

Jewellery, &
received an assortment
of CUTLERY, CUTLERY,
IA METAL
& C. & C.

Articles,
be said for cc
Jewellery,
SHIRTS and CLEAN

28, and
GLASSES,
justed and touched
up, and repaired, then
J. F. SICKIN

PORK, &c.
be said for cc
Jewellery,
New York Men: P
Extra,
JUSTICE WETMORE

LET
now occupied by Mr. W.
be said for cc
Jewellery,
Mr. D. McCally
J. F. SICKIN

AIL STAGE
ST. STEPHEN
AND BARRING
has contracted to
ST. ANDREW
MILLTOWN.

is a week, according
ent, viz: 12
news on Monday
days, at 6 o'clock
y. Thursdays and
A. M. and St. Stephen
same days.

Disposition of the
5 years has driven
ve every attention to
passengers, with
a full share of pub
s will remain open
Hotel, St. Andrew
Stephen, and Ray
THOMAS HARDY
4, 1850.

Stoves!
received on consignment
Boston, a large supply of

T,
STOVES.
his store, in the Marl
U. MacLEAN
other, 1850.

RUNSWICK
LIVING SOCIETY
INGS FUND

John 30th Sep 1847
light, Robert F. Hazen
ndrews, Geo. D. Stice
phens, J. G. Stevens.

lasses, Flour
& C. & C.

Defiance, from B
MOLASSES.
A SUGAR.
J. Canada Super

Extra Genessee
mily use, & C. & C.
Java Coffee,
J. W. STREET.

NTS, OIL, & C.
3, 1850.

Liverpool, via St. John
& Raw Linseed Oil,
o Paint, 14, 28 & 50lb.
Kegs.
How 14 & 28lb Kegs
u Tea,
at Cognac Brandy.
A from Boston.
Muscovado Sugar,
LSO.
SULTAN" from Liverpool
Starch.
JAMES W. STREET

TICE.

ere have entered into
hip in Trade and Mer-
the style and Firm of
nd TURNER.
that lately occupied by
Joseph Wilson, in Saint

THOMAS T. ODELL,
LIZA TURNER.

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.
No paper discontinued until arrears are paid.
ADVERTISEMENTS
Inserted according to written orders, or continued
at the discretion of the publisher, at the following rates:
First insertion of 12 lines and under 3s.
Each repetition of 12 lines 1s 6d.
First insertion of 12 lines 12 lines 3d per line.
Each repetition of 12 lines 1d per line.
Advertising by the year as may be agreed on.

QUEBEC, Nov. 19th, 1851.
The English press of Montreal oppose the
election of the Chief Commissioner of Public
Works, because he is supposed to be favour-
able to the Halifax and Quebec Railway.
His (Mr. Young's) views upon this question,
as well as upon the proposed Canal to con-
nect the St. Lawrence with Lake Champlain,
have been elicited by an address from several
of the electors. He gives them in mainly
and straightforward terms. The following is
from his reply:
"As the Assembly at the last session of the
Provincial Parliament has not yet been met
with corresponding action in the Lower Pro-
vinces, it would be premature in me to offer
any opinion as to the result of that measure
—a measure projected and passed under a
former Administration, and for which I cannot
be held responsible. I have, however, no
hesitation in stating that I am strongly in favor
of the scheme of a Railway from Halifax to
Quebec and Montreal; but to make this work
acceptable or desirable to the Canadian people,
it is absolutely requisite that simultane-
ously therewith, the construction of a Railway
from Montreal to Hamilton should proceed.
Feeling the importance of harmony with the
Eastern portion of Canada, the Lower Pro-
vinces and the British Government, in a work
of this magnitude, it is my opinion that the
line should be completed by Canada to the
borders of New Brunswick.
So far, however, as I have examined the
subject, I am not in favour of the line pro-
posed by Major Robinson, by whose report the
distance to be built in Canada, from Quebec,
is 277 miles. I believe that the line for a
railway from Quebec to the New Brunswick
boundary could be found by the way of Riv-
er Du Loup and the Grand Falls, and thence
intersecting the European and North Ameri-
can Railway at or near St. John, which would
not exceed 190 miles in length. Such a road
would secure the trade of the St. John
River in Maine and New Brunswick, and
could not fail to yield interest for the capital
invested."

USE YOUR OWN LEGS. You who, in these
days of vehement bustle, business, and
competition, can still find time to travel for
pleasure alone; you, who have yet to become
emancipated from the thralldom of railways,
coaches, and saddle-horses, patronise, I ex-
hort you, that first and oldest established of
all conveyances, your own legs! Think on
your tender partnerings nipped in the bud by
the railway bells; think on the conchman's detest-
able voice that summoned you, furnishing
from a good dinner table; luggage confided
to extortionate porters, of horses casting shoes
and catching colds, of cramp legs, and num-
bered feet, of rain longings to get down here,
and to delay for a pleasant half hour there;
think of all these manifold hardships of riding
at your ease, and the next time you leave
home strap your luggage on your shoulders,
take your stick in your hand, set forth, deliv-
ered from a perfect paraphernalia of incon-
veniences, to go where you will, how you will,
the free citizen of the whole travelling world!
Thus independent, what may you not accom-
plish? What pleasure is there that you can-
not enjoy? Are you an artist, you can stop
to sketch every point of view that strikes your
eye. Are you a philanthropist, you can go
into every cottage and talk to every human
being you pass. Are you a botanist or geol-
ogist, you may pick up leaves and chips rocks
wherever you please, the living day. Are
you a valencianian, you may physic your-
self by nature's own simple prescription,
walking in fresh air. Are you dilatory or ir-
resolute, you may dawdle on your heart's
content; you may change all your plans a do-
zen times in a dozen hours; you may tell
"Bones" at the inn to call you at six o'clock,
may fall asleep again (ecstatic sensation!)
five minutes after he has knocked at the door,
and may get up two hours later, to pursue
your journey with perfect impunity and sat-
isfaction. For to you, what is a time-table but
waste paper? and a "booked place" but a re-
lic of the dark ages? You dread, perhaps,
blisters on your feet; sponge your feet with
cold vinegar and water, and show me blisters
after that, if you can! You strap on your
knapsack for the first time, and five minutes
afterwards feel an aching pain in the muscles
at the back of your neck; walk on, and the
aching will walk off! How do we overcome
our first painful cuticular reminiscences of
first getting on horseback? By riding again.
Apply the same rule to carrying the knap-
sack, and be assured of the same successful
result. Again, and uncompromisingly I say
it, therefore, walk and be merry, walk and be
healthy, walk and be your own master! walk
to enjoy, to observe, to improve, as no riders
can! walk, and you are the best peripatetic
impersonation of genuine holiday enjoyment
that is to be met with on the surface of this
work-a-day world.—*Rambles Beyond Rail-
ways.*

A HINT SOMETIMES NEEDED.—Almost any
one can be courteous in a neighbour's house.
If any thing goes wrong, or is out of time, or

is disagreeable there, it is made the best of,
not the worse; even efforts are made to ex-
cuse it, and to show it is not felt; it is attri-
butable to accident, not to design; believe,
that what is so natural in the house of another,
is impossible at home, but maintain without
fear, that all the courtesies of social life may
be upheld in domestic society. A husband,
as willing to be pleased at home, and as anx-
ious to please as in a neighbour's house, and
a wife as intent on making things comfort-
able every day to her family, as on set days
to her guests, could not fail to make their own
home happy.

MUSICAL ANECDOTE.—In Cook's Musical
Miscellany, a work abounding with amusing
anecdotes and reminiscences, is the following
story of a Highland piper:
A Highland piper, having a scholar to
teach disdained to crack his brains with the
names of semibreve, minims, crotchets and
quavers. "Here, Donald," said he, "take yer
pipes, lad, and gie's a blast. So, verra well
blown, indeed; but what's a sound, Donald
without sense? You may blow for ever
without making a tune, or, if I dinna tell you
how the queer things on the paper maun help
you. You see that big fellow, wi' a round,
open face, (pointing to a semibreve, between
two lines of a bar) he moves slowly from
that line to this, while ye beat an wi' your
first and gie a long blast; if, now, ye pit a leg
to him ye mak' twa o' him, and he'll move
twice as fast; and if ye black his face, he'll
run four times faster than the fellow wi' the
white face; but if, after blacking his face, ye
bend his knees, or tie his legs, he'll hop eight
times faster than the white-faced chap that I
showed you first. Now, whenever you blow
your pipes, Donald, remember this: that the
tighter those fellows, legs are tied, the faster
they'll run and the quicker they're sure to
dance."

FACTS IN PHYSIOLOGY.—A man is taller in
the morning than at night to the extent of half
an inch, owing to the relaxation of the cartil-
ages. The human brain is the 28th of the
body; but in the horse only the 400th. Ten
days annu is the average sickness of hu-
man life. About the age of 30, the lean
man generally becomes fatter, and the fat
man leaner. Richter enumerates 600 distinct
species of disease in the eye. The pulse of
children is 180 in a minute, at puberty it is
80; and at 60, it is only 60. Dr. Lettoms
ascribed health and wealth to water, happiness
to small beer, and disease and crimes to spir-
its. Elephants live 200, 300, and even 400
years. Bats in India are called flying foxes,
and measure six feet from tip to tip of their
wings. Sheep, in wild pastures, practice
self-defence by an array, in which rains stand
foremost, in concert with ewes and lambs in
the centre of a hollow square. Three Hud-
son's bay dogs draw a sledge loaded with 300
lbs. fifteen miles in a day. One pair of pigs
will increase in six years 119,260, taking the
increase at fourteen times per annum. A
single house fly produces in one season 20,
080,327 eggs. The flea, the grasshopper,
and the locust jump 200 times their own
length equal to a quarter of a mile for a man.

THE LOWER CLASSES.—Who are they?
The toiling millions, the laboring man and
woman, the farmer, the mechanic, the arti-
zan, the inventor, the producer? Far from
it. These are nature's nobility. God's fa-
vorites—the salt of the earth.

No matter whether they are high or low in
station, rich or poor in pelf, conspicuous or
humble in position, they are surely the "up-
per circles" in the order of nature whatever
the fictitious distinctions of society, fashion-
able or unfashionable.
It is not low—it is the highest duty, privi-
lege and pleasure for the great man and the
whole-souled woman to earn what they pos-
sess, to work their own way through life, to
be the architects of their fortunes. Some
may rank the classes we have alluded to as
only relatively low, and in fact the middling
classes.

We insist they are absolutely the very
highest. If there is a class of human beings
on earth who may properly be denominated
low, it is those who spend without earning,
who consume without producing, who dissi-
pate on the earnings of their fathers or re-
latives without being anything in and of them-
selves.

It is said that Kosuth, having been con-
signed to imprisonment for three years, for dis-
obeying the edicts of the Austrian Govern-
ment, he applied, at the end of one year, for
the use of books. He was offered the choice
of one, provided it was not of a political char-
acter. He asked for these. The request was
granted, and he selected the English Gram-
mar, Walker's Pronouncing Dictionary, and
Shakespeare. By attentive study of these
volumes he mastered the English language
before the term of his imprisonment expired.
—(Boston Daily Mail.)

The mania for emigration, is unabated in
Ireland.

The Standard.

OR RAILWAY AND COMMERCIAL RECORD.

E variis sumendum est optimum.—Cic.

No 47] SAINT ANDREWS, N. B., WEDNESDAY, NOVEMBER 26, 1851. [Vol. 18

POETRY.

THE INDIAN SUMMER.

There is a time, just ere the frost
Prepares to pave old Winter's way,
When Autumn, in a reverie lost,
The mellow day-time dreams away.

When Summer comes, in musing mind,
To gaze once more on hill and dell,
To mark how many sheaves they bind,
And see if all is ripened well.

With balmy breath she whispers low,
The dying flowers look up and give
Their sweetest incense ere they go,
For her who made their beauties live.

She enters 'neath the woodland shade
Her zephyrs lift the lingering leaf,
And her gentle fingers are laid
The loved and lost ones of her grief.

She seeks the shore, old Ocean heaves
In gladness huge his mighty breast;
Prison his wild winds in their caves,
And looking in her smiles, is blest.

At last old Autumn, smiling, takes
Again his sceptre and his throne,
With hoarse and hoarse the trees he shakes,
Which tell us now that he is come.

Sweet Summer, sighing, flies the plain,
And waiting Winter, grim and grim,
Sees miser Autumn hoard his grain,
And smiles to think it's all for him!

THE REAPER.

There is a Reaper whose name is death,
And, with his sickle keen.
He cuts the bearded grain at a breath,
And the flowers that grow between.
He looks at the flowers with tearful eyes,
He kisses their drooping leaves:
It is for the Lord of Paradise
He binds these golden sheaves!
And the mother gives, with tears and pain,
The blossoms that grow between:
She knows she will find them all again
In the fields of light above.

Honesty and Restitution in a Cod Fish.
A sloop was recently lying in Lockbrook,
Scotland, the skipper of which when fishing
over the side lost the keys of his lock-rs, &c.
from his pocket into ten fathoms of water.

Attached to the bunch was a small piece of
parchment on which his name and that of
the vessel were written. He, of course, gave
up all hopes of the key again, and gazed on
their rapid descent into the watery deep with
deep regret. Six weeks afterwards, the
skipper cast anchor of the Island of Rassay,
about one hundred miles from Lockbrook,
and again resumed his piscatory employment.
Among the results of his labours was a large
cod-fish, which was speedily unhooked and
thrown upon the deck; and to the utter as-
tonishment of the skipper, the poor cod, when
in the last agonies of death, vomited up his
bag of keys. The parchment being partly
preserved proved his property beyond a doubt.
At the same time, as if conscience stricken,
it disgorged a penknife belonging to a bro-
ther skipper, on which his initials were en-
graved. It is a remarkable circumstance that
the fish in its migratory course should arrive
at his side and with its last breath dischar-
ging an act of honesty that would have hon-
oured a higher grade or species of animal!

THE LAKES.—The entire line of lake
coast is 5,000 miles, of which 2,000 constitute
the British coast. The following is the re-
sult of the survey of the U. S. Topographical
Engineers:—

Lake Champlain 106 miles, greatest width
12, average width 8; Lake Ontario 180, great-
est width 62, average width 30; Lake Erie
240, greatest width 57, average width 33;
Lake St. Clair 18, greatest width 25, average
width 12; Lake Huron 270, greatest width,
(not including the extensive bay of Georgian
Bay) 120 miles long, and averaging 45 miles
in width; 165, average width 70; Lake Michi-
gan 340, greatest width 83 average width 58;
Lake Superior 430, greatest width 136, aver-
age width 100.

These lakes may be considered as connected
throughout their whole extent. Lake Cham-
plain connects with Lake Ontario by means
of the river Richelieu, the lock and dam na-
vigation of St. Lawrence river, the Ottawa
river, the Rideau Canal through Canada, and
the Champlain and Erie Canals of New York.
Lake Ontario is connected with Lake Erie by
means of the Welland Canal through Canada,
and by means of the Oswego and Erie Can-
als through this State. Lake Erie is con-
nected with Lake St. Clair by the deep na-
vigable strait of Detroit, 25 miles long. Lake
St. Clair is connected with Lake Huron by
the navigable strait of St. Clair, 30 miles long.
Lake Huron is connected with Lake Michi-
gan by the deep and wide strait of Mackinaw,
and with Lake Superior by the strait of St.
Mary's 45 miles long.

An Anecdote for Idle Gentlemen.—Dr.
Franklin, when in England, used pleasantly
to repeat an observation of his negro servant
when the Doctor was making the tour of
Derbyshire, Lancashire, &c. "Every thing,

mass, work in this country; water work,
wind work, fire work, smoke work, dog work,
man work, bull-work, horse work, ass
work; every thing work here but the hog;
he eat, he drink, he sleep, he do nothing, all
day—he walk about like a gentleman.

THE RAILWAY SINKING FUND.

In his great Railway speech in the Legi-
slature of Nova Scotia, Mr. Howe took occa-
sion to make some explanations respecting
the proposed sinking fund for the Railway
loan, which are important. With reference
to this fund, Mr. Howe said he wished to be
very explicit.

It was true that Mr. Howe's letter might
bear the construction put upon it by some
gentlemen; but his own impression was, the
authorities in England perfectly understood
the position of the Colonies. He had no idea
that either New Brunswick, Canada, or No-
va Scotia would be called upon to pay any-
thing beyond 3 per cent interest, until the
line itself should yield more than that sum.
He might be asked the grounds of his belief.
—In a speech at Mason's Hall, in May last,
he stated this distinctly, and copies of that
speech had been transmitted to Earl Grey,
to Lord Montagu, and to Lord Stanley.
From two of these noblemen he had received
replies, containing such complimentary re-
ferences to the speech as clearly showed they
had read it, and were satisfied with the
statements it contained.

Mr. Howe having received from Earl
Grey, and from one of the other noblemen
mentioned, the most marked approbation of
his speech at Mason's Hall, (the first after
his return to America,) feels quite assured
that the statements he then made, and which
he has since continually repeated, is the true
meaning of Mr. Howe's letter, as understood
by Mr. Howe, and also by the British Min-
ister.

We trust this explanation will relieve some
lingering doubts on this important point.
—[New Brunswick.]

The Introduction of the Potato and Flax into New England.

The Manchester (N. H.) Democrat says:
"Probably no one of the towns of New-
Hampshire has furnished a larger and more
industrious body of citizens whose descend-
ants are now scattered to every part of the
State, to Vermont, and not a few of them to
the far off West, than Londonderry. This
township, formerly including the present town
of Derry, was settled in 1718 by a colony of
Presbyterians from the neighborhood of Lon-
donderry, in the north of Ireland, to which
place place their ancestors had emigrated
from Scotland about a hundred years pre-
vious. These colonists came over to this
country in the Fall of 1718, and early in
the Spring of the next year, sixteen families
moved up to Nutfield, as it was then called,
and on the day of their arrival attended to
religious exercises and listened to a sermon
from their first minister, Rev. James McGre-
gor. "This first meeting was held under an
oak on the east end of Beaver Pond. The
settlers then purchased their title of the In-
dians, and though Londonderry was for a
long time a frontier settlement it was never
attacked by the savages. The settlement of
Londonderry was a new era in the history of
this State. The new comers introduced the
culture of the potato, a vegetable till then un-
known in New England. They also intro-
duced the raising of flax and the manufac-
ture of linen cloth, which, although now su-
perceded by that of cotton, was for 70 years
no inconsiderable source of prosperity.
During the Revolution, the citizens of Lon-
donderry took an early and active part in
favor of independence. Seventy of them were
in the battle of Bunker Hill and about the
same number at Bennington. John Stark,
Col. George Reid and Capt. David McClary
who was killed at the battle of Bennington,
were natives of Londonderry."

Extraordinary Case.—There fell under
our observation yesterday, says the Kingston
(Ulster Co.) Journal, the most singular case
of disease we ever witnessed. The subject
is a man named Snyder, aged 35 years, re-
siding in the town of Wawarsing in this
county. Four months ago he had an attack
of sickness, but recovered and was to all ap-
pearance entirely healed. About a fortnight
after his recovery he was seized with drow-
ziness, and for some time after slept nearly
two-thirds of the day. This increased until
he would sleep two or three days without
waking. When we saw him yesterday he
was continuing an uninterrupted sleep of 5
days. His pulse is regular, though not very
full; his respiration is easy and natural, and
his skin moist and cool. If food or drink be
placed in his mouth he swallows it, and he
walks when led by the hand and slightly
supported. Tuesday last he awoke from a
sleep of two days, spoke a few words,
struck a lady who was in the room violently
with a chair, and almost immediately after-
ward, sank into his present slumber. He has
been sent to the New York Hospital.

One of our exchanges tells of a lazy fellow,

LAW RESPECTING NEWSPAPER

Subscribers who do not give express
notice to the contrary, are considered
wishing to continue their subscriptions.
If subscribers order the discontinu-
ance of their papers, the publishers may contin-
ue to send them till all arrears are paid.
If subscribers neglect or refuse to let
their papers from the office to which they are
directed, they are held responsible till they
have settled their bills, and ordered the
papers to be discontinued.
If subscribers remove to other place
without informing the publisher, and the
paper is sent to the former direction, they
are held responsible.

named Jack Hole, living near Ovington, Ky.,
who has adopted a way of spelling his name,
which throws phonotypy clear into the shade.
He makes a big "J" and then jabs his pen
through the paper for the "Hole."

INSTANTANEOUS PHOTOGENIC IMAGES.—It
has long been a question in the photographic
science to obtain a truly instantaneous por-
trait of a body in rapid motion. Some ex-
perimenters have indeed published what they
call "instantaneous processes;" but it will
readily be understood that this is merely a
phrase expressive of rapidity; and that such
processes do not in fact give distinct images
of bodies moving swiftly across the field of
view.

A photographic process recently invented
by Mr. Talbot having appeared to him to ex-
ceed in sensibility any other with which he
was acquainted, he resolved to try whether it
were possible to obtain by means of it an in-
stantaneous image. The experiment was
tried at the Royal Institution, and proved suc-
cessful. The arrangements adopted were as
follows:—

A printed paper was fixed upon the sur-
face of a wheel. A camera was carefully ad-
justed to give a correct image of this wheel.
The room was then darkened, and a very
sensitive plate was placed in the camera; the
wheel was turned by a handle until it acquir-
ed a great velocity; the greatest, in fact,
which could be given to it. At this moment
the camera was opened, and a powerful elec-
tric battery was discharged in front of the
wheel, illuminating it with a sudden flash of
brilliant light. The sensitive plate was then
taken out of the camera, and the image was
developed. The plate was found to contain
an image of the words printed on the paper;
and it was remarkable to observe that there
was no indistinctness of outline in them, not-
withstanding the rapid motion of the wheel.

The valuable uses to which this novel fact
in Photography can be applied are too obvi-
ous to require to be specifically pointed out.
It will only be necessary for photographers to
devise convenient and easy methods of ob-
taining the electric spark and throwing it on
the object, and we shall be able to arrest and
embody the most fugitive phenomena which
present themselves to the eye.—[Allgemeine]

The New York Knickerbocker gives the annexed good story of Yankee enterprise:—

A most genial friend in one of our south
county towns, which "we know," says
Mrs. Camp says, tells the following:—
A map-pedlar, in pursuance of his voca-
tion, chanced to step at the principal hotel in
one of the pleasantest of our State villages.
A friend whom he had known in former
years, invited him to a large party which he
was to give the same evening. The old
friend came; and when received by his host
at the door, was found with three maps in his
hand. "How-do-da!" said he; "got any
maps?"—"thought as 'twas there was to be a
good many folks here to-night, I'd hang up
some of my maps here, and let 'em look at
'em. Good chance—first rate; may be some
on 'em would like to buy 'em; and I could
explain 'em as well as not; nothin' else to
do, pooh! what's Got a small hammer?"
Know where I'd be liable to dispose of a few
maps?" Sharp practice, that's all!

FROM HATTY.—Dates from Jacmel to the
26th ult., state that the Emperor Faustin
First, had agreed to assume the Dominican
debt, and that he was firm in his purpose
of capturing the Eastern or Dominican part
of the island, and had called out 3000 men
at Jacmel, to rendezvous at Port au Prince
with that intent. Provisions were very
scarce and commanded enormous prices.

The London "London Punch" says:
"Bloomerism appears to be aptly not like-
ly to thrive in this climate. A few spec-
imens have come out here and there; but a
majority of the Bloomers have been nipped
in the bud."

A wag who was asked to buy the Bank
Note Detector, yesterday, said he would pur-
chase it if it would detect a bank note in his
pocket.

When it was told to the Rev. Sidney Smith
that it was intended to pave St. Paul's church
with blocks, his answer was, that he
thought there would be no difficulty in the
matter, if the *Draft and Chapter* could put
their heads together.

LEAVE IT.—It is said that Government
intends establishing an institution at Kingston
for the professional education of seamen.

Conciliation Hall, Dublin, has been pur-
chased by a Manchester firm, who are about
to change it into a huge gin-palace.

Large numbers of sheep continue to be im-
ported into Dublin, Belfast, and Cork, from
England, so scarce are the animals in Ireland.

The Kennebec and Portland Railroad will
be opened to its terminus on the 1st Dec.

COMMUNICATION.

FOR THE STANDARD.

I observe an editorial in the New Brunswick Standard of the 15th ult. on "Railway Routes." I cannot ascribe the article to the pen of the Editor of that respectable journal, as he has uniformly advocated the cause of the St. Andrews & Quebec Railway. I therefore regret that my friend the Editor should lend his columns to false representations; the true author of the article I well know, and he should not shield himself under false colours. I conscientiously suppose a man in the City of St. John, would presume to Regulate the public by unfair, untrue and malicious statements. The writer says, the length of time from the Bay Vert to the 511 miles from St. John to Shediac via Bay Vert 110 miles. By this route a traveller from St. John to Quebec must travel 621 miles.

Now from St. John, via the Nepes road, the Ottomoto Lake to intersect the St. Andrews & Woodstock line, the distance 120 miles.

Woodstock to the Grand Falls by the Railroad line 71 miles.

Grand Falls to St. Lawrence 109 miles.

Thence to Quebec 108 miles.

Total by this route 408 miles.

Would any man travel 621 miles to get to Quebec, when he could reach the city by 408 miles travel. Why should the line from Halifax to St. John be taken to Shediac, when it can come by way of Dorchester fully 20 miles shorter; a glance at the map will give this. The measured distance from Grand Falls, by the railway survey, is only 61 miles, while the post road is 71; the difference is caused by the road following the windings of the river Saint John. Again, the line intended at Fort Fairfield, across the river Saint Francis, thence to the Saint Lawrence is 30 miles less than by lake Temiscouati. With these deductions this writer will find, even taking his own figures, instead of 621 miles from Halifax to Quebec via St. John it is only 638 miles. Will it not be better then, to allow the main Trunk Line to pass through the centre of New Brunswick, touching the City of St. John, Fredericton, Woodstock, Grand Falls, Madawaska—a country abounding with the finest timber and good land.

Where this writer has obtained his information of the difficulties of constructing a line from Woodstock to the Grand Falls, is a mystery. Major Yale, of the Royal Engineers, certifies that a mile of this line exceeds 39 feet rise in a mile from Grand Falls to St. Andrews. The St. Andrews & Quebec Railway Company, after an examination of the line following the St. John to St. Francis River, and the engineering difficulties whatever exist, Mr. Keefer, an eminent engineer, has surveyed a line and taken levels from the St. Lawrence to Lake St. Peter, tributary of the St. John, and certifies a most favorable route.

Another gross misstatement this writer deserves contradiction, viz., that the St. Andrews Railroad Company, knowing this route to be impracticable, applied to the Legislature of Maine for permission to pass through their State. This is not true. The facts as I ascertained them, are these: Some people of Maine interested in lands up the Aroostook, were desirous to obtain a branch line, and applied, I believe, with permission of the St. Andrews Company, at the time so much madness prevailed at the Portland Convention. The Portland men, finding it would be a rival line to their, frustrated the scheme.

When it is known that there is scarcely an acre of ungranted land by the Bay Chaleur line, the numerous rivers and deep ravines in the country, the deep snows, the rate of the boldest St. Lawrence, and for a certainty that the North Shore line will cost fully one million pounds sterling more than the Central line, I feel ashamed for any man, who ventures to advocate such nonsense.

A COLONIST.

It is generally believed that Thomas Gilbert, Esq., M.P. for Queen's, has accepted a seat in the Legislative Council; it is also rumored that the said seat was in the first place refused by Mr. Earle, the other member for the County, who it is said has resigned his commission as a Magistrate. Mr. Gilbert's son is spoken of as likely to succeed his father in the Representation of Queen's. He is a young man of excellent character, but we are not aware of whether he have or have not abilities for the now cheap trade of legislation. (Reporter.)

The Legislature of Nova Scotia have, as we supposed, passed the Railway Bill by a large majority, and in doing so, considering their peculiar circumstances, we think they acted wisely, in reference to their own distinct interests. In this Bill, there is however, a manifest inconsistency; for, while they throw out a bill to New Brunswick by affirming that they will either make the line within their own border, or extend beyond it to some indefinite point if necessary, they take good care at the same time to limit their expenditure to £1,600,000, which will not of course make an inch beyond Nova Scotia! Mr. Howe is a very clever man, but there are some New Brunswick who can see as far through a millstone as he. The people of St. John have certainly sins of omission and commission enough to account for; but they never will be so foolish as to submit to a scheme for their own decapitation. (Ibid.)

THE WEATHER, during the greater part of the week was frosty and wintry. Yesterday the wind changed to the Eastward, blowing violently in the evening, accompanied for a time by snow. At night the wind changed to the Southward, and increased to a gale,

accompanied by torrents of rain. This morning our streets are cleared of the ice and snow, with which they have been covered for some days past.

This favorable change in the weather has reopened the navigation to Fredericton, and will greatly facilitate the forwarding of supplies, great quantities of which remain to be conveyed up the River.

Two Steamers, bound up the River, started from London last evening. A telegraphic dispatch to the News Room dated yesterday, states that the ice remained firm at Fredericton, but the River is open from the Oromocto downwards. (Courier.)

TWO WEEKS LATER FROM CALIFORNIA.

The steamer Daniel Webster, from St. Juan, arrived at New York on Sunday last, with San Francisco dates for the 15th Oct. She had 409 passengers, and about 600,000 dollars.

When 19 hours out the Daniel Webster experienced a severe gale which lasted three days. On the 15th, in the Gulf of California she encountered a second gale, which blew from the south east, which carried away both paddle boxes.

The steamer California sailed from San Francisco on the 15th for Panama, with the mails, one million nine hundred thousand dollars on freight, and about 200 passengers.

Since the cessation from duty of the Vigilance Committee, San Francisco has become crowded with desperate characters, and the papers call on the Committee to work again. The mining intelligence by this arrival is of a satisfactory character. The weather had been unusually favorable, and the yield of gold from the different sections of the mining regions was steadily on the increase. New and most extraordinary discoveries of gold were almost of daily occurrence.

The steamer Miner was burnt to the water's edge, near Sacramento, on the 14th. Captain Clark and the fireman were badly burned, and a passenger named D. Brown was burned to death.

The mail steamer Columbia, from Oregon, had arrived at San Francisco. Thomas J. Davenport of Massachusetts, with six other persons, had been murdered by the Indians. The project of steam Communication between San Francisco and the Sandwich Islands seems likely to be very soon carried out.

SAN FRANCISCO MARKET.—Since the last arrival the market has been very quiet, and the demand for goods of all descriptions has been limited. Building Materials—American planed \$80 to \$85 per M.

The amount of gold which is now being taken out on the Yukon and Feather Rivers is unusually large. In the neighbourhood of Downville, the diggings are what would have been called good even in the best days of gold discovery.

The San Francisco correspondent of the Journal of Commerce writes—

A few days since I had the pleasure of meeting with a gentleman just from the mines, who with three others, had been fortunate in taking out the enormous sum of \$33,640 in three days, from a place called "Yukon Slide," on the American River. He told me that nature had changed the course of the river at that point, and after working three weeks in removing the dirt which had thus been washed into the original bed of the river, they succeeded in finding one lump of pure gold weighing 282 ounces, which, with other small pieces they collected, in all, within three days time, the sum as before named, of thirty-five thousand six hundred and forty dollars.

Business in Oregon is reported brisk. More gold has been discovered in Oregon, in the vicinity of Saddle Mountain, which is plainly seen from almost any point near the mouth of the Columbia, it being about fifty miles south of Astoria.

A valuable coal mine of anthracite coal has been discovered in Charles River, about four miles from Astoria.

The Mormons have recently made a settlement at San Bernardino, in Los Angeles county. They are about to build up a city at that point, which is expected to contain six thousand inhabitants in six months. They are talking about a railroad from Great Salt Lake city to that point.

THE PERSONAL APPEARANCE OF KOSSUTH.—The reporter for the London Times, who was at Southampton on the arrival of Kossuth, remarks that—

"Mr. Kossuth stands about five feet eight inches in height, has a slight and apparently no strong knit frame, and is a little round shouldered. His face is rather oval; a pair of bluish-grey eyes, which some would remark beneath a full arched brow, give an animated and intelligent look to his countenance. His forehead, high and broad, is deeply wrinkled, and time has just begun to grizzle a head of straight dark hair, and to leave a bald spot behind. He has not got the true Hungarian nose, but it is a fair well-formed feature, such as a French passport would describe as *nostrum*; a thick moustache nearly covers his mouth, except when he speaks or smiles, and unites with beard and whiskers in a full flock of dark hair falling down from the chin. The portraits are singularly unlike him in either person or expression.

Whether from his recent captivity or from constitutional causes, there is somehow an air of lassitude in his look, to which the fatigues of his voyage not improbably contributed. Altogether he gives the idea of a man of thought rather than a man of action; there is a speculative air in his face, mingled with some degree of melancholy, which would mark him for a visionary or theoretical enthusiast.

rather than for a practical leader, or a soldier. He was very plainly attired in a dark green frock-coat with a light silk band at the edges, and wore a common low crowned square felt hat. Madame Kossuth, who seemed in delicate health, the good looking, well-dressed, Francis and Louis, boys, and Wilhelmina, a girl, the eldest above eleven, the youngest seven, and was dressed as simply as her husband. Some fine looking fellows, headed like the party, in braided military frocks, lounged about the decks, a few of whom, as indeed possibly their leader might have done, had suffered no doubt a good deal from sea-sickness.

Kossuth—A despatch from Washington states that the President will give Kossuth, upon his arrival, a complimentary dinner, to which the Chevalier Hulseman, the Austrian Minister, will be invited.

End of the Northern Mexico Revolution.—By an arrival at New Orleans, yesterday, we have advices from Northern Mexico, of the 9th inst., on which day Gen. Carranza raised the siege of Matamoros, and disbanded his revolutionary followers.

Ministers, (says the Liverpool Journal), are on the look out for support, and they have already obtained an auxiliary in the Peel camp. Mr. Hawes having taken refuge in the House Guards, Mr. Frederick Peel has consented to take his place at the Colonial Office; and his accession is obviously only a prelude to the entrance of Sir James Graham, his mentor in the Cabinet. Mr. Gladstone will probably follow; and, with him, Mr. Cardwell. The Ministry would then be strong, at least in intellectual and administrative resources.

The Parliamentary vacancy created in Kilmale by the transfer of Mr. Hawes, to a new office, is already given away by the general rumour, to Mr. Lucas, of the Tablet.

The Poor Law union agitation in Ireland will now cease, for Lord John Russell has been prevailed on to postpone the demand for re-formation of the famine fund, for the present.

The Temperance League, however on the Defence Association, advocates a renewal of efforts; and it is a shame, on the contrary, is of vital importance, it will, we hope, become the moment of the day. The Queen's Colleges have triumphed over all opposition. The number of Catholics students has increased, and the fact will tell on their adversaries.

There never was a greater mistake than to attribute power, apart from the people, to a priesthood. Clergymen are influential only when their policies are popular; and, even then, they derive their strength from their intellectual distinction. Possibly their "celibacy" diminishes rather than augments their influence; for we have, for instance, no doubt whatever, that the Rev. Dr. McNeill would be more potent as a leader were he not a clergyman. (Liverpool Courier.)

Pastoral Letter by the Lord Bishop of Montreal.—We have received the Montreal Herald, a copy of this letter, of which it only becomes us, to say, that the occasion of it is the acceptance by one of his Lordship's clergy of the agency of a Society called the Colonial Church and School Society, claiming the patronage of the Archbishop of Canterbury. His Lordship objects to the introduction of this new organization, because of its apparent rivalry with the Society for the Propagation of the Gospel in Foreign parts, and because the clergy acting under its patronage would, according to its rules, be rather subordinate to the Society, than to their ecclesiastical superior, the bishop. Though he has no objection to lay assistance, after the Synodal model, in the management of his Diocese, Dr. Fulford, declines, he says, to put the Episcopal office into commission.

We find the following paragraphs in Saturday's Montreal Transcript—

A fire broke out about three o'clock on Tuesday morning, in one of those substantial stone buildings, which adorn the opposite side of the Lachine Canal. It was owned and occupied by Messrs. Holland Dean, as a nail factory. The fire engines were early on the spot and succeeded in arresting the progress of the flames. The building was insured for \$200 in the New York Protection Insurance Company; but we regret to learn that there was no insurance on the machinery—valued at \$1,500.

Fire!—A fire broke last night about 12 o'clock, in the upper part of an untenanted house at the head of Pancer Street, belonging to Mr. Martin, N.P., which was consumed, together with a small house adjoining, belonging to Mr. Gravelle. Mr. Martin is insured in the Auro for £50, and in the New York Protection Office of Mr. Gault for £75.

Nicaragua.—A passenger from Nicaragua, by the Daniel Webster, reports that a battle had been fought between Gen. Munez, the leader of the revolutionary party, and the government forces, and that the former had been captured, and his adherents dispersed. The General was subsequently released upon promising peaceable conduct, which promise he had violated, and with 150 followers was again in arms against the government.

EMIGRANT REGULATION IN NEW YORK.—The New York Commissioners of Emigration are determined to enforce the conditions of the amended act, passed in July of the present year, and the object of which is to check the emigration to the States of persons whom age, disease, or other circumstances render unable to support themselves, and who, consequently, become a burden upon the American authorities and institutions. Special bonds, in the penalty of \$500 dollars for each person, are required to be given for the pay-

ment of the cost of supporting such passengers as the following which may be incurred by the Commissioners of Emigration, or other parties—Lunatic or idiotic, dumb, or blind; infirm or maimed; above the age of sixty; widows, nursing families; and children under the age of thirteen, without parents.

THE STANDARD.

ST. ANDREWS, WEDNESDAY, NOV. 26, 1851.

The steamship Africa arrived at New York on Wednesday last, with Liverpool dates to the 8th inst., and 108 passengers. The following items of news have been received at the Reading Room St. John.

The Asia from New York arrived at Liverpool, morning of the 2nd inst., beating the Atlantic one day.

Cotton very much depressed and declining.

Corn and Flour improved in price and demand. Freight firm and well supported.

Parliament had been prorogued to the 15th January.

Trade in the manufacturing districts more healthy, and prices improving with sales.

Kossuth was still the great lion of the day in England, receiving addresses from all quarters. The workmen of London had formed a monster procession in his honour, numbering over 15,000 persons.

Care of Good Hope.—The news from the Cape is very discouraging. The Kafirs had surrounded two Companies of the 2nd Regiment, killed Capt. Oldham and several others. The dates are to the 1st Oct.

ARRIVAL OF THE ASIA.—The steamship Asia arrived at Halifax on Monday morning, a little before 8 o'clock, in less than nine days from Liverpool, bringing dates to the 15th inst., and 55 passengers.

—S for Halifax. The Asia passed the steamer Pacific, from New York, on the 17th, and spoke the City of Glasgow, from Philadelphia, on the 18th.

No steamer from America had arrived at Liverpool since the departure of the Atlantic on the 12th.

THE RAILWAYS.—We copy the following sensible remarks from the St. John Observer:—"We do not apprehend much danger from the Legislature of Nova Scotia. It is generally thought that Mr. Howe's scheme will not pass the House without some material modification. We observe that One million sterling only is voted for the trunk line. This will do no more than build the line to the boundary, and the last clause of the Bill provides that it is not to go into operation unless New Brunswick undertakes to construct at her own expense, the European and North American Railway. Now can the people of Nova Scotia really imagine that we are so bereft of our senses, that, with a population not exceeding two hundred thousand, and with a revenue on imports not exceeding seventy thousand pounds, we will undertake five hundred miles of Railway at a cost of three millions, involving an annual tax for interest and sinking fund, over two hundred thousand pounds! And all to bring traffic to their 180 miles of Railway, and to build up Halifax, it won't do Mr. Howe."

We publish in this day's number, a communication over the signature of a Colonist in reply to an article in the New Brunswick Standard on "Railway Routes." As the colonist is well acquainted with the subject he has written upon and has travelled over the country through which the line will pass, his statements may be relied upon.

We observe by St. John papers, that a Public Dinner was given to Messrs. Simonds, Ritchie, and Tilley, by a number of their admirers on Monday evening last.

The New Brunswick Reporter comes to us this week enlarged and much improved in appearance. We wish its proprietor that success which he merits.

To CORRESPONDENTS.—In future, all letters, orders, communications, &c., addressed to this Office, must be post paid, as we have no idea of subjecting ourselves to the postage tax, merely to gratify an anonymous scribbler who may think he can write for a newspaper, and that a publisher would be delighted to obtain his nonsense for publication.

While upon this subject, we beg leave also to inform Correspondents whose letters are worthy of publication, that we have quite enough to do besides copying their communications, and unless they send us plain manuscript, they may depend upon it we will take no notice of their effusions.

The new Mail arrangement is giving much dissatisfaction; the annual early hour at which the St. Stephen stage leaves on Mondays, and the late hour at which the St. John stage leaves here on Wednesday night, is most unsatisfactory to the public, and enough to fill the drivers.

17 We copy the following notice, published by authority of the Postmaster General of Canada: (from which we infer, that papers from the Lower Provinces, have, up to the time of the promulgation of this order, been subject to POSTAGE.)

Notice to the Public and to all Postmasters.—With a view to promote the circulation of all of Canadian Newspapers in Nova Scotia, New Brunswick, Prince Edward Island, and Newfoundland, as of the Newspapers of those Provinces in Canada. No postage will hereafter be charged in Canada upon Newspapers printed in and passing between the Lower Provinces and Canada, whether the same shall be exchanged papers or papers addressed to subscribers.

MARRIAGES.

On the 20th inst., by the Rev. A. D. Thomson, Mr. Hugh Stevenson, of this Parish, to Miss Charlotte R. Seelye, third daughter of Lt. Col. Henry Seelye, of the Parish of St. George.

At St. Patrick's, on the 20th inst., by the Rev. Mr. Millan, Mr. David Sutherland, of Gt. N. S., to Miss Jane McDermott, of St. Andrews.

At Annapolis, on the 3d inst., by the Rev. John Francis, Mr. Amos Sales, of Dorchester, (N.B.) to Rebecca, third daughter of Mr. Edward O'Brien, of the former place.

At Salem, (Mass.) on the 13th inst., Andrew Almon, second son of the late Hon. William Bruce Almon, of Halifax, Nova Scotia, to Mary, eldest daughter of the Hon. Samuel B. Walcott, of Salem.

DEATHS.

At St. John on the 22d inst. after a severe illness of three weeks, Sarah Helen, second daughter of Mr. William J. Bookhout, aged three years and eight months.

Some day, of consumption, Mr. Alexander McDonald, aged 27 years, a native of Scotland.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.—ARRIVED.

Nov. 16th.—Schr. Mary Elizabeth, Wilson, Joggins, Mar. con's.

21st.—Packer, Fane, Cole, St. John, mer- chandise.

ARRIVED AT ST. STEPHEN.

Nov. 16th.—Schr. Hannah, Foster, Cornwall.

17th.—C. B. Eaton, potatoes, apples, &c. Ship George, Gordon, Liverpool, via Boston.

17th.—Am. ship Edward, O'Brien, New York.

20th.—Am. ship Harbinger, Pettigrove, Boston.

21st.—Schr. Sata, Blum, Westport, merchandise.

ARRIVED AT ST. STEPHEN.

Nov. 17th.—Barque Enterprise, Smallman, Dublin, deals.—F. H. Todd.

18th.—Schr. Lender, Trus, Westport, flour and meal.—Master.

SUGAR, TEA, FLOUR, &c.

by AUCTION.

On Monday, 1st December, at 11 o'clock, at the subscriber's Sales Room, will be sold as follows:—

4 Hds. Muscovado SUGAR,

6 Hds. do. do.

6 Chests Congo Tea.

10 Boxes yellow Soap.

10 Do. Mould and Dip. Candles.

2 Hds. best Cognac Brandy.

2 Do. do. Holland Gin.

6 Do. do. Malt Whiskey.

6 Do. Jamaica Rum.

6 Cases, 1 doz. each, finest Pale Holland.

1 Doz. old Arrack.

6 Doz. Madeira WINE.

6 Do. Port.

5 Hds. best retaining Molasses.

20 Bbls. No. 1 Canada extra Superfine Flour, &c. &c.

J. W. STREET.

St. Andrews, Nov. 25, 1851.

FISH SHOW AND FAIR.

The First annual Show of the Grand Manan Fishing Society, was held at the shop of Theodore Winchester, at Woodward's cove, on Tuesday the 4th day November 1851, when premiums were awarded to the following persons for the undermentioned kinds of Fish, viz:—

For the 1st best Mackerel—T. Winchester.

2nd do. do. Nathan Ingersoll.

1st Pick Herrings—Nathan Gihlin.

2nd do. do. Eben Gaskill.

3rd do. do. Giles Ellenwood.

1st Smoked Herrings—Warren Ingersoll.

2nd do. do. Nelson Ingersoll.

3rd do. do. Abraham Dakin.

1st best Dry Codfish—Wm. Harrington.

2nd do. do. John Duggett.

3rd do. do. Warren Ingersoll.

1st best Dry Haddock—Robert Johnson.

2nd do. do. William Kent.

3rd do. do. Nelson Ingersoll.

1st best Dry Hake—Giles Ellenwood.

2nd do. do. William Kent.

3rd do. do. Nelson Ingersoll.

1st Haddock—Haddock.

2nd do. do. do.

3rd do. do. do.

The judges are of opinion that there is great room for improvement, more especially in splitting the Fish, and think if the system of Fairs are continued, will be the means of remedying the evil. The smoked Herrings were very superior—the judges could not decide on the 3d quality of pickled Herrings, three of them being so nearly alike.

JOHN ALEXANDER, Secretary.

ALEXANDER,
Secretary

