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The Standard.
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A. W. Smith.
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Advertising by the year as may be agreed on.

The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

No 42 SAINT ANDREWS, N. B., WEDNESDAY, OCT. 19, 1853. [Vol. 20]

LAW RESPECTING NEWSPAPERS
Subscribers who do not give express notice to the contrary, are considered as wishing to continue their subscriptions.
If Subscribers order the discontinuance of their papers, the publisher may continue to send them till all arrears are paid.
If Subscribers neglect or refuse to take their papers from the office to which they are directed they are held responsible till they have settled their Bill, and ordered their papers to be discontinued.
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EDUCATION NECESSARY FOR THE FARMER.

The opinion is very general that farmers need no more than a common school education—that a college or academical education to them would be useless—nay some even aver that a college education, instead of being advantageous to a young farmer, would be highly detrimental by engendering habits and unfitting him for the laborious occupation of the farm. True if the boy has not been taught to work, he will dread work when a man—hence work should also form an important part of his education, nor is there any necessity of the entire period of youth being spent in fitting for, and going through college, or that a degree should be obtained so soon. There is, in this country, too great haste to usher young men upon the stage of action, there being a striking difference in that respect between us and Europe. No matter if the young man is even thirty before leaving college. If industrious and prudent, he will be better fitted to enjoy happiness and act his part on the farm, than a farmer of the same age brought up without any taste for reading. We assert that if any body needs a college education, it is the farmer. He needs it not to make money—but acquire what is termed a good living—that is a enough to satisfy the physical wants of his nature, but he needs it to gratify the wants of his mind. There is no class whose physical wants are better supplied than the farmer: but the mind, that which alone renders our enjoyments superior to the brute creation—how little food, how little enjoyment is provided for it? After dinner is bought, and dollar upon dollar is put out at interest, but few or no books are bought or newspapers taken.

There are few farmers who would not think it the height of extravagance and folly to buy a library of five hundred volumes—a telescope costing one hundred dollars and a barometer or microscope. They would much prefer to have the cost of the above in money at interest—and why? Simply because their education unfits them to enjoy books or scientific instruments. There are few who will deny that the farmer with the library, telescope, barometer and microscope and the knowledge necessary to appreciate and use them, has more of the elements of happiness at command, than an unlettered agriculturist who has thousands of dollars at interest. I once knew a childless old farmer with a large farm and many thousand dollars at interest. He was fond of reading. He only took a country newspaper costing one dollar a year and borrowed other newspapers. I once asked him to subscribe for a city paper at one dollar a year. He said he was much pleased with the paper, and he intended to take it, but he would want another year, and perhaps congress would reduce the postage and then he would subscribe for it. Poor man! (mentally) to save eight cents, the difference in postage, he deprived himself of the Evening Post one year, nor did he ever take it.

If we travel among farmers, we meet with few libraries and little literary or scientific taste. Nothing has tended more to bring about this state of things than the impression that a college education is useless to the farmer—the man who above all others is best calculated to enjoy such an education—because he has most leisure which could be devoted to literature or science without the least detriment to his farming business—nay that would be benefitted with such an intelligent guide at the helm.

Thanks to our agricultural papers, the prejudice against a liberal education is rapidly wearing away, and men are becoming more and more convinced that a good classical and scientific education is highly advantageous to the farmer.

EARLY SEED CORN.—Farmers are too negligent in selecting corn for the next planting. The usual way is to wait until the crop is gathered, and then while husking to select some of the best looking ears for seed. But this is not the best way. My worthy friend Farmer D. is somewhat noted as the possessor of a superior variety of corn, and on account of its being about three weeks earlier than the usual varieties, his neighbors consider themselves fortunate if they can get their seed of him; and he is sometimes annoyed by the repeated drafts upon his choice selection of ears. Now what is the secret of this superiority? Let me tell you, and then let me say, "go thou and do likewise." Farmer D. has always planted the common kind of corn, the same as his neighbors, but for quite a number of years he has made it a practice to pass through his field every few days after his corn begins to turn, and select the ears that first ripen, and carefully husk and hang them up. Each lot he keeps by itself so that he can tell which came off first, which second, &c., and when he plants in the spring, he uses first that which he first selected. By continuing this course of practice, he now has the satisfaction of having his crops about

three weeks earlier than his neighbors, besides being of a superior quality. Try it my friends, and also bear in mind the fact that the same principle will apply to all kinds of seed. If you wish early peas, beans, potatoes, &c., just take a little pains to select the earliest ripe, and look out for their next spring when planting time comes. From much observation I am convinced that more depends upon the selection and proper care of the seed, than upon early planting. Have your seed and ground ready, and do not be in a hurry to plant until the ground is well warmed. A very old man has told me that it was time to plant corn when the bobolinks make their first appearance, and not before. Just bear this in mind in connection with the selection of your seed.—[Correspondent of the Maine Farmer.]

THE "MORNING NEWS."—The enterprising proprietor of this paper makes the following announcement to his readers. We congratulate him on his enterprise and hope it will "pay."

The most important event of the present week (so far as we are concerned) has been the application of Steam Power to the Morning News Printing Press. This is the first newspaper in New Brunswick driven by steam. We are therefore not only the father of all the penny papers printed in British North America—(think of that!)—but we are the father of steam printing in New Brunswick. Surely that is some evidence that the Morning News is in the ascendant. The Engine is of three horse power, was manufactured at the establishment of Messrs. Harris & Allen, (engine and boiler thoroughly new) and to a charm. They never produced a finer piece of machinery, according to our notions. The engine and works were fitted up under the superintendence of Mr. J. Bond, belonging to Messrs. Harris & Allen's establishment, and does well. Our friends are invited to call and see the "Elephant," when he is at work. He may be seen blowing the Government up this afternoon at 4 o'clock—from that time until half past 5. This ends our weekly Retrospect.

AMERICAN MANNERS.

Dr. Porter, in a recent address at Albany said: "I am a little afraid that a great many people in this country are rather too prone to undervalue this part of education. Certainly we have no admiration for anything finical or affected in manners. We don't want the manners of a village dancing school. But genuine good breeding, gentle manners, ease, modesty, and propriety of bearing, we do exceedingly value. When shall we cease to be described as a sitting nation?—as a lounging people? When shall we cease to be known by our slovenly speech, by our practice of sitting with our feet higher than our heads? During an excursion of several months in Europe last year, I met hundreds of English at home, and on the continent in every sort of situation. I never saw one spit."

I cannot remember that I ever saw any one, however fatigued, lounging or sitting in any unbecoming manner. So long as the state shall feel itself obliged to provide "spittoons" for its legislative halls—so long as the directors of our railroads shall find occasion to attach to the inside of their carriages, printed requests, to the passengers to "use the spittoons" and not the floor, and not to put their feet upon the seats—so long as we shall continue to fill our conversation and our political harangues with the slang of the fish market; let us not be surprised, not angry, if foreigners sometimes make themselves witty at our expense. And in the meantime, let all those who are entrusted with the care of the young, use their utmost efforts to correct these national barbarisms, and to form the manners of the rising generation after a model more elevated and more refined.

Railway conveniences in Europe and America.—The ways of managing matters pertaining to Railroads in this country and Europe are very different. In England or France you are not eternally annoyed by dust, cinders, jerks and noise, or filthy neighbors.

In those countries every person employed on a railroad, wears a uniform and badge which points out to the traveler his office. By this arrangement the annoyance of not knowing who to call upon for information or assistance is entirely obviated. The cars are divided into three apartments and only six passengers are placed in each room. The seats are luxurious, and you are not compelled sit by a thoroughfare where you will be continually brushed and disturbed by the passers by. The train starts off quietly, the first indication of motion being denied from the sight; and when at full speed there is very little of the jumping and jerking so common to our American railroads. At

each stopping place the guard announces the name of the station, and the number of minutes the train will stop.

In cold weather metallic cylinders are placed under the feet, and are much more comfortable than a red hot stove, bespattered with tobacco juice. Indeed, you can ride 300 miles on a French railroad with less fatigue and fewer annoyances, than you will experience in travelling 50 miles on any American road.—[Portland paper.]

POETRY.

LINES FROM A YOUNG FRIEND

Your "good intent" I can't allow to pass,
Yet wonder why so selfish you have grown:
'Tis strange that you should warn me from
the glass,
Whilst you enjoy the pleasure of your own.

If in the one, attraction I can find,
Which yours denies not but doth more allure;
Then grant me mine, if but to call to mind,
The calm reflection of thine image pure.
October, 1853.

MR. JACKSON, AND HIS RAILWAY POLICY.

We have had occasion of late to quote somewhat extensively the remarks of our provincial capitalists in reference to the contemplated European and North American Railway. In doing so we have not hesitated to copy the remarks of many who regard this line in a rather unfavorable light; we do this for many sound and sensible reasons. We throw aside the idea that our brethren are actuated by local jealousy as an unworthy and ungenerous imputation; and freely give them the credit of being deeply interested in the welfare of this province. We have for our own part adopted only the gigantic and superior Halifax and Quebec line proved abortive; not that the great mass of the people were not strongly in favor of the latter, but because of the devotedness of the delegates to self-interest, and because also more of their time was, as Sir John Parkinson well remarked, given to attendance on public balls and private dinner parties than to a due consideration of the weighty and important matters entrusted to them by their fellow colonists.

We have not ceased to regard the Halifax and Quebec line as the one for the people; the only one which can to any great extent confer true and lasting benefit upon these colonies unitedly. Yet we must add, we are favorably inclined to the E. & N. A. line, provided Mr. Jackson is true and faithful to both the spirit and letter of his contract. The Frederickton Reporter—and here we may say the charge of self interest against our contemporary is too absurd and senseless for consideration—seems to look upon the matter in much the same light. We here make room for an extract from that journal:

"We have been informed that public works of most extensive character are in progress in Portland, with the view on the part of the inhabitants of making that city the great Atlantic Terminus of the United States; and in these vast improvements Mr. Jackson is at once largely associated, as he owns the line from thence to Canada—probably destined at no remote period, to become the most remunerative in the world. In connection with this, the enterprising Englishman has commenced another line in Shediac at the Gulf of St. Lawrence, to run through the seaboard portion of New Brunswick, and thus by the nearest point, Portland. By this comprehensive scheme he will have compassed a great part of New Brunswick, and given him a double intersection of Canada; making St. John a funnel for the conveyance of whatever chance may pick up at the Gulf Shore, for its destination at Portland. Verily Mr. Jackson is taking active means to transfer the United Trade of Canada and New Brunswick to the United States."

Now, such is the candid and matured opinion of our contemporary, and surely it involves matter of concern to Colonists generally, and New Brunswickers in particular. Let us ponder on the matter. We, of course, place explicit confidence in this assertion. Under these circumstances can it be asserted Mr. Jackson is acting bona fide up to his agreement. True the "dead letter" may be complied with, but is he including the "spirit" also? Suppose further, that he is now fully performing every job and title of his contract; the seats, according to his own (taut) may be any moment torn off; should not then those who are interested (and who are not) calmly sift this important matter, and find out to time whether the commerce and trade of New Brunswick, are, in fact, about to be transferred to the mercantile speculators of the adjacent Republic. If Mr. Jackson is embarking so much capital in Portland—it is he laboring to make that city "Jerusalem" as above stated—and if the scheme now agitating the provincial minds is

to be made to transform our Province into a mere platform whereon to build up the interests of the State of Maine; then indeed there is justly placed upon Mr. Jackson's remarks concerning the history of New Brunswick, a significance which every inhabitant of our colony must discern, and which will make him ponder maturely upon his present position and future prospects, before it is too late and a worse thing befall us. A huge power is in Mr. Jackson's hands; we have trusted him with the best energies of our people and province; therefore no fear of touching upon "his character" shall deter us from faithfully considering his proposals, his promises, and his subsequent acts, in every legitimate light. He has us, comparatively, at his mercy, and perhaps therefore he can afford to sacrifice our interests to those of the neighboring State. Yet he must beware—we respect him, but as public journalists, we must canvass his doings in Maine without hope of gain or reward.—[Morning Times]

The late Thomas Hood, who was the wit of his day, had something to say upon the subject of cheap literature, and here it is:—"A few months since, I was applied to myself to contribute to a new journal, not exactly gratuitously, but at a very small advance upon nothing—but avowedly because the work had been planned according to that estimate. However, I accepted the terms conditionally; that is to say, provided the principle could be properly carried out. Accordingly, I wrote to my butcher, baker, and other tradesmen, informing them that it was necessary, for the sake of cheap literature and the interest of the reading public, that they should furnish me with several commodities at a very trifling per centage above the cost price. It will be sufficient to quote the answer of the butcher: 'Sir: Respectful your note. Chief butler be bowed. Butchers must live as well as other people; and if so be you or the reading public wants to have meat at prime cost, you must buy your own beasts, and kill yourself.' I remain, &c.

JOHN STOKES.

MR. MACAULAY ON "JUNIUS."

The following letter, written by Mr. Macaulay is just published, for the first time, in a new edition of Lord Mahon's *History of England*—

"Albany, Jan. 3, 1852.

"Sir,—I am obliged to you for the new number of the *Quarterly Review*. I cannot say that it has shaken my opinion. I wonder, indeed, that so ingenious a person as the reviewer should think that 16 objections have made any impression on the vast mass of circumstantial evidence which proves Francis to have been 'Junius.' That evidence, I think, differs not only in degree, but in kind, from any evidence which can be adduced for any other claimant.

It seems to me, too, that one-half of the arguments of the reviewer is answered by the other half. First, we are told that Francis did not write the letters, because it would have been singularly infamous in him to write them. Surely this reasoning does not hang well together. Is it strange that a very proud man should not confess what would disgrace him? I have always believed that Francis kept silence, because he was well known to have received great benefits from persons whom he had, as 'Junius' or as 'Verulam,' abused with great malignity.

It is odd that the reviewer should infer, from the mistake about Draper's hall-pay, that 'Junius' could not have been in the War office. I talked that matter over more than ten years ago, when I was Secretary at War, with two of the ablest and best informed gentlemen in the department; and we all three came to the conclusion the very opposite to that at which the reviewer arrived. Francis was chief clerk in the English War office. Everybody who drew half pay through that office made the declaration which 'Junius' mentions. But Draper's hall pay was on the Irish establishment, and of him the declaration was not required. Now, to me and those whom I consulted, it seemed the most disgraceful thing in the world that Francis, relying on his official knowledge, and not considering that there might be a difference between the practice at Dublin and the practice at Westminster, should put that unlucky question which gave Draper so great an advantage. I have repeatedly pointed out this circumstance to men who are excellent judges of evidence, and I never found one who did not agree with me.

It is not necessary for me to say anything about the new theory which the reviewer has constructed. Lord Lytton's claims are better than those of Burke or Barre, and quite as good as those of Lord George Sackville or Sir John Hamilton. But in case against Francis, or, if you please, in favor of Francis rests on grounds of a very different kind, and on coincidences such as would be sufficient to convict a murderer.

There is, however, one strong objection to the theory of the reviewer which strikes

me at the first glance. 'Junius' whoever he was, wrote a long letter to George Grenville, which was reserved at Stowe many years, and of which I have seen a copy in Lord Mahon's possession. The letter contains no decisive indications of the writer's situation; but, on the whole, it seems to be written by a man not very high in rank or fortune. The tone, though not by any means abject, is that of an inferior. The author declares himself to be the writer of a squib, then famous, called the 'Grand Council.' He says that Grenville must soon be Prime Minister. 'Till then I wish to remain concealed even from you; then I will make myself known, and explain what I wish you to do for me.' I quote from memory; but this is the substance. The original have not seen; but I am told that it is the handwriting of 'Junius's' letters.

Now this circumstance seems to me decisive against Lord Lytton. He was George Grenville's cousin. The connexion between the Stowe family and the Hagly family had, during five generations, been extremely close. Is it probable that George Grenville would not have known Lytton's hand? Is it possible that a letter written by Lytton should have lain at Stowe 80 years, and that none of the custodians should have been struck by the writing?

"But, in truth, the strongest arguments which, in my opinion, prove that Francis was the author of the letters.

"I have the honour to be, Sir,
Your faithful servant,
"F. B. MACAULAY."

ANOTHER BIG SURPRISE.—The Newburyport Herald Herald's correspondent at the house of the Great Republic at East Boston, as follows:—

"Mr. McKay we hear will immediately commence the construction of a ship larger than this, which he is to build by contract.

The theory has been started to build a ship so large that she will pass through the ocean with comparative ease, ploughing directly through the waves, without rising upon them, and so high above them that the rolling of the highest waves will always be below their decks. It is a daring thought, but in view of what has been accomplished already, who will venture to pronounce it as absurd? These things will be built that will pass through the stormy waves of the ocean, with as steady a progress as a vessel of a hundred tons through a river in the same gale. If anyone is to realize the fruition of this dream, it is, we doubt not, Mr. McKay, if his life is spared five years longer."

ETUI SPEAKING.—It is not good to speak evil of all we know; it is worse to judge evil of any who may prove good. To speak ill upon knowledge, shows a want of honesty. I will not speak so loud as I know of many; I will not speak worse than I know of any. To know evil of others and not speak it, is sometimes discretion; to speak evil of others and not know it, is always dishonesty. He may be evil himself who speaks good of others upon knowledge; but he can never be good himself who speaks evil of others upon suspicion.—[Arthur Warwick's Spare Minutes.]

The following brief but beautiful extract is taken from Frazer's Magazine. There is food for parents, in these few lines, to ponder well upon, and learn from them that example educates a child more thoroughly than books.

"Education does not commence with the alphabet. It begins with a mother's look—with a father's tone of approbation or sign of reproof—with a sister's gentle pressure of the hand, or a brother's object of forbearance—with handbuds of flowers in green and daisy meadows—with birds' nests, admired but not touched—with creeping ants, and almost imperceptible emmets—with humming bees and glass beehives—with pleasant walks in shady lanes—and with thoughts directed in sweet and kindly tones, and words to mature to acts of benevolence, to deeds of virtue, and in the sense of all good, to God Himself."

"Promise of Marriage is like precious china—a man has so much to pay for the breakage.—[Punch.]

It is said that more than half of the Inniskillen dragoons are Englishmen, and that more than half the Scotch Greys are Irishmen.

The best cure for lowness of spirits is business.

In Utah they open their balls and dancing parties with paper, and close with a benediction.

The coal fields of the United States, so far as known, occupy an extent of 133,132 square miles.

A company of English gipsies are encamped near Wellesboro', Pa.

European Intelligence.

SEVEN DAYS FROM ENGLAND.

The steamship Canada arrived at Halifax on Thursday morning, with 133 passengers for Boston, and Liverpool dates to the 1st inst.

The news from Turkey adds little to our previous advices from the East. A violent storm was experienced along the English and Dutch coasts on the 25th and 26th September, which caused the destruction of many vessels and the loss of a large number of human beings. Rotterdam and other Dutch cities were inundated, and an American steamer, the *Camerton*, from Hull for Hamburg, was cast away, and some lives were lost. The American packet ship *Neva* put back to Liverpool, and went ashore in the Morrey; several passengers were drowned while attempting to reach the pier. The *Carolina*, from Prince Edward Island, Wm. Ward, and *Hilda*, from Quebec, and *Stephen Glover*, from St. John, were more or less injured.

The ship *Rhine*, from Hamburg for New York, had put into Portsmouth with cholera on board.

The American ship *Sunbeam*, from Glasgow for New York, foundered at sea; crew saved.

The Bank of England has raised its rate of discount to 5 per cent.

The Court was in Scotland. Much anxiety was felt respecting the issue of the Turkish question. Meetings were called in some of the large cities to sympathize with the Turks.

Sir James Graham, at a dinner to the Lords of the Admiralty who were with the fleet at Cork, stated that although armaments were going on in the Naval department, his preparations were made in a spirit of peace.

Lord Palmerston has been presented with the freedom of Glasgow. In replying, he made no allusion to the present political crisis.

The Eastern question shows new features of alarm, but as yet no account of hostilities. It has been already mentioned that the Germans had presented a threatening address to the Sultan, calling on him to declare war against the Russians, or to resign. Enquiry proved that the Germans in this matter were acting on the instigation of the political party at the head of which Mr. Bismarck stands.

They resisted, however, that war was demanded by the Koran, and the Christians were the enemies of the empire. The Sultan refused to sign the warlike declaration against Russia, and there was some possibility of a riot. The French and British Ambassadors therefore sent for assistance to protect the Sultan and the Christian residences. The French steam frigates *Gambetta* and *Mozambique*, and the British steam frigates *Niger* and *Pique*, immediately passed the Dardanelles, and came to anchor before Constantinople, where they remain, all under the command of Rear Admiral Boscawen.

The Daily News of the 29th Sept. states that Admiral Dumbell has orders from the British Admiralty to move with the whole English fleet from Besika Bay to Constantinople.

The Sultan was said to be displeased with the Foreign Ministers for bringing the fleet to Constantinople. He thought it unnecessary and derogatory.

The objection by the Chief of the Turkish armed forces was known at Constantinople on the 19th, but the expected crisis did not occur, and the Ministry at the last dates remained without change.

A letter via France of the 19th, states that better understanding has prevailed between the peace and war parties in the Divan.

The Austrian Divan, under the influence of Count Andrassy, Sept. 16th, stated that the Powers had not in that day induced the Porte to accept the original Vienna note, but the Sultan had decided not to issue an appeal to the nation at present.

The Russians were still fortifying their positions in the Principalities.

FRANCE.—The Emperor and Empress have returned to Paris. They were well received everywhere. All sorts of alarming rumours were circulated on the Paris Bourse relative to the Eastern question. The Russian Minister was said to have demanded his passports, but the report was untrue.

SPAIN.—Navarez is permitted to return to this country.

DENMARK.—The Cholera has entirely disappeared from Copenhagen.

AUSTRIA.—The Emperor Nicholas and the Prince of Prussia arrived on the 24th at Olmutz to meet the Emperor of Austria. Since then had been great military displays and long private conferences.

The Cologne Gazette says that Austria is endeavoring to quarrel with Turkey, under pretext of indemnity due to Adrianople.

The Trieste Gazette says that Russia demands the Province of Livonia in payment of expenses in occupying the Principalities.

BOMBAY.—Famine continued at Rangoon, with Cholera among the natives, and fever among the British troops.

CHINA.—The insurgents continued their march on Peking. The Imperial troops were in great want of money.

AUSTRALIA.—Business was completely torpid—sales of all kinds were forced at auction and prices had fallen 50 per cent. Flour was being re-shipped to England, and there was a stock of 50,000 bbls. on hand. 300 vessels with goods on board were at anchor.

The report of the escape of John Brown from Van Deman's Land is continuing. He went to the office to receive his parole, and while the officer was reading it, he was shot.

and mounted a horse and escaped. John Martin had reported himself at his authorized place of residence.

MARKETS.—LIVERPOOL CASH MARKET.—Breadstuffs in extensive demand for consumption, with prices still on the advance. Flour was in good request, former quotations being fully maintained with partial advance of 1s. say Western Canal 34s. a 34s. 6d. Baltimore and Philadelphia 35s. a 35s. 6d. Ohio 35s. choice 36s. Wheat had advanced 8s. per bushel.

TIMBER MARKET.—St. John Timber—McEwen & Co's report of Cargoes—St. John Yellow Pine at 10d. over average inch—Birch 23d. per foot. St. John Spruce Planks realized £11 to 12 10s. Pine Plank £13 10s. to £15.

We found the following paragraph in the London Morning Herald of the 16th September.

The Jack overboard in Canada.—Mr. Jackson must have created a terrible sensation in Canada, if we take the following paragraph from the Montreal papers.—The factory stood beyond all calculation—with the Jacksonian. The arrival of the great man, with Mr. Stephenson, has turned all heads. No one talks of anything else but Jackson—dreams of anything else. Poor John Bagnall has heard of him and in the simplicity of his heart, he regards him as a man of multitude—a creature with a great many complex existences; and if he sees any one with a stick more than a yard long, and a piece of tape hanging from pocket exclaims "What a Jackson!" A friend of mine, who was visiting some of the French parishes below Quebec, the other day, was almost mobbed in consequence of asking the price of two or three farms, out of mere curiosity; the rumour immediately spread that it was Jackson—Jackson who had come to buy all the parishes—Jackson who had come to build bridges and railroads—and finally, the unfortunate victim of a rumour had to make an unceremonious exit. The railroad rules everything and will rule everything.

The car of Juggernaut is nothing to what the car of the main trunk will be; and we had fair to be crushed beneath an unduly almost as tremendous as that of King Nebuchadnezzar.

A new issue of copper (penny pieces), has been made by the Upper Canada Bank. It was much wanted to increase the small trade circulation, and even the higher class of our keepers have experienced inconvenience from the deficiency. Many of them, however, were not well pleased with the terms of the issue, the Bank taking two coppers from every dollar for the a commutation—more than 4 per cent. Their right to levy this tax has been the subject of some dispute, but without any reason. The purchase is made for the convenience of the public, and the Bank must have the right; as in the case of any other commercial transaction, to be the judge of what is a fair remuneration to its shareholders. [Toronto Leader.]

A riot took place near Guelph on the 24th ult., arising from one of the parties attending a funeral to the Roman Catholic burial ground, having run his cart into a tree, and to a post, with the determination the Guelph Advertiser states, of creating a disturbance. A general fight ensued. Some of the parties were arrested and fined by the magistrates. [Globe.]

THE GROSS RECEIPTS of the Metropolitan Hotel in New York, during its first year ending on the 1st inst., were half a million of dollars, and about twenty per cent. 100,000, were profit, independent of war and wear. In the list of articles used during the year are, brandy and other liquors, 6322 gallons; champagne, 21,160 bottles; sherry, Madeira, &c., 22,912 bottles; claret; and white wines, 18,942 bottles.

GOLD IN MAINE.—A party of six, most of whom are from this city, have bought twenty to thirty acres of land at Madrid, on Sandy river, Me., where they are sinking a shaft and washing the earth for gold. The gold obtained thus far pays moderate wages, and nothing more. It is found in fine black sand in pieces ranging all the way from the small perceptible particle to the size of kernels of corn. [Springfield Republican.]

On Sunday morning about 3 o'clock, a young man was engaged, on loading a deal on a boat lying at Peel's wharf, Lower Cove, Rioridan, the man lately tried for the murder of his wife, fell from the wharf and was drowned. The man had been at work at unloading the boat, which was supposed to be in danger, on Saturday afternoon and returned in the morning to work during the time of tide. They had not been more than 15 minutes at work when Rioridan who had gone up the wharf with a deal on his shoulder, was missed. It is supposed that he walked off the wharf. [Freeman.]

VALUE OF PROPERTY IN ST. JOHN.—The Stores now in course of erection by Mr. John Gills, corner of King and Prince William streets, Market Square, have been leased; the two fronting on P. W. street at £500 and £550 a year, and the one on King street at £475. The building covers a lot 50 by 84 feet.

An Inquest was held on Friday last, before W. O. Smith and Gregory Van Horne, Esquires, on view of the body of a man found drowned in Pexing's Ship. It appeared by the evidence before the jury that his name was John Henry, a fireman on board the steamer *Essex* City. [N.]

At the Windstock Assizes, on the 5th inst., Broadstreet Parks was convicted of the

crime of Arson, and sentenced to four years imprisonment in the Provincial Penitentiary. Sylvester Rose was likewise found guilty of embezzling the money of his employer, and sentenced to two years imprisonment in the Penitentiary. King, for Larceny, one year's imprisonment.

THE STANDARD.

WEDNESDAY, OCT. 19, 1853.

WAR.—A telegraphic despatch says that War has been declared by Turkey against Russia.

MAIL DELIVERY.—We have abstained for some time from noticing the mail delivery in this Town, in the hope that it would be remedied, but we have waited in vain. The mails from the United States and St. John, generally arrive at 9 o'clock A. M.; before the delivery can be made, the mail from St. John has to be assorted and despatched to the United States; then the American mail for the Provinces has also to be made up and despatched to St. John, after which the letters and papers for this Town have to be assorted, the whole labor occupying from two to three hours, during which the inhabitants are obliged to wait for their letters, in many instances causing a serious delay and injury. In our remarks upon this subject, we must not be understood as attaching any blame whatever to our obliging Postmaster, who we have frequently seen indefatigably employed making up these mails, as expeditiously as one person can do it. The only remedy lies with the people—let a strong remonstrance be made to the Executive, by all interested, and apply for an assistant clerk in the office, the revenue of which will warrant the application; the Government no doubt, will entertain the request favorably.

They are driving ahead with their Railroads in Canada. The Quebec & Richmond railroad is almost entirely graded, and the road for every mile of it is said to be lying on the shelves in Quebec. Mr. Jackson, stated at Quebec, that his firm had already dispatched 46 ships to America loaded with men and materials for the Railways they have contracted to build.

MURDER AT ST. STEPHENS.—A man named Livingston, was brutally murdered at St. Stephens, on Saturday night last. The reports as to the manner in which the horrible deed was perpetrated, are so conflicting, that we forbear giving them at present. Three persons were arrested but we have not heard the result of the examination.

LAUNCHED BY MESSRS. BABCOCK, on the 18th inst., from their building yard, at Robinson, a first class ship of 627 tons, which on entering her future element, was named "Star of Empire;" the noble vessel glided gracefully into the water, amidst the cheers of the numerous spectators. She was constructed by the day, under particular inspection, from the best domestic and imported woods; her trunnels are all Long Island locust, she is copper fastened, her cordage and rigging of the best Russia hemp, and other outfit sails &c. guaranteed by the New York manufacturers, equal to their clipper ships.

The "Star of Empire" is to be commanded by Capt. W. S. Snelgrave, a gentleman well qualified for the situation, and worthy of the estimation in which he is held as a Mariner.

LOSS OF THE SCHOONER TRIAD.—The St. Stephen Packet Triad, Wm. Waycott, Master, left St. John on Friday morning last, for St. Andrews and St. Stephens, on coming through big L'Ecluse passage, with a light westerly breeze, the wind died away, when about halfway through, and the tide setting to the westward, she was driven on a rock off the "Dry Ledge," struck and immediately tilted. The crew and two passengers had barely time to get into the boat, losing their clothes, money &c., and vessels papers. The Triad had a full load of Dry Goods, Iron, Flour &c., for St. Andrews and St. Stephens—valued at about £3500. We have not heard whether any of the goods were insured. From what we can learn, no blame whatever can be attached to the master, whose character as a seaman, and up right young man, stands unimpaired.

FAILURES IN NEW YORK.—From U. S. papers, we learn that during last week several large failures took place, which arg. but the commencement of a commercial crisis, the like of which never occurred before, in the United States; the papers state that the great convulsion is owing to the great credit system.

The Packet ship *Eudocia*, arrived at St. John on Sunday last, with passengers and freight. Mr. Cumins Y. S. who went to

England to purchase horses for the Province, came out in this vessel with 8 horses, three of which died (one Suffolk and two Clydesdales) the other 5 were landed on Monday last. The horses were fully insured.

THE PORTLAND ECLECTIC, is the title of a literary paper published in quarto form at Portland, Maine. The editorial department, is conducted with great ability, and the typographical appearance decidedly neat—Terms 7s. 6d. per annum in advance—ten copies for \$10. The popular Magazines are also furnished at reduced rates with the "Eclectic." Subscribers names received at this office.

The Americans are an inventive people, truly; they are daily bringing before the public some new inventions. There is a lady at present teaching a new art—viz. ornamenting of plain picture frames in cut and varnished shreds of kid, which when finished are said to look very handsome.

We learn that Mr. Jackson, on account of the warlike aspect of affairs on the Continent, has been obliged to hasten his return to England, and avail himself of the Steamer that left New York yesterday.

The state of the English Money Market, and the large engagements for constructing railroads in various parts of Europe, which he and his friends have on hand, obviously must make his immediate presence in London, at a juncture so critical, of the first importance. Deeply therefore as we may regret that Mr. Jackson has been unable to fulfil his intention of visiting Halifax, the reason for his hasty departure would seem imperative; nor does it appear that in the state in which the latest advices represent the Russian and Turkish quarrel and the effect on the money market in London, much more could be done this season than has been effected. Exact surveys have been made in this Province, since last May, at a cost probably exceeding £6,000 sig. And we have reason to believe that Mr. Beattie has instructions to continue field operations, out of doors as long as the season will admit, so as to get the surveys and sections completed as far as possible this year. This expenditure is the best evidence of the intentions of Mr. Jackson and his associates.

This sudden change in the Money Market shows us from what we have been preserved. Had a railroad on the Provincial credit and resources been commenced, the work must have been abandoned, with interest exhausting our annual revenue, and no benefit whatever derived, and in addition to all which would have been entailed upon us the almost inevitable and fatal consequences of failures in public works, and discouragement to a second attempt. [Colonist.]

European and North American Railway. We learn that the Directors of the European and North American Railway Co., held a meeting in this city on Tuesday last.

The surveys have so far advanced, that a full estimate of the cost of the road can be ascertained this fall. We further learn that the line from Bangor to Augusta by way of East Vassalboro', is but 62 miles, and that from Bangor to Waterville by the way of East Vassalboro', is but 53 miles, or two miles less than the Newport route. The latter route is but 49 miles.

From Augusta to Waterville by the way of East Vassalboro', is 20 miles. It is thought that the Somerset road from Augusta to Waterville might go by the way of East Vassalboro', and not increase the cost. By adopting this course, it would require but about 16 miles of additional road, from East Vassalboro' to Bangor, to form a complete connection with Waterville and Bangor, independent of the Newport line. This line intersects the Newport line 13 miles this side of Bangor.

We further learn that the land owners on this route propose to trade the right of way as soon as the location is perfected. J. T. Reed, the engineer is now busily at work with a view of closing his surveys in a few weeks. [State of Maine, Oct. 15.]

LARGE CATTLE.—"MUSCIEUX" an ox six years old, raised at Muscatine, Iowa, now on route for the World's Fair, is believed to be the largest ox in the United States. He is 6 feet 6 inches high, 17 feet and 4 inches long; girth 10 feet 9 inches; and if fattened, it is believed he would weigh over 4000 lbs.

The Halifax Sun of 30th says: "We learn that James L. Bliss is on his way to Halifax, from Cumberland, with two Oxen which weigh nearly 4100 lbs. alive. At Windsor he was offered by Mr. Corkery, a St. John victualler, £20 for these oxen, and the privilege of taking them to the exhibition in Halifax."

Rumour says that Lord Elgin's visit to England is connected with the Federal Union of the North American Provinces, and that considerable progress has already been made in completing so desirable arrangement. It is added, that the Federal Union is to be presided over by a Viceroy, but that each Province will have the privilege of electing its own Governor.

We also hear that an offer has been made by a party unconnected with any of the Railways schemes now in progress or contemplation, to build the Great Trunk Railway for Government purposes from Halifax to Quebec. [Courtier.]

MARRIAGES. At St. John, on the 12th inst., at the residence of the bride's father, by the Rev. I. W. D. Gray, D. D., Benjamin Gerrish Gray, Esquire, of London, to Ann Eliza, daughter of Stephen Wingates, Esq., of that city.

On the 8th inst., by the Rev. A. McLeod Savory, Minister, Theodore Martinez, to Miss Mary Ann Ross, of St. John.

On the 15th inst., by the Rev. I. W. D. Gray, D. D., Benjamin Gerrish Gray, Esquire, of London, to Ann Eliza, daughter of Stephen Wingates, Esq., of that city.

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er, by the Rev. J. J. Gerrish, Jr., son of the late Rev. J. J. Gerrish, of that city.

Rev. A. McLeod, of St. John, N. B., has been appointed to the position of Minister of the Gospel in the Parish of St. John, N. B., and will take possession of his duties on the 1st of September next.

By Deputy Mayor, at St. Andrews, 190 acres, lot K, block 25, Lake Victoria, Knox, improved by Reynolds.

By Deputy Mayor, at St. Andrews, 50 acres, lot M, block 27, Leppoe River, Lyons, improved by Reynolds.

By Deputy Mayor, at St. Andrews, 50 acres, lot X, block 27, Leppoe River, Lyons, improved by Reynolds.

By Deputy Mayor, at St. Andrews, 200 acres, lot 46, west side, Grand Manan, John Higgins.

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CROWN LAND OFFICE.
October 3, 1853.
THE undermentioned Lots of Crown Lands will be offered for sale by Public Auction on Tuesday the 1st day of November 1853, at the respective Depots, at their Offices, in accordance with the Regulations of 11th May 1842, and no sale on credit will be made to any person who is indebted to the Crown for previous purchases. (Purchasers will not be allowed to interfere with the right to cut timber or other timber on the Timber Berths at present advertised, until the first day of May next.)
(No person is allowed to hold more than one hundred acres payable by instalments.)

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By Deputy Mayor, at St. Andrews.
190 acres, lot K, block 25, Lake Victoria, Knox, improved by Reynolds.
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Watches, Jewellery, CUTLERY, &C.

THE Subscriber is now opening an assortment of GOLD and SILVER WATCHES; Guard and Demi-Guard, Keys, Rings, &c. Ladies' Gold, Silver, Plated, Steel, and Jet Brooches; Ladies' and Gents' Fine Gold, Steel, and Jet Finger Rings; Gold and Plated Earrings; Steel Studs, Breast Pins, Fancy Bracelets, in Silver, Steel, Brass, Jet, &c.; and all other articles of Gold, Silver, and Steel, in great variety. Ladies' Combs; Pocket Cases; Flower Vases and Tubes; Glass Paper Weights, Card Cases, Portfolios, Ink Stands, Drawing Cases, Thermometers, Silver, Steel, and German Silver Spectacles, Sets, Pins, and Buttons; Metal Castors, Plated Cake Baskets; Wafers, Candied Fruits, and Toys; Glass, Iron, Brass, Britannia Metal and Japaned; Candelsticks and Lamps; sets of Tea Trays; Brushes, Combs, Scissors, Knives and Forks; Carvers and Sticks, Pocket and Jack Knives, Hand and Tea Bags, sets; Fine Iron, Britannia Metal and Black Tin Coffee and Tea Pots, Hand and Looking Glasses, Japaned Tea Caddies, Pepper, Flour, Cake, Spice and Match Boxes; Gun Caps, Powder Flasks, Shot Belts, Mahogany and Rose Wood Work Boxes and Writing Desks, Razors and Razor Strops; Patented and Patent Mugs, Teapots, Brews, Wafers, and Fancy Soap, Books, Pens, Ink and Paper Envelopes, Brass Grease and Hair Oil, Carpenter's Pencils, Silver, Albata, and Britannia Metal Spoons, Soups and Sauce Ladles, Forks, Whips, and many other articles of Gold, Silver, and Steel, in great variety. Glass Ware and a great variety of other articles too numerous to particularize, which he would call the attention of purchasers to. Clocks, Watches, Jewellery, and Musical Instruments repaired and cleaned. Quadrants, Compasses, and Log Glasses adjusted.
Agents for Fellses & Co's Dispensary Bitters and Tonic Wine. A supply constantly on hand.
GEORGE F. STICKNEY.
St. Andrews, July 6, 1853.

ST. JOHN AND LIVERPOOL LINE OF PACKET SHIPS.

Appointed to sail from Liverpool as under:
Ships Captains Tonnage To sail
Saxony T. Calvert, 543 1st Aug.
Imperial, R. G. Moran, 1279 10th Aug.
London, S. Vaughan, 1015 1st Sept.
Humboldt, H. Nichols, 299 1st Oct.
Victoria, R. Card, 875 1st Nov.
Humboldt, J. Pritchard, 550 Newship
Imperial, J. Cruickshank, 975 Ditto
John Bannerman, 1000 Ditto
These Ships are built of the best materials, sail remarkably fast, are classed A 1st Lloyd's, and equipped, and will be dispatched punctually on the days appointed.
They are commanded by men of the greatest experience and nautical skill and no expense or exertion will be spared to make this line efficient in every respect for the safe and speedy conveyance of Passengers and Goods.
The accommodations for Passengers are superior, either in the Cabin, or on Deck.
Orders for shipment of Goods by this line are respectfully solicited.
For Freight or Passage, apply in Liverpool, to Messrs. FERNIE, BROTHERS & Co, Orange Street, Church Street, or at St. John's.
J. & R. REED.
July 23, 1853.

NEW GOODS.

THE Subscriber has lately received a very extensive assortment of
British and American
MERCHANDISE,
which together with a
large stock of Groceries and Dye
Stuffs, will be sold at a small profit for cash.
JOHN LOCHARY.
St. Andrews, July 27, 1853.

SALT - SALT - Ex Waterford from Liverpool.

THREE THOUSAND POUNDS
SALT.
500 Bags Ditto - For sale by
F. A. BABCOCK & CO.
Aug. 9, 1853.

CHARLOTTE COUNTY GRAMMAR SCHOOL.

RAINALD E. SMITH B.A.
Principal.
The classes in this Institution were re-opened on Monday August 1st.
English branches, &c. &c. £0 10 0
Mathematics, with the above, £0 15 0
Classical with the above, £1 0 0
Sain Andrews, August 24, 1853.

Public Notice.

THE Partnership heretofore existing under the firm of CHRISTIE & ARMSTRONG, as Merchant Tailors, is this day dissolved by mutual consent.
JAMES CHRISTIE.
THOMAS ARMSTRONG.
St. Stephens, 24 Feb. 1853.

N. B. - All persons having unsettled accounts with the above firm, will please call on THOMAS ARMSTRONG, as he is the sole person legally authorized to adjust the same, and by whom the business will be carried on in future.

APPRENTICES.

Wanted, two Boys from 14 to 16 years of age, to learn the Printing business.
Apply at the
STANDARD OFFICE.

NEW STORE. C. B. O. HATHEWAY.

Has opened his new Store, near Bradford's Hotel, - where he offers for sale -
FLOUR in barrels and half barrels,
CORN, MEAL, SALT, TEAS,
SUGAR and MOLASSES,
together with a large assortment of
GROCERIES,
as cheap as any other House.
August 16, 1853.

Now Publishing By JOHN TALLIS & CO. OF LONDON.

The Life and Times of the Duke of Wellington.
By Lieut. Col. Williams. (A Companion in Arms of His Grace.)
Comprising the Campaigns and Battles of the Duke of Wellington and his Commanders, the Political Life of the Duke and his Contemporaries, and a detailed account of England's Battles by Sea and Land, from the commencement of the Great French Revolution to the present time, interspersed with Anecdotes, Personal Incidents, and Adventures, &c.

ADDRESS.
The earthly career of Arthur Duke Wellington has closed; one of the greatest men of the nineteenth century, the foremost military commander of any age, has paid the debt of nature. The time has now arrived for giving to the world a History of the Great Captain - of the Events of his Life and Time - a life marked by patriotism, probity and honour, and events the greatest which have ever agitated the civilized world, and whose influence will be felt upon society till the end of time. Such a work must appeal to the best and proudest feelings in the heart of every Briton - the glory of his country, the honour of its name and position among the nations - may his own existence as a Freeman, be recorded and engraven in the annals of the well fought fields, and the deadly imminent dangers, the immortal battles and the glorious sieges in which Wellington and his Companions in arms gathered laurels and placed their country's honour and renown on the highest pinnacle of fame and glory, and tore the victor's wreath in the brows of heroes decorated with the trophies of Italy, Egypt, and Germany.

To supply such a desideratum in English literature, the publishers of The Life and Times of the Duke of Wellington have determined to produce a book which shall present to the reader, not only the dry details which a mere biographical sketch would afford, but a comprehensive work, embracing the contemporaneous history of the period; exhibiting the circumstances in which the Duke and his contemporaries were engaged, and giving to the reader a connected narrative of the lives and actions of the Warriors and Statesmen of the nineteenth century; and this from the pen of one who was a companion in arms of the great hero, and participated with him in many a well fought field.

In order to carry out their views, the Publishers have determined that the work shall be profusely illustrated by Portraits of the Warriors and Statesmen of the last half century who have shed a lustre upon the history of their country; and also representations of the most important engagements by sea and land from the period of 1780 till 1853; so that the work, when finished, shall form an illustrated Gallery of the Naval and Military Exploits of England.

It has been well said, "Character is the true strength of nations; true glory their best inheritance. When the time shall come that the British heart no longer throbs at the names of Cressy, Poitiers, Agincourt, Blenheim, Ramillies, Oudenarde, Malplaque; of Talavera, Salamanca, Toulouse, Waterloo, - the last hour of the British Empire will be struck." - The promotion and elevation of national spirit and feeling is therefore the duty and interest of every true and loyal son of England. May Heaven inspire the hearts of every one of us with that spirit and feeling.

Conditions of Publication - The work will be issued on the 1st and 15th of every month, in Paris at 1s. 3d. and Divisions handsomely bound at 9s. 4d. printed on Imperial 8vo double columns, each part will be embellished by two highly finished steel Engravings, and will contain 32 pages of letter press. A beautiful steel Engraving, 13 by 19 inches, the storming of Seringapatam, the first victory in which the late Duke of Wellington, was engaged in India, to every subscriber to the work.

GEO. GAY, Agent.
March 23, 1853.
Subscribers received at this Office.

Notice.
THE Partnership heretofore existing between James Macoubrey and the Subscriber as Blacksmiths, at Chamecock, has been dissolved by mutual consent. The Subscriber is authorized to collect all debts due the firm, and pay all outstanding liabilities.

JOHN C. BECKWITH.
St. Patrick, July 20, 1853.

St. Stephens Bank.

An extra dividend of four per cent on the premiums on the Sale of £12,500 of the newly created Stock will be paid to Stockholders on the 20th inst. Transfer books closed from the 15th inst. to the 1st Sept. next inclusive.

D. UPTON, Cashier.

CONFECTIONARY STORE. WATER STREET, ST. ANDREWS.

THE Subscriber respectfully intimates to the Inhabitants of St. Andrews, that he has taken the shop lately occupied by A. Y. Patterson, next Mr. Clark's, and will keep constantly for sale a varied assortment of CONFECTIONERY, which he will warrant equal to any in the Province, consisting of, in part -
Lollipops, in great variety of colours and flavours.
Peppermint, Acid, Lemon, Barley Sugar, Rosebud, and Cinnamon Drops.
Almonds, Sugar Plums, Comfits.
Barley Sugar, Cream, Almond, Cinnamon, Lemon, and Horehound Candy.
Enveloped Sweets, superior Syrup.
Also, Cake of every description, Figs, Tarts, and Tuffs.
Fruit during the season.
Ginger, and Root Beer.
Hollanded, Tea, and Fresh Milk.
The undersigned trusts by attention to business to receive a share of patronage.
WM. INGRAM.
St. Andrews, June 1, 1853.

FLOUR.

Ex the Union from Boston.
100 lbs. Canada "Fancy" &c.
prime FLOUR.
For sale low
J. W. STREET.
June 10, 1853.

Crown Land Office, June 29, 1853.
THE upset rate of Mileage this year will be Twenty Shillings, and the purchasers are to be the whole of taking the grants for one year only, at the rates at which they are bid, in or for two or three years, (including the first), at the rate of Fifty Shillings per square mile for each year, unless the ground is bid at a rate exceeding Fifty Shillings, in which case such higher rate will also be the rate for each renewal. The mileage on all renewals to be paid in advance before the 1st day of June in each year, and unless so paid the privilege to renew will be forfeited.

ROBT. D. WILMOT, Sur. Gen.

NOTICE.

ALL persons are hereby cautioned not to trust the CREW of the Ship "J. K. L." now lying at Chamecock, as I will not pay any Debts of their contracting.

WM. FACEY, Master Ship J. K. L.
June 1, 1853.

NOTICE.

WE have this day associated in Business, under the style and firm of
F. A. BABCOCK & CO.
as Commission and General Managers,
F. A. BABCOCK.
ALBERTS BABCOCK.
St. Andrews New Brunswick, N.S.
Jan 8, 1852.

STAND-LOST.

ANY person in St. Andrews, who may have in his possession, a THEODOLITE STAND, with Plates and Screws, (which has been missing for many years,) and will leave it at this Office, will be suitably rewarded and receive the thanks of the owner.

St. Andrews, June 8, 1853. (tm)

NOTICE!

ALL persons having claims against the estate of the late JOHN M'DONALD, 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 M'DONALD, Executrix.
DAVID W. JACK, WILLIAM JACK, Attors.
10th January, 1853.

LINSEED OIL AND WHITE LEAD.

To arrive per "Elizabeth Holderness" from Hull and "Miramichi," from London -
17 Hhds Boiled & Raw Linseed Oil
1 Ton No. 1, White Lead.
J. W. STREET.
May 2, 1853.

LONDON PORTER. STOUT AND PALE ALE.

To arrive per ships "Miramichi" and "Caros" from London -
100 Casks London Bottled Porter & B. Stout
20 Do Pale Ale
6 Hhds Barclay Perkins & Co's Stock
3 Do Do Pale Ale.
J. W. STREET.
May 16th 1853.

LAND FOR SALE.

FOR SALE, 250 Acres of Land, situated on Pleasant Ridge, so called, in the County of Charlotte, being Lot No. 13 on said Ridge. For particulars and a plan of said Land, apply at the office of the subscriber in St. Andrews.

WILLIAM KER.
Dec 16, 1852.

McCLASSES.

Fifty Hhds. Prime Retail Molasses, for sale by
J. W. STREET.
May 9, 1853.

Crown Land Office, Nov. 29, 1852.
PUBLIC notice is hereby given, That no transfer or assignment of ungranted Lands, or any interest therein, will in future be recognized by the Government until all the purchase money paid, and all any Person founded on any such assignment be submitted for the consideration of His Excellency the Lieutenant Governor in Council.

TRESPASSES ON CROWN LANDS.

NOTICE is hereby given, that all Logs, Timber, or other Lumber, cut without Licence upon Vacant Crown Lands, or upon Lands located under the Act 12th Victoria, Chapter 4, known as the Labour Act, or upon Lands located, on which any part of the purchase money money still remains due, will be seized; and the parties found cutting or trespassing will subject themselves to all its pains and penalties of the Act 14th Victoria, Chapter 29, intitled, "An Act to give and continue an Act to provide for the more effectual prevention of trespasses, and protection of Timber, growing on the Crown Lands within this Province," and 13th Victoria, Chapter 7, intitled, "An Act for the better prevention of trespasses on Crown Lands and Private Property." And all Seizing Officers and Deputy Surveyors are hereby required to give immediate notice to one of any trespasses that may come to their knowledge.

ROBERT D. WILMOT, Sur. Gen.

NOTICE.

BERERY found all persons purchasing, or in any way interfering with the piece of Land advertised at Sheriff's sale, lying between the road leading to St. Andrews and the Waveig river, extending from the first rocky point below the bridge near the mills to the River for so called, excepting one acre sold to Abernethy, and also a building new, a wash machine, and a cutting machine, with the privilege of drawing water from the pond for the same, it being located to my wife Sarah and her heirs, by her father, the late Samuel Connick in his will, and Mrs. Sarah Connick has no interest of claim, or pretends to have to the same.

JAMES McKENNY.
April 16, 1852.

STEAMER J. PORTER.

The scheduled new Steamer "JAMES PORTER," Capt. A. Schenker.

WILL run every day (Sunday excepted) between EASTPORT and CALAIS, Touching at ROBBINSON and ST. ANDREWS. The Steamer Porter runs in connection with the Eastern City, and takes passengers to and from her. Weekly notices will be issued of her route and time of leaving Eastport and Calais.

Passengers ticketed by the Eastern City and Admoral. Tickets and further information may had of JOHN D. WILSON, Agent.

FOR SALE.

MOLASSES in Bond or Duty paid, ex Brig "SARAH," from Cuba. Apply at our Office F. A. BABCOCK & CO.
March 29, 1853.

SUGAR - Ex Union from Boston - 10 Hhds. prime quality SUGAR.

For sale by
J. W. STREET.
Aug. 17, 1853.

THE STEAMER NEQUASSET.

AS been put in first-rate order; has had a new and substantial boiler built since last fall, and is again on the route between EASTPORT, SAINT ANDREWS, ROBBINSON, and CALAIS. A bill of her route, and time of leaving Eastport and Calais will be issued weekly, and Capt. Carey will endeavour to run punctually by it, and to give every accommodation to the travelling Public. The Nequasset will run in connection with the Steamer Admoral, and take Passengers to and from her.

Tickets, and any information may be had of the subscriber.

ROBERT KER, Agent.
April 25, 1853.

REMOVAL.

E. BIVARD, M.D., is removed to Mr. Thomas Watt's cottage, opposite the brewery. Office in same building - entrance south east.

Collector's Notice.

ALL those

