadia, with a cargo of merchandise valued at upwards of £5000 on returning into port in the forenoon was driven ashore on the S. E. of the Barracks in a heavy surf. The persons on board, five in number, whose lives were in imminent peril, were nobly rescued by the life boat from the Steamer Eastern City, under charge of Capt. Simon Pike, second Pilot of that vessel, and manned by him, and Thomas Long, wheelman, and Mr. Scott, of Cahira, Maine. The American ship, President Coffin, loaded with goods bound to Liverpool, drove from her anchorage to the Eastward of Partridge Island and grounded in a heavy surf on the beach near Red Hill, and it is feared she will become a total wreck. The Captain was on shore; his wife and thirteen of the crew were on board. The ship is provided with life boats; but so great was the gale that these were of no use. We learn that one was launched from the ship, but she was swept away immediately.

Had it not been for this one life boat belonging to the Eastern City, the hands saved from the schooner would have perished. In a great shipping port like St. John, the Corporation ought to have several life boats in readiness for any emergency. We are proud of this way. About six years ago an English ship got on shore near where the present one lies, and all hands, seven in number, including the Captain perished. We shall feel great anxiety until the hands on board the President are rescued. She lies in a perilous situation. Yesterday afternoon thousands of people from the high parts of the city were looking after, many of them with spyglasses, while the spray was discharging over her, sometimes completely enveloping her hull from view. When night closed upon her, it did not appear as if she could hold together until the morning. Beacon Fires were kindled on the beach last night, and we observed two lights on board the ship. It is supposed some persons on board are in the upper part or aloof of the vessel, with the doors closed to keep out the sea, which (at the present writing) is breaking over, and engulfing her at every surge. The chief hope is in the wind moderating, and the tide leaving the vessel far enough to enable the crew to effect a landing. Her keel is completely gone, parts of it having floated ashore.

Too much praise cannot be awarded to the Eastern City folks for their manly conduct, as noticed above. The steamer Columbia was in the harbour, but we have not learned whether any of her life boats were sent to the rescue.

P. S. Since writing the above we are gratified to learn that the report is incorrect that the Captain's wife is on board the vessel.—[Morning News.

The New Brunswick says that the male mate was washed overboard; the male crew, 14 in number reached the shore in the boats nearly exhausted. The vessel is a wreck.

FARM FOR SALE.
THE Subscriber offers for Sale by Auction on the 1st November, the "Hill" Farm and Lot occupied by him on the Colony of the St. John's Road. The farm contains 10 acres and is well cultivated and contains a good house and out buildings. For particulars apply to the undersigned at the office of the undersigned.
JAMES EDWARDS

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JAMES EDWARDS**

Original issues in Poor Condition
Best copy available

European Intelligence

ARRIVAL OF THE NIAGARA

The steamship Niagara arrived at Halifax on Wednesday night at 11 1/2 o'clock with Liverpool dates to the 14th—bringing 115 through passengers.

The Queen had returned to London, and all the ministers were assembled. It was not the intention to summon Parliament unless events became more threatening.

A Cabinet Council sat 5 hours on the 12th. Proceedings not announced. Mr. Gladstone assisted at inauguration of statue at Manchester, and spoke at length on the Turkish question, analyzing what particular course of England would take in the coming struggle, but admitting that it is England's duty to set itself against the absorption of power by Russia that would follow the fall of Turkey.

The Peace conference was in session at Edinburgh, Cobden, Bright, and other peace apostles were present. The Sheffield manufacturers had memorialized the government against war in aid of Turkey.

Turkish hostilities will be immediately followed by a rise in the price of iron. The Paris correspondent of the London Times writes that in the private Constantinople letters the Eastern question is examined in every point of view, and the conclusion unanimously come to is that there is no escape from war.

The Globe's Paris correspondent says "notwithstanding all that we hear of preparations for war, the impression here that peace will be preserved is general." Large meetings have been held in London in favor of Turkey. Thousands attended.

FRANCE.—The Paris police had made a search for Kossuth in the house of Mr. Kif, a Hungarian. Kossuth, however, was not there. Napoleon is reported to have stated on the 12th that unless Russia yields, war must be proceeded with.

ITALY.—Numerous arrests were recently made in Venetian Provinces. Prisoners were taken to Verona. Four persons, supposed to be revolutionary agents, were arrested at Innsbruck with 40,000 florins in their possession.

GIARDINI, the Jesuit, condemned to death at Naples for his scheme in the revolution of 1848, had escaped to Turin after 4 years confinement. Miss Cunningham was liberated from prison at Florence.

PRUSSIA.—A Prussian squadron of four ships was telegraphed off Deal, 13th, proceeding south to Mediterranean. AUSTRIA continues to augment its forces on Turkish frontier.

EASTERN QUESTION.—The news is important and warlike. The Sultan has appealed, to the moral, and, if necessary, to the material aid of France and England by demanding the presence of their fleets before Constantinople.

Trieste letters of the 12th says that a Declaration of War was published in an Imperial manifesto, and was posted on the walls of all the Mosques.

Omar Pacha on the 9th, formally summoned Gortschakoff to evacuate the Ottoman territory. If Gortschakoff refers to his Government, Omar will allow 15 days, but if Russia definitely refuses to leave, Omar will commence hostilities at once, but in the meantime will not cross the Danube. This would delay operations until the 21th.

A levy of 150,000 additional Turkish troops have been ordered. The navigation of the Danube and Black Sea is guaranteed to neutral flags.

The Clergy had offered to place 200,000,000 of piastres of Church property at the Sultan's disposal. The Sultan had requested Foreign Ambassadors to assure their governments that he desired to settle differences with Russia peacefully, but as his ancestors had gained their empire by the sword, the Turks would perish in its support, or if Gortschakoff, their master, they would quit Europe as they entered it—sword in hand.

THE STANDARD.

WEDNESDAY, NOV. 2, 1853.

POST OFFICE DEPARTMENT.—In a previous number we called attention to the great delay at the Post Office in this Town in ascertaining and despatching the mails, and showed that the labor of the St. Andrews Post Office, was out of all character for one person to perform. It is really disreputable and mean, to impose upon an old and worthy public servant, one who has given satisfaction to the Government and Public, and who has grown grey in the service—for the paltry consideration of saving the salary of an assistant, say £50 or £60 per annum. It is gross injustice to the public who are the sufferers—aye, and who contribute so largely to the revenue of the Department. The Frederickton Office with little more than half the labor to perform, has an assistant, and why not the Post Office here? We trust that the Postmaster General will lay the matter before the Executive Council at its first meeting, and that the necessary assistance, will be supplied without further delay. We feel confident that the appeal will not be made in vain.

J. W. Byrne, Esq., Secretary to the London Board of the St. Andrews & Quebec Railroad Company, came passenger in the steamship Niagara from Liverpool, and arrived here on Sunday last.

We are indebted to Wm. Whitlock, Esq., who came out passenger in the Niagara, for Liverpool papers to the 15th ult., extracts from which will be found in columns.

The Woodstock Reformer contains the following paragraph:—"The Hon. Col. Hayward and A. L. Light Esq., Chief Engineer of the St. Andrews and Quebec Railroad Company, passed thro' Woodstock on Monday last, on their way to the Grand Falls, where they proceeded for the purpose of reporting on the feasibility of erecting a Bridge over the St. John at that place."

Our contemporary the "Head Quarters," appends some observations on the above, and speaks in just and commendatory terms of Mr. LIGHT'S ability, qualifications, and reputation as an Engineer. We heartily endorse every word, and do so from personal knowledge, having had ample opportunity of judging of that gentleman's ability, in his profession; in fact the works on the St. Andrews and Quebec Railroad, speak volumes in his favor, as they have stood the action of severe frosts, and we may add the sea, during the storms last fall; the breastwork along the shore from Katie's Cove to Chamcook, stands as immovable as the rock of Gibraltar; the bridges also, are as strong as could be desired. The Head Quarters, says:—"The reputation of Mr. Light as a Civil Engineer has already become sufficiently established in this Province to entitle his opinion to public confidence; and we do not think that we are going beyond strict truth, when we add, that the other commissioner, Hon. Mr. Hayward, has had as much practical experience in the expense of procuring the material to be found in the country which it may be necessary to use in the erection, as any one in New Brunswick."

We speak of Mr. Light's ability, not from any personal knowledge that we have, or could have, of that gentleman's scientific attainments, but from the opinion we have heard expressed by both scientific and practical men, whose avocations brought them into intimate communication with him on matters connected with his profession. We may also add, that we had an opportunity of reading Mr. Light's Report on the St. John Suspension Bridge which we hesitate not to say is as able a document of its kind as was ever presented to the authorities of New Brunswick.

The Commissioners are, we believe, delighted with the courteous attention extended to them by the good people at the Falls during their short visit.

THE COURT OF Oyer and Terminer was opened here, on Tuesday. His Honor Mr. Justice Wilnot presiding. There were 14 causes entered for trial. His Honor's charge to the Grand Jury, was given in his usual eloquent and impressive manner.

TEMPERANCE ALMANAC.—Our thanks are due to the publishers, for a copy of the New Brunswick Temperance Almanac, for 1854; edited by a Committee of the Grand Division of the Sons of Temperance, and printed by J. & A. McMillan, St. John. It is a most useful Almanac, neatly printed and carefully got up; and contains valuable statistical, nautical, astronomical, temperance, agricultural and other useful information. It is worthy of an extensive patronage.

The Weather for the last week, has given convincing proofs that "Jack Frost" is close at hand. Ice formed in the ponds, half an inch in thickness, and the mornings and evenings are very cold.

NOT BAD.—A waggish member of the Rhode Island legislature plume himself upon the "wise legislation" which he says has settled the liquor question in that state; a compromise to which both sides have agreed, viz:—"The temperance men have got the Maine law, which is all they want; and every body else has plenty of Rum, which is all they want." That member should have a leather medal!

We learn from the Irish papers that the discoverer of the North West Passage, Captain McClure is an Irishman, a native of Ulster; Capt. Kellet was the last person who saw Capt. McClure on the north east side of the Pole, and who was the first to meet him on the north west side is also an Irishman, a native of Clonmel. "All honor, to those men, and the county that sent them forth."

The Frederickton Reporter, noticing Mr. Jackson's proposal to build the "North Shore Railroad," says:—"It will be seen that the last proposal of Mr. Jackson is to build a Railway by the North Shore, provided Canada will guarantee him £30,000, New Brunswick £20,000, Nova Scotia £20,000, and the Imperial Government an equal amount with the whole, each annually, and the whole to be insured by the Home Government "for as long a period as would purchase 31 terminable annuities." What length of time this would take, he modestly leaves unsaid;—perhaps till the day on which Mr. Fox proposed to pay his creditors;—but we can easily understand the degrading terms, which he would impose on the Provinces—that of giving security for their good conduct and ability—a condition which we hope they will never propose to themselves for consideration."

THE STEAMER FAIRY QUEEN.—The Eastern Chronicle states that the officers and some of the crew of this ill-fated steamer, have been fully committed at Pictou, for trial, without bail. Their names are William R. Belyea, Master; J. D. Turner, Clerk; Patrick Trainor, Mate; John Christie and James Webster, Engineers; and William Mills, William McKenna, and John Donnelly deck hands. They stand charged with not having used all the means within their power for saving the vessel, and for having feloniously taken away the boats, thereby impeding the escape of those who were on the wreck, and causing their death.

LATER FROM CALIFORNIA.—The Steamship Northern Light, from San Juan de Nicaragua for New York, put into Norfolk on the 25th inst., for coal and provisions. She brings San Francisco dates to the 1st inst., and 700 passengers, together with one and a half millions of dollars in gold. The general news presents no feature of importance. The San Francisco markets were dull and prices were favorable to buyers.

BIBLE SOCIETY MEETING

We are requested to state that the Committee of the St. Andrews branch of the British and Foreign Bible Society, intend celebrating the Jubilee of the Parent Society, on Friday evening next, in the Methodist Chapel. A number of Clergymen from the surrounding Towns, have been invited to be present, and there is no doubt the meeting will be an interesting one. A collection will be made in aid of certain objects contemplated by the parent society, commemorative of the auspicious attainment of Fifty years progress in a work, the originating of which forms a memorable era in the history of Christ's Church.

We have received a lengthy and well-written communication, calling attention to the meeting, and pointing out the manifold blessings which have crowned the efforts of the British & Foreign Bible Society in their labour of love, to reduce the price of copies of the Scriptures, so as to place them within the reach of the poor,—but want of space prevents our publishing it.

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LIST OF PREMIUMS

awarded by the Charlottetown Agricultural Society. Through the politeness of the Secretary, we are enabled to lay before our readers, a list of Premiums awarded at the Exhibition of Cattle, Grain, Roots, and Domestic manufactures, held on the 25th ult. On Broad Mares. J. Stevenson, 1st premium 17s 6; Joseph Newell 2d do 15s. On Colts, Geldings, or fillies under 3 years old. J. Stevenson 1st premium, 15s; D. Mowat 2d do 10s. On Spring Colts. J. Stevenson, 1st premium, 12s 6d; Joseph Newell, 2d do 10s; Samuel Denley 3d do 7s 6d. On Cows. J. Trenholm, 1st premium 12s 6; L. Donaldson, 2d do 10s; Samuel Craig 3d do 7s 6d. On Yearling Heifers. R. Stevenson, 1st premium 12s 6d; J. Trenholm, 2d do 10s; J. Lochary, 3d do 7s 6d. Spring Calves. J. Russell, Jr, 1st premium 10s; C. Carson, 2d do 7s 6d; L. Donaldson, 3d do 5s. Steers. D. Mowat, 1st premium 12s 6d. Only one exhibited, unworthy of premium. Breeding Sows. H. Oneil, 1st premium 15s. Heaviest Pig. J. Trenholm 2d premium 7s 6d. Rams. J. A. McCurdy, 2d premium 7s 6d. Ewes. D. Mowat, 1st premium 7s 6d; M. J. C. Andrews, 2d do 5s. Pen of five lambs. D. Mowat, 1st premium 17s 6d; J. A. McCurdy 3d do 12s 6d. Butter. J. Russell Jr., 1st premium, 16s; Alex. T. Paul, 2d do 12s 6d; David Mowat 3d do 10s. Honey. J. H. Whitlock, 1st premium 7s 6d. Wheat. R. D. James, 62 lbs. 1st premium 10s; J. Stevenson, 62 lbs 2d do 7s 6d. Oats. James McMillan 47 lbs 1st premium 10s; C. Carson, 43 lbs 2d do 7s 6d. No other sample worthy. Barley. John McMillan, 55 lbs 1st premium 10s; James McMillan, 64 lbs 2d do 7s 6d; D. Mowat 52 lbs 3d do 5s. Buckwheat (smooth). D. Mowat, 50 lbs 1st premium 7s 6d. Buckwheat (rough). J. Stevenson 50 lbs 1st premium 7s 6d; J. Linton 49 lbs 2d do 5s. Bush Beans. D. Mowat 1st premium 12s 6d; J. McLaughlan 2d do 10s; R. D. James 3d do 7s 6d. Carrots. Hon. H. Hatch, 1st premium 7s 6d; L. Donaldson 2d do 5s. Mangold Wurtzel. L. Donaldson, 1st premium 7s 6d; A. Elliott 2d do 5s. Parsnips. L. Donaldson, 1st premium 7s 6d; C. Carson, 2d do 5s. Potatoes (Blue Noses.) John Linton 1st premium 7s 6d; J. Stevenson, 2d do 5s. Potatoes (other kinds unmixed.) William Donk, 1st premium 7s 6d; J. Russell Jr., 2d do 5s. Swedish Turnips. M. J. C. Andrews 1st premium 7s 6d; S. Geary, 2d do 5s. Apples. D. Mowat, 1st premium 7s 6d; John Linton, 2d do 5s. Cloth (all wool.) J. Linton, 3rd premium 12s 6d. Cotton & wool Sattinette. J. McFarlane 1st premium 15s; R. Johnston 2d do 12s 6d; Margaret McDouall 3d do 10s. Cotton & Wool plain cloth. William Donk 1st premium 12s 6d; C. Carson 2d do 10s; J. Linton, 3d do 8s. Flannel all wool none exhibited. COTTON & WOOL TWILLED. R. Johnston, 1st premium 15s; C. Carson, 2nd do 12s 6d; H. Oneil, 3d do 10s. WOOLEN SOCKS. J. A. McCurdy 1st premium 7s 6d. DYED WOOLEN YARN. David Mowat, 1st premium 7s 6d. UNDYED WOOLEN YARN. David Mowat, 1st premium 7s 6d; C. Carson 2d do 5s. A true extract from the Minutes. ALEX T PAUL, Secy. St. Andrews October 31st, 1853.

Near Madison, Wisconsin, a Methodist clergyman kindly took into his wagon a footpad, who knocked him down, robbed him of sixty dollars and escaped.

Charles Dickens computes that one sixth of the English people gain their livelihood from the trade with the United States.

We noticed yesterday some ripe strawberries, taken from the garden of Mr. Robert Follansbee in Winter street, in this city, being a second crop. Mr. F. gives great attention to the cultivation of strawberries—and in September he gathered several bunches of second crop of this year. The vines were all transplanted in August, and some of them are now bearing again as stated.—Portland Argus, 25th.

MARRIAGES

At St. John, on the 26th ult., by the Rev. R. Knight, at the house of the bride's father, Mr. Sylvanus W. Lamoreaux, of Carleton, to Miss Alice C. Fitzgerald, of Portland.

DEATHS. On the 26th after lingering illness WILLIAM fourth son of son of Mr James B Berry, aged 21 years. Most exemplary in his conduct, the deceased possessed the esteem of all who knew him and died much regretted.

SHIPPING JOURNAL. PORT OF ST. ANDREWS. ARRIVED. Oct. 26th.—Schr. Harriet, Welch, Motion, potatoes, apples, &c. Utica, Melony, Boston.—Master, assorted cargo. J. C. Wade, Clark, Sydney.—Master, coal. Capt Clark reports having spoken in the 18th, off Cape Canso, barque Lucinda, of Bath, Me, for Portland, short of provisions, supplied her; and on the 25th, off Cape Sable, ship Samuel, of St. John, and brig Messenger, of Yarmouth, 5 days out from St. John all well.

EXTRACT OF AN ACT REGULATING WEIGHTS AND MEASURES IN THE PROVINCE. Passed 31 May 1853. The use of the heaped Measure is hereby abolished and all sales or contracts for sales by the heaped measure, made after this Act comes into operation, shall be null and void. The Standard bushel of Wheat, or Indian Corn, Barley, Buckwheat, Rye, Oats, and all other grains; Potatoes, and all other edible roots, shall respectively be taken to be of the following weight in pounds avoirdupois: Of clean Wheat, or Indian Corn, sixty pounds; Of clean Barley, or Buckwheat fifty pounds; Of clean Oats, thirty six pounds; Of clean Timothy Seed, forty pounds; Of all other grains, fifty six pounds; Of Potatoes and all other edible Roots, fifty six pounds. Coals shall be sold by weight and not by measure, by the ton of two thousand two hundred and forty pounds avoirdupois, and its usual subdivisions.

WATCHES &c. THE Subscriber has just received an assortment of WATCHES, JEWELLERY, Silver, Plated, and Britannia Metal Ware, Cutlery, Guns, Pistols, Counter Scales, Lanterns, Whips, Fancy Boxes, &c. &c. together with a large assortment of other Goods too numerous to particularize. CLOCKS, WATCHES, and JEWELLERY, cleaned and repaired, &c. &c. GEORGE F. STICKNEY. St. Andrews Oct. 21, 1853.—1m

TO ALL CONCERNED. As Mrs. GRANT, taking her child, has again stealthily deserted her proper dwelling, I will at no time be accountable for any debts contracted by her or for it, or for any claims on account of either, and I forbid all from harbouring or sheltering either of them. ROBERT P. GRANT. St. George, Charlotte Co., 3d Oct. 1853.

MEETING OF COURTS. The Courts of Oyer and Terminer and General Jail Delivery and Nisi Prius for the said County, will be held at the Court House in St. Andrews, on Tuesday the 1st day of November next, at 12 o'clock. At which time and place all Magistrates, Coroners and Constables of said County, and all persons required to be at these Courts are hereby Publicly Notified to give their attendance. By Order of Her Majesty's Justices. THOS. JONES, Sheriff of Charlotte. St. Andrews, Oct. 1st, 1853.

CONTRACTOR'S OFFICE. St. Andrews & Quebec Railroad Company, 1st August, 1852. WE the Undersigned, hereby notify all whom it may concern, that we have this day appointed EDWARD G. VERNON, of the firm of Vernon & Co., of the City of Saint John, N. B., our Agent, to transact our business in that City. JAMES SYKES & CO. Nbr 8 in weekly

JOHN LITTLE'S LADIES' Fashionable SHOE STORE. NEXT THE POST OFFICE, Water-Street, Saint Andrews. The Subscriber begs to inform his friends, that he has taken the shop next the Post Office, where he has just received, from New York—CASES containing a splendid assortment of Ladies', Misses', and Children's BOOTS & SHOES, of the best manufacturers in the United States. Domestic Work. The Subscriber calls attention to his Gentlemen's DRESS BOOTS, made under his own supervision, also to his Men's and Youth's Boots suitable for Town or Country. Women and Girl's Home Slippers; Children's Boots and Shoes of various styles. For sale wholesale or retail. Oct. 4, 1853. J. LITTLE.

THE modern will best in Tuesday the 1st of the respectably to the no sale on credit (Purchasers to be right to cut her Berths at a day of May ne (No person is limited access.) By Deput 100 acres, Lx 50 acres, to Lyout 50 acres, to Lyout 200 acres, to John 200 acres, to John (4w) C-De THE right of until the first of the first inst. (Not to take or which may year previous to the 1st of Nov. 1853. 450 Win. B. Cao THE Pa to be completed which will be ground here of any Rail way, and is to allow a Lead at present person. James As Thomas I William I James A John Farr William I Thomas I John Lee, John Mui

THE Pa for I pial with, be inserted after requir way, may I ne November to be seat in the City. Wm: Hs Robert H Matthew John Ma John H Archibab

SL TO B) O N S ne by Public Term of The Bo Town, & Margare there, St. A

Original issues in Pobr Condition Best copy available

Blackish C C CARGO—For sale sep. 28. 61

Carpet MISSING A CAR mark on it, while steamer Nequis came in his or anything of the scriber by leaving vic. R 8-pt. 27, 1853

STEAM MESSRS. TH Brewery, beg resy the 1st October Families and the in casks of varoi N. B. Mail, I sals. 1853 St. Andrews, 1

CHAMPAG 8 Bales 2 A G N E. Sept. 8, 1853.

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by the Rev. the bride's father, of Carleton, of Potting.

Welch, Morton, Master, assorted

Master, assorted

received an assortment

Blacksmiths & House COALS

MISSING since Thursday, the 8th

MESSRS. THOMPSON & CO. having completed the erection of their Patent Steam Brewery

CHAMPAGNE—Just received

CROWN LAND OFFICE

By Deputy Mahood, at St. Andrews

CROWN LAND OFFICE

THE Positions of the undermentioned persons to purchase land under the Labour Act

THE Petitions of the undermentioned persons for land under the Labour Act

SLUICE PROPERTY TO BE LET BY AUCTION

Wanted, two Boys from 11 to 16 years of age to learn the Printing Business

Watches, Jewellery, CUTLERY, & C.

THE Subscriber is now opening an assortment of GOLD and Silver WATCHES

ST. JOHN AND LIVERPOOL LINE OF PACKET SHIPS

THESE Ships are built of the best materials

NEW GOODS

SALT! SALT!—Ex Waterford from Liverpool

CHARLOTTE COUNTY GRAMMAR SCHOOL

Public Notice

Wanted, two Boys from 11 to 16 years of age to learn the Printing Business

CONFECTIONARY STORE

THE Subscriber respectfully intimates to the Inhabitants of St. Andrews

FLOUR

CROWN LAND OFFICE

NOTICE

NOTICE

STAND—LOST

NOTICE

LONDON PORTER, STOUT AND PALE ALE

LAND FOR SALE

McCLASSES—Fifty Hhds. Prime Retail Molasses

NEW STORE

Has opened his new Store, near Bradfords Hotel

Now Publishing

ADDRESS

NOTICE

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CROWN LAND OFFICE

TRESPASSES ON CROWN LANDS

NOTICE

NOTICE

STEAMER J. PORTER

FOR SALE

SUGAR

THE STEAMER NEQUASSET

REMOVAL

Collector's Notice

St. Stephens Bank

NOTICE

