





# SUMMARY OF NEWS.

MONTREAL, Nov. 25.

We are informed that Despatches from the Colonial Office for the Governor General were received at Government House, on Sunday afternoon, announcing to His Excellency that the Queen had been pleased to relieve him from the labours of administering the affairs of Canada. The measure has been dictated by that considerate feeling for the bodily sufferings of His Excellency, which Her Majesty has shown towards other of her officers when labouring under severe disease. That his Government has been approved of in every particular, we have not the slightest reason to doubt; and that he will leave this country with the sincerest wishes of all classes for his happiness and restoration to health, we have no little reason to doubt; for however much His Excellency's course may have been faulted with by some persons in the Province, there cannot be one, even among them, who does not respect him as a man of the noblest nature, and the kindest feelings.

We are informed that His Excellency will leave to-morrow for Boston, and that a general invitation exists among all classes of citizens to accompany him to the wharf on his embarkation. It is a tribute of respect, which all can pay, without compromising any political principle, and which even the opponents of His Excellency's policy will join in, to prove to him that their opposition was not personally against him, but that it proceeded from a simple difference with him in political opinion.

The Grand Jury in New York has for the second time refused to indict McKenzie, the Canadian rebel, for publishing or circulating the Hoyt and Butler correspondence. The court abused the confidence of his supporters.

The Mayor will submit to the Corporation this evening a proposal to the Members to make in this farwell demonstration of good wishes for His Excellency's future welfare.—*Herald.*

Although it is certain that the Governor General is now to leave us, nothing certain is yet known as to the personage who is to fill his place. Rumour yesterday assigned the office to Lord St. Germain, but Lord Elphinstone, whom it will name to-day we shall learn in the time. In the interim, the reins of Government will be assumed by the Earl Cathcart, according to the provisions of the Statute. Next mail will most likely bring us some positive intelligence on the point.—*J.*

## DEPARTURE OF THE GOVERNOR GENERAL.

The Mayor and Council met, as previously arranged, soon after eight o'clock, at the Exchange News Room, St. Joseph Street, whence they proceeded to the wharf, accompanied by a large body of the citizens, to witness the arrival of His Excellency. Notwithstanding the extreme coldness of the morning, as the hour drew nigh the whole line of people, from which His Excellency was expected, from Monkland, commencing at the Hay Market, became crowded with people of all classes, anxious to testify the regard in which His Excellency was held by individuals of all ranks and denominations.

The streets were lined with the military, from Hay-Market, to the point of embarkation.

On His Excellency's arrival at the wharf he was received, on descending from his carriage, by Earl Cathcart, Major General Sir James Hope, His Worship the Mayor and Council, and the Heads of departments in full uniform. His Worship then advanced and presented the following address from the Mayor, Corporation, and citizens of Montreal:

To His Excellency the Right Honorable Charles Thomas Baron Metcalfe, Governor General, &c. &c.

My tie pleases Your Excellency—We, Her Majesty's devoted and loyal subjects, the Mayor, Aldermen, and Citizens of Montreal, beg leave most respectfully to approach Your Excellency on the eve of your departure from among us, for the purpose of expressing the deep sympathy which, in common with our fellow subjects throughout the Province, we feel for the cause which has necessitated Your Lordship's retirement from the Government of British America.

The manifold liberality experienced by the charitable institutions of the Province, and your truly Catholic contributions to all philanthropic objects, will long be remembered and daily cherished by the inhabitants of Canada.

In approaching to say farewell to your Excellency on your unexpected departure from the country, permit us most respectfully to tender to Your Lordship the expression of our sincere good wishes for the permanent recovery of your health, and that the remainder of your useful life may be spent in peace and tranquillity.

(Signed)

J. FERRIER, Mayor.

City Hall, Montreal, Nov. 25, 1844.

To which His Excellency was pleased to reply in the following terms:

"I thank you gentlemen for your kind and loyal address."

"I feel so entirely overcome that I am unable to give expression to my feelings."

"I shall always retain a grateful sense of your kindness and shall carry the recollection of it to the grave."

"May God bless you all!"

During the reading of the address His Excellency leaned on the arms of Earl Cathcart and Captain Huggins, and was visibly much affected. He was compelled to pause at intervals during his reply, and whilst giving utterance to the prayer with which he concluded, his feelings overpowered him and he burst into tears. He was then escorted on board the Prince Albert, and as the steamer moved off, the bystanders with uncovered heads all joined in the fervent ejaculation: "God bless him!"

At three o'clock in the afternoon, Earl Cathcart took the usual oaths of office at the Government House, and assumed the Administration of the Government of Canada, until the arrival of the successor of Lord Metcalfe, concerning whom rumour is nearly divided between Earl St. Germain, and Sir Henry Pottinger.—*Quebec Mercury.*

Flour.—It is stated that the quantity of flour coming forward on the Erie canal is beyond all precedent. An intelligent forwarder, who has been constantly on the tow path for the last fifteen years, and who knows pretty accurately the extent of the means for removing property, on Monday of last week gave it as his opinion that there was at least 200,000 barrels of flour afloat between Buffalo and Albany. He counted, within the distance of ten miles, east of Utica, 75 boats, 73 of which were loaded wholly, or in part, with Flour. Every thing in the shape, form or semblance of a canal boat, has been set in motion. An enterprising Miller at Rochester, foreseeing the exigency that occurred, purchased acre of scows that lay sunk in the basin, and now has a dozen of them employed in the transportation of Flour.—*Boston Daily Bee.*

The Grand Jury in New York has for the second time refused to indict McKenzie, the Canadian rebel, for publishing or circulating the Hoyt and Butler correspondence. The court abused the confidence of his supporters.

St. Louis papers give accounts of the difficulties occasioned by this delinquent sect.—One of them (Reading) being accused and arrested by the Illinois authorities of aid for a participation in the murder of Col. Davenport, was put on board a boat for Rock Island, but was rescued by a body of Mormons, who wounded the Sheriff by a pistol shot. The prisoner escaped—and subsequent events are said to forebode a violent explosion.

St. John, Dec. 6.

Fire.—Between four and five o'clock yesterday morning, flames were discovered issuing from the large wooden building on the corner of Duke and Sidney streets, formerly used as a place of worship by Mr. Ambler, under the name of the "Tabernacle," but latterly known as the "Prince of Wales Theatre." The fire had made so much head way inside before it was discovered, that the houses on the opposite side of the street were in flames ere the Engines and apparatus could be got in operation, and the double house on the opposite corner of Duke street, owned by James Robertson Esq. and occupied by Mr. Henderson, Mr. Sutton, Mrs. Sullivan, and others fell a prey to the flames, while the one adjoining owned by Mr. Travis, and occupied by Mrs. Sumner, was almost completely destroyed. The origin of the fire is not positively known; there had been a performance in the Theatre on the preceding evening, and stores having been used in heating the building, the fire is generally supposed to have originated in the careless and inefficient manner in which the pipes were put up.

The occupants of Mr. Robertson's building had a narrow escape with their lives, and therefore saved but little of their effects.

The Theatre, was a joint stock concern, and was under lease to Mr. H. W. Preston. But little, if any of the effects of the performers was saved. Mr. Travis was insured for £200.

New Brunswick Ice Company.—We learn from the Chronicle of last evening, that a number of persons have recently associated themselves together for the purpose of procuring, and shipping from this port, large quantities of pure ice, to such markets where the same may be in demand. It is to be cut and stored by the agency of machinery, by means of which, under favourable circumstances it is said that three men, and as many horses, can obtain from a suitable surface and store at the rate of four hundred tons per day.

It is somewhat surprising that this trade from our port has not been tried before. The extent to which it is carried in Boston is truly surprising. Several ice companies are in active operation in that city, and the gross receipts for ice shipped by them last year is stated to be Two Millions of Dollars.—*Courier.*

Daring Mail Robbery.—We learn from the Mail Courier, who arrived here yesterday morning from St. John, that the Mail which left that City for Halifax on Saturday last, containing the English Mail from this Province, was robbed within 15 miles of St. John.

The Robber cut the fastenings which bound the Mail Bags to the Carriage, thus letting them drop on the road. He then cut open the strong leather Portmanteau containing the Letter Bags, and made off with what he no doubt thought was the Bag likely to contain money. It fortunately happened that the villain had his labour for his pains, as it contained nothing but the Accounts belonging to the Post Office Department. The Courier discovered the Robbery when about to cross at Hampton and he immediately returned and found the Mail, with which he returned to the Post Office in St. John, where it was again placed in proper order, and immediately dispatched. We trust the person or persons who committed this high offence will be detected, and meet with most exemplary punishment.—*Head Quarters Dec 3.*

Despatch.—The Barque Carlton, of 400 tons which arrived at Miramichi on the 25th ult., consigned to Messrs. Gaudet, was completely loaded with a cargo of Deals, &c. at their Steam-mill Wharf on Chatham in the short space of two days and six hours! The

Gleaser asks, who can beat this?—and adds, the Carlton arrived at a later period of the year than any vessel which loaded and proceeded to sea the same season.

## THE STANDARD.

ST. ANDREWS, WEDNESDAY, DEC. 10, 1845.

Charlotte County Bank.

Hon. HARRIS HATCH, President.

Director next week—Wm. Whitlock.

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 North West.

Commissioners—R. M. Andrews, R. Walton, C. A. Babcock, Thos. Turner, John Bailey.

St. Andrews.

Steam Mill and Manufacturing Company.

R. M. Andrews, Esq., President.

Director next week—F. A. Babcock.

J. Whitmore, Agent.

Saint Stephens Bank.

G. D. King Esq., President.

Director next week—N. Lindsay.

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.—Nov. 91 Montreal.—Dec. 1

London.—Nov. 18 Quebec.—Dec. 1

Edinburgh.—Nov. 9 Halifax.—Dec. 3

Paris.—Nov. 9 New York.—Dec. 4

Toronto.—Nov. 28 Boston.—Dec. 5

REPORT OF THE PROVINCIAL COMMITTEE OF THE ATLANTIC AND ST. LAWRENCE RAILROAD, appointed at Halifax.

—We have seen a small pamphlet published at Halifax by Gossip & Coade, being a report of the meetings held at Halifax upon the subject of the proposed Rail Road, from that City to Quebec, with a Plan of road and sketch of the country attached to it. What struck us as rather remarkable, was, that although the river St. Croix was partially laid down on the map, St. Andrews was nowhere to be found! This omission might have been purely accidental, but as its proximity to Quebec as compared with Halifax, or even with Saint John, might draw an enquiry from disinterested capitalists, why that Port if possessing the requisite advantages of a good and open winter Harbour, would not answer all the purposes in a commercial point of view, better than the longer and more expensive route it makes it appear as if the omission was more than accidental; particularly as we see many respectable names taking prominent parts at these meetings, who, ten years ago recorded their vote on the journals of the House of Assembly of Nova Scotia, approving of St. Andrews being the terminus of the proposed Railway, from the St. Lawrence to the Atlantic in very strong language, and recommending the undertaking to the favorable consideration of the Home Government. And we think it not only unfair now in those very gentlemen to pass us by unnoticed, but inconsistent and derogatory to themselves.

We have also read the remarks of "Scrutator" (evidently a Halifaxian) in the last Albion. This writer generally gives very unprejudiced sketches of whatever subject he writes upon; but in the present instance, he like most others, is under the influence of local feeling; and in noticing St. Andrews in his communication, he is either ignorant of the fact that it has in consideration, or wishes to throw it as much in the shade as possible. For his information as well as for the information of all others, who were not previously aware of the fact, we beg to state, that St. Andrews justly claims for itself the originating of the scheme for connecting the St. Lawrence with the Atlantic by railway eleven or twelve years ago.—That resolutions passed the several branches of the Legislatures of Nova Scotia, New Brunswick and Lower Canada about ten years ago, highly approving the measure—and further, that Acts of incorporation passed the several branches of the two latter, authorizing the construction of the railway from St. Andrews and Quebec respectively, to the line dividing the Provinces of New Brunswick and Lower Canada, which are still in force, and further, that the Home Government through Lord Glenelg, the then colonial minister, was pleased to grant the sum of £10,000 sterling for the purpose of exploration, surveying, &c.—This service was performed in 1836 and '37 under the superintendence of Major Yule of the Royal Engineers, but in consequence of the interference of the U. S. Government, upon the line above the Grand Falls, on the St. John, as it was intended to pass through

the then "disputed territory" since given to the United States, all operations were suspended; but the line from this to the Grand Falls through our own country, remains as then explored; the distance about 130 miles, and agreeably to the Engineers report, no elevation exceeding 40 feet in any one mile was found, and the country reported to be particularly well adapted for the construction of railways.

If the railway connecting the Atlantic with the St. Lawrence is to be entirely a Government undertaking for military purposes alone, then Halifax should be a terminus, but in a commercial point of view, it can be of little service; as very few exports from Canada, can bear the expense of 6 or 700 miles of transportation by railway, while most articles might bear a transportation of about 350 miles or half the distance. The difference in the expense of transportation alone, between Halifax and St. Andrews, from the St. Lawrence would be a handsome profit of 50s per ton (agreeably to the proposed charge of 3d per mile (per ton) to the Canada merchant; and so far as the commercial interests of Canada are concerned, St. Andrews being so much the shorter, is so much the more preferable route.

THE PRESIDENT'S MESSAGE—was received here on Sunday last, and is as usual a lengthy document. In noticing the Oregon question, he remarks that his attention was early drawn to the negotiations pending upon the subject when he assumed office—that three attempts had been made to settle questions in dispute between the two nations, upon the principle of compromise, but each proved unsuccessful. He then alludes to the negotiations of 1818, '21 and '26, and says that on the 23d of August 1844, the negotiation having been transferred from London to Washington, it was then formally opened and based as the others were on principles of compromise—which were he says "properly rejected by the American minister." A proposition was then made by the U. S. Government which was promptly rejected by the British plenipotentiary, who without submitting any other proposition, suffered the negotiation to drop, expressing his trust that the United States would offer "some further proposal for the settlement of the Oregon question, more consistent with fairness and equity, and with the reasonable expectations of the British Government." The President then says that the demands were "extraneous and inadmissible," and that the rejection of the proposition by the U. States, afforded evidence that no compromise which they ought to accept, can be effected; and that the compromise rejected was by his direction withdrawn, and the title of the United States to the whole of Oregon asserted, and maintained." The President then asserts his full conviction that "the British pretensions of title cannot be maintained to any principle of the Oregon territory upon any principle of public law recognised by nations." We regret that our limits prevent us from giving a more extended notice of the Message in this days paper.

## Arrival of the



CAMBRIA.

By the politeness of Robert Walton, Esq. we have received a Boston paper, announcing the arrival of the Steamship Cambria at Halifax on Wednesday last, and at Boston on Thursday in 15-14 days from Liverpool, which port she left on the 19th. She brought 96 passengers, 23 of whom landed at Halifax.

London papers to the 18th and Liverpool to the 19th Nov. The news is interesting, but of such a nature that it cannot be given in a hasty summary.

The state of the Corn market was such as to show, that the rumours by the last steamer of a "general panic from the scarcity of grain, and the prospect of the opening of the ports by an Order in Council," were exaggerated, and in part unfounded.

In regard to the general state of the markets and commercial prospects, there was no decided change. The cotton market had recovered considerably.

The grain market at the last dates was without animation, and the prices of wheat and other grain for the last two weeks, compared with those of the preceding, had declined. The price of flour and Indian corn remained about stationary.

Comparing the prices of wheat at the London Corn Exchange, as quoted in the Morning Chronicle of Dec 3, and Nov. 17, we find there was a diminution of price of 3 to 4s per quarter.

There is still a rumor of Ministers altering

the sliding scale, so as to produce a lower rate of duty.

Notice was given by the Bank of England on the 6th Nov. of a further advance of 12 per cent, in the rate of discount, making 3 1/2 per cent, on bills not having more than 95 days to run.

The steam ship Great Britain, which left New York, Oct. 29, arrived at Liverpool on the morning of the 19th, having made the passage in 19 1/2 days. Two days from leaving New York; one of the arms of the propeller broke off, and in two days more, another leaving but one and the arm of another. Nov. 6th, the remaining arm of the propeller broke, leaving only the half arm. She consequently performed a great part of her passage by means of her sails, which performed admirably.

The steam ship Iberia, made her passage from St. John to Liverpool, in 8 1/2 days.

The Legislature of Nova Scotia has been summoned to meet for the despatch of business on the 19th of January next.

The Government of Nova Scotia have advertised for 1600 barrels of Corn Meal, 700 barrels of Rye Flour, and 1200 bushels of Wheat, which it is intended, in the present season of scarcity, to sell to the poor at cost and charges.

Melancholy.—A most horrid rending accident occurred at Bay des Chaleurs on the 6th ult. It appears that Captain John Billingsley, of New Carlisle, having set his gun to work, plunging, saw a flock of Plover and ran to the house for his gun to shoot them; and having loaded his gun, and returning the ramrod to its place the gun went off, lodging its contents a few feet below one of his temples, in a startling direction, coming out at the top of his head.

Still another Triumph over Disease in Maine.

Western, Lincoln Co. July 15, 1845.

Dear Sir.—I take pleasure in complying with your request to bear testimony in favor of your valuable medicine—having had a daughter, fifteen years old, very dangerously sick the last year, restored with it. My daughter took a violent cold in September, 1844, which settled on her lungs. She was treated with a host of skillful physicians, tried various kinds of medicines, but none of them had the desired effect. The cough continued until March, when she became almost asphyxiated, and applied to a physician who attended her some time, but did her no good. We then consulted another, but all to no purpose. Having exhausted the whole catalogue of medicines now in the land—two distinguished physicians having done their best to restore her—we then desisted, a sort of Dr. W. W. Balm of Wild Cherry, which relieved her immediately. After taking four bottles, she was completely restored, and now enjoys good health.

JOHN LEEDS.

Passengers to the Weymouth from Liverpool.—Mr. C. A. Babcock and Lady.

MARRIED.—At St. George, on the 25th ult, by the Rev. Samuel Thomson A. M. Rector, Mr. Robert Dunlop, to Miss Rachel Kelly, all of that parish.

DIED.—At Nashua, on the 15th ult, Abigail Ayer, wife of Mr. W. Cook.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

ARRIVED.—Nov. 5, Bge Hymen, Maudslond, Southampton, ballast, H. Frye. Brunswick, Morrison, Liverpool, ballast, G. A. B. Babcock. 9 Schr Mary Jane, Watson, Esq. port, Souders.

CLEARED.—Dec. 6, Ship Roger Stewart, Begg, Liverpool, Deals, by Steam Mills Co. 9 Brig Elizabeth, Mosses, Liverpool, Deals, by Dunlop & Wilson. 10 Schr Mary Jane, Watson, Esq. port.

Cook Wanted!

WANTED a good Cook, to whom current wages and permanent employment will be given.

Apply at ROSS'S HOTEL, St. Andrews Dec 9, 1845.

Situation Wanted.

A N. Y. man is desirous of securing employment as assistant Clerk, Bookkeeper, or in any capacity, where he could make himself useful during the winter or longer if required. Salary not so much an object as permanent employment.

Apply at THE STANDARD OFFICE, Dec. 2, 1845.

St. Andrews Steam Mills and Manufacturing Company.

NOTICE is hereby given, that a special meeting of the Shareholders of the above Company, will be held at the Town Hall, in St. Andrews, on Monday the 12th day of January next at 2 o'clock, upon which occasion a proposition is to be taken, relative to the share and other business of importance to the Company.

By Order of the Directors, JUSTUS WEFMORE.

St. Andrews 6th Dec. 1845.







# SUMMARY OF NEWS.

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### LATEST DATES

Liverpool, Nov. 9. Montreal, Dec. 1. London, Nov. 18. Quebec, Dec. 1. Edinburgh, Nov. 9. Halifax, Dec. 3. Paris, Nov. 9. New York, Dec. 4. Toronto, Nov. 28. Boston, Dec. 5.

REPORT OF THE PROVINCIAL COMMITTEE OF THE ATLANTIC AND ST. LAWRENCE RAILROAD, appointed at Halifax.

We have seen a small pamphlet published at Halifax by Gossop & Coode, being a report of the meetings held at Halifax upon the subject of the proposed Rail Road, from that City to Quebec, with a plan of road and sketch of the country attached to it. What struck us as rather remarkable was, that although the river St. Croix was partially laid down on the map, St. Andrews was nowhere to be found! This omission might have been purely accidental, but as its proximity to Quebec as compared with Halifax, or even with Saint John, might draw an enquiry from disinterested capitalists, why that Port if possessing the requisite advantages, of a good and open winter Harbour, would not answer all the purposes to a commercial point of view, better than the longer and more expensive route it makes it appear as if the omission was more than accidental; particularly as we see many respectable names taking prominent parts at these meetings, who, ten years ago recorded their vote on the journals of the House of Assembly of Nova Scotia, approving of St. Andrews being the terminus of the proposed Railway, from the St. Lawrence to the Atlantic in very strong language, and recommending the undertaking to the favorable consideration of the Home Government. And we think it not only unfair now in those very gentlemen to pass us by unnoticed, but inconsistent and derogatory to themselves.

We have also read the remarks of "Scrutator" (evidently a Halifaxian,) in the last Albion. This writer generally gives very unprejudiced sketches of whatever subject he writes upon; but in the present instance, he like most others, is under the influence of local feeling; and in noticing St. Andrews in his communication, he is either ignorant of the just claims it has to consideration, or wishes to throw it as much in the shade as possible. For his information as well as for the information of all others, who were not previously aware of the fact, we beg to state, that St. Andrews justly claims for itself the originating of the scheme for connecting the St. Lawrence with the Atlantic by railway eleven or twelve years ago.—That resolutions passed the several branches of the Legislatures of Nova Scotia, New Brunswick and Lower Canada about ten years ago, highly approving the measure—and further, that Acts of incorporation passed the several branches of the two latter, authorizing the construction of the railway from St. Andrews and Quebec respectively, to the line dividing the Provinces of New Brunswick and Lower Canada, which are still in force, and further, that the Home Government through Lord Glenelg, the then colonial minister, was pleased to grant the sum of £10,000 sterling for the purpose of exploration, surveying, &c.—This service was performed in 1836 and '37 under the superintendence of Major Yule of the Royal Engineers, but in consequence of the interference of the U. S. Government, upon the line above the Grand Falls, on the St. John, as it was intended to pass through

the then "disputed territory" since given to the United States, all operations were suspended; but the line from this to the Grand Falls through our own country, remains as then explored; the distance about 130 miles, and agreeably to the Engineers report, no elevation exceeding 40 feet in any one mile was found, and the country reported to be particularly well adapted for the construction of railways.

If the railway connecting the Atlantic with the St. Lawrence is to be entirely a Government undertaking for military purposes alone, then Halifax should be a terminus, but in a commercial point of view, it can be of little service; as very few exports from Canada, can bear the expense of 6 or 700 miles of transportation by railway, while most articles might bear a transportation of about 350 miles or half the distance. The difference in the expense of transportation alone, between Halifax and St. Andrews, from the St. Lawrence would be a handsome profit of 50s per ton (agreeably to the proposed charge of 3d per mile (per ton.) to the Canada merchant; and so far as the commercial interests of Canada are concerned, St. Andrews being so much the shorter, is so much the more preferable route.

THE PRESIDENT'S MESSAGE.—was received here on Sunday last, and is as usual a lengthy document. In noticing the Oregon question, he remarks that his attention was early drawn to the negotiations pending upon the subject when he assumed office—that three attempts had been made to settle questions in dispute between the two nations, upon the principle of compromise, but each proved unsuccessful. He then alludes to the negotiations of 1818, '21, and '26, and says that on the 23d of August 1844, the negotiation having been transferred from London to Washington, it was then formally opened and based as the others were on principles of compromise—which were he says "properly rejected by the American minister." A proposition was then made by the U. S. Government which was promptly rejected by the British plenipotentiary, who without submitting any other proposition, suffered the negotiation to drop, expressing his trust that the United States would offer "some further proposal for the settlement of the Oregon question, more consistent with fairness and equity, and with the reasonable expectations of the British Government." The President then says that the demands were "extraordinary and inadmissible," and that the rejection of the proposition by the U. States, afford evidence that no compromise which they ought to accept, can be effected; and that the compromise rejected was by his direction withdrawn, and the title of the United States to the whole Oregon asserted, and maintained." The President then asserts his full conviction that "the British pretensions of title cannot be maintained to any portion of the Oregon territory, upon any principle of public law recognised by nations." We regret that our limits prevent us from giving a more extended notice of the Message in this day's paper.

## Arrival of the



By the politeness of Robert Walton, Esq. we have received a Boston paper, announcing the arrival of the Steamship Cambria at Halifax on Wednesday last, and at Boston on Thursday in 15-14 days from Liverpool, which port she left on the 19th. She brought 96 passengers, 23 of whom landed at Halifax.

London papers to the 18th and Liverpool to the 19th Nov. The news is interesting, but of such a nature that it cannot be given in a hasty summary.

The state of the Corn market was such as to show, that the rumours by the last steamer of a "general panic from the scarcity of grain, and the prospect of the opening of the ports by an Order in Council," were exaggerated, and in part unfounded.

In regard to the general state of the markets and commercial prospects, there was no decided change. The cotton market had recovered considerably.

The grain market at the last dates was without animation, and the prices of wheat and other grain for the last two weeks, compared with those of the preceding, had declined. The price of flour and Indian corn remained about stationary.

Comparing the prices of wheat at the London Corn Exchange, as quoted in the Morning Chronicle of Dec. 3, and Nov. 17, and there was a diminution of price of 3s 6d per quarter.

There is still a rumor of Ministers altering

the sliding scale, so as to produce a lower rate of duty.

Notice was given by the Bank of England on the 6th Nov. of a further advance, of 12 per cent, in the rate of discount, making 3 1/2 per cent, on bills not having more than 95 days to run.

The steam ship Great Britain, which left New York, Oct. 29, arrived at Liverpool on the morning of the 19th, having made the passage in 19 1/2 days. Two days from leaving New York; one of the arms of the propeller broke off, and in two days more, another leaving, but one and the arm of another. Nov. 6th, the remaining arm of the propeller broke, leaving only the half arm. She consequently performed a great part of her passage by means of her sails, which performed admirably.

The steam ship Hibernia, made her passage from St. John to Liverpool, in 8 1/2 days.

The Legislature of Nova Scotia has been summoned to meet for the despatch of business on the 10th of January next.

The Government of Nova Scotia have advertised for 1600 barrels of Corn Meal, 700 barrels of Rye Flour, and 1200 bushels of Wheat, which it is intended, in the present season of scarcity, to sell to the poor at cost and charges.

Melancholy.—A most heart rending accident occurred at Bay Des Chaleurs on the 6th ult. It appears that Captain John Binghamley, of New Carlisle, having set his men to work, plunging, saw a flock of Plover and ran to the house for his gun to shoot them; and having loaded his gun, and returning the ramrod to its place the gun went off, lodging its contents a little below one of his temples, in a shattering direction, coming out at the top of his head.

Still another Triumph over Disease in Maine.

Warren, Lincoln Co. July 15, 1845.

Dear Sir:—I take pleasure in complying with your request to bear testimony in favor of your valuable medicine—having had a daughter, fifteen years old, very dangerously sick the last year, treated with all the best medical skill, and a violent cold in September, 1843, which settled on her lungs. She was troubled with a bad cough all winter, I tried various kinds of medicines, but none of them had the desired effect. The cough continued until March, when we became alarmed at her condition, and applied to a physician who attended her some time, but did her no good. We then consulted another, but still to no purpose. Having exhausted the whole catalogue of medicines now in the land—two distinguished physicians having done their best to restore her—we then obtained a bottle of Dr. Wm. C. Allen's Wild Cherry, which relieved her immediately. After taking four bottles, she was completely restored, and now enjoys good health.

JOHN LEEDS.

Passengers to the Steamship from Liverpool.—Mr. C. A. Babcock and Lady.

MARRIED. At St. George, on the 25th ult, by the Rev. Samuel Thompson A. M. Rector, Mr. Robert Dunlop to Miss Rachel Kelly, all of that parish.

DIED. At Nashua, on the 16th ult, Abigail Ann, wife of Mr. W. Cook.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

ARRIVED. Nov. 5, Bge. Hymen, Mainland, Southampton, ballast, H. Frye. Bulkhead, Mainland, Liverpool, goods, C. A. Babcock. 9 Schr. Mary Jane, Watson, Eastport, Sundries.

CLEARED. Dec. 8, Ship Roger Stevens, Begg, Liverpool, Dealers, by Steam Mills Co. 9, Brig Elizabeth, Moses, Liverpool, Dealers, by Dunlop & Wilson. 10, Schr. Mary Jane, Watson, Eastport.

Cook Wanted!

WANTED a good Cook, to whom current wages and permanent employment will be given.

Apply at ROSS'S HOTEL.

St. Andrews Dec. 9, 1845.

Situation Wanted.

AN elderly man is desirous of receiving employment as assistant Clerk, Bookkeeper, or in any capacity, where he could make himself useful during the winter or longer if required. Salary not so much an object as permanent employment.

Apply at THE STANDARD OFFICE. Dec. 2, 1845.

St. Andrews Steam Mills and Manufacturing Company.

NOTICE is hereby given that a special meeting of the Shareholders of the above Company, will be held at the Town Hall, in St. Andrews, on Monday the 12th day of January next at 12 o'clock noon to take into consideration a proposition to alter the Charter of the Company, and for other business of importance to the Company.

By Order of the Directors, JUSTUS WATMORE. St. Andrews 6th Dec. 1845.









The same properties and all the real estate of Richard Turner and Jacob Turner, having been seized, taken, and levied

ALL the right, title, interest and claim, of WILLIAM HANSON, JAMES HANSON and ISAAC HANSON, and of each of them to all that certain piece, parcel or lot of Land, situated in the parish of St. Stephen, conveyed by Eleanor Rose, to the said William and James Hanson, bounded on the East by the road leading from the Cure in Saint Stephen to the Bass Wood Ridge, &c.—being in the second tier of Lots in Mark's Grant, numbered 98 and containing 54 acres more or less, ~~Especially~~ that part of the said Lot formerly conveyed to one William Douglas.

N B—Consignees are particularly requested to  
have their Entries on days of delivery, as soon as  
a Custom House is open.

Apply immediately at the  
**STANDARD OFFICE.**

Mr. D. Gilman &  
Willard Fisher Esq.  
Mr. Hunt & Son

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