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V. WHITLOCK
4, 1851-52

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the tenth day of
1854.

H. HATCH,
Surr. Judge.

ASBURY
SSEMBLY
1854

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OR SALE.
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RT WINE,
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bartell's Hennessy
Vine Brands
1854.

The Standard,
PUBLISHED EVERY WEDNESDAY, BY
A. W. Smith,
At his Office, Water Street, Saint Andrews, N. B.
TERMS
12. 64 per annum—paid in advance.
15. if not paid until the end of the year.
ADVERTISEMENTS
Inserted according to written orders, or continued
till forbid, if no written directions.
First insertion of 12 lines and under
Each repetition of Ditto 3s
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.

Evans sumendum est optimum.—Cic.

No 41] SAINT ANDREWS, N. B., WEDNESDAY, OCTOBER 13, 1852 [Vol. 19

LAW RESPECTING NEWSPAPERS

Subscribers who do not give express notice to the contrary, are considered as wishing to continue their subscriptions.
If subscribers order the discontinuance of their papers, the publisher may continue to send them till all arrears are paid.
If subscribers neglect or refuse to take their papers from the office to which they are directed they are held responsible till they have settled 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.

European Intelligence.

FOUR DAYS LATER FROM ENGLAND.

The steamer Atlantic left Liverpool on the 22d ult., and arrived at New York a little before 8 o'clock on Saturday evening, making the passage in ten days five hours. She had 150 passengers.
The Asia arrived out on the 20th ult., having experienced strong head winds during the entire passage.
There is no change in Flour and Grain. Indian Corn also unchanged in other demand or value.
The Cotton market was quiet.

Manchester, Tuesday Evening, Sept. 21.
The cloth market through the week was characterized by steadiness of prices, but with only a moderate inquiry for all kinds and qualities. Domestic are not a shade lower. They must be called heavy on the market. The inquiries for yards are extensive, especially for the home trade, and first qualities are very firm in value. Export numbers are fair to the U. S.; the season taken into account, a fair business is going on. The fashion branch is good, especially velvet, and the market closes healthily rather than otherwise. Birmingham papers by last mail stated that the iron masters had determined to make an advance on the 1st of October of 20s per ton on the prices of finished iron, equal to 15 per cent. It is thought by many that the advance will not rest at 20s, as several houses have refused to accept orders for some descriptions even at that rate. The advance in iron has caused a corresponding increase in all kinds of hardware and Birmingham wares generally.
Public attention is still occupied with the recent death of the Duke of Wellington, and the proposed honors to his memory. The obsequies will be at the cost of the nation, and probably according to the programme of the funeral of Nelson. It is expected that the body will be buried from St. Paul's Cathedral, but nothing definite is yet decided.
Lord Derby, it is thought, will be elected the Duke's successor, as Chancellor of Oxford University, without opposition.
The Secretary at War, Beresford, is noting as Commander in Chief till the Duke's successor is appointed.

During the night of Friday the 17th ult., the ship Bhopore, which cleared from Liverpool the previous day for New Orleans, went ashore on Long Bank, near Wexford, Ireland, and has since gone to pieces. She had on board 35 crew and 450 Irish emigrants, all of whom were saved excepting five, drowned.

How S. Caird, in a letter to the London Times, says the Admiralty does not in the construction of his line of steamers, and further that they are not in the habit of racing across the Atlantic. The Arabia is now getting boilers in.
A dispatch headed by Earl Devon, concurred with the Bar of Trade on the subject of Oceanic communication between the Atlantic and Pacific.

FRANCE.—The Paris papers are filled with details of the President's tour in the south of France—where, apparently, very enthusiastic receptions have taken place.
The parties concerned in manufacturing the Infernal Machine have been found guilty, and sentenced to imprisonment.
On the 19th the Ruine at Strasburg rose 12 feet above high water in consequence of heavy rains in Switzerland. Much damage had been done.
SPAIN.—A royal decree has reduced the duties on hardware, etc.
SPAIN.—Several outbreaks have taken place at Seckholm, owing to newspaper articles against Jews, but no serious consequences have ensued.
The cholera accounts from Posen are still unfavorable.

INDIA.—Calcutta papers to the 7th of August are to hand. The Bombay mail failed. From the seat of War in Barmah, we learn that the town of Prome has been taken by a fleet of light steamers, without resistance; 25 guns were taken.
RUSSIA.—General Theernyschew, who has been minister of war for the past twenty-five years, is relieved from duty, and succeeded by Prince Dolgoronelli, Prince Wolkonski, master of the Imperial horse, died at St. Petersburg on the 9th.
CHINA.—Hong Kong advices to the twenty second day of July are received. The rebellion was exciting more alarm; the insurgents having appeared in the northern province of Honan. Troops were sent from Canton to oppose them.
The U. S. sloop of war Saratoga ran on to Mariner's reef, while going out of the harbor of Amoy. Her starboard battery had to be thrown overboard, with a large quantity of shot, when with the assistance of the British war steamer Sunitama, she got off without damage. At the latest date she was at Whampoa—the Susquehanna at Amoy—the Plymouth had gone on a cruise.
Ship Oscota, of Liverpool, from San Francisco to Hong Kong, was lost on Bab-

on Island 6th July. The crew succeeded in reaching the shore, and the chief mate and five men had gone in the long boat for assistance. A steamer had been in search of them. On the 23d of May, westward of 15 was the ship Tremble, from Macao, with 310 Chinese for San Francisco, was dismasted in a gale, and, after thirty days beating about, made a coast and sent a boat to her assistance. On the 21st July, the Wan Watson, McFarlane, was totally dismasted and otherwise damaged; and, some day, ship Vancouver, Light, from Boston for China, put into Naurius, dismasted in a white squall.
AUSTRALIA.—Advices to the 1st of July have been received. The price of gold had risen at Sydney to 65s per ounce; it had advanced at Port Phillip, and the mining accounts are favorable. On Peel River and at Hanging Brock the yield is stated to be large. Severe floods had been experienced in many districts, and communication had been interrupted. The anti convict movement is carried on with energy. Another public meeting on the subject had been held at Sydney.

EMIGRATION FROM SCOTLAND.—The tide of emigration flows on with unabated vigor, and in all likelihood will continue to do so. America and Australia are of course the favorites, the latter more so, in consequence of its gold fields, and the superior advantages it offers to farmers, mechanics, and servants. At present there are several large vessels lying at the Broomielaw, announced to sail for both places, among which we observe the Corra Linn, Bannockburn, and Sara for America, and the Typhoon and Birman, to be succeeded by several others, for the gold regions. Besides these, there are several ships for the East Indies, South America, and the West India colonies. The greater proportion of the emigrants leaving our shores is composed of some of our best workmen. We wish emigration to proceed vigorously, but we would much rather see a larger number of weavers, and others who can scarcely earn a subsistence at their trades at home, seeking to improve their condition abroad.—[Glasgow Constitution.

COMMERCE OF FRANCE AND ENGLAND.—At present there are 509 vessels loading in the port of Liverpool, and although they are destined to almost every port of the world, there is not one entered for a French port. We believe that the same thing will be found at the port of New York. Any system could scarcely be carried further. It is, indeed, a perfect sample of protection to native industry, or, rather, of national folly.—[Liverpool Mercury.

THE EXECUTIVE COUNCIL.—A meeting of this body takes place at Fredericton to-day, to bring up arrears of business, and prepare the various matters to be brought before the Legislature at the approaching special session.
It is understood that no business will be brought forward at the coming session, except such as is strictly connected with the construction of Railways in this Province.—New Brunswick.

THE NEW CURRENCY LAW.—It seems not yet to be generally understood, that the new Law, which took effect on the 1st October instant, establishes the value of the English Crown-piece at six shillings and one penny, and the Half-Crown at three shillings and one half-penny; and as those coins are now therefore a legal tender at those rates, they must circulate at their increased value, and cannot be refused when so tendered.—There is no alteration in the value of the English Shilling or Sixpence; but the Sovereign is now a legal tender at twenty-four shillings and fourpence currency. Parties paying or receiving Sovereigns in gold, in sums over £50, may insist on the coins being valued by weight instead of by tale; and on deducting one half-penny for every quarter grain short weight, over two grains in each coin. Silver is not a legal tender in sums over fifty shillings, nor copper in sums over twelve pence.

SIR CHARLES LYELL, the President of the British Geological Society, passed through our city yesterday on his way toward the South. This is his third visit to America, and as on each of his former tours he wrote a couple of volumes on our country, he will likely on his return to his residence in London again put forth his observations on our free institutions in the same form. His views of America are decidedly just and enlightened, and his four volumes about his travels here have been widely circulated in the British dominions, and have been reprinted also in this country. His Geological researches on the structure of this continent are embodied in his "Principles" and in his "Elements" of Geology; they are found also in numerous memoirs of the Society over which he presides, and on the pages of various scientific publications. His industry is

remarkable, and he is always accompanied by Lady Lyell, who, it is understood, does much with her pen to aid her distinguished consort.—[Newark, N. J., Advertiser, Sept. 25.

POETRY.

MAIN-TRUCK; OR, A LEAP FOR LIFE.

BY GEORGE F. MORRIS.

Old Ironsides at anchor lay
In the harbor of Mahon;
A dead calm rested on the bay—
The waves to sleep had gone.
When little Jack, the captain's son,
With gallant hardihood,
Climbed shroud and spar, and then upon
The main-truck rose and stood.

A shudder ran through every vein,
All eyes were turned on high;
There stood the boy, with dizzy brain,
Between the sea and sky.
No ho-d had he above, below;
Alone he stood in air
At that far height none dared to go;
No aid could reach him there.

We gazed—but not a man could speak
With horror all aghast;
In groups, with pallid brow and cheek,
We watched the quivering mast,
The atmosphere grew thick and hot,
And of a lurid hue,
As riveted unto the spot,
Stood officers and crew.

The father came on deck. He gasped.
"O, God, thy will be done!"
Then, suddenly, a life grasped,
And aimed it at his son.
"Jump, far out, boy, into the wave!
Jump, or I fire," he said;
"That only chance your life can save!
Jump, jump, boy!" He obeyed.

He sunk, he rose, he lived, he moved,
He for the ship struck out;
On board we hailed the lad beloved,
With many a manly shout.
His father drew, in silent joy,
Those wet arms round his neck,
Then folded to his heart the boy,
And sobbed on the deck.

WORK—NOT WAIT.

BY GEORGE ROOPER.

Fu' long the promise has gone forth,
Of better times and brighter days,
When honest shall attend on worth,
And meet reward on honest ways.
The people have been told to wait—
Until the golden age appears;
"TO WAIT!" Why, that has been their fate
For some six thousand years.

To wait is good, to wait is brave;
To wait, it is the hero's part;
But waiting never freed one slave,
Nor healed a single wounded heart.
O Poet, write thou Work for Wait,
In humble faith and active deed.
The worker is the lord of fate;
The man who waits still fails at need.

A MODERN HERCULES.

In the beginning of the last century—he was born in 1710—there was a strong man named Thomas Topham, who attained great popularity.
He was bred as a carpenter, but his taste led him to turn publican, and he became host of the Red Lion, near the ring in Moorfields, a situation chosen for the sake of the gymnastic exercises, of which the ring in Moorfields was the theatre. Topham failed in his public-house business, but succeeded as a sporting character, attended races, and exhibited his strength in towns. He heaved his horse over a turnpike gate; he stretched out his arm and succeeded a porter quart pot in his fingers as though it had been made of egg-shell. Being annoyed by the Ostler at an inn in Derby, he seized the kitchen spit and wrapped it round his neck, after the fashion of a comforter. Still in Derby, he took up a watchman asleep in his box, and put him, box and all, over the wall into Topham's burying ground. On board a West Indian man he alarmed a sailor by crumpling a cocoa-nut at his ear, breaking the shell with his fingers as he was in the habit of breaking pewter pots. At a race in the Hackney Road, being annoyed by a man in a cart, he went behind and dragged the cart backwards out of the crowd, in spite of the struggles of the horse to pull it on. Topham limped, for he once had a wager, that if his legs were clasped about a tree, three horses could not drag him from it. The experiment was tried, and the horses being whipped, swerved suddenly aside, so that Tom's legs were broken. But that a fine fellow he was. He was the man to draw. I am quite sure that three such men would draw a house if

could get them into Drury Lane. The success of the whole combined entertainment would be something altogether monstrous.

Quick Wit.—Curran was a rare wit, but even he sometimes met his match. He was once examining a cross-grained, ugly faced wince, from whom he sought to obtain a direct answer. At length he exclaimed, "It's no use trying to get the truth out of you, for I see the villain in your face!"
"Do you, sir?" retorted the man with a smile; "why then it must be so—fain I never knew my face was a looking glass—before!"

How many rods make a furlong? "220" asked a father of his son, a "fast" urchin, as he came home one night from the town school.
"Well, I don't know, boss," was the reply of the young hopeful, "but I guess you'd think one rod made an acher, if you got such an anning as I did from old vinegar-face, this afternoon." The parent stood aghast.

Steamboat Law in Great Britain.

Extract of a letter from a gentleman in Glasgow, Scotland, to a friend in Boston, dated Sept. 3d.

Of late thing we have certainly an advantage over you, viz: in the infrequency of steamboat accidents. Every mail which arrives from the U. S., brings fearful accounts of the slaughter of hundreds of persons, by explosions, fires, collisions, &c.—I cannot understand how such an apathy prevails on such a subject in the U. States.—Two years ago, a large steamer, the "O. rion," was lost on the Scotch coast. It was a fine star-light night, and about as light as day. The weather was fine, the sea calm, and at midnight the captain lay down in his berth with his clothes on, to get an hour's repose, confiding the care of the boat to his first officer. Being anxious to make a quick run, he allowed the boat to sheer a point too closely, ran the vessel on a reef and about 50 passengers perished. The captain was arrested, tried, found guilty of negligence and condemned to imprisonment for 5 years. He was a highly respectable man and I know him well. He is still in prison, though perhaps blameless in point of fact, yet the law requires and holds a captain responsible for the negligence of his subordinates. It is hard, very hard, but it is better that a few should be so dealt with severely, than the lives of the whole community be jeopardized.

CALIFORNIA NEWS.

The new and splendid ship Corcovado, of Davis & Brock's New York and San Francisco line, had arrived at Panama from New York after a passage of 63 days running time—the longest trip on record, surpassing that of the Washfield State last voyage, which on her previous great trip occupied 66 days and 10 hours.

The health of the Isthmus was generally good and passengers were arriving and departing without any interruption.
The election for President of New Guinea passed off peaceably and resulted in the choice of G. A. Oranida.
Considerable excitement existed at Panama on account of the discovery of gold upon the Isthmus, and many of the inhabitants had left their homes for the diggings.
The American brig Egyptian, from Boston, arrived at Aspinwall on the 23d of September having lost both the first and second masts from disrepair.

Several additional vessels had been put up at Panama for the Australian mines. The Isthmus was progressing favorably. The Isthmus road was in good order.
Trade at Panama had improved. The railroad was expected to be completed to Panama about April next.

The news from California is interesting—There have been some few murders and other outrages since the sailing of the steamer; but as a general thing the state of affairs is far more encouraging. Some serious disturbances had, however, broken out in Contra Costa, which the authorities had taken prompt measures to quell.
The overland emigration continued to arrive in large numbers. Some of them report most terrible sufferings, while others have fared well during the entire journey.
The news from the mines is very favorable and the gold the coming season, it is anticipated will be immense.

Some new and valuable gold discoveries have been made in the east range of the Sierra Nevada.
Measures for the independence of Lower California were still in progress.

THE LOVED AND LOST.

The Journal of Commerce furnishes its readers with the following affecting sketch.—It is a picture in real life—a vision of truth.

A lady was riding some years since thro' Connecticut in her father's carriage when they were brought to a stop by a woman coming from a cottage, near which they passed, and beckoning to them. Drawing the

rein tight and stopping the horses, Mr. W. waited her approach. As she came near, her face appeared intelligent and attractive, but melancholy and sad, and her eyes were restless and roving; but as she reached the side of the carriage, and laid her hand on the window edge, she gazed with intense earnestness into the face of the lady, and asked—
"Have you seen William anywhere?"
"Surfing as the proximity of a deranged person must have been, the lady had sufficient presence of mind to assure her that she had not seen William, and the good watcher by the road side turned away with a sigh.

Years had passed, and the incident was almost forgotten, when a few weeks ago, the same lady, now the wife of a lawyer in this city, was riding through Fulton street, in Brooklyn. A loud cry attracted her attention, and looking at the side walk, she saw a person with streaming hair and wild eyes running down the street screaming "Willy, Willy, Willy," in a voice that seemed as she described it to be, so unutterably mournful and thrilling, that it must have reached the ear of him she called, unless that ear was sealed in the silence of death.

Was it the same person she had met long ago in Connecticut? and has her poor wandering brain been searching all in vain? Who was he, and where on the broad earth had he kept himself out of the reach of that wild love?—She had asked a million of persons if they had seen him, and none knew him. She had called in the forest, in the crowded city, in the day and in the night, now hopefully, now mournfully, and always he had answered not. Or was he perchance beyond answering; and did the voice reach him in that land whence he might not reply to her; however much her soul yearned towards him. Mayhap, if so it be, and he strive hard—mayhap some pleasant evening when she sits all alone and murmurs his name in accents of unchanging affection, God may grant to him utterance in tones that will reach her worn out heart, and then—how will it spring back through long-ago years, and with the freshness and beauty of youth and youthful love go forth to meet him?—Or, as these things will one day go farther than she can in a thousand, if William be any where on earth, and his conscience tells him he is wandering from the love he owes allegiance to, let him know when he reads this, that there is now ringing through all the world, now here, now there—a voice that is calling him mournfully, but O how lovingly, back to arms that yearn to embrace him!

AGRICULTURAL.

ECONOMIZE YOUR MANURES.

Notwithstanding the rapid progress which agricultural science has made, there is one point which never has been, or is likely to be attained—we have yet to learn how to cultivate our lands successfully, without the aid of manure. The introduction of steam has brought such an entire revolution in machinery, that we may reasonably indulge the hope that sooner or later it will be profitably applied to agricultural purposes, so far as plowing and many other of the operations of the farm are concerned. The electric telegraph has annihilated space and time—facilitated the transmission of news, and materially changed the character of many important departments of trade. But neither steam nor the telegraph have yet been applied to the restoration of exhausted soils, or can supply those constituents which constituted vegetation in the form of wheat, corn, oats, &c., annually take from them. There is no soil, however fertile it may originally be, that will, for any length of time, bear without partial and often complete exhaustion, a system of unintermitted cropping. The deep rich soil of the Western prairie, the fertility of which was at one time thought inexhaustible—and to which for the first 8 years the application of manure is not only superfluous, but prejudicial—now give unmistakable evidence of the loss of productive power. Thousands of acres in Pennsylvania and New York that once yielded abundant crops, but were robbed of their very life by improvident farmers, and which are now regarded as waste lands, also attest the necessity of guarding against the future increase of this gradual, but certain dissipation of our agricultural wealth.

If then, manures are an vitally essential to the maintenance of the fertility of our soils, is it not a matter of the highest importance for every man who has land to cultivate, to make himself familiar with the nature—the best method of preparing—the most economical plan of securing—and the most profitable mode of applying them? The generality of farmers never look beyond the mere products of the stable for their supply of this all important material. They appear to forget that they possess a thousand other sources from which fertilizing matter may be procured in greater or less quantities. This should never be. Every farm should boast not only a well-cared for barn yard manure heap, but also, a compost heap of every point where a sufficient amount of enriching matter to form one may be found.—[Pa. Farm Jour.

SUMMARY OF NEWS.

Outrages at Cuba on American Vessels.

New York, Oct. 5.—The Empire City arrived last evening from Havana. Passengers were allowed to go ashore freely and without molestation. Excitement at Havana still very great. Most high handed outrages have been perpetrated upon three American vessels.—The bark Cornelia, Ward, on a voyage from New York, was compelled to anchor, and was detained one day. Two passengers were seized and imprisoned, and the letter-bags robbed of their contents.

Bark Elizabeth P. of Philadelphia, was subjected to the same stringent searching. Extra officers were placed on board, and the state rooms locked by the police.

These outrages are committed for no satisfactory reason.

Government delay is losing its many supporters. Gozara, the Marquis of Pizarro, and his brother Jose Friar, are both arrested. The British man of war Rosamond, which left Havana 25th, refused to hoist her colors, her captain being utterly disgusted, at the conduct of the authorities.

Fasciola, publisher of the revolutionary paper, Voice of the People, was garrotted on the 25th. He met his fate with composure. His parents, in a neighboring town, were denied communication with him previous to his death. His mother expired shortly after.

Among the letters seized on board the Cornelia, were several addressed to citizens of New York. The writers of these letters had been cited to appear before the Mayor, that they might be opened in their presence, and failing to present themselves, they would be dealt with accordingly.

LATER.

New Orleans, Oct. 4. The Black Warrior brings Havana dates of 1st inst. Disaffection growing stronger every day. Canales, Captain General, openly denounced. Arrests of suspected persons made daily. The Police force had been increased and denunciatory visits were of frequent occurrence. So fearful were the authorities of the least outbreak, that scarcely a vessel, touches port which is not immediately guarded by one or more officers and thoroughly searched.

STEAMER OHIO AT NORFOLK.—The Steamer Ohio with the California Mails and treasure, has put into Norfolk, being short of coal.

A party of thirty or forty slaves, escaped from Kentucky, arrived at Ripley, Ohio. They were pursued by their owners, who, suspecting them to be in a certain house applied for a warrant to search it, which was refused. Three of the runaways were subsequently captured on the road, and taken to Ripley on their way back. At last accounts the negroes of the neighborhood had assembled in great numbers with arms, and surrounded the hotel where the parties were stopping. It is feared that disastrous consequences may ensue, as the slave owners have expressed a determination to have their property at all hazards.

OCEAN TELEGRAPH.

A scheme is on foot in England to establish an Ocean Telegraph Company with a Royal Charter. It is proposed to carry telegraph wires from John O'Grat's House in Land of Cakes, through the Orkneys, Ferroe Islands, Iceland, Greenland, Labrador, to Quebec. By this route about, there will be five resting places, where the lightning chemistry may be renewed, thus leaving all the circuits less than 500 miles long. The great objection that no electric battery would be sufficiently powerful to fill the whole circuit of the Atlantic, between Newfoundland and Galway, would be thus obviated.

This is an arduous business, but perfectly feasible. If such a system were in working order, what an astonishing business it would be to receive on this continent, every morning the English, Scotch and French news of the preceding day! And yet this is what we shall witness within the next seven years. If our grandfathers could come out of the grave to listen to such news, the shock of it would kill them all again.—[Boston International Journal.]

IMPORTANT DECISION.

The U. S. Supreme Court has recently confirmed the decision of the District Court, where judgment was given against the barque Delaware, in the case of a collision of that vessel with the steamer Osprey. Judge Grier thus states the matter:—

"The case before us is briefly this: a steamboat and a sailing vessel are meeting one another in a very dark night in the Delaware Bay, six or seven miles within the Capes. The barque has the wind abeam. They are approaching each other at the rate of 16, or at the least calculation, 15 miles an hour, and therefore approximate in a right line at the rate of a mile in four minutes. The steamboat has three lights out. The barque has none. The barque sees the steamer approach. Sailing before the wind, she has the power to give the steamer a wide berth, and obviate all possible danger of collision."

In conclusion, the Judge says:—

"The Court cannot establish any rule to bind vessels navigating the high seas after night to carry signal lights; but where one party does this, and the other does not, we can and will treat (in a case *inter se*) the dark boat as the wrong doer, and liable to make reparation. In rivers and narrow channels, and in harbours, there are generally local regulations requiring it. But if there be not it would still be advisable for vessels sailing either in close or open channels, to keep proper signal lights on dark nights, if they expect a remedy in courts in case of collision."

THE PROVINCIAL EXHIBITION.

During the present week, Fredericton has been the centre of attraction, and we are happy to say that the display of articles of domestic make and manufacture has been highly satisfactory; while the field and garden produce astonished all beholders. On surveying these evidences of native skill and industry, we fully agree with the *Head Quarters*, that "if any New Brunswick can stand in the presence of the industrial treasures which the soil and climate of our Province, and the labour of our agriculturists have piled up on these shelves before him, and the noble evidences which skilled, ingenious and successful manufacturing industry have arrayed around, above, and before him, if standing thus he hesitates to 'thank God and take courage,' his mind and heart must be dead to the very possibility of faith and gratitude. These are not mere evidences, they are 'demonstrations strong as proof of holy writ,' that in every substantial element necessary to the comfortable sustenance of human life in food and raiment New Brunswick will give as good, and as good, as any other country on which the sun looks down. The thriftings of mechanical skill and ingenuity in vast varieties of form, are equally abundant and demonstrative. He who fails in his faith while he looks at these, would fail to believe, though one were raised from the dead."

Among the many ingeniously wrought and elaborate articles displayed, we could not but feel pleased with the handwork of the artisans and mechanics of St. John, whose productions occupied a large space in the Exhibition; prominent among which stood some excellent specimens of cabinet work from the establishment of Messrs. J. & G. Lawrence; a splendid Piano by Messrs. Kouey & Scribner; a large and finely executed lot of castings from the foundry of Messrs. Harris & Allen; a variety of edge tools by Messrs. Broad, Spiller, and others; a pair of beautifully worked boots by Mr. David Paterson; some neatly shaped hats by Mr. A. Magee, Mr. J. Boyd, and Mr. C. D. Everett; a finely gilt mirror by Messrs. Potter & Co.; several carriages and sleighs by Mr. Hallett, and Mr. Harrison, of Portland; some chairs by Mr. Hampleroys; a lot of confectionary by Mr. R. Lofner, and Mr. Maguire, which presented a very tempting appearance; biscuit by Mr. R. Rankin; blocks by Mr. Wm. Smith; captain and blocks by Mr. John Gaynor; leather by Mr. Riley; paper by Messrs. Phillips Brothers; iron bedsteads by Mr. Wallace; saddles by Mr. David Collins and Mr. M. Cummins; and an ingeniously made brick house, about 24 feet long, by 18 inches high, by Mr. George Kelly, each brick being an inch in length. A quantity of other articles were forwarded from this City, which we shall notice more fully hereafter, besides those from other quarters. There being no printed catalogue of the articles, it was impossible at the time to ascertain the names of the different contributors. The cotton and woolen manufactures were exceedingly good—a pair of blankets, we believe from Norton, and some carpeting, attracted much attention. The cotton and homespun cloths were excellent. But the display of grain and vegetables exceeded everything of the kind ever before witnessed in this Province. It is said that this is the only department in which the St. John Exhibition was excelled.

The exhibition of live stock was good. The display took place on Wednesday, in the Grove belonging to Hon. Mr. Odell. This Province is improving in the breed of cattle and sheep.

An incident occurred at the grove, which, though of a startling nature, was fortunately not attended with serious consequences. While Mr. McMonagis's blood horse Hunter was being led around the walk, he suddenly seized his keeper by the collar, threw him down, and made a dash at the by-standers, who started in every direction; some for the nearest trees, and others for the fences; but all escaped with only a few slight bruises.

In the evening, His Honor Judge Wilnot delivered an oration to a crowded audience. It was given in the learned Judge's most happy manner, and was warmly received. At the conclusion of the address, a choir of amateurs, headed by S. K. Foster, Esq., sang the National Anthem with much effect.

On Thursday the ploughing match came off, sixteen ploughs starting. The Judges, consisting of the Hon. James Brown, Robert Keltie and Robert Gray, Esquires, awarded the first prize to Gilbert Ross, ploughman to the Hon. Mr. Odell; the second to James Robertson, ploughman to Alexander Martin, Esq.; and the third to James Agnew, ploughman to Dr. Peters.

The Rev. Mr. Odell took place yesterday, but we have not yet heard the result. The sports of the week will close with a grand display of fire-works.—[New Brunswick.]

ARRIVAL OF THE ASIA AT N. YORK.

The Royal Mail steamer Asia has arrived at New York from Liverpool, with dates to the 25th ult. The intelligence is not important.

The exact details of the Public National Funeral of the Duke of Wellington will not be finally decided upon until the meeting of Parliament, which will be about the 14th of November. His remains, however, will be deposited alongside those of Lord Nelson.

Sir Henry Hardinge has been appointed Commander-in-Chief of the British Army. All accounts from France appear to show most evidently, that Louis Napoleon is about to seize the title of Emperor.

THE WEATHER AND THE CROPS.

The weather for the past few days has been most changeable, and a great quantity of rain has fallen, and during last Tuesday and Wednesday it assumed a most threatening aspect. The mountains to the north of this city were covered to the depth of three inches with snow, and the frost was most severe, ice being formed on standing water to the depth of half an inch.—[Quebec Chronicle.]

THE STANDARD.

WEDNESDAY, OCT. 13, 1852.

THE INDUSTRIAL EXHIBITION.—In another column we have copied from the *New Brunswick*, a synopsis of the proceedings at the Great Provincial Exhibition, which are well worth perusal. The *Fredericton* and *St. John* papers are teeming with accounts of this praiseworthy undertaking, which reflects great credit upon New Brunswick. It will be productive of lasting benefit to the Province, proving conclusively to use the language of the eloquent and learned Judge Wilnot, (himself a specimen of the domestic manufacture,) that New Brunswick could and has produced as heavy wheat, oats, rye and barley, as any other country. The exhibition of domestic manufactured articles are proof positive, that this Province, at no distant day, will compete favorably with older countries, in the arts and sciences, and manufactures—aye, and in bread-stuffs and fruits also. We trust that there will be no more "croaking" about soil, climate, or workmanship—but that all will, with one accord, unhesitatingly admit, that New Brunswick in soil, climate, products, and manufactures, is equal to any part of North America.

INQUEST.—On the 11th inst. an inquest was held at Waweg, by S. T. Gove, coroner, on view of the body of a man named John O'Neil, found in the water about fifty feet below the old Waweg bridge.—Verdict of the Jury—"Found drowned." The deceased was employed as a driver by the Railway contractors, and was an industrious man, and has left a wife.

STEAMER ADMIRAL.—We learn from Boston papers that the Steamer Admiral was run into about 6 P. M. on the 7th inst., near Fort Independence, (in Boston harbour), by the steamer Eastern State, for Bangor, which struck the Admiral on the starboard quarter, cutting into the cabin, demolishing the mate's cabin, demolishing the mate's state room, and causing the vessel to leak very badly. As she had a heavy cargo, and about 200 passengers, she sat low in the water, and was run upon the flats near East Boston, to prevent her from sinking. Her freight being nearly all on deck, would escape damage. The steamer is injured, it is supposed, to the amount of \$1,000. The Admiral will be delayed for repairs, much to the disappointment of many at this busy season, as there is at present no steamer on the route.

STANDARD WORKS.—Messrs. Tallis & Co. of London, are now publishing in semi-monthly parts, illustrated with many highly finished steel engravings, the *Histories of England, Scotland, Ireland, United States, British Colonies, works of Shakespeare, and others*, copies of which may be seen at this Office, and subscribers names received. Several numbers of the above and other works can be had in a few days, as the agent is at present in Calais, and will be here during next week.

PUBLIC DINNER.—By a notice in our columns it will be seen, that a Dinner is to be given to Messrs. Sykes, King & Co. the Railway Contractors, at the Railway depot, Indian Point, on Saturday next. The late hour at which we received the notice, prevents our saying more than we trust it will be well attended, as they are entitled to every mark of respect."

Conviction and Sentence for Cutting Telegraph Wires.—At a court held at in Marlboro' district, S. C. on the 14th inst., Messrs. Knight was found guilty of cutting the telegraph wires of the line between Columbia in that State and Raleigh, N. C., and sentenced to receive thirty-nine lashes on the bare back publicly—to leave the district in ten days, and each and every time he is caught in the district to receive thirty-nine more lashes without further trial. There is yet another one to be tried. This sentence shows that the courts of South Carolina make summary work of those who designedly interfere with the wires. Next in enormity to placing obstructions upon railroad tracks, is the equally villainous practice of cutting the wires of the telegraph. The latter may not cause the amount of personal injury the former does, but it is a much more serious and mischievous interruption to business, and involves pecuniary losses of a more aggravated and injurious character.—[Baltimore Sun.]

YELLOW FEVER AT ST. THOMAS.—Said

Thomas, Sept. 21.—The ravages here from yellow fever, is heart-rending. The disease originated at Demerara, and was brought here by the crew of a Baltimore vessel, all of which died in the Hospital. The malady has spread to all the adjacent Islands, and now rages with fearful mortality.—Hospitals had to be temporarily erected at Virgin Gorda, Tortola, Celebra, St. John, Bique, and St. Croix, where the small pox is also prevailing.

Business in all the Islands was never so stagnant, with an immense supply of American produce in store. The Government and suite had determined to remove to St. John, P. R., but accounts received yesterday represent the unhealthiness of that place to exceed all former sickly seasons. Two ships, three barques, one brig, and seven schooners are in port, all doing nothing, and four are without crews. The fever has compelled several vessels to leave Turk's Island on account of scarcity of hale men to load. The supply of salt, in consequence, has greatly increased.

Divorced.—Lieut. John A. Underwood, of this city, whose marriage may be seen in another column, was divorced from Mary C. Underwood, Eastport, Me., by the Supreme Court of New Hampshire.—[Manchester, N. H. Mirror, Sep. 4.]

County of *Reignouche*.—A correspondent writes us to say, that on Sunday week, about half past four in the afternoon, there was a smart shock of an Earthquake felt in many parts of the County; and at Dalhousie it was accompanied by a subterranean sound, after which three or four great waves of the sea came in. Our Correspondent adds—"Having felt in the West Indies so many of these things, I knew what the sound was at once, being the shock.—[Miramichi Gleaner.]

Major General Charles Gore, the new Commandant-in-Chief of the Military forces in the Lower Provinces, who has lately been serving in Canada, arrived at Halifax on the 1st inst. in the Steamer Niagara from Boston.

RAILWAY ROUTE TO THE AMERICAN LINES.—We have good reason to believe that several lines will be explored by Mr. Jackson's engineers, and that in the end, the one which they may consider to be the best, will be that which will be adopted. In England, the shortest route is the one which always meets with the most favour, and we are well assured by those who know, that the shortest line here, will also meet the highest consideration. Heretofore influence will not operate in favour of a departure from a straight line, merely because eggs and poultry can the more easily be brought to market. The European and North American Railway is not recognised as a mere parish, or even county affair, but as a *World's Highway*, hence, village jealousies, or even county *Bunkum*, will have no weight in the determination of the line, which is ultimately to be adopted.—[Chronicle.]

A DRUNKEN MAN PICKED UP AT SEA.—The New-York Commercial Advertiser reports the following:—

The bark Girard, arrived this morning from Neuvitas, has on board a man who was picked up at sea, in a Spanish boat, on the 29th inst., in lat. 32 40, lon. 77 30. He says that his name is Juan Hernandez, and that he left Cardenas on the morning of the 1st inst., for Cazo, five leagues distant, in company with an old man. The same afternoon, when both were under the influence of liquor, his companion fell overboard and was drowned, and the survivor furlled the sails and allowed the boat to drift at will.

From this time to that when he was taken on board the Girard, according to his own account, he subsisted only on rum and wine, half a demijohn of which was found in the boat, without provision or fluid of any other kind, or any thing on which they could have lived. The man was asleep and intoxicated when first discovered by those by whom he was saved.

THE ELECTRIC TELEGRAPH.—The brig Renetta has arrived at Charlottetown, P. E. I., from Liverpool, having on board 104 miles of Telegraph Cable, all in one piece about 2 1/2 inches thick. It is to connect Cape Travers and Tormentine, crossing the Gulf of St. Lawrence. Sufficient wire had previously arrived in the barque *Closina* from Liverpool to reach from Charlottetown to Amherst, Nova Scotia, less the length of the Cable crossing the Strait. F. N. Gisborne, Esq., was expected to arrive daily, when the Telegraph Posts between Charlottetown and Cape Travers, will at once be erected.—[Halifax Chronicle.]

YOUNG PLACER IN BOSTON.—On Saturday a small fancy desk was carried to Leonard's auction rooms, Tremont-Row, to be sold under the unfeeling hammer. Just previous to its being knocked down, at a broken furniture price, a boy accidentally touched a secret spring, when a drawer flew open, in which was nestled \$125 in gold and silver. The desk was withdrawn, the owner not thinking it worth while to make any great sacrifice.—[Boston Bee.]

MARRIAGES.

At Marsee, on the 23d ult., by the Rev. John Ross, Capt. Peter B. Morrison, of St. Andrews, to Catherine, second daughter of George McKenzie, Esq. of St. George.

In Boston, on the 25th ult. A. J. Whitmore, Esq., Collector of H. M. Customs and Deputy Treasurer at the Port of St. George, in this County, to Miss Laura Jewett, of the former place.

July 14th, by His Honor the Mayor of Norwich, C. John A. Underwood, late Lieut. of the U. S. Revenue Service, of Manchester, N. H., to Mrs. Therese H.

Bader, daughter of the late Benj. Brown, Esq. of New London, C.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

ARRIVED.— Oct 10. B. S. Ganges, S. Vans, New York, 10 days.—ballast, H. Frye & Co.— The Captain reports that the crew were mutinous, having refused to work the ship, and deserted upon her arriving in port.

H. Schr. Favorite, Helm, St. John, Mdz. J. W. Street.

CARD.

AT the St. Andrews and Quebec Railroad Depot, Indian Point, on SATURDAY next, the 16th inst., at 5 o'clock, P. M., a DINNER will be given, as a mark of respect, to Messrs. Sykes, King & Co., the Contractors for the construction of our great Railway—the Hon. Col. Harris Hatch in the chair.

All Gentlemen interested in the progress of our magnificent Railroad undertaking, are invited to take a part in the festivities of the occasion.

Tickets, 5s. each, will be issued to such as are desirous to join, until Friday at noon, and may be obtained at the stores of W. Whitlock, Esq., and Messrs. O'Neil & Turner, or of either of the undersigned.

R. BOND, Committee of Arrangement. E. RUBIN, G. KIRKLAND, W. JARVIS, Oct. 12, 1852.

Dividend.

A DIVIDEND of 3 per Cent. on the Capital Stock of the Charlotte County Bank, was this day declared, payable in or after the 1st proximo. J. RODGER, Cashier. C. C. Bank, Oct. 12, 1852.

Steam Boats for Sale.

THE Subscriber being desirous of closing up his present business, offers for sale, the Steamers COMMODORE, FAIRY QUEEN, and HEALD.—The Commodore had Six Hundred Pounds laid out on her last winter, and with a little outlay can be put in good condition. The FAIRY QUEEN had about Three Hundred Pounds expended on her also last winter, and a very small sum will put her in excellent condition. They would make first rate Night Boats between this City and Fredericton, or are suited for any route outside of the Grand Lake or the St. Croix, being well supplied with bedding, &c.; or they would make admirable Tow Boats for the River.

Also, the Steamer HEALD, now lying at Carlisle. This Boat, with some repairs, would make a good Tow Boat.

These Boats have all first rate Engines made by FLETCHER, PARSONS & Co. Liverpool, and will be sold low, on a long credit. If not disposed of by private sale on or before the 25th November next, they will be offered by Auction.

Also for sale, an ENGINE, suitable for a Mill or Boat. The Subscriber would solicit from parties disposed to purchase, a thorough inspection of these Boats. JAMES WHITNEY, St. John, 9th, October, 1852.

To Let.

A COTTAGE of 4 Rooms, a good Cellar, and Wood Shed, about a mile from town. It has been newly double plastered, and put in good order:—might suit two families. Enquire at the Standard Office. Oct. 11, 1852.

BYASS' LONDON PORTER, STOUT, GENEVA, PORT WINE &c.

OCTOBER, 1852. Ex "Action" from LONDON, via St. John.— JUST RECEIVED: ONE Hundred Cases, Byass' London Porter, Stout, and Pale Ale, 15 Hhds. best Pale Rotterdam Geneva, 1 Hhd. fine Old Port Wine, 1 Hhd. Old Jamaica Rum. Ex "Orontoco" from the Clyde: 1 Pan. best Malt Whiskey. J. W. STREET, St. Andrews, Oct. 12, 1852.

SHEET IRON, Tin Plates &c.

OCTOBER, 1852. JUST received, ex ship "TREMIS" from Liverpool, via St. John:— 48 Bbls. Sheet Iron, assorted; 12 Boxes Tin Plates, 8 Bags 9 & 10 lbs. Horse Nails; 35 Bags Nails and Spikes, assorted. &c. &c. J. W. STREET, St. Andrews, Oct. 12, 1852.

FOR SALE.

The House and Lot in Samuel St., the property of Mr. Samuel Woodhouse, known as the Green House.— The House is spacious, and well adapted for two families. It is 40 by 80 feet. This property is so generally known, that a further description is deemed unnecessary.

The terms, which will be liberal, made known on application to George D. Street, Esq., Counsellor at Law, or to the subscriber. B. R. FITZGERALD, Saint Andrews, July 7, 1852.

ST. ANDREWS.

COOKING STOVES, Iron Teas, Unground, Cocoa, Starch, Gelatine, Cheese, and Solar Oil, Spoons, Lamps, Scales, &c. &c.

Ladies' BOOTS in great variety.

The Sub. an Auctioneer.

THE one will be Tuesday to the 15th inst. on credit to the 1st of Nov. (The rig of Logs an arrangement, improved to until the 1st of Nov. and improved to until the 1st of Nov. and improved to until the 1st of Nov.)

By 1 39 acres, 1 son; 95 acres, 1 son; 55 acres, 1 son; 100 acres, 1 son; 20 acres, 1 son; 12 acres, 1 son; 100 acres, 1 son; (5w)

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late Benj. Brown; C. Andrews. Stevens, New York, H. Frye & Co. reports that the crew having refused to land deserted upon her.

and Quebec Railroad on SATURDAY next, at a DINNER mark of respect to the Contractors of the great Railway—being in the progress of the undertaking, are in the festivities of the day.

Committee of Arrangement. J. RODGER, Cashier.

ts for Sale. The Fairly Queen, a good first rate engine made & Co. Liverpool, and suitable for a Mill GINE, suitable for a Mill.

Let, of 4 Rooms, a good Wood Shed, about a has been newly done in good order.

LONDON & STOUT. PORTWINE & C. No. 12, 1852.

RECEIVED: Cases of Bass London & Pale Ale, Rotterdam Geneva, Port Wine, &c.

FOR SALE. Property and Lot in Water, owned by Mr. Samuel Jones, and well adapted for a building.

R. FITZGERALD, 17, 1852.

STOVES & C. The Subscriber offers for sale, at very low prices, THIRTY STOVES, comprising several descriptions of COOKING, HALL, AND PARLOR STOVES.

ROBERT KER. The Subscriber also offers his services as an Auctioneer and Notary Public.

BY AUTHORITY. CROWN LAND OFFICE. September 29, 1852.

THE undermentioned Lots of Crown Lands will be offered for sale by Public Auction, on Thursday the 21st day of Nov. next, at noon.

ST. STEPHENS BANK. A DIVIDEND of Five per cent. will become payable on the 30th instant.

SKIFF BOAT. PICKED UP, between Gannet Rock, and 'Murr Ground', a SKIFF boat.

PURSUANT to the Order of the Sarrogate for the County of Charlotte, I hereby give Notice, that I will sell at Public Auction, at my residence in Saint Stephen, in the said County, on Thursday the 1st day of November next, at the hour of twelve, at noon.

HOUSE FOR SALE. The Dwelling House and Premises, owned by Mr. John R. McFarlane, and occupied by Dr. E. Bayard.

FOR SALE. The above sale is postponed until further notice.

BOYS WANTED. WANTED TWO BOYS from 12 to 16 years of age, at the STANDARD Office, to learn the Printing business.

Leasehold Property by AUCTION. ON Tuesday the 21st day of September next, at 4 o'clock in the afternoon, the subscriber will sell by Public Auction, on the premises, those two commodious and substantially built DWELLING HOUSES, and out Houses, situated in Queen Street (Church Block), together with the piece of ground in rear of each sufficient for a garden.

Valuable Properties for SALE OR TO LET. THE Dwelling House, Stores and Wharf, in the town of St. Andrews, formerly known as the Jones' property.

THE Dwelling House, Stores and Wharf, in said town, formerly known as the O'Neil property.

100 Acres of Land in St. Patrick, through which the St. Andrews & Quebec Railroad is projected, and in which, or in its immediate vicinity, will be established a Depot, which will very materially enhance its value.

15 Acres of Land within five minutes' walk of the town of St. Andrews, a delightful situation for a Country Seat. If not shortly disposed of, it will be laid off in suitable lots for building purposes, and let on leases of improvement.

NOTICE. I hereby forbid any person purchasing a NOTE of mine, in favor of Thomas Cottrell, Waweig, for the sum of £20 0 0, or thereabout, as I have not received value for the same, and will not pay it.

PIANO FORTES. E. Willard & Co. No. 328 Washington Street, Boston: BEG leave to inform their friends in New-Brunswick, that they have on hand, and are manufacturing PIANO'S of the most modern style.

Boiled and Raw Paint Oil. Ex the 'John Holderness' from Hull: 14 Huns Doubled Boiled and Raw Linseed OIL; just received.

Assessors' Notice. NOTICE is hereby Given, that the undersigned Assessors will receive at the store of John Lochary until the 10th June next, statements from all who are liable to be assessed for the current year in the Parish of St. Andrews, of the Real and Personal Properties and Incomes they possess.

NOTICE. The above sale is postponed until further notice.

CAMPBELL FISHERY SOCIETY. Fish Show and Fair. The Second Annual Exhibition of the Campbell FISHERY SOCIETY, will be held at the Government Stores, Welshpool, on Monday the 18th day of October, at 10 A. M.

CODFISH. Dried—1st prize £1 10; 2d prize £1 5; 3d prize £1 0; 4th prize 15s; 5th prize 10s.

POLLOCK. Dried—1st prize £2 0; 2d prize £1 15; 3d prize £1 10; 4th prize £1 5; 5th prize £1.

HADDOCK. Dried—1st prize £1 5; 2d prize £1 0; 3d prize 17 6d; 4th prize 10s; 5th prize 7 6d.

MACKEREL. Dried—1st prize £1 10; 2d prize £1 5; 3d prize £1 0; 4th prize 15s; 5th prize 10s.

HERRING (SMOKED). Campbello—1st prize £2 0; 2d prize £1 15; 3d prize £1 10; 4th prize £1 5; 5th prize £1.

HERRINGS (BARRELLED). Quoddy River—1st prize £1 10; 2d prize £1 5; 4th prize £1 0; 5th prize 17s 6d.

SHADS. Picked—1st prize £1 10; 2d prize £1 0; 3d prize £1 0; 4th prize 10s; 5th prize 7s 6d.

BOATS SAILING. 1st class—1st prize £2 10; 2d prize £1 10; 3d prize £1 5; 4th prize 12s; 5th prize 10s.

REGULATIONS. All boats entering for competition, to be the property of members of the society, and to be in thorough order, as used in fishing.

ROBERT CAMPBELL, Secretary, pro tem. Campbello, 8th July, 1852.

A Full blooded entire Horse FOR SALE. THE THOROUGH BRED HORSE JOHN O'GAUNT, IMPORTED by the Carleton Agricultural Society in 1847, will be exhibited at the Show and Fair of the New-Brunswick Society, in Fredericton on Wednesday the 6th of October next.

FOR SALE. THE HOUSE in St. George, owned by the Subscriber, and occupied by the Subscriber.

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FOR SALE. PART of LOT number 10 on the Commons of the Town of St. Andrews, containing seventeen Acres, with a House and Barn thereon, and formerly owned by Capt. Wm. Harper.

NOTICE. ALL Persons having any legal demands against the Estate of John Christie, deceased, are requested to present the same duly attested within three months from this date.

NOTICE. ALL persons having any demands against the Estate of Joseph Porter, deceased, are requested to present the same duly attested, within three months; and all those indebted to said Estate, are requested to make immediate payment to JANET PORTER, Adm'r.

BRANDY, GIN, TEA, & C. MAY 6th, 1852. Ex the 'Industrious' from Liverpool & 'Sir Harry Smith' from London.

ST. JOHN NURSERY. J. HARRIS has just received from London, a fine collection of GARDEN SEEDS.

NOTICE. WE have this day associated in Business, under the style and firm of F. A. BABCOCK & CO.

NOTICE. PUBLIC Notice is hereby given, that the first term of sales by Auction, at this Office, of Timber Berths for the ensuing season, on the undermentioned day.

S. K. FOSTER'S LADIES' FASHIONABLE SHOE STORES. Germain Street, Saint John; Queen Street, Fredericton. JUST RECEIVED.

THE Subscriber has just received from London per Steamer via Boston, TEN CASES Ladies CLOTH and Prunella BOOTS.

FOR SALE. ONE valuable BUILDING LOT, 80 by 160, fronting on Montague and Harriet streets, opposite Barber Brown's residence.

FOR SALE. THE HOUSE in St. George, owned by the Subscriber, and occupied by the Subscriber.

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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 2d day of November next, at 12 o'clock.

Houses for Sale. THE Subscriber offers for Sale, the HOUSE occupied at present by Mr. James Jones, and the adjoining two-story HOUSE at the head of the Wharf below Happy Corner, in William Street.

PAPER! PAPER! THE Grocers, Hardware and Dry Goods Merchants, and the Public in General, are hereby notified, that the Subscriber has been appointed by Philips Brothers, Paper Manufacturers, Saint John, their Agent for the sale of their WRAPPING PAPER.

NEW PACKET. Between St. Andrews, St. Stephen and St. John.

TO LET. That STORE occupied by J. W. Street, Esq. Apply on the Premises. April 6, 1852.

TO LET. IN consequence of the Admiralty having ordered the remaining Stores to be sold off, the Government Property at Welshpool, Campbello, W. H. H. BE LET for a term as may be agreed upon.

NOTICE. ALL persons having any demands against the estate of John Porter, late of Saint Stephen, deceased, are requested to present the same duly attested within three months; and all those indebted to the said estate, are requested to make immediate payment to ANN PORTER, Adm'r.

W. WHITLOCK, The place to find cheap ROOM PAPER, JUST RECEIVED. 10,000 PIECES Handsome Room Paper.

Valuable Building Lot. FOR SALE, LOT No. 5, Block C, Parr's Division, adjoining the Lodge Lot, and fronting the Wesleyan Chapel, on William Street, and Mrs. Ames's property on Montague Street.

For sale or to Let, FOR A TERM OF YEARS, AND Possession given 1st May next.

THE House in St. George, owned by the Subscriber, and occupied by the Subscriber.

Apprentice Wanted. WANTED an Apprentice to the Carriage, Sleigh, and Wheelwright business. A desirable situation may be obtained on application to E. STENTIFORD.

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