

For the Standard.

TO THE MEMORY OF CAPT. JAMES MCCURDY.

Mourn all ye Christians—parents, sisters, brothers,
The stream of grief—McCurdy is no more!
Mothers, and widows, all whose hearts have felt
Sorrow's deep wounds; O let your bosoms melt
Brothers, and sisters, friends, now mourn with those
Whose hearts are torn with deep conflicting woes!
Angel of Pity! paint the dire distress
On sea and land, the scene of bitterness.
See, where your mournful solitary sail,
Turn'd from our course, forgets the auspicious gale.
There, smit with fever'd fever's palsy glow,
Captain and Mate are lingering both below;
See on each manly seaman's generous brow
The drops of grief are fast distilling now;
Relentless Death! what shall thy power disarm!
To infant weakness sunk the athletic arm!
Life's tide ebbs fast, and comes that awful hour
Earth's buds of promise die beneath thy power.
But thou, beloved, lamented, dying youth,
Hast based thy hopes upon Eternal Truth;
Now the grim Tyrant's agonizing dart,
Drinks thy young blood, and sears thy bleeding heart.

Angels commissioned to receive thy breath,
Strew with soft anarthritis thy bed of death;
Strengthen the eagle-eye of Faith to see
The peerless glories now awaiting thee;
Then bear thy ransomed soul, on winged love,
To join the jubilee, rapturous above;
Far, far above that glimmering star of light,
Thy raptured feet tread the eternal plains,
Perpetual noon-day glory yours, and reigns;
Soul-sustaining sounds, symphonious fill the air,
Transcending notes, that mortals cannot hear,
And live—millions below the great I AM,
Chant high the song of Moses and the Lamb,
O harps of gold; the sacred notes of praise
Peal thro' the skies, and all heaven's rapture raise.
The gleaming notes, and jewelled walls they gain,
Angelic myriads welcome in their train.
Lo, Jesus there! with all his glory on,
Seated sublime on his meridian throne,
From whose bright face celestial radiance pours,
O'er all heaven's hosts the ethereal essence flows.
Pervades, incorporates each son of light,
With unalloyed joy, exhaustless, peerless bright!
But thy dear Muse from her leucian flight,
Drooped and spent, sinks down to dreamy night.
So there, on Ocean's breast, sail aching soul;
Hark the response, to the loud, ready hail:
The Orpheus music is done and o'er,
(More solemn far, than when performed on shore),
Their mortal forms in waters blue, and clear,
The dark, unfathom'd caves of ocean bear,
Blow soft ye gales, in solemn dirges blow,
The bark that bears such tidings should more slow,
On shore his loving mother and his wife
With joyful heart their bounding bosoms rife
Hasten to meet him at the appointed place,
Occurrence to gaze on his beloved face;
But ah! what tidings smite their bosoms' core,
The loving, lovely, and beloved more.
So have I seen beneath these changeful skies,
A lovely flower, the pride of summer, rise;
Expand its breast to drink the Solar ray;
Nod to the winds that with its petals play;
With'er'd in one sad night by sudden frost,
Its beauty, fragrance, and its glory lost—
O Earth, thy hopes are vanity and ties!
He builds too low, who builds beneath the skies—
Some days are past—see yon white vapours curl'd
Melt into morn, a Sabbath wakes the world!
Friend art thou one who loveth and feareth God!
Come then, by us his sacred words be told,
Witness a scene which wrings the briny tear
From thy stout heart if thou hast one to spare;
Mark yonder group, bent down by grief severe,
Heavier woe than if a corpse were there,
List to the man of God his ways explain,
And pour the only balm can ease their pain—
But cease my Muse, nor try to paint a scene
That mocks expression and makes language mean!
One word to thee whose eyes these lines peruse;
Know'st thou a Saviour! asks the anxious Muse:
If not, seek now; like him be spent thy days,
Heaven's thy meed too, while earth resounds thy praise.

BETA.

A SHARP EYE TO BUSINESS.—A curious incident lately took place in the Nisi-Prins Court, Bristol.
An Attorney, under the combined influence of the weather and a learned counsel's address, dropped down flat in a faint, and was borne out into the corridor, where he was kept for some time without showing signs of animation. At this particular juncture a person who was by expressed his opinion that the gentleman would not recover. "I don't think he can recover sir," said a friend of the patient's, who was holding his hand; and if he should not sir," he continued, taking a card out of his pocket, on which was written—Complete Undertaker, "I shall be very happy to serve him—to bury him here, or send him down to the country."
At the conclusion of this speech, which we are informed by a gentleman who was standing by

actually occurred, the solicitor opened his eyes, and dismissed all the undertaker's hopes of a job.—Bristol Times.

From Hogg's Instructor.
LEGEND OF MARY MAGDALENE.
BY MISS JAMESON.

Mary Magdalene was of the district of Magdala, on the shores of the Sea of Galilee; where stood her castle, called Magdalon; she was the sister of Lazarus and of Martha, and they were the children of parents reputed noble, or at some say of royal race. On the death of their father, Syria, they inherited vast riches and possessions in land, which were equally divided between them. Lazarus betook himself to the military life; Martha ruled her possessions with great discretion, and was a model of virtue and propriety;—perhaps a little too much addicted to worldly cares; Mary, on the contrary, abandoned herself to luxurious pleasures, and became as early so notorious for her dissolute life that she was known through all the country round only as 'the sinner.' Her dissolute sister Martha, frequently rebuked her for these disorders, and at length persuaded her to listen to the exhortations of Jesus, through which her heart was touched and converted. The seven demons which possessed her, and which were expelled by the power of the Lord, were the seven deadly sins to which she was given over before her conversion. On one occasion Martha entertained the Saviour in her house, and being anxious to feast him worthily, she was 'cumbered with much serving.' Mary, meanwhile, sat at the feet of Jesus, and heard his words, which completed the good work of her conversion; and some time afterwards he supped in the house of Simon the Pharisee, she followed him thither, and she brought an alabaster box of ointment, and began to wash his feet with tears, and did wipe them with the hair of her head, and kissed his feet and anointed them with ointment; and he said unto her: Thy sins are forgiven. She became afterwards one of the most devoted of his followers, ministered to him of her substance, attended him to Calvary (Matt. xxvii. 55), and stood weeping at the foot of the cross. She, with the other Mary, watched by his tomb, and was the first to whom he appeared after the resurrection; her unflinching faith, mingled as it was with the intensest grief and love, obtained for her this peculiar mark of favour.

Thus far the notices in the Gospel and the suggestions of commentators; the old French legend then continues the story.—After the ascension, Lazarus with his two sisters, Martha and Mary, with Maximin, one of the seventy-two disciples, from whom they had received baptism, Cedon, the blind man whom our Saviour had restored to sight, and Marcella, the handmaiden who attended on the two sisters, were by the heathens set adrift in a vessel without sails, oars, or rudder, but, guided by Providence, they were safely borne over the sea till they landed in a certain harbour, which proved to be Marseilles in the country now called France. The people of the land were pagans, and refused to give the holy pilgrims food or shelter, so they were fain to take refuge under the porch of a temple. And Mary Magdalene preached to the people, reproaching them for their senseless worship of dumb idols; and though at first they would not listen, yet being after a time convinced by her eloquence, and by the miracles performed by her and by her sister, they were converted, and baptised. And Lazarus became, after the death of the good Maximin, the first bishop of Marseilles.

These things being accomplished, Mary Magdalene retired to a desert not far from the city. It was a frightful barren wilderness in the midst of horrid rocks and caves; and here for thirty years she devoted herself to solitary penance for the sins of her past life, which she had never ceased to bewail bitterly. During this long seclusion, she was never seen or heard of, and it was supposed that she was dead. She fasted so rigorously, that but for the occasional visits of the angels, and the comforts bestowed by celestial visions, she must have perished. Every day during the last years of her penance, the angels came down from heaven and carried her up in their arms into regions where she was ravished by the sounds of unearthly harmony, and beheld the glory and joy prepared for the sinner that repenteth. One day a certain hermit, who dwelt in a cell on one of those wild mountains, having wandered farther than usual from his home, beheld this wondrous vision—the Magdalene in the arms of ascending angels, who were singing songs of triumph as they bore her upwards; and the hermit when he had a little recovered from his amazement, returned to the city of Marseilles, and reported what he had seen. According to some of the legends, Mary Magdalene died within the walls of the Christian church, after receiving the sacrament from the hand of St. Maximin; but the more popular accounts represent her as dying in her solitude, while angels watched over and ministered to her.

The traditional scene of her penance, a wild spot between Toulon and Marseilles, is the

site of La Sainte Beaume (which in the Provencal tongue signifies Holy Cave), famous formerly as being a much frequented place of pilgrimage. It is built on the verge of a formidable precipice; near it is the grotto in which the saint resided, and to Mount Pilon, a rocky point about six hundred feet above the grotto, the angels bore her seven times a day to pray.

The middle of the thirteenth century was an era of religious excitement all over the south of Europe. A sudden fit of penitence—'unsubito compunzione,' as an Italian author calls it, seized all hearts; relics and pilgrimages, and penances, and monastic ordinances, filled all minds. About this period certain remains, supposed to be those of Mary Magdalene & Lazarus, were discovered at a place since called Saint Maximin, about twenty miles north of Toulon. The discovery strongly excited the devotion and enthusiasm of the people; and a church was founded on the spot, by Charles, count of Provence (the brother of St. Louis) as early as 1279. A few years afterwards, this prince was vanquished, and taken prisoner by the king of Arragon, and when at length set free from a long captivity, he ascribed his deliverance particularly to the intercession of his chosen patroness, Mary Magdalene. This was sufficient to extend her fame as a saint of power, and from this time we may date her popularity, and this visible pictorial representations of her, under various aspects, which from the fourteenth century to the present time, have so multiplied, that scarcely any Catholic place of worship is to be found without her image, and numerous churches have been dedicated to her; as also to her sister Martha and her brother Lazarus. Perhaps the most sumptuous fane ever consecrated to her especial honour, is that which of late years, has arisen in the city of Paris.

A SCOTCH STORY.

OF A SCOTCHMAN IN PARIS.

An Edinburgh paper affords the following illustration of character:—Paris possesses, among many other peculiar classes, one called *lozettes*, a set of women who trade upon their beauty, but do so, in a manner, and with a tact, which is not equaled by any other class under the sun. These *lozettes* generally prey upon our countrymen and Russians, because they are generally richer than all others. Well, one of the fair ones lately saw a magnificent dressing case in a shop window, and was seized with an intense desire to possess it. The shop-keeper declaring that he would not let it go for any thing less than one hundred and twenty pounds. That sum was more than the fair dame had to dispose of, and accordingly she became very sad. A young and wealthy Scotchman of her acquaintance was made acquainted with her wish to obtain the dressing case; and like a polite and gallant man as he is, went instantly to the shop with the intention of buying it.

One hundred and twenty pounds! murmured he, one hundred and twenty pounds is a good deal of money; but hang it let me do the thing generously. I say, shop-keeper, I will give you one hundred pounds for the thing.

Can't take it sir.
One hundred pounds no more; if you like to let me have it at that price, send it up to my hotel. (And so saying, the young Scotchman took his departure.)

Alas! as soon as he had gone the *lozette* came in. Well, you've sold Mr.— the dressing case.

No; he won't give more than one hundred pounds, and I can't let him have it at that price.

Oh! send it to him—send it to him directly, and here are the other twenty pounds, said the *lozette*, eagerly trusting the twenty pounds into the shopkeeper's hand.

The dressing case was delivered to the Scotchman and one hundred pounds duly paid.

The young man's first intention was to send the handsome thing to the fair charmer; but as he looked at it, he admired it; and as he admired it, he thought it would be better, and far more creditable, to make a present of it to his sister, than to an adventuress who cared nothing for him, except what she could squeeze out of him; so, after a few minutes' hesitation, he determined his sister, and not the *lozette*, should have the elegant toy. The latter waited, and waited, but to her boundless astonishment, the dressing case on which she had counted so much, came not.

At last the news came that the Scotchman had returned home carrying the dressing case with him.

As he knew nothing of the private arrangement, between the lady and the shop-keeper, he believed, and believes at this moment, no doubt, that the thing only cost one hundred pounds.

As to the poor *lozette*, she was furious, crying vengeance against the shop-keeper, the Scotchman, Scotland and the Scotch, accusing each and all of doing her out of twenty pounds.

Dr. Franklin used to say that rich widows were the only piece of second-hand goods that sold at a profit.

From THE REPORTER, OCT. 30.—The rejection of George S. Hill, Esq., by the constituency of Charlotte, cannot be regarded by the Liberal party in this Province, in any other light than that of a public misfortune. We will not stop to investigate the cause of this singular omission—the fact only is before us, and we take it up for a few moments consideration.

The great amount of constitutional knowledge possessed by Mr. Hill, joined to a singleness of purpose, honesty not to be impeached, and inflexible adherence to truth, fitted him eminently for the duties of a Legislator. It was not his parade of words, nor his display of political acuteness, which gave him the advancing his particular views in debate. On the contrary, he made no great pretensions to either; but it was his intimate knowledge of the Constitution of his country, and his judgment in advocating its adoption in these Colonies, as a preservative from the corruption of party, that gave him the well-earned position which he held as a Reformer in the House of Assembly. The Liberals of New-Brunswick are not insensible to the merits of Mr. Hill; nor are they forgetful of his services. To him they could always appeal, as a man who thoroughly understood their cause, and could not be tempted to desert it; and now that by some sudden impulse in the County of Charlotte, he has lost his seat in the House of Assembly—however excellent the men may be who have been returned by that County—the constitutional party cannot help feeling the loss which they have sustained.

In this state of things, the attention of Mr. Hill's political friends is naturally turned to another measure by which that gentleman's political services may yet be secured to the country.

The elevation of Mr. Hill to a seat in the Legislative Council, is the only plan which suggests itself for the accomplishment of the above object; and cognizant as we are, of the feelings of great numbers of Her Majesty's subjects in this Province, on the point referred to, we feel confident that no act of Sir William Colebroke's Government, could give more general satisfaction, than that of placing Mr. Hill in Her Majesty's Council, and also giving him a seat in the Executive. Here we anticipate the retort which we may receive from some person who understands a little of the theory which we advocate, without comprehending it as a whole—we will of course be asked, whether we are not directly at variance with our own principles, in recommending for elevation, an individual who has failed in securing a seat in the popular Branch. To this we reply, that the failure of a single individual to secure or retain a seat in the lower Branch, forms no objection to his advancement to any other distinction, so long as the party to which he stands attached, is able to retain its general position, and command respectful consideration. In support of this doctrine, many instances might be adduced both at home and in the Colonies; and indeed the plain rule of common sense informs us that the formation or existence of a Government should never be made contingent upon the mistaken action or caprice of a single County. The case of the Hon. Hugh Johnston, who was rejected by the constituency of Queen's, and who was subsequently placed in both the Councils, as a man whose services were too valuable to be dispensed with, applies directly in point; proving not only the working of the rule which we have alluded to, and which no Liberal ever disputed, but also the fact that the impulse which leads to the development of strong sectional feeling to day, may be displaced by one of a contrary tendency to-morrow; as we find the same people taking Mr. Johnston, as it were, down from the Council, during the last Election, to represent them in a Branch to which they had previously denied him admission.

Such, indeed, we most confidently believe would be the case between Mr. Hill and the people of Charlotte; but in the mean time we would regret deeply, that the valuable public services of that gentleman should, for four years, be lost to the Province.

We alluded to usages "both at home and abroad," to corroborate our assertion, that the failure of an individual in securing a seat in the third Branch, should form no hindrance to his advancement, so long as the main party with whom he is in political connection, can maintain their position in the Government. It will be unnecessary to multiply examples to prove this: the case of Mr. Gladstone, a Minister of the Imperial Cabinet, and also that of Mr. Viger, a member of the Canadian Executive—both retaining their seats in a purely Party Government, notwithstanding their partial defeat by a section of the people, thoroughly proves the strength of our position.

The Government takes up the question on the broad basis of what is known as the general feeling in the country, and settles irrespective of those local prejudices, which should never be permitted to interfere with the will of the majority. The great object of the Constitution of England is to confer power on the party which, by its intrinsic strength, is supposed to command the will

and administer to the wants and wishes of the people; and so long as a party can legitimately command the avenues to power, no branch is allowed to be lopped off at the instance of some distinct or local interest.

SAFETY FROM LIGHTNING.

People and cattle in an open and level part of the country, are very liable to be struck down. A few simple precautions may be the means of saving lives. A person leading an animal with a metal chain, no part of which is touching the ground, is in the most dangerous circumstances. If once be struck, the other will rarely, perhaps never, escape. This was exemplified, near the Bridge of Dee, in the case of an old woman and her cow; some year or two ago. If part of the chain, the rope or some other, be touching the ground, both person and animal may be struck and escape injury. The chain being the better conductor, the discharge would pass through the metal to the earth. In such circumstances the best arrangement, when danger is apprehended, would be to pass the chain over the head of the person and the back of the animal, and drive the iron pin at the end into the ground. A person leading an animal with a rope is tolerably safe, especially if the animal be large and horned and the rope quite dry. The chances of safety to the person would be increased by wrapping a bit of cloth of any kind (a napkin, for example, and silk is the best), round the part of the rope which is held in the person's hand. The two persons who were leading the bull which was killed near Rhynie lately, must have been isolated by a rope or some non-conducting substance. Had they been connected to the animal by any conducting metal, no part of which was touching the ground at the instant of the shock, their destruction would have been as certain as that of the old woman and her cow.

FOREGIVENESS.—When misunderstanding, and constrained intercourse arise between friends, or between members of a family, they seldom pass without a crisis and an explanation; but these are dangerous moments of revolution, and for once that they wrench out this wounded throat, it happens thrice that they press it in the deeper. Ah, why do we find it so difficult freely to forgive, freely to forget? We nourish our wrong; we meditate upon it, we desire to have some right, some recompense, and thus warm the serpent's egg in our bosoms. Blessed are the peace makers! Blessed are the good who forget, who forgive, even without thinking. "I forgive!"—Mary Howitt.

AFFLICTION SHOPS.—It is not perhaps generally known in the provinces that within last half-year dozen years, mercer's shops have been opened in different parts of the metropolis for the exclusive sale of articles of mourning, and that with a view to consistency, the whole establishment—masters, shopmen, and apprentices, are dressed up in the "garb of woe." A gentleman lately entered one of these sombre emporiums, and inquired if he could be supplied with a pair of dark grey gloves. He received a reply in the affirmative, and was politely requested to step forward into the "mitigated affliction department,"—an inner room—where he would be immediately attended to. Here he found, instead of the dismal black which every where met his gaze in the front shop, an extensive assortment of goods adapted to half or second mourning, and a separate establishment of shopmen, &c., in costume of a "mitigated" character! This is a refinement in the drapery business which leaves the country shopkeepers at an immeasurable distance in the rear of their metropolitan brethren. When next?—Liverpool Standard.

PUBLIC OPINION.—Public opinion is often a mighty tyrant when it interferes in private affairs.—The lightest surmise is to it equal to the heaviest accusation—the meekest judgment to the wisest laws. It judges without evidence, and condemns without appeal.—It drives away such as have sinned, and would return repentant. It buries on those who otherwise would never have consummated fully by crime.—Library of Fiction, No. 12.

Young ladies who are accustomed to read newspapers, are always observed to possess winning ways most amiable disposition, invariably make good wives, and always select good husbands.

Price of Land in Germany.—The pride of the German peasant is to be a small land owner. The sacrifices made to gratify the longing he clings to his land in all chances of fortune. The price paid for small lots of land in the valley of the Whimper and the Rhine, districts would frighten an English farmer. From 500 to 700 dollars per acre, or £117 to £150 per acre, is no unusual price for arable and meadow land. What interest he gets for his investment seems never to cross a peasant's mind. The rent of good patches containing these houses is not often more than high although they are let for twelve dollars per acre.

ST. ANDREWS AND WOODSTOCK RAILWAY.

From the Woodstock Telegraph.

Woodstock, Oct. 29. At a meeting of the inhabitants of Woodstock in the County of Carleton, suddenly convened, and held at Mr. Connell's Public Room, on Thursday the 29th day of October, 1846, at the request of the Hon. Col. Hatch, John Wilson, and James Brown, Esquires, a Committee from the Rail-Road Association at St. Andrews, who arrived in this place last night, on their mission.

PRESENT.

The High Sheriff, B. C. Beardsley, John Diblee, John Bedell, A. S. Carman, Charles Perley, Chas. Connell, Esquires Rev. S. D. Lee Street and sundry others.

On motion—Resolved, That John Diblee, Esq. do take the Chair.

On like motion—Resolved That A. K. S. Wetmore, Esq., do act as Secretary.

The Hon. Col. Hatch explains the object calling the meeting, James Brown, Esq., following Col. Hatch; John Wilson, Esq., follows Mr. Brown.

On motion of Mr. S. Wetmore, seconded by C. Perley, Esq., unanimously Resolved, that the thanks of this meeting be justly due to the Gentlemen composing the Committee of St. Andrews, Rail-Road Association, for their great zeal and enterprise in the projected undertaking, and for the full and able exposition afforded by them of the principles and facilities upon, and with which the same is expected to be accomplished.

And whereas the establishment of a Rail-Road between this place and St. Andrews promises, in the opinion of this meeting, to be an achievement of vast importance to this Section of the Province, Thereupon Resolved, That subscription papers be forthwith prepared, with hope of raising such amount of Stock subscribed for, as will, in conjunction with that already subscribed in Charlotte, and that may be subscribed elsewhere, realized the full and speedy accomplishment of this grand and desirable object.

Further Resolved, That a Committee of twenty persons be appointed to carry the foregoing resolution into effect; and that the following gentlemen do compose the said Committee, viz:

C. Perley, Esq., C. Connell, Esq., Mr. James Grover, A. S. Carman, Esq., Adam B. Sharp, Esq., Leonard R. Coombes, Esq., Benj. Beveridge, Esq., James Tibbets, Esq., Mr. George F. Williams, Mr. Thomas Pickard, Mr. Thomas E. Perley, R. R. Keichum, Esq., A. W. Rainsford, Esq., Wm. McLaughlan, Esq., P. C. Amareux, Esq., Mr. Joseph Harvey, Henry Jones, Esq., Mr. James McCann, Mr. Thomas Collins, and Mr. Collins Whitaker.

The Chairman having left the Chair and a vote of thanks passed for his efficient conduct as Chairman, the meeting dissolved.

A. K. S. WETMORE, Secretary.

From the Head-Quarters.

FRIDAY, OCT. 30.

At a public meeting held at the Crown Lands Office on Saturday evening, 30th October, 1846. On motion, James Taylor, Esquire, was called to the chair.

The Chairman stated, that he had but a short time previous heard of the meeting, and that he was not therefore, aware of the particular business to be done; but he supposed the individuals at whose instance the meeting had been called, were prepared to state the object of it.

After several nominations and refusals of Gentlemen as Secretaries to the meeting, Mr. Wilnot volunteered to act in that capacity.

The meeting having thus been organized, was addressed by the Hon. Thomas Baillie, James Brown, Esquire, the Hon. Harris Hatch and John Wilson, Esquires.

After they had concluded, Mr. Wilnot having been called upon, addressed a few words to the Chairman, and proposed the following Resolution, which was seconded by B. Wolphart, Esquire.

Resolved unanimously, That this meeting has heard with great satisfaction the statements of the Hon. Mr. Hatch, John Wilson, Esquire, and James Brown, Esquire, as to the practicability of constructing a Wooden Railway between Saint Andrews and Woodstock, and that a portion of the stock has been subscribed and a company is being formed for that purpose, and feeling that success, in this enterprise, will ensure more extensive operations in different parts of the Province, we sincerely wish that the project may be accomplished, and that the result may prove highly remunerative to the promoters of this spirited undertaking.

The Hon. Mr. Baillie, then moved the following Resolution, which was adopted:

Resolved unanimously, That the Hon. L. A. Wilnot be requested to act as Corresponding Secretary with the Railway Committee in Quebec, St. Andrews and Halifax.

Upon motion the Hon. Thos. Baillie took the Chair, when a vote of thanks to James Taylor, Esq., for his able conduct in presiding over the meeting was passed unanimously. A similar vote was passed thanking the Secretary for his services, and the meeting adjourned sine die.

JAMES TAYLOR, Chairman.

L. A. WILNOT, Secretary.

Paying dear for it.—It is said that the steamer Great Western was seized at Liverpool, on her late trip to England, in consequence of some one on board having attempted to introduce surreptitiously a large quantity of tobacco into that country. She was released on the payment of the owners of some £20,000 or £20,000.

British Commerce with Mexico.—The annual value of British Commerce with Mexico, is estimated by the British Minister at Wash-

ington, at ten millions of dollars. The annual proceeds of the Mexican mines have been twenty millions of dollars for some years past—more than half of which has gone to England.

THE STANDARD.

ST. ANDREWS, WEDNESDAY, NOV. 11, 1846.

Charlotte County Bank.

Hon. HARRIS HATCH, President.

Director next week—Robert Walton.

T. B. WILSON, Esq., Solicitor.

Discount Day—TUESDAY.

Hours of Business, from 10 to 2.

Bills and Notes for Discount must be lodged with the Cashier, on or before Monday otherwise they must lie over until next week.

St. Andrews and Port House.

Commissioners—R. M. Andrews, R. Walton, C. W. Dimock, M. S. Hannah, John Bailey.

St. Andrews.

Steam Mills and Manufacturing Company.

R. M. Andrews, Esq., President.

Director this week—J. W. Chandler.

J. Wetmore, Agent.

Saint Stephens Bank.

G. D. King Esq., President.

Director next week—Geo. S. Hill.

Discount Day—SATURDAY.

Hours of business, from 10 to 1.

Bills and Notes for Discount must be lodged with the Cashier, on or before Friday, otherwise they must remain in his hands until the following discount day.

LATEST DATES.

Liverpool, —Oct. 29 Montreal, —Oct. 28

London, —Oct. 19 Quebec, —Oct. 29

Edinburgh, —Oct. 15 Halifax, —Nov. 6

Paris, —Oct. 15 New York, —Nov. 7

Toronto, —Oct. 25 Boston, —Nov. 9

THE RAILWAY.

In our columns to-day will be found reports of the proceedings of Meetings held, in Woodstock and Fredericton on the subject of our projected railway. From these reports it will be seen, that the deputation from St. Andrews was favourably received in both the aforementioned places; and in the former more particularly, there will doubtless be taken up a large amount of stock. We have always been of the opinion that the inhabitants of the County of Carleton, would feel a deep interest in any means of furnishing them with a direct and cheaper medium of communication with a seaport.

The advantages of railway to that section of the Province are certainly great; and the people seem to be alive to what is unquestionably their interest. The disinterested and generous manner, in which the inhabitants of Fredericton have taken up the matter, reflects great credit on their liberality and public spirit, as opposed to narrow prejudices and local and selfish views and feelings. Whatever is a benefit to one part of the Province, should meet with sympathy and support from all other parts. The fact should not say to the hand "I have no need of thee;" and enlightened policy every where, now enforces the doctrine of acting toward others, as we wish them to act toward ourselves.

The gentlemen composing the deputation have succeeded in making some addition to the data which were in our possession previous to their visit. They have ascertained from sources to be relied upon, that the whole cost and charges, (it is not necessary to detail the items here,) of bringing timber from Grand Falls to Saint John, was at the lowest, 12 shillings per ton. In our former calculations we set down 10 shillings per ton as the highest rate for conveying timber, by railway, and seven and sixpence per ton as a price that would pay well. We presume there can be no doubt now, as to whether the Saint John river can offer a successful competition to the railway in conveying to market the article of timber.

Another source of traffic, the conveyance of flour, &c. to Woodstock, Grand Falls, and the country adjacent, is found to be much greater than we had previously supposed. About 300,000 barrels are sent up the river Saint John and above Woodstock, yearly, at the expense of 12 or 15 shillings per barrel. This trade alone, at least half the present cost of transportation, would be more than sufficient to support the railway.

We are satisfied from reflection upon the subject, that a much greater number of passengers will travel on this railway, than has been hitherto imagined. All, or nearly all, the travelling from Saint John to Woodstock, and places on the upper part of the river Saint John, will be diverted into this channel. A great part of the travelling from Boston to Houlton, and other places on the Maine side of the Boundary line, will be attracted into the same medium of communication. The construction of a railway, or the establishment of any good means of conveyance, invariably increases to a great extent the traffic and travelling carried on between any two places. Without steamers on the river Saint John, the travelling would not be a tenth of what it now is. From these and other circumstances we think, that we are warranted in drawing the conclusion, that a very considerable number of passengers will be constantly passing over the railway, when once it is completed.

It is very probable that a large amount of stock will be subscribed for in the County of Charlotte, in addition to what is already taken. As the people become better acquainted with the nature and prospects of the enterprise, they will feel more confidence in it, and more inclined to give it their countenance and support. The terms upon which the subscriptions are made, are very easy, and such as to afford great facilities for making payment.

Four per cent only is required as a first payment, and no payment can be called for at any time exceeding 10 per cent, and at a shorter notice than 90 days. Many might be induced to subscribe for stock, by knowing that they could obtain employment by working on the road, or by furnishing materials; and thus they would not be under the necessity of paying out money at all, or otherwise it would be paid, only to be received again.

As the matter is soon to be brought to the test, we hope that all the friends of it will be, on the alert, to strengthen the case, and the hands of those who may be selected to attend to its more immediate management. This first step is the most difficult, and it should therefore be made with prudence and deliberation, and at the same time, with promptness and energy. We sincerely hope that slight difficulties will not be allowed to impede the progress of the work; but that unflinching perseverance will be the order of the day. Union is strength—let unanimity prevail. Let all semblance of party feeling, or jealousy, or disunion, be discarded in every act connected with the railway.

The general good of the County and of the Province should be the ruling motive, at the shrine of which every thing of a personal or private nature must be sacrificed. To the promoters of this public benefit we say, UP MEN AND AT IT; and with all confidence in your enterprise, we once more cordially wish you success.

THE CHARLOTTE COUNTY AGRICULTURAL SOCIETY.

This Society has been established for upwards of twenty-six years, and has been instrumental in doing much good in the County. Its operations have been connected with most branches of agricultural industry, and has exercised a very beneficial influence on the science and practice of farming. The County is deeply indebted to the co-operating individuals, who have with untiring zeal and activity laboured for the promotion of the interests of the farmer and labourer, we are happy to say, not without success. That their efforts will be appreciated to a still greater degree, and continued with increasing success and utility to the country, it is the earnest wish of every true friend of the agriculturist.

The objects of the society have uniformly endeavoured to make the institution generally useful. They have always been most anxious to enrol in the list of its members inhabitants of all parts of the county, and have held over every inducement within their power for that purpose. They have reduced to a great extent the annual subscription, in order that none, however small his means, might contrive to his inclination be excluded from becoming a member. They have been confident, been most desirous of doing justice to all parties, and of extending the beneficial influence of the society, as far as the limited means at their disposal permitted. They have uniformly acted with impartiality and integrity, and have scrupulously avoided all party bias, and whatever would have a tendency to lead them from the straight and honorable course, which it has been their steady aim to pursue.

An agricultural society is a great advantage to any farming community, and should be well supported. We would respectfully solicit the attention of our numerous readers to this subject. There are very few indeed who could not afford the sum of five shillings per annum, to become a member of the Agricultural Society, and be entitled to the advantages which it holds forth—to be eligible for obtaining prizes, to become more readily and generally acquainted with different modes and implements of agriculture, to participate in the advantages available, for improvement in various kinds of stock, and to obtain and impart useful information on subjects connected with agriculture in general. We should like to see a more extensive and lively interest taken in this society, producing, as it certainly would do, the benefit of the farmer, and indeed of all classes. We should like to see its list of members very much extended, and its funds commensurate with the laudable desires of its promoters. We should like to see its operations enlarged, its usefulness increased, and its beneficial effects manifest themselves to a greater degree in all parts of the county. But in order to accomplish this, all any useful purpose, effort and perseverance are indispensable; and it is certainly the duty of farmers and friends of agriculture, to use every exertion in order to support and increase the usefulness of this valuable institution.

There is no more noble or independent occupation, than that of farming. It is the basis of trade and commerce. It is that upon which the prosperity of most nations depends. There is no occupation more conducive to health, to contentment, or to the exercise of benevolent feelings. We honor the Farmer, and we honor his calling, and we cordially wish for the success of every thing that may promote his prosperity and happiness. His profession is peculiarly adapted to receive, and benefit by, the aids which science and experience offer; and we should like to see all his energies vigorously employed in improving his own condition, in improving the noble science and art which he daily studies and practises, and in elevating more and more in the scale of civilization and refinement the worthy and independent character, which, we are proud to say, the Farmers of our County generally possess.

DEATH OF CAPT. PIPON.—We copy the following particulars of the sudden death of Capt. Pipon from the Head-Quarters.

It is our painful duty to announce the death of Captain Pipon, of the Royal Engineers, lately employed by the British Government to explore a Line for a Trans Atlantic Railway from the coast of Nova Scotia to Quebec, &c., and also one of the Commissioners to report to H. M. Government on the boundary between this Province and Canada. So far as the

particulars of this melancholy accident have come to our knowledge, it would appear that in crossing the Restigouche river, about five miles above the head of the tide, the canoe in which he was, grounded and upset in a rapid, and he and his canoe-man thrown into the river. The water being shallow, Capt. Pipon had waded to the shore, or nearly so, when he saw his Portmanteau passing down the stream, and being anxious to recover it, he went after it—was swept into deep water, and sank to rise no more. The body of Capt. P. has since been found, after remaining above three hours in the water.

Later from England.

The Second October Mail, brought out by the R. M. Steamship Britannia, was received here on Monday evening. In our columns will be found a summary of the news.

The principal topic in the British journals, is the calamity which has befallen Ireland in the loss of the Potato crop. The state of that country is most distressing; in some of the provinces, the people are suffering for want of food. Efforts are being made by the Government to afford timely relief, by giving the people employment on public works. There were some disturbances, called "famine riots," which were followed by loss of life at Dungarvon.

In the Highlands of Scotland much distress prevails: the poor there are obliged to exist, without the potatoe.

The Montserrat marriage has taken place. One of the leading journals state, that the marriage created a feeling of estrangement between the Courts of St. James and the Tuileries.

Mr. O'Connell is still at Dairyrane, from whence he writes weekly to the Repeal Association—the principal topic being the prevailing distress.

Free trade policy is gaining ground in France and other places on the continent.

Lord Elgin, Governor-General of Canada, would leave England during the present month.

From the European Times, Oct. 20.

TIMBER.—Since our printed circular of the 30th ult. the supplies of Colonial Wood have exceeded the limited rate at which they were forwarded during the last month; still, however, the general supplies, since the 1st Feb., are considerably less than those during the corresponding period of last year, the number of tons occupied in their conveyance being 113,154, against 169,544 for the like time, last year—making the important difference of 56,390 tons up to this time. The import, since the 1st February to this date, of the leading articles has been, of

	This Year.	Last year.
Quebec P. Timber, in logs	26,169	26,268
St. John, Ditto ditto	27,409	27,671
Other Ports, Do. ditto	6,177	11,065
Total	59,815	124,004

Quebec Oak, in logs	3,197	4,599
Quebec D. in pieces	104,573	282,856
St. John, Ac. F. in pieces	844,127	605,045

The extent of the arrivals, during the remainder of the season, for the reasons stated in our last circular, is yet very uncertain, but the prevailing opinion most to be relied upon seems now to be, that it will be moderate. The amount of the disasters that have overtaken so many vessels at sea engaged in the timber trade is not yet fully known, but sufficient is already ascertained to show there must be a material diminution in the intended supply, especially of that from Quebec. The demand continues good; every cargo on arrival can command a ready sale, and prices still seem to have an upward tendency. On the 28th instant a cargo of Quebec Timber was offered for sale by auction: the Yellow Pine was of small average, but sound—one half only was sold, and that at 164d per foot; the Red Pine at 224d; Elm at 184d to 194d per foot. The sales by private contract since the commencement of the month have been extensive.

The Revenue.—The yearly and quarterly accounts of the finances, though they do not afford any very marked increase in the revenue yet exhibit, all circumstances considered, sufficiently decided indications of prosperity. The produce of the taxes, excluding the year accidentally accessions of revenue, for the year now ended, namely, from 10th October 1845 to 10th October 1846, amounts to £49,198, 259. From 10th October 1844 to the same period in 1845, the amount was only £48,774, 504, which gives an increase for the year of £423,755, and this is the more encouraging as the present year is deprived of duties to a large amount, which helped the revenue of the last year, with which it is now compared. There is a decrease for the year in particular branches of the revenue, as in the Customs of £501,619, but an increase in the quarter of £182,717, which deficiency is the immediate result of the repeal of productive duties, before there is time for the remaining duties to make up the loss.

In the Excise, there is an actual increase, notwithstanding the remission of the auction and glass duties that has been made in that branch, of £226,820 in the quarter, and of £182,717 in the year. This is highly satisfactory, and indicates the progressive increase of the revenue, and of the general prosperity of the country.

The Steam-Ship "Great Britain."—By the steam-ship Caledonia, which sailed hence on the 4th instant, we gave accounts of the unfortunate position of this noble steam-ship, up to the 2d instant, and stated that an effort would be made on the 3d to float her again; we also stated our doubts that the attempt would be successful, and so it has proved. On that day the steam tug-boats made an ineffectual effort to relieve her. The weather on the 3d, 4th, and 5th, was such as to render it impossible for any of the steam-tugs to approach her; so that all the efforts which

had, previously been made to get her off the sands failed. Since we left Dundrum Bay she has moved about 400 yards nearer the shore, and has from ten to twelve feet of water in her hold.

In a conversation which we had yesterday with Captain Hoskan, at our office, we are glad to learn that he entertains sanguine expectations of getting her off. Breakwaters, tanks, and other machinery, is now preparing which will not be put into practical execution for about six weeks; and as she now lies fast on a bed of sand, between two rocks, it is expected that she will not sustain much more damage.

IRELAND.

The state of Ireland continues to be most distressing—alarming in the extreme. The famine spreads; disease, the attendant of scarcity, stalks abroad through all parts of the island, and suffering peasantry, goaded on by despair, have shown symptoms of rebellion and outrage, hoping thereby to attain an effectual relief for all their wants and privations.

As was intimated in our last publication, the Government are active and energetic in efforts to devise ways and means to afford timely and substantial relief. Since we last addressed our readers, the Lord-Lieutenant has undertaken the responsibility of finding employment for all the labouring population now in want, by inviting the magistrates and cesspayers to provide for the people by the execution of useful and reproductive works. A circular has been written by Mr. Labouchere to the different lords-lieutenants, enclosing a letter to the chairman of the Board of Public Works, which sets forth his excellency's decision.

The formation of a naval depot at Cork seems settled. A correspondence has appeared in the Cork Examiner, from which it appears that the Government will immediately begin "to erect large cod stores, wharfs, &c. capable of containing 20,000 to 30,000 tons of coals; and they also intend to construct foundries, &c. for repairing and fitting her Majesty's steamers. Captain James, of the Engineers, is appointed to go to Cork, to survey and report how Cork Harbour and Haulbowline Island may be made more available as a naval station. It is the intention of the Government to erect a pier at Cove for the use of large class steamers, as well as for a harbour of refuge and general landing-place. The Lords of the Admiralty have determined forthwith to commission and send to Cork a permanent guard-ship.

Presentment sessions continue to be held in different districts, without variation in their general character. Many small amounts have been voted. At Killarney £45,000 was voted for the present. At Kenmare the amount was, after some discussion, fixed at £50,000. Fermoy has presented £37,000.

Mr. O'Connell's proposal for a national convention in Dublin, appears to be well received. A form of general requisition was prepared for circulation throughout the country, for the purpose of obtaining signatures from different influential parties. To remove objections in certain quarters, the requisition has been greatly modified, avoiding all allusion to an Irish Parliament. In its present shape it has already been signed by about thirty Irish peers, including Lords Westmeath, Mountcashel, and Concurry, and a considerable number of gentry.

Complaints, loud and bitter, are being made against the Board of Works, for the delay which it seems to manifest in commencing the works passed at some of the presentment sessions. A letter from the regent and vicar of Cong, near Ballinrobe, appears in the Dublin papers, in which he states that there has been shameful trifling with the peoples misery.

REMOVED BREVET.—We are informed by unquestionable authority, that it is decided to have immediately a Brevet promotion in the Army—a boon so long expected and well merited by the service.—*Limerick Chronicle.*

TURKEY.—A telegraphic dispatch from Marseilles announces the appointment of Reschid Pacha as Grand Vizier, and Ali Effendi as his successor as Minister of Foreign Affairs.

The King of Prussia has conferred upon Miss Herschell the large gold medal of Merit, as a reward for her scientific works.

Letters from Adrianople state that on the 12th of September, a dreadful fire broke out in that city, which consumed upwards of 600 shops, 50 houses, besides caravansaries, bath, mosques, &c. This is the second conflagration which has taken place in that city in the space of a month.

DIED.

At Woodstock on the 1st inst., Elizabeth, wife of George A. Bedell, Esq., of that place, and daughter of the late George D. Berton, Esq., aged 29 years.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

ARRIVED.—

Nov. 5. Schr. Star, Cook, Wilnot, Provisions Master.

6. Bgt. Wm Horatio, Laskin, St. John, N. F., Ballast.

CLEARED.—

Nov. 6. Schr. Firefly, Coggins, New Edinburgh.

9. Brig Wm. Grange, McDonald, Lynn, Deals, &c., by H. Frye & Co.

ARRIVALS IN EUROPE.

Sept. 28.—Lady Combermere, Penland, Frith.

Oct. 2.—Jacinth, Dundalk.

3.—Mechanic, Liverpool.

5.—Sea King, do. from N. Orleans.

6.—Leosthaub, do.

14.—Volant, do.

FROM ST. STEPHENS.

Oct. 2.—Janet, Longboat.

6.—Sir C. Napier, Liverpool.

CLEARED.

Oct. 11.—Plutus, from Liverpool for Magaguad.

AUC.

On FRIDAY next, o'clock, A. M. Subscriber wills 4 Bats. R. I. C. 2. B. E. A. N. 4 Boxes fine Cony 2 Cries well past 2 Huds. Raw. 1. 1 do Boiled 6 Boxes LIVERI 2 Bags P. E. P. 2 Bbls. moist CR 3 Baskets CHAM 6 doz. Port 6 " Madeira 6 " fine Malt 5 Bags BEER C

November 11.

CHARL GRAMM.

THE Directors of School inform: above Institution is rates: Classics, and Math. F. Grammer, Geogr. Reading, Writing, Arithmetic. The Directors trust will meet with general favourably recommended: state of the School; special examination of been established: nature of teaching; and expense a competent taught be every fact and complete system. These efforts to in tion, it is hoped, will meet of patronage of

St. Andrews, Nov.

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Nov 11

GOLD.

F. R. E. S.

The subscribers, in out, have receiv London, and "B 13 CASES "Boas, "Roxas, Cuffs, and 57 cases SILK stays, lace goods, nerry, Oil Cloth, and Fancy Goods c 3 cases London 3 cases musical 5 cases black; 1 The remainder of by the "Great E verpool, and "D 135 Pieces Gro d Bonathes, On 470 do. Broad & 1 cloths Doonin 1230 do. Printed C 220 do Furniture 1500 do Grey & 6 40 pairs FLAN 625 cases FLAN Saxones, We and Lancash 3700 SHAWLS, S

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