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No. 4 SAINT ANDREWS, N. B., WEDNESDAY, JANUARY 26, 1853. [Vol. 20]

We are pleased to learn that the experiments at the Iron Works have proved entire-

COMMUNICATION.

(Signed,) JOHN FARMER,
Sec'y.

at \$12 I could sell them all any day, and the sum would amount to \$192. Add to this

Illustrated Atlas, and Modern History
of the World—Edited by ditto.

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European Intelligence.

ARRIVAL OF THE EUROPA.

The steamship Europa arrived at Halifax on the 21st inst. at 7 o'clock, with 36 through passengers and 4 for Halifax.

The steamship Niagara arrived home on the 31st inst. and the Arctic on the 5th. The Hermann put back to Cowes on the 7th, considerably damaged.

The news by this steamer is unimportant. The C&O market was unchanged, except for fair Mobile, which was down 3d.

Breadstuffs were less active, at a decline of 6d. per barrel of Flour, and 6d. per qr. on Corn.

Sugar in good demand at full prices, in some cases an advance of 6d. realized. Tea—limited business, but prices fully maintained. Iron market firm. No change in Coffee or molasses. Money Market tighter—Consols closed at 100½ to 100¾. The Bank of England has raised the minimum rate of interest on discounts to 2½.

Freights dull, and lower rates are taken.

On Monday evening the 3d, a superb banquet was given at Liverpool to the Hon. Mr. Ingersoll, the new American Minister, by the American Chamber of Commerce. Sixty gentlemen were present, among whom was the Earl of Derby, who made a long speech of congratulation to the United States.

On the 7th, a similar banquet was given at Manchester, which was presided over by Robert Barnes, Esquire, the Mayor, supported by the Bishop of the Diocese, and a large number of influential gentlemen.

FEARFUL CATASTROPHE AT SEA.

A terrible catastrophe is reported by the ship Orlando, Capt. White, at Havre, from Mobile. On the 24th Nov. the St. George sailed from Liverpool for New York, with 127 passengers, mostly Irish, a crew of 25 men, and a valuable cargo. On the morning of the 24th Dec. lat. 46 12, long 25 39, the ship was discovered to be on fire. Notwithstanding the most strenuous efforts to subdue it, in which seven or eight persons were sacrificed by the smoke, the flames burst out from the deck, and being unable to do more, Capt. Brainson mustered the women and children on the poop, to save them as far as possible from the horrible death that stared them in the face. Fortunately at this moment, the Orlando hove in sight, and bore down to render assistance. The sea ran so high that the ship's bows were speedily swamped, and none floated but the life boat, which carried only five at a time; but by means of which, after 61 hours incessant labour, 76 of the passengers and the crew were placed on board the Orlando. The storm had by this time increased into a tempest, and the Orlando had but just got clear from the burning ship, when the latter sunk. About 15 men were drowned in trying to reach the Orlando; 5 were suffocated by smoke, and 25 were buried or sunk with the ship. Some hours afterwards the Orlando had most of her sails blown away; it was, however, determined to bear up for port, and after 11 days she succeeded in reaching Havre. A subscription was immediately commenced on behalf of the survivors. The conduct of Capt. White and crew of the Orlando is above all praise.

The ship Lady of the West, from Bristol, Dec. 13th, to New Orleans, is also reported abandoned at sea. The master and 14 were picked up in the long boat, and carried to Palmaria; 4 others were picked up in the pinnace, and carried to Brest.

An unusual number of minor casualties are reported—mostly damages incurred in heavy gales along the coast.

The re-elections to Parliament, consequent on accepting office, are mostly over, and the former members have been re-elected. Mr. Cardwell finds a seat for Oxford City. Sir Wm. Jardine, the naturalist, opposes Lord Drumlaurig, for Dumfries, and Mr. Percival opposes Mr. Gladstone, for Oxford University.

The Advertiser says, before Easter, Lord Clarendon will supersede Lord John Russell in the Foreign Office.

The Manchester Commercial Association have petitioned the Foreign Office to remonstrate against the Emperor of Morocco's arbitrary interference with their trade on his coast.

Anxiety is felt for the arrival of the mail steamer Australian, from Sydney, with £1,000,000 sterling on board, and now past due. The impression prevails in naval circles that two more Arctic Expeditions will be sent out this spring; one to Smith and Jones' Sound, and another to Behring's Straits.

The Morning Herald, however, discredits this.

The Committee appointed to enquire into the merits of the Western harbours of Ireland for trans-Atlantic steamers, have presented their report to Parliament; but the contents are not yet known.

The ladies of Leeds have taken up the slavery question warmly, and voted an address on the subject.

A meeting of American ladies was recently held at Milan, Italy, and a reply to the Duchess of Sutherland's committee was forwarded, suggesting that English ladies have reforms to accomplish at home before extending their philanthropy to America.

Mr. Heald, Lola Montes' husband, is not drowned, as was reported at Lisbon.

The quarterly returns of the Revenue show an increase on the year of £979,000 and on the quarter of £703,000 being an increase on every item of revenue except Customs.

Ireland.—The Rev. Wm. O'Higgins, Catholic Bishop of Ardagh, died lately.

Earl St. Germain has been inaugurated Lord Lieutenant of Ireland.

France.—The Ministers of Austria, Prussia, and Russia have at length presented their credentials to the Emperor. The Emperor of Russia remained firm in his refusal to use

the term brother, and compromised by writing Mon cher ami (my dear friend). Other States in Europe, as well as the United States of America, have also recognized Napoleon. There is no political news from France. The Moniteur is full of appointments.

The Patrie denies the occupation of the Peninsula of Samana by the French. Government has abandoned the idea of taking possession of the funds of the Insurance Companies.

Count D'Orsay's widow has been married to the Hon. Charles Spencer.

There has been more fighting in Algeria. The Cholera was very prevalent at Bona.

Belgium.—The ratifications of the commercial treaty between France and Belgium were exchanged on the 31st ult. The force of the Belgian army is fixed for the year at 70,000 men.

The police of Brussels ordered that the funeral of Kossuth's mother should take place during the night, to prevent a political demonstration.

Austria.—Vienna is to be defended as Paris is, by a chain of forts. Gen. Von Puchner, the Imperial defender of Transylvania in 1848, died lately.

Turkey.—Some severe skirmishing has taken place between the Turks and Monte Negries, at Kerba, near the lake of Scutari. The Turks lost 600 in killed. The Porte has officially announced the blockade of the coast of all Albania, and the Turkish fleet has sailed for the Adriatic to enforce it.

SUMMARY OF NEWS.

A STORMY PASSAGE FROM LIVERPOOL.

The ship Moses Wheeler, from Liverpool, Nov. 11, arrived at Quarantine on Wednesday, after a stormy passage of sixty-eight days. The captain reports severe gales, at times resembling a hurricane, from Cape Clear to Cape Sable. For nineteen days the vessel hardly made her own length headway; spars and sails were carried away, a portion of the cargo got adrift; and to add to their troubles, fire was discovered in the lower hold, a bag of rags having got on fire from spontaneous combustion. Fortunately, the fire was easily got under with slight damage. The Moses Wheeler started with 237 passengers, 14 of whom died on the passage. There were also 2 births on board.—Boston Traveller.

Marriage of a Chinaman.—Oong Ar-Show, the well-known China Tea Merchant of this city, was married at South Boston, on Sunday, to a young German woman. The bridegroom for some time past has discarded the Chinese dress, with the exception of the queue, which is kept beneath the collar of his coat, and at first sight no one would suspect him of being a native of China.—(Ibid.)

Death of a Musician.—John Bartlett, the leader and composer, who has been connected with the Brigade Band and other musical societies in this city for many years past, died in this city rather suddenly on Saturday last.—(Ibid.)

Examination of Mr. Wilson.—The examination of W. W. Wilson, on the charge of having in his possession coining and counterfeiting materials, was continued in the Police Court yesterday afternoon, the cross-examination of Mr. Pelton being resumed, but nothing of importance was elicited save that in answer to a question whether the articles found in Mr. Wilson's possession were a usual and legitimate part of his business, the witness replied that they were not, unless he was a bank note engraver; the witness of a sailor boy which the prisoner had obtained from him, he did not again see until it appeared upon a Hatley bank plate. The witness was questioned pretty closely as to whether it was not usual to use the vignette, &c., which Mr. Wilson had from Mr. Pelton in the legitimate business pursued by Mr. Wilson of making bank checks, labels, &c., to which he replied that it was sometimes done.

John K. Hall, cashier of the Bank of North America, testified to having seen four pieces of counterfeit coin similar to that exhibited by Mr. Holmes. Mr. Wilson brought them to the Bank and exhibited them; he asked if the impression was not good, and he was told that it was, but that they could be easily detected by the sound; Wilson stated that they were made in Canada by a person in good standing; this was but a few days previous to his arrest.

On the cross-examination, the witness stated that he had no knowledge of Mr. Wilson's being employed by the banks to detect counterfeiters; he had not been employed by the Bank of North America.

Without further examination Mr. Wilson was held for trial on this complaint in \$300. The fourth complaint charged him with having in his possession with fraudulent intent, a three dollar plate on the Homestead Bank, and the fifth a plate on the Indiana Bank. On both these charges, without examination, he was held for trial, in each case the bail being fixed at \$2000 each. This makes the total bail \$17,000, which Mr. Wilson did not obtain, and was committed to jail.

There are also three other complaints made against him on which he has not yet been examined.—(Boston Traveller.)

IMPORTANT FROM RUSSIA.—We are indebted to a mercantile house in this city, for the following extract of a letter, just received from St. Petersburg, and dated the 21st of December:—

There is a report that the Plague has entered Russia, and is prevalent at Astrakhan and another place. The Emperor has ordered a military cordon of sixty or seventy thousand men to prevent its advancing further into the interior of the country. Some

alarm is felt at St. Petersburg, though in former times, as in the reign of Catherine, it stopped at Moscow.

NOVA-SCOTIA LEGISLATURE.

HALIFAX, Jan. 20.—At 2 o'clock to-day, His Excellency Sir John Gaspard Le Marchant, opened the Session of the Provincial Legislature with the following Speech:

Mr. President, and Honourable Gentlemen of the Legislative Council; Mr. Speaker, and Gentlemen of the House of Assembly;

In meeting you for the first time, I cannot but congratulate myself in having before me those who represent an intelligent people, whose constitution is well defined, and who are accustomed, while enjoying the largest practicable measure of self Government, to cherish respect for the Queen's prerogative and feelings of loyal attachment to the Parent State.

I shall direct to be laid before you certain papers connected with the important subject of an efficient protection of the Fisheries, including correspondence between the Executive and His Excellency the Naval Commander-in-Chief on this station, with respect to the best mode in which this service should be carried out. To the zeal and experience of this distinguished officer, and to the active and cordial co-operation of the officers of the Squadron employed under his command, we are much indebted for the vigilance with which our national rights are being guarded, without, at the same time, any diminution of the friendly relations which ought to subsist between those whose common origin and mutual interests offer so many pledges for the preservation of peace.

You will be pleased to learn that the Government of the United States have at length consented to negotiate on the subject of their commercial relations with the British Empire. I shall rejoice if these negotiations result in the opening of more extended markets for the productions of British America, and the adjustment of questions in which the Legislatures of all the Provinces have hitherto evinced a lively interest.

Mr. Speaker, and Gentlemen of the House of Assembly;

The public accounts and the estimates of the expenses of the current year, shall be laid before you to-day.

Mr. President, and Honourable Gentlemen of the Legislative Council; Mr. Speaker, and Gentlemen of the House of Assembly;

The question of Railway communication has received from the members of my Government that grave attention which its vital importance to the future interests of the Province demands. The negotiations for an inter-Colonial line having been broken off prior to my assumption of this Government, Nova-Scotia was freed from previous obligations, and left at liberty to frame such measures as should be suited to her own peculiar position and requirements. The promulgation of a minute in Council, pledging the Government, with the approbation of the Legislature, to construct certain lines upon our great thoroughfares, has induced parties to make propositions, all deserving of our careful consideration.

That you might the more readily be enabled to deal with the whole subject, and to frame wise and judicious policy to be adopted, I have been careful that the means to carry out that policy should be provided; and when the papers relating to this subject are laid before you, I trust that you will be satisfied that every effort has been made to prepare the way for wise and successful legislation. While I estimate at their true value the great advantages to be derived by the public generally from the construction of Railroads, and while I also look confidently forward to their completion, I trust I need not remind you of the serious responsibility that rests upon you to confine the liabilities of the Province within those limits which its revenues and resources will justify, in order that the honor and good name of Nova Scotia may continue unquestioned and unimpaired.

The system by which grants of money are expended on the Great Roads of this Province is confessedly so defective, that I have instructed the members of my Government to prepare a measure for your consideration, that I hope may be approved. No large proportion of the population of this country being engaged in the cultivation of the soil, there is no subject which demands more careful investigation than the means by which their condition can be elevated and their productive power increased.

From the best information I can gather it would appear that notwithstanding the liberality of the Legislature and the exertions of the Central Board of local Societies, there is yet a wide field for improvement in this department.

Your attention will be called to a revision of the existing Laws, and to the means by which finer breeds of cattle and sheep may be introduced into the Province, and sound knowledge bearing upon the pursuits of husbandry more widely diffused.

Circumstances having prevented the Legislature from revising the Common School Act during the last Session, that duty devolves upon us now, and I confidently anticipate that in enacting the measures which I shall direct to be laid before you, I shall have your enlightened co-operation.

My attention has been called to the injuries occasioned to the River Fisheries of this Province from obstructions to the free passage of fish, by the erections of dams and the setting of nets in violation of the law. This subject has been of great importance. The salmon fisheries have been gradually decreasing within the last few years, and I shall rejoice if

your wisdom and local experience can avert the destruction of a valuable resource, either by an amendment of the law, should it be found defective, or by providing for its more vigorous execution.

The blessings of Divine Providence it behoves the representatives of a Christian Sovereign duly to acknowledge. They are spread around us on every hand. An abundant harvest crowned the labours of the husbandman; commerce, freed from restrictions, has sought new channels; though the fishery, I regret to learn, has not been so productive as usual in some localities.

In the success of every measure calculated to develop the resources and elevate the character of Nova-Scotia, I shall ever take a deep interest; and you may rely upon my desire to conduct public affairs in such a manner as will lighten your labours, soothe the asperities incidental to public life, and promote the prosperity of all classes throughout this fine country.

From the St. John Courier.

We have much pleasure in giving publicity to the following extract from the Minutes of the Common Council, containing, as it does, a well merited encomium on the talents and faithfulness of Mr. William M. Smith, who for the last fourteen years has been in charge of the Steam Ferry-Boats, both as Master and Engineer. The good wishes of the members of the Civic Board for Mr. Smith's future prosperity, are heartily joined in, we feel satisfied, by the community generally.

At a Common Council of the City of Saint John, held on the Council Chamber on the fifth day of January A. D. 1853, Mr. William Morgan Smith having tendered the resignation of his situation as Master and Engineer of the Steam Ferry Boats.

Resolved unanimously, that the Common Council, in accepting it, desire to express their high sense of the skill, carefulness and fidelity with which Mr. Smith has discharged the arduous duties of those responsible offices during a period of fourteen years, and that the Board have much pleasure in offering their favorable testimony to his character and qualifications, and their best wishes for his future prosperity.

Extract from the Minutes.

GEORGE WHEELER, Common Clerk.

SUBSCRIBERS will please pay our Collector, who is now on his annual collecting tour. He will also receive new Subscribers' names.

THE STANDARD.

WEDNESDAY, JAN. 26, 1853.

ENGLISH NEWS.—The Royal Mail Steamship Europa arrived at Halifax from Liverpool, with dates to the 5th inst. The mail was received here yesterday. Tuesday. We have published in our columns a synopsis of the news. All the elections were over, except the one for the University of Oxford, the Members of the Government have been returned, which proves conclusively that the Country not only approve of the men but their measures also. Mr. Gladstone's opposition is said to be so little known, that his opposition will not amount to anything. The Bank of England had made an advance of one half per cent. on the rates of discount. The reason stated for this step is, the continued unfavourable state of the Exchanges, after an uninterrupted efflux of bullion of upwards of a million.

NOVA-SCOTIA.—In another column we give the speech delivered at the opening of the Nova Scotia Legislature, on Thursday last. The speech is rather lengthy, alludes to Railways and the Fisheries, but there is nothing definite about either of them. We must wait patiently until we receive reports of the Government Members' speeches before we know anything of their Railway policy.

THE WEATHER at present is more like April than January. There is not sufficient snow or ice in our streets for a hand-to-wheelers are used altogether. The fields around the neighbourhood are quite bare, and we regret to notice the fruit trees in the garden as budding, which does not augur favourably for next fruit season, as the buds are liable to be injured by the severe frosts which are frequent in February and March. We learn from our U. S. exchanges, that there are lots of snow on West blocking up the railroads, the rivers are frozen, the thermometer ranging as low as 12 above Zero even in New York; while, in our neighbourhood, we have seen waggons on our streets all winter, and the navigation open, as in mid-summer, and the cattle grazing in the fields. We wonder if those, who more immediately than ourselves, "Spred the Plough," have any thoughts of going forward.

THE ST. JOHN SUSPENSION BRIDGE.—The Morning News of Monday last, has an engraving of the new Suspension Bridge at St. John. The engraving, no doubt, cost the proprietor of the News a handsome sum, and it is to be regretted that it had not been executed more distinctly, as it gives but an im-

perfect idea of the Bridge. The fore ground, or rather water, is entirely too heavy, and the perspective is not good. Our contemporary will pardon us for these remarks, as they are penned in a kindly spirit, with a due acknowledgement of his praise-worthy and spirited exertions to give his readers at a distance, some idea of this stupendous undertaking, which has been successfully completed. Our contemporary has seen the original picture of the Bridge, and lauded it, as others have done; had the engraving been executed in the same style, it would have been equal to his enterprise.

It is currently reported, that A. L. Light, Esq., Engineer in Chief of the Saint Andrews & Quebec Railroad, has been appointed by His Excellency the Lieut. Governor to inspect and report upon the Bridge to the Government. This is a judicious appointment, and will give general satisfaction.

IT was learned from the New Brunswick, that the two important Railway Bills passed at the special session of the Legislature for the purpose of carrying out the contract with Mr. Jackson and his associates, have received the formal assent of Her Majesty in Council. These Bills will be published in full in the Royal Gazette to-day, with the official announcement of their having become laws of the Province.

TORPEDOES ON RAILROADS.—George Stark, Superintendent of the Hudson River Railroad, states that, hereafter, torpedoes are to be placed on the track whenever drawbridges are hoisted in thick weather. Mr. Stark says:—

The explosion caused by running over one of them is loud enough to be heard throughout the entire train, communicating the alarm with absolute certainty to all on board. I have this day directed that no drawbridge shall be hereafter opened, either by day or by night, without torpedoes being placed upon the rails, five hundred yards distant on each side, in addition to the usual signals.

THE FRENCH INVASION OF ENGLAND.—The following is an extract of a letter from Rome, dated Dec. 2.—The French garrison, now accustomed to move by sea, talk of the facility of landing three divisions of 20,000 each on the coasts of England, and paying a visit to the banks. The whole conversation at the cafes by the officers is their fear that, while they are protecting the priests, others will have the glory and the spoil. This may make you laugh, but it is the animus of the French army, and I hope your preparations are not neglected at home.—[Times.]

MARRIAGES.—On Sunday evening last, by the Rev. Dr. Alley, Alexander T. Paul, Esq., Barrister at Law, to Euterpe Anna, third daughter of Mr. James Stinson, all of this town.

SHIPPING JOURNAL.

CLERK at St. Stephen.

Jan. 26th.—Am. ship St. Stephen, Fairlie, Jamaica, lumber.—U. B. Eaton & Co.

20th.—Am. ship, Augustus, Blunt, Calais, flour.

ARRIVALS IN EUROPE.—Phil. Dec. 23, Compeer, St. Andrews. Belfast, Dec. 27, Lydia, from St. Stephen.

PACKET SPRAY.

THE well known Packet Schooner SPRAY, will resume her trips about the 1st of February, sailing from St. Stephens and St. Andrews for St. John; this Packet needs no puffing with respect either to the qualification of the Master or the Vessel.

The subscriber begs to return his sincere thanks for the very liberal patronage he has received for the last four years, more especially the past one; in consequence of which he has been enabled to reduce the price of freight materially for the time to come, and respectfully solicits a continuance of patronage.

Particular attention will be given as usual to all business entrusted to him, which will be executed with punctuality and dispatch.

Good accommodations for Passengers.—Fare 2s. 6d., until the steamers commence running again.

JOHN BALSON, Master.

St. Andrews, Jan. 19, 1853.

NOTICE.—All persons having claims against the estate of the late JOHN McDONALD, of Woodbourne, deceased, are requested to render the same duly attested within three months from date; and all those indebted to the said estate, are requested to make immediate payment to the undersigned.

MARGARET McDONALD, Executors. DAVID W. JACK, WILLIAM JACK, 10th January, 1853.

LEGISLATIVE COUNCIL CHAMBER, Tuesday, 6th April, 1852.

Ordered, That the Fortieth Standing Order of this House be, for three months previous to the next meeting of the Legislature, published in the Royal Gazette, and also in a Newspaper in each County in which a Newspaper is published.

XL That no Bill, Resolution, or other Proceeding, founded upon any application addressed to the House of Assembly, be sustained by the Council, unless an application to the same effect, with such documents as may accompany the same, be also presented to the Council in General Assembly. (3m.)

