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# The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

No. 34] SAINT ANDREWS, N. B., WEDNESDAY, AUGUST 24, 1853. [Vol. 20

LAW RESPECTING NEWSPAPERS  
Subscribers who do not give express notice to the contrary, are considered as wishing to continue their subscriptions.  
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## European Intelligence.

### SEVEN DAYS LATER FROM ENGLAND.

The steamship America arrived at Halifax on the 16th inst., with Liverpool dates to the 6th, and 114 passengers.  
The Pacific arrived out on the 3rd inst.—The America passed the Arabia going into Liverpool.  
In Parliament, Lord John Russell stated the intentions of the Government respecting Jamaica. The principal feature of the plan is to engage a guarantee of 2550,000 sterling to adjust the difficulties, and appoint Sir Henry Bartley the Governor of the Island.

Mr. Gibson's motion for a Committee on Ocean Postage is postponed until the next session.  
In the Commons Sir J. Pakington moved the cause of which he had given notice, abolishing the monopoly of the East India Company in the manufacture of salt in India. After a lengthened discussion the house divided, when the clause was agreed to by a majority of 7—for the clause 117; against it 110.  
Parliament is expected to be prorogued on the 15th or 20th inst.

The Black Swan is sailing at Liverpool. Lieut. Maury met a highly respectable meeting of the Liverpool merchants on the 5th, and explained his wind and current theory. His observations were respectfully and attentively, cordially received, the Mayor presiding.  
A government order prohibiting the slaughter of cattle at Blanes, Ayres has alarmed British importers of hides, stocks being lower than in 15 years past.

The Hungarian Baroness Vanbeck has obtained £500 damages for false imprisonment at Birmingham.  
The Stockport operatives have at length returned to their work, and abandoned their formidable strike.  
The Duchess Olga, of Wurtemberg, daughter of the Czar, is in London, where she was received with distinction.  
A testimonial is in progress to Mrs. Chisholm, the patroness of Australian emigration.

The emigrant commissioners have advertised for tenders for ships, for the conveyance of 800 Chinese from Hong Kong to Demerara and 1000 to Jamaica.  
The board of national education in Ireland had been broken up by resignation of the Archbishop of Dublin, Baron Greene, and Mr. Blackbur.  
Lord Ruthven died in Perthshire on the 27th of June, aged 70 years.

Mrs. Vandenhoff, the actress, was recovering from her long and alarming illness.  
The London Post says that on the tenth of August it would be known whether Europe is to have peace or war, as the Russian answer will arrive at date. The proposal sent to St. Petersburg by the four powers is of a nature which the London Post is confident it will be firmly adhered to. If the reply be a refusal, there can be no doubt that the powers will proceed to action. Any attempt at delay or evasion will be treated as if Russia positively refused the proposal or rather the ultimatum. Moderation is carried to its extreme length, and patience can no longer endure.

RUSSIA AND TURKEY.  
The Eastern difficulty is within a few days of being settled, either for peace or war. The public generally look on the state of affairs as less satisfactory. The present position of the question stands thus:—  
Until the 10th or 12th of August, the Czar's final answer to the ultimatum of the four powers—Austria, France, England, and Prussia—cannot be known. If he accepts that ultimatum, his troops must be immediately withdrawn from the Principality, and the conference at Vienna, pursuing its arrangements, will conclude a treaty to protect Turkey in all time coming. If the Czar refuses the ultimatum of the four powers, or evades a reply, which will be considered equivalent to refusal, the allied fleets will be ordered to the Bosphorus; if not further, and active measures will be taken by France and England to maintain the integrity of Turkey. The question, therefore, is on, the point of solution, for peace or war—a choice that rests solely and wholly on the personal will of Nicholas. Until the 10th or 12th of August, therefore, we must totally disregard all rumors, either favourable or unfavorable as to the result, as nobody but Nicholas himself can tell what his intentions are.  
A Frankfurt Journal says that Austria intends not only to demand reparation from the United States for the Smyrna affair, but insists that the Porte shall immediately prepare the extradition of Kosia.

St. Petersburg letters say that when the Czar heard of the Kosia business, he advised Austria to settle as easily as possible, and doing nothing rather than give the United States a pretext for interfering in the affairs of Europe.

The state of affairs at Constantinople and in the Principality remained unchanged. Only 6000 Russians will remain in Moldavia, the bulk of the army having advanced into Wallachia. Although the Hospodars nominally remain sovereign, the Russians had appointed a board of three commissioners, nominated by the Czar, to decide on all political and administrative measures, their decision being final.  
The Russians are fortifying Jassy and Bucharest. Warlike preparations continued to be made by Russia and Turkey without intermission.  
Smyrna is in a very disorganized state. The Christians were leaving Antioch and Aleppo for the coast. At Laodicea a Turkish mob had attempted the life of the Russian Consul. In other parts of the Turkish empire great confusion and disorder prevailed.

The Russian demands on Persia are to cede the important Province of Tauris in payment of a debt of eighty millions of rubles, Russia offering to hand over the balance between that sum and what the Province is worth.  
Cholera is on the increase in Persia. The plague had broken out at Khrozo.  
France.—The Turkish question alone occupied the public attention, the Government taking the precaution to keep the public mind tranquil on all matters.

M. Kisseloff, the Russian minister, having asked from the Government, explanation of an anti-Russian article in the Constitutionnel, received for answer that the Minister alone expressed the opinions of the Cabinet.  
Fifty-two French field officers were on board the steamer Ajaccio, to enter the Turkish service.  
All domestic and other servants residing in Paris are ordered to register at the Prefecture of Police, under penalty of imprisonment and expulsion.  
An immense loan of 400,000,000 francs is seriously entertained to extend Paris to its present limits, and to erect market places and other public works, designed by the Emperor.

Portugal.—The controversy continued between Portugal and the Papal Court, respecting Ecclesiastical patronage in the East Indies.  
The grape disease continued to spread. A public meeting was called on the subject at Lisbon. Brandy was 330 sterling per pipe.  
Italy.—The exports of breadstuffs from the Roman States is prohibited.  
Severe sentences had been passed at Venice on numerous persons found in possession of arms.

Denmark.—Cholera continues its ravages at Copenhagen. The total number of cases 2,700—deaths, 2,500.  
MARKETS.  
The Cotton Market was dull at a decline of 1-8d. for lower and inferior grades. Sales of the week, 44,210 bales.  
At Manchester the demand for goods and yarns was quiet during the week, but manufacturers and spinners being well under contract, there was no perceptible change in prices.  
LIVERPOOL FLOUR MARKET.—Warlike appearances tend to keep up the market, while fine weather and few imports depress it, and it is therefore inanimate—holders declining to accept lower rates, and buyers acting on the reserve. Wheat is 2d. lower; Flour, 1s. lower, but Indian-Corn is firm at full rates.

The harvest in Great Britain will be late, and the Wheat crop is expected to be deficient.  
No material change in the produce market.  
There is no alteration in the Timber Market from the circulars issued on the 1st August.  
MONSIEUR MARKET.—Baring Brothers report money in great demand, and discounts dearer out of doors. Consols leave off at 97 1-8 to 97 1-4.

DISTRESSING SHIPWRECK.—Capt. Young, and the only known survivors, ten in number, of the ill-fated barque Argyle, from Bristol to Quebec, laden with iron, which, foundered at sea, arrived at Quebec on the 5th inst.—The account given of their sufferings is dreadful. It appears that they were nine days in one of the ship's boats drifting about on the ocean, and that six of those days were passed without food or water, during which time seven of the men in the boat died of exhaustion and hunger. Of the survivors, two are females, one of whom is an old lady, turned, we should say, of fifty, who, to add to her sufferings, was doomed to see her son, a fine strong young man of twenty-three years old, die of hunger by her side. The other female is a young female; and strange to say, both these females, were expected to the same pyramids that the men were, and yet lived through them, and saw seven strong men sink and die under them.

There were twenty-five persons on board the Argyle, including three passengers—viz., the young woman, the old lady and her son—all of whom bestowed themselves to two of the ship's boats; one of which has not since been heard of, and it is feared that but nine of the twenty-five have been left to tell the sad tale.

A LOVE SWINDLER.—It seems that crown-heads are not the only victims of the tricks of our fair sex. We have now to relate how a young woman of this city chiselled a New-Yorker of a considerable sum—for which, as yet, no value has been given.  
From all we can learn, the circumstances of the case are as follows—and we deem the interests of the public require their publication, as the young lady may be "casting sheep's eyes" at others, who (like the hero of the following adventure) may be made the "victims of misplaced confidence."  
On the 4th of April last—not "the first," or it might have been mistaken for a hoax—any one opening the New-York Sun, might have found among its numerous advertisements, which presents such a map of busy life in that city, a notice from some young bachelor, of a "partner wanted"—not to retail dry goods or wholesale groceries, nor yet to engage in any of the various manufacturing or mercantile concerns of the city, but for "a partner" of his joys and sorrows—in one word, a wife, young, handsome, and accomplished.

Stray copies of that paper reached our city, and early in May, when birds are said to seek their mates, a letter was posted here, to the address of the advertiser, neatly written on perfumed paper, stating that the writer answered in every respect the requisites—further, that she was the daughter of a wealthy—, of this city. Having doubtless heard of the beauty of our girls, and finding none other that suited, the advertiser replied, and a correspondence was kept up, which resulted in the request that he should fly on the wings of the locomotive to meet his love.  
Leaving his business, early in the fall month of June, he sped to our smoky city, where, pursuant to arrangement, the parties met on Sunday at Trinity Church, exchanged oaths and a hurried word, in which an invitation was given, and accepted to call next evening at No. —, on a street which shall be for the present nameless. In due time our anxious hero presents himself, is introduced to the parents as an old acquaintance whom she had found in Connecticut, some year or two previous, when at school, and received quite warmly, encouraging him to hope that he had not visited the West in vain.

Soon an opportunity occurred for private conversation, vows were exchanged, all went on happily; "the day" was almost fixed, when the lady suggested patience, and it concluded that the lover should return to New York, and in due time demand her hand from the parents. A month elapsed, his courteous letter to the parents was answered promptly, but with a decided refusal of his suit.  
Disappointed, the young man betook himself again to business, trusting that its cares might reconcile him to the failure of his efforts to procure a wife in a business-like way, and without tying himself to a girl's apron string for a twelvemonth—when among his letters one morning again appeared a note addressed in a handwriting he had not forgotten. Hastening to break the seal, he read that the young lady had been so pleased with the happy hours spent in his company, that

"The father and mother should go mad, she would fly to meet him, should he return to Pittsburgh. She advised him to be by the middle of July, and fixed the twenty-eighth for the sacrifice at Hymen's altar. Love first, business afterward, seemed her motto; and the last letter he received suggested that her father, opposing the match, would not furnish the necessary funds (oh! that Almighty dollar!) to prepare for so interesting an event, and requesting a supply, which his wife would no doubt repay with interest.

Anxious that nothing should prevent the consummation of their ardent desires, he promptly forwarded her, by return mail, the sum of four hundred dollars, with which to procure jewelry, dresses, silks, satins, and laces—and all she should deem necessary for so important a change as that fixed for the 28th July.

He came to our city, indeed it is still here, but ever since he parted with his money, his letters have been unanswered; the parents will not see him; he has lost his money, and has no wife, as the young lady refuses to carry out her part of the contract, or to return her funds.

The question arises, whether the disappointed suitor should bring a suit for breach of promise, prosecute the fair offender for obtaining money under false pretences, or remunerate himself by publishing the whole correspondence in pamphlet form, for sale—a dime a copy! We would advise him to take counsel of another New Yorker, who was victimized in a somewhat similar manner, by a Yankee girl, in the city of Boston, recently, by "clubbing" they may say, lawyer's fees.—[Pittsburg Dispatch, Aug. 1.]

NOTHING NEW UNDER THE SUN.—In the English collection of armor from the Tower of London, in the Crystal Palace, says the New York Times, is observable a very curious instance of the manner in which the recent and apparently original inventions may be traced to an exceedingly remote origin. In the collection will be found an old musket, used in the time of Queen Elizabeth—about A. D. 1570—which has five barrels that revolve on an axis, and are set off by a single hammer. Close by this is a very ancient steel pistol, the breech of which contains seven chambers, revolving almost precisely on the principle of Colt's weapons. This will afford curious speculation for those who, like the Gorman Beckmann, are fond of tracing the History of Inventions.

NEW THEORY OF EARTHQUAKES.  
The general belief of men respecting the cause of earthquakes, is an ingenious theory, in other words, they believe the cause of the earth is a molten mass, and that it is sometimes agitated by volcanic action, and earthquakes. Those who entertain this belief have ingeniously strung together a great number of facts to prove that volcanic eruptions and earthquakes, are in general simultaneous and confined to the same localities. This, however, is not so, for many earthquakes take place when and where there are no volcanic eruptions.

A correspondent of the London Mining Journal, named Drummond, writing from Comrie, in North Britain, presents a theory entirely different from that of ingenious action, he attributes earthquakes to electrical influences, and we believe that Sir Charles Lyell has expressed a belief in the same agency. Mr. Drummond resides in a district where many shocks of an earthquake are felt every year, and some of them have been so severe as to overturn houses. The place is a high land village in the bosom of a mountainous country, and the shocks are never felt at many miles from it, hence it must be the centre of the earthquake's influence. He states that no shocks have ever been felt during easterly or westerly winds. All earthquakes that took place there were preceded within 24 hours by wind and rain, but they have taken place of tenest in dull, thick wet weather. The shocks were not felt alike in the same district; the houses which suffered most, were built on wet places, no houses built on a depth of dry soil suffered. The earthquakes that have occurred when the weather was dry, were more abrupt, and of greater velocity than those which took place in wet weather. They have often taken place when there were two currents of air in the atmosphere, one moving contrary to the other. During all the great earthquakes, vast quantities of aqueous vapors were in the lower regions of the air, which shows that vapor has much to do with the cause of earthquakes; and Mr. Drummond considers it the medium through which electricity acts to produce the quaking phenomenon.

THE ELECTRIC LIGHT.  
The Electric Light at Hungerford Suspension bridge is, at present one of the novel sights of the metropolis. Two miniature suns—for so without hyperbole we may characterize the electric lamps—one in each tower—converged their intense rays on the centre of the bridge, and effectually illuminated the whole of the interior space, to be lighted in general by about 100 gas lamps. The lights remain in continuous operation from nine o'clock p. m. till past midnight. It is said that the light is most economically produced, and that the electric force is applicable as a motive power, as a substitute for steam, and as means of a street; &c., illumination. The inventions of Dr. Watson, the basis of the intended operations of the Electric Power and Colour Company, have, we are told, now removed the only obstacle to the universal use of electricity, and to its immediate application to locomotion, mechanical arrangements of all kinds, navigation, chemical decomposition, and illumination. Every shilling's worth of material used in Dr. Watson's batteries returns, it is said, half a crown in the shape of valuable pigment, bleaching power, and other commercial products to which this new power can be made subservient embrace the phosphorization of coke, telegraphing, electrotyping, etching, and the manufacture of steel.

RAILWAY INTELLIGENCE.—The surveying party in charge of W. A. Goodwin, Esq., C. E., has arrived at McGowan's thirty miles from this City. We understand that the se-

rious difficulties which presented themselves during the survey of Mr. Percival, last autumn, existing at Leveaux, and the removal of which would have involved an enormous outlay, have now been altogether avoided after a more careful and thorough exploration under the auspices of Mr. Goodwin. This would not a bit of this fortunate accomplishment under the former survey.

From Leveaux to the Magaguadavic River we learn that a line can be traced possessing easy grades, and in nearly a direct course. The "tag of war" still presents itself about the Magaguadavic, where the topography of the country is apparently unfavourable for railway purposes; the survey, however, is conducted by a gentleman of highly scientific attainments, and of great energy and experience, and with ample time before him to secure the most favourable route. Under these circumstances, we may reasonably anticipate that some of the supposed difficulties will become small by degrees, and beautifully less, after the surrounding country has been critically examined.—[New Brunswick.]

MELANCHOLLY ACCIDENT AT MOUNT DESERT.—We learn from the Ellsworth papers that a few days since, as two little girls, one eleven years old, daughter of Elder Douglas of Eden, and the other twelve years old, daughter of Mr. Lyman, were out picking berries upon the eastern portion of the Mount Desert range of mountains, where they both in attempting to descend from the mountain, were creeping up upon a shelving rock, when it suddenly tipped and fell over the brink, carrying them with it. One with a spring skirt was saved by the eldest, during their awful descent, and the next moment she lay a bloodied, mangled corpse. The rock had fallen upon her, its immense weight, and the momentum acquired, grinding her to atoms in an instant. The younger was severely injured, but it is thought she will recover.

Late in the afternoon, the cries of the survivor aroused some of the neighbors, and when found she had wandered far away from the place where the accident happened, and could give no account of what had transpired after their fall, nor could she tell the spot where it took place, and the last she could remember was, that she was reaching down endeavouring to assist her companion over the edge of the rocks, when they went down together.  
The deceased was found the next day up on a projecting rock on a part of the cliff inaccessible in any other way than by lowering a man down by ropes.—[Bangor Whig.]  
Bathurst, Aug. 11.—A train from Cumberland had for half an hour of the "track" this afternoon, about seven miles above Berkeley. The engine, tender, baggage, and smoking car were smashed. Mr. Little, the fireman, was killed; Charles Little, the engineer, and Robert Anderson, who was on the engine were badly hurt. The passengers escaped without injury.  
The American Spiritual Telegraph says that Lord Brougham, Sir Edward Blyden Lyton, Dr. Ashburne, and other nobles on the other side of the water, have avowed their faith in the modern spiritual manifestations. Lord Brougham has become a subscriber to the Spiritual Telegraph.  
There were 191 deaths from yellow fever for 24 hours ending on the 6th. The total number of deaths for the week ending on the 6th was 1190, including 650 of yellow fever.  
NEW ORLEANS, Aug. 11.—The fever spreads with fearful rapidity, and many are attacked who have already had it.  
In the dry goods store of C. A. Barriere, four clerks were attacked and died the same day.  
HARVEY SETTLEMENT, Aug. 26.—A serious casualty occurred on Thursday the 4th inst., at the farm of Mr. Grayson, near the St. Andrews and Firderion road, near the Harvey Settlement, whilst two men, James McTearney and John McTearney were engaged in hauling hay. It appears they were hauling hay on a sled with two horses, and whilst one of them was leading, incautiously left the fork on the top of the load. The horses were driven forward, and by a jolt of the sled the fork fell down upon one of them and struck the prongs to the depths of three or four inches between the hip and croup.  
McTearney instantly sprang to extricate it from him, and whilst so doing, one of the horses which was said to be remarkably quiet, flung up his head and struck him with great violence above the left temple, which killed him to the ground, where he lay for some time apparently quite dead. The scull was considerably fractured, and the poor man lost a great quantity of blood. He is now lying in a very precarious state, and the result rather uncertain. It is thought to be a caution to others—to be careful of their tools.

October, 1852.  
McNICHOL,  
Administrator.

Paint Oil.  
ess' from Hull:  
ed and Raw Lin  
received  
W. STREET.

original issues in Poor Condition  
Best copy available

[From the Boston Advertiser.]

New Postal Treaty.—The following important order has been issued by the Postmaster General, in pursuance of a treaty signed by that official, and the Bremen minister:

Post Office Department, August 5, 1853. Pursuant to authority vested in the Postmaster General, and by and with the advice and consent of the President of the United States (which advice and consent more fully appears by an instrument in writing this day filed in the Department), and with a view to make better postal arrangements between the United States and Europe, particularly with the government of Bremen:

It is hereby ordered, that from and after the 15th of August, 1853, the postage on a single letter to Bremen line, be reduced from twenty to ten cents, which rate is to be charged also on letters to and from Bremen, for all States beyond Bremen, whose postage to Bremen shall not exceed five cents, the single rate. On letters for States beyond Bremen, whose postage to and from Bremen is over five cents, the single rate between the United States and Bremen shall be fifteen cents instead of ten cents—the postage beyond whatever it may be, to be added to the said rate of fifteen cents.

On all pamphlets and magazines mailed within the United States, for received from any foreign country (except Great Britain, the British North American Provinces, and the west coast of South America), the postage shall be at the rate of one cent an ounce, or fraction of an ounce, instead of two cents as established by the order of the 25th May last. And whenever the British government shall reduce their postage on works of this kind, from the present rate, of four cents to one cent an ounce, the same reduction may be made in the United States postage, as and from Great Britain.

[Signed] JAMES CAMPBELL, Postmaster General.

New York, Aug. 15.—There were twenty-seven more deaths yesterday from sunstroke, reported at the coroner's office today.

A desperate encounter took place last night between Capt. Traylor of the brig Alfred (Hessened and four river) thieves who had seized him in his cabin while asleep, choked and attempted to throw him overboard; he finally drove them into their boat and fired into it, when one of the robbers was shot, fell overboard, and was drowned; the others escaped.

FROM THE FISHERIES.—The rumours of an expected collision between the British and American squadrons on service at the fisheries, circulated in the newspapers on the faith of telegraphic communications from Washington, said to be based on despatches just received from Com. Shubrick, are not in accordance with fact. Com. Shubrick, we learn, has had an interview with Admiral Seymour, who informed him that, although his (the Admiral's) instructions were of a strict and rigid character, admitting of no discretionary action on the part of the officers of the protective squadron, yet they enjoined interference with the fishermen of the United States only in cases of their open and flagrant violation of our treaty stipulations. Neither is it true that fishing vessels from Eastport, or other New England ports, have gone out armed; nor is there any excitement either on our own or on the British coast.—On the contrary, affairs were proceeding at least accounts very calmly and satisfactorily. National Intelligencer, 15th.

Quebec, Aug. 8.—Captain Young, and the only known survivors of the ill-fated *Argyle*, from Bristol for Quebec, laden with iron, being reported as having foundered at sea, arrived here on Friday night. Their sufferings have been dreadful. It appears they were nine days in one of the ship's boats drifting about on the ocean, and that six of these days were passed without food or water, during which time seven of the men in the boat died of exhaustion and hunger. Of the survivors, two are females, one of whom is an old lady, turned, we should say, of fifty—who, to add to her sufferings, was doomed to see her son, a fine strong young man of twenty-three years old, die of hunger by her side. The other female is a young woman; and strange to say, both these females were exposed to the same perils that the men were, and yet they lived through them, and saw seven strong men sink and die under them. There were twenty-five persons on board the *Argyle*, including three passengers, viz., the young woman, the old lady and her son, all of whom took themselves to two of the ship's boats, one of which has not since been heard of, and it is feared that but nine of the twenty-five have been left to tell the sad tale.

Wheat.—In 1853, Canada exported 296,020 bushels of wheat. Last year she exported 620,738 bushels.

RAILROAD ACCIDENT.—On Friday last, at 3 1/2 P. M. the express train on the Vermont Central Railroad, from Rouse's Point, ran off the track in Granville, about six miles below Roxbury, Vt. The engine and tender were buried in the bank, badly broken. The baggage car upset and smashed, and two passenger cars had seats broken and wheels torn off. The accident was caused by running against some cattle (killing seven of them) while going at a rapid rate. On the engine was the engineer, fireman and a watchman, and in the baggage car were six passengers. No one was seriously injured. The passengers took shelter in the house of

Mr. Ordway, about a quarter of a mile distant. Two or three passengers in the baggage car were some bruised, and one lady had her leg badly soaped. The conductor, Mr. J. B. Fletcher, did all that could be done to relieve the passengers. He sent a handcar back to Northfield, about 14 miles, and telegraphed to South Royalton for a train to come up and take them on.

After a detention of three hours the train arrived, and was obliged to back down to White River Junction, about 50 miles. The passengers attach no blame to the conductor or engineer.

Several gentlemen, with ladies, were on board the train from Boston and vicinity.—[Boston A. Traveller.]

INTENDED SUBTERRANEAN METROPOLITAN RAILWAY.—Among the bills which have just received the sanction of Parliament, there is one which relates to a project which, when known, will excite very great interest in the metropolis. It is for the purpose of making a railway under ground from the lower end of Edgeware Road to the King's Cross. The subterranean railway will, for the most part, run beneath the New Road. The estimated capital for the execution of the work is £300,000, and, as a proof that the scheme can be completed for this sum, a responsible contractor has already offered to undertake the execution of it at considerably less than the amount we have specified. What is more, a party of the highest respectability has engaged to give a guarantee of six per cent. for a period of 20 years on the amount of the capital expended. The length of this underground railway will be less than two miles and a half. There will be stations at very short distances—say at every quarter of a mile; and it is intended that the charges shall be so moderate that the omnibuses running along the New Road will not have a chance against their subterranean rival. The charge for the whole distance in the first class will be only 2d. The carriages will be superior to any thing to be found on any railway in England. Owing to the nature of the substratum along the course of the line, it will be perfectly free from damp all the way; and, as every carriage will be abundantly lighted, the ride will be pleasant in the highest degree. The works will be speedily commenced, and it is expected that the line will be in full operation in little more than twelve months.—[London Paper.]

Railroads Carrying the Mail.—The Postmaster General has sent a circular to the various railroad companies carrying United States mails under charge of route agents, pointing out the necessity for their proper accommodation, and for the security of their charge, demanding, too, that they shall all strictly comply with the common clause of their specific contracts, binding them to have cars exclusively for mails.—He furnishes them with a diagram, showing that his view of what is necessary, first for security, and next to facilitate the labors of the mail agents in assorting and delivering mails from trains. He also points out the necessity in future for preventing any one excepting United States mail agents, from having access to the body of the mail car.—[Washington Union, Aug. 9.]

Presidential Escape.—The express train from Montreal, which reached this city on Saturday evening at 7 o'clock, had a most wonderful escape when just above Concord. In the sudden and violent storm of Saturday the lightning struck a tree and threw it directly across the track. The train was coming at full speed, and the tree was not seen till the engine was nearly upon it. The engineer reversed his engine, and, with the fireman, sprang from the train and were unhurt. The train rushed on, severed the tree asunder, and was not thrown from the track. The tree was about the size of a man's body, and was of soft wood.—[Journal.]

Cars stopped by Grasshoppers.—The cars on the Watertown Railroad were stopped between that place and Cape Vincent, recently, by the multitude of grasshoppers upon the track. The rails were so thickly covered with them, and the car wheels smashed them up so beautifully between a hop and a jump, that it had the effect of grease on the rails, making the wheels revolve swiftly, while the train remained stationary.—[ib.]

The third volume of Macaulay's History of England, is to appear in England. It has been at length completed by its author, and the manuscript has been placed in the hands of his publisher. There has been a general apprehension entertained by his friends that he would not be able to finish it. His health has been greatly impaired by the excessive use of opium, to which he has been addicted, and one important end is gained in this—that men begin to think for themselves.

LOUISVILLE, AUG. 18.—A private despatch from New Orleans, says they were unable to bury all the dead, and last week 125 bodies were burned.

RUFFALO, AUG. 18.—The new steamer Mississippi collapsed her boiler last night, about 25 miles out of port, killing the fireman and scalding two others. The accident was caused, it is supposed, by a flaw in the iron of the flue. The boat has returned to port.

POTATOE ROT—ANOTHER REMEDY.—Professor Bollman, a Russian councillor of State, discovered accidentally, and has recently verified by experiment, the fact, that seeds pota-

tes thoroughly dried, will produce a sound crop. Mr. Bellman's room, in which his first potatoes were dried, was heated to about 72 degrees, and much higher. By way of experiment he placed others in the chamber of the stove itself, where the thermometer stood at 126 degrees and more. He also ascertained that the vitality of the potatoe is not affected; even if the rind is charred.

### THE STANDARD.

WEDNESDAY, AUG. 21, 1853.

MUNICIPAL CORPORATIONS.—In the last two numbers of our contemporary, the "Provincial Patriot"—are two well written and convincing letters upon the subject of MUNICIPAL CORPORATIONS, backed up by a sound editorial, directing attention to these communications, which by the way, are said to be written by a young man—[New Brunswicker.] We have read the remarks of "Public Good" with attention, and are pleased to perceive, that this important subject is to be brought before the people of this County, in so plain and familiar a style. We were and still are an advocate for this pure, fair, and liberal mode of government, which we feel convinced would have been adopted by a large majority, in April, 1852, had it not been for some parties "turning their coats," and in an underhand manner leading their dupes to suppose "that it were better to wait and see how it would work in Carleton County." It is with much pleasure we learn from an authentic and influential source, that the matter will be tried again shortly, when an overwhelming majority, even over a two-third's vote, will convince its opponents, that its friends are resolved to have this County governed "according to the well understood wishes of the people." Let us not, however, be misunderstood. We give credit when due to the Magistracy, some of whom are deservedly popular for their attention to County affairs and efforts to economise the public money; but there are matters over which they have no control, which would legitimately form part of the duty of the County Council.

We will return to this subject in a future number; in the meantime we take the following extracts from the second letter in the Patriot:— "The advocate of these institutions labors no new untried idea, no mere theory of the brain; but only seeks to impart into the government of the local interests of this Province, a principle which is incorporated in the British constitution—that for centuries has been instrumental in promoting imperial improvement, and if some of the best historians of the United Kingdom bear reliable testimony, has materially contributed to the liberties and happiness of our ancestors. The feudal system cradled in an age of barbarism and high exclusiveness—glutted with the very vitals of down-trodden men, and swollen to a bloated, disfigured, and gigantic mass of evil and oppression, was hastened to its final extinction by the action of Municipal authorities. Experience, too, approves them, as suited to colonial locality and circumstances; and as conduces to commercial enterprise. They are, therefore, not mere novelties begotten of rabid reform and sweeping innovations, but come down to us, the venerable offspring of a distant antiquity.

"When men have learned their own and their neighbors rights, they naturally seek to maintain the former, and as naturally reject the latter. An enlarged conception of their just position will arouse an interest in civic rights and duties and excite to personal supervision of the common good, namely, the public officer. This induces inquiry—investigation—mental exertion—thought, and education is but the power of thinking—to the purpose. Besides, in the discussion of local affairs, general principles may be added, and general information become available. It is therefore an object (which would be altogether wanting, was it not for the representative principle upon which municipal authority is based) for men to acquaint themselves with those concerns of public import which are daily occurring, and to consider of the best means for their protection and management. All may be called at some times—some one must periodically, and it is the privilege of the people to determine, who the man shall be, to assume a part in the direction of the common interest; has not each then a strong incentive to qualify himself? Hence study becomes attractive as well as necessary, and one important end is gained in this—that men begin to think for themselves.

IMPORTANT LETTER.—In the Quebec Morning Chronicle of the 15th inst., we find a most extraordinary but ably written letter, evidently composed by a master mind, which shows up some deeply laid political schemes for the annexation of Canada and Cuba into the American Confederation; and gives some extracts from a newly published History of Canada, by the Abbe Brasseur de Bourbourg, Vicar General of Boston. The great length of the letter prevents our publishing it in our columns, but we append some extracts from the Chronicle's introductory

remarks, which will give an idea of its contents. From this curious document, it is plainly evident, that from one end of the Union to the other, the Americans are desirous (aye, and even discuss the question,) of annexation, as if it were already near its accomplishment. The Chronicle says:— "The Vicar General, the Abbe Brasseur de Bourbourg's book appears to be a very curious expose of the Archepiscopal of Quebec. Is it possible that the Canadian clergy, whose interests have hitherto been considered as wound up with the maintenance of British sovereignty in this province, desire to be independent of England? "Our correspondent, however, alludes to the absorption of Cuba and Canada into the American confederation. Now, when we consider the remarks of the American minister, Mr. Soule, respecting Cuba; and the fact that Mr. Buchanan has gone to England to sound the British government on the contemplated cession of the British North American colonies and Free trade with England, the annexation policy of the Canadian administration, the purchase of U. S. railroads by England capitalists, and above all that Mr. John N. B. has been employed in collecting statistical information concerning all the British provinces the most extensive maps of every portion of them being published at the expense of the United States government, it is only reasonable to suppose that the Republic has designs upon Canada and upon Cuba as a counterpoise. Lord Elgin is about to leave Canada for England. Why?

THE ILLUSTRIOUS STRANGERS, HALL!—It is but seldom we record the visit of so exalted a character as THE COMTE, consequently we do it now with much pleasure. It was seen, (tho' not accurately, on account of the thick state of the atmosphere,) on Sunday evening, low down in the northern hemisphere. Its brilliancy was not great, owing no doubt to the dense vapour or thick atmosphere we have alluded to, surrounding it. It had the resemblance of dull silver coin, had but one tail, which to the naked eye was about a yard in length, and was on the opposite side to the sun, as is generally the case. We apprehend the stay of the Visitor will be but for a brief period—a day or two, when it will be away from us to range through the vast vaults and wide expanse of the far heavens again, not to re-appear it might be, even for ages to come, and on this account we feel sorry it should so soon depart.

THE WESLEYAN BAZAAR.—Notwithstanding the unpleasant state of the weather on Thursday last, large parties came from Calais, St. Stephen, and Milltown, in the morning, which was closed early in the afternoon, owing to the rain storm. About 4 o'clock the steamer "Forest Queen" from St. John, with a small party arrived in the harbour, and returned early next morning. The Bazaar was opened again on Friday, and we are pleased to learn that upwards of £100 were raised; many of the most valuable articles [are yet unsold, which no doubt will realize a large sum. Several parties availed themselves of a trip on the Railroad, and were much pleased.

The Arch-Bishop of Halifax, and Dr. Connolly, Bishop of St. John, will officiate in Milltown on Sunday next.

DINNER TO R. STEVENSON.—We notice in the Montreal Sun, an advertisement stating that a Complimentary Dinner would be given to R. Stevenson, Esq; M. P., on Friday last 19th inst., at the Donegall's hotel in that city. Price of tickets \$12 each. Select enough in all conscience, to make it almost exclusive.

St. John August 20. We understand that the arrangements for the GRAND RAILWAY DISSEMINATION, to be held in this City on the 14th of September next, are progressing very favourably. The guests from Canada, Nova-Scotia, Prince Edward Island and Maine will no doubt be numerous, such celebrities as Jackson, Betts, Stephenson and Kosey not being to be seen every day. The order of the day, we believe, will be something as follows:—The procession will form in King's-square in the morning, and it is expected that most or all of the following bodies will take part—the Magistrates of the County; on horseback—two and two; the Mayor and Common Council; the Freemasons; the Trades; the Fire Companies; the Grand Division of the Sons of Temperance; and the Cartmen and Coachmen of the City, on horseback, to bring up the rear. The procession will move down Brunsell-street, probably, and by the Marsh bridge, to the City road, forming a square round the ground to be selected for the ceremony of the day. The line will be located in the valley behind Jeffrey's hill, and the place will be some suitable spot between the Valley Church and the Marsh Bridge.

STRAIK TO LIVERPOOL!—Just as our paper was going to press, we were informed that active arrangements are in progress for establishing a line of Screw Steamers between St. John and Liverpool. As gentlemen in

both places, engaged in and well acquainted with the business requirements of the ports, have taken the matter in hand, we have reason to believe that it will be carried out in the most effectual manner. Success to enterprise!—[Courier.]

BELLS.—Eight Bells, with the necessary fittings, have been imported in the packet ship Liberia, from Liverpool. They are intended for the Cathedral at Fredericton, and are valued at £530 sterling.—[Ibid.]

We much regret to hear that the Weevil is making serious ravages in the wheat fields in this County. Strange to say, in the neighboring State of Maine this destroyer has not made its appearance this season. Of Oats and Potatoes there is no probability that our farmers will complain either as to quantity or quality.—[Woodstock Reformer.]

DEPARTURES.—One of the party of men who recently deserted from the Garrison at Fredericton was captured last Friday by Messrs. Allen and Jacques. Another has lost his life in attempting to escape, having been drowned while attempting to cross the River St. John, between Fredericton and Woodstock.—[ib.]

The Railway works, we are informed, are progressing satisfactorily—the line from Shediac to the bend being now staked out. The surveying party have advanced seven miles further on their way to St. John, as far as the confluence of the Petitcodiac and Annapigne rivers.

Preparations are being made for the celebration to be held next month. A meeting of the Trades was held at the Mechanics' Institute last night, when it was resolved that the Trades should take part in the Procession. We will speak more fully of this on Saturday.—[Freeman.]

The shop of Mr. James White, in Queen-street, was entered on the night of Saturday last, and a number of silver watches and other articles stolen. The entrance was made at the rear of the premises. The basement story of Mr. Coburn's premises was also entered on the night last week by some persons thrusting aside the iron bars which cross one of the windows, but the object got entrance into the store above was frustrated by the stout door being well secured. There are doubtless some bad customers in the market at present, and we advise all concerned to be watchful.—[Fredericton Reporter.]

CANADIAN JUDGES.—The Hon. L. H. Lafontaine has been appointed Chief Justice of Lower Canada, in the room of Sir James Stuart, and the Hon. R. E. Caron has accepted a Judgeship in the Superior Court. The steamer Sarah Sands arrived at Quebec on the 12th inst., in 22 days from Liverpool, with 93 cabin and 127 third class passengers.

In the House of Commons, on the 23d of Aug., on the order of the day for the second reading of the Colonial Church Regulation Bill, Lord John Russell moved that the Bill be deferred until Monday, in order that the House might see the amendments which had been prepared by the Solicitor General. After some discussion, the bill was lost—so that the Colonists will have time to consider the measure previous to its being again brought forward.

### MARRIAGES.

At Fredericton, on the fifteenth inst., in the Wesleyan Church, by the Reverend C. Churchill, M. W. M. L. Evans, of Moncton, County of Westmorland, to Maria M., daughter of Anthony Lockwood Esq., grand daughter of the late Surveyor General of this Province, and adopted daughter of Joseph Gaynor, Esq.

SUGAR!—Es. Ulica from Boston—10 hhd's prime quality SUGAR, For sale by J. W. STREET.

BEST SYDNEY SCREEN'D COAL, 100 Chaldrons To arrive.—Apply to J. W. STREET.

DENTAL OPERATIONS DR. PATTERSON, SURGEON DENTIST, WILL visit St. Andrews on Monday, next, 15th inst., and remain at his Rooms, Bradford's Hotel, for three days only. Dr. P. will be happy to wait on all those who may require his professional services. All operations warranted to give satisfaction. St. Andrews, August 10, 1853.

PASSENGERS FOR Gloucester or Bristol. THE Clipper Bark "Bristol Belle," Capt. Spongole, will sail from this Port on or about the 26th inst., for Gloucester or Bristol, and has superior accommodations for a limited number of Cabin passengers. Apply to Capt. Spongole on board the ship at Chamcook, or to WILSON & BOLTON Aug. 15.

FOR SALE, MOLASSES, in Bulk or Duty paid, ex Brig. S. S. M. from Cuba. Apply at our Office F. A. BARCOCK & CO. March 29, 1853.

THE undermen will be offered on Tuesday the 15th by the respective greatly to the benefit of the (Purchasers will be the right to cut the Bertha at pre day of play next (No person is a hundred acres pa

By Deputy 75 acres, lot 1 Gleason 200 acres, lot James, lot. 100 acres, lot J. Fry 50 acres, lot Logan. 90 acres, lot George 91 acres, lot George 100 acres, lot J. M. C. 100 acres, lot 100 acres, lot 100 acres, S. Holme 100 acres, S. Holme 100 acres, S. M. Ho

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THE Petition to parcel and comply which will be ground hereof of any Railwa sation; and n y to allow w Land at prese person.

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C A U foot 100 lbs doing; will St. And SALT THERKY 300 Bags Aug. 9

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The Hon. L. H. La-  
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ices from Boston—  
prime quality  
I A R,  
For sale by  
J. W. STREET.

SCREEN'D COAL,  
half tons  
J. W. STREET.

OPERATIONS  
FERSON,  
DENTIST,  
ews  
post, 15th inst.,  
some, Bradford's Hotel,  
Dr. P. will be happy to  
may require his pro-  
All operations warranted  
21. 10, 1853.

AGERS FOR  
or Bristol.  
laque "Bristol Belle,"  
will sail from this Port  
inst., for Gloucester or  
er accommodations for  
Cabin passengers.  
ponage on board the ship  
WILSON & BOLTON  
SALE,  
660 or Duty paid, ex Brit-  
Cuba. Apply as per Offi-  
F. A. BABCOCK & CO.



**CROWN LAND OFFICE,**  
August 1, 1853.  
THE undermentioned Lots of Crown Lands  
will be offered for sale by Public Auction,  
on Tuesday the 6th day of Sept. next, at noon,  
by the respective Deputies, at their Offices, ac-  
cording to 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 lumber on the Tim-  
ber 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.)

**CHARLOTTE.**  
By Deputy Mahood, at St. Andrews.  
75 acres, lot 12, block 1, Saint James, St.  
Gleason.  
100 acres, lots 120, 122, new road, West  
James, J. Fryar, survey 10s. via lot.  
100 acres, lot 124, new road Saint James,  
J. Fryar, Jr., survey 10s.  
50 acres, lot 4, block 6, Saint Patrick, A.  
Logan.  
90 acres, lot E. west of Indian Rips, St.  
George, A. Harris.  
91 acres, lot F. west of Indian Rips, Saint  
George, T. Harris.  
100 acres, Upper Niles Brook, St. George.  
J. M. Coull.  
100 acres, lot 72, Craftville, Robert Ewing  
100 acres, lot 73, Craftville, C. Gallagher.  
100 acres, lot 74, Craftville, R. Gallagher.  
100 acres, S. J. 51, 53, Craftville, Patrick  
Holmes.  
100 acres, N. J. 52, 54, Craftville, B.  
Holmes.  
100 acres, S. J. 55 and N. J. 56, Craftville,  
M. Holmes.  
R. D. WILMOT, Sur. Gen.

**CROWN LAND OFFICE, April 6, 1853.**  
THE Petitions of the undermentioned persons,  
to purchase land under the Labour Act, are  
compiled with, but subject to a condition  
which will be inserted in each Grant, that any  
ground hereafter required for the Line or Stations  
of any Railway, may be taken without compensa-  
tion; and no Commissioner under the said Act  
is to allow work to be done in payment for any  
Land at present in the occupation of any other  
person.

**Charlotte.**  
James Ash, Joseph Newell,  
Thomas Beel, Patrick Nowlan,  
William Boggs, Patrick Shea,  
James A. Dexter, Alexander Sinclair,  
John Farry, John Sinclair,  
William Hekey, Thomas Steen,  
Thomas Ind, James Woodin,  
John Lee, Richard Woodin,  
John Mulveyne.  
ROBT. D. WILMOT, Sur. Gen.

**CAUTION.**—All persons are  
forbid trespassing on BIG HARBOR  
WOOD ISLAND, as any one found so  
doing, will be prosecuted according to law.  
St. Andrews, June 29, 1853.

**SALT!** SALT!—To arrive, ex Wa-  
terford from Liverpool,  
THREE THOUSAND BUSHELS  
S A L T,  
300 Bags Ditto.—For sale by  
F. A. BABCOCK & CO.  
Aug. 9, 1853.

**TO ALL CONCERNED.**  
AS MRS. GRANT, taking her child,  
has most improperly deserted her  
proper dwelling, I will be accountable for  
no debts contracted by her or for it; and I  
forbid any and all from sheltering or har-  
boring either.  
ROBERT P. GRANT,  
St. George, Charlotte County, Aug. 4, 1853.

**CHARLOTTE COUNTY  
GRAMMAR SCHOOL.**  
RALPH E. SMITH, B. A.,  
Principal.

The classes in this Institution, were re-opened  
on Monday August 1st.  
TERMS—PER QUARTER.  
English branches, ..... 20 10 0  
Mathematical, with the above, ..... 0 15 0  
Classical with all the above, ..... 1 0 0  
Saint Andrews, August 24, 1853.

**NEW GOODS.**  
THE Subscriber has lately received a very  
extensive assortment of  
British and American  
MERCHANDIZE,  
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.

**Watches, Jewellery,  
CUTLERY, &C.**

THE Subscriber is now opening an assortment  
of  
COLD and Silver WATCHES, Guard and  
Demi-Chains, Keys, Rings, &c.; Ladies'  
Gold, Silver, Plated, Steel, and Jet Brooches;  
Ladies' and Gents' Fine Gold stone set Finger  
Rings; Gold and Plated Earrings; Shirt Studs,  
Bread Pins, Fancy Bracelets, in Silver, Agate,  
Plated, Hair, Jet, &c.; gold and silver Pencil  
Cases, in great variety; Ladies' Companions;  
Scarf Bottles; Flower Vases and Tubes; Glass  
Paper Weights, Card Cases, Portfolios, Ink  
Stands, Dressing Cases, Thermometers, Silver,  
Blue Steel, and German Silver Spectacles, Sets  
Plated and Britannia Metal Castors, Plated Cake  
Baskets, Waiters, Candlesticks, Soufflers and  
Trays; Glass, Iron, Brass, Britannia Metal and  
Japanned Candlesticks and Lamps; sets Tea  
Trays; Brushes, Combs, Spicings, Knives and  
Forks, Carvers and Stools, Pocket and Jack  
Knives, Hand and Tea Bells, sets Fire Irons,  
Britannia Metal and Block Tin Coffee and Tea  
Pots, Hand and Looking Glasses, Japanned 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, Pur-  
ses and Porte Monies, Perfumery, Brown Wind-  
sors and Fancy Soaps, Books, Pens, Ink and Paper  
Envelopes, Bears Grease and Hair Oil, Carpenters'  
Pencils, Silver, Alhata, and Britannia Metal  
Spoons, Soup and Sauce Ladles, Forks, Whips,  
Cane, Files, Spy Glasses, Dog Collars, Market  
and Fancy Baskets, Stove Varnish, &c. &c. with  
an assortment of Glass Ware and a great variety  
of other articles too numerous to particularize,  
which he would call the attention of purchasers.  
Clocks, Watches, Jewellery, and Musical Instru-  
ments repaired and cleaned. Quadrants, Com-  
passe, and Log Glasses adjusted.  
Fellows & Co's Dyspepsia Bitters and  
Specty Relief. A supply constantly on hand.  
GEORGE F. STICKNEY,  
St. Andrews, July 6, 1853.

**New Arrangement.**  
Between St. John, Portland, and Boston.

THE Steamers "EASTERN CITY," and AD-  
AMIRAL, will commence on MONDAY,  
July 11th, leaving St. John at 9 a. m., and Boston  
at 11 a. m., every Monday, Wednesday, and Fri-  
day, until further notice. Touching at Portland  
both ways on the Monday and Wednesday trips;  
Friday trips will not touch at Portland either way.  
The fast steamer James Porter, Capt. Nicholas,  
will on arrival of the Eastern City at Eastport,  
leave for St. Andrews, Robinson, and Calais.  
W. WHITELOCK, Agent  
Steamer Eastern City,  
St. Andrews, July 7, 1853.

**ST. JOHN AND LIVERPOOL  
LINE OF PACKET SHIPS.**

Appointed to sail from Liverpool as under—  
Ships Captains Tonnage To sail  
Essex, T. Calvert, 843 1st Aug.  
Imperial, R. G. Moran, 1879 16th Aug.  
Epudica, S. Vaughan, 1015 1st Sept.  
Dundonald, J. Gillies, 1372 16th Oct.  
Huddellon, K. Nichols, 996 1st Nov.  
Liberty, R. Capel, 875 1st Nipr.  
John Barbour, J. Prichard, 990 Newship  
Joseph Tarrett, J. Cruickshank, 967 Ditto  
John Bannerman, 1000 Ditto  
These Ships are built of the best materials, sail  
remarkably fast, are classed A 1 at Lloyd's, and  
coppered, and will be dispatched punctually on the  
days appointed.  
They are commanded by men of the greatest ex-  
perience and nautical skill and no expense or ex-  
ertion will be spared to make this line efficient in  
every respect for the safe and speedy conveyance  
of Goods and Passengers.  
The accommodations for Passengers are superi-  
or, either in the Cabin, Poop or Steerage.  
Orders for shipment of Goods by this line are re-  
spectfully solicited.  
For Freight or Passage, apply in Liverpool to  
Messrs. FERNE BROTHERS & CO., Orange  
Court, Castle Street, or at St. John, to  
J. & R. REED,  
July 23, 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, 2d 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 au-  
thorized to adjust the same, and by whom the busi-  
ness 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.

**THE STEAMER  
NEQUASSET.**

Capt. Carey,  
HAS 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,  
ROBINSTON, 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 accom-  
modation to the travelling Public. The  
Nequasset will run in conjunction with the  
Steamer Admiral, and take Passengers to  
and from her.  
Tickets, and any information may be  
had of the subscriber.  
ROBERT KER,  
Agent,  
April 25, 1853.

**NEW STORE.  
GEO. 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 LATE  
Duke of Wellington;**

By Lieut. Col. Williams; (a Companion in  
Arms, of His Grace.)  
Comprising the Campaigns and Battle-  
Fields of Wellington and his Comrades,  
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 fore-  
most 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—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, as recorded  
and engraved in the annals of his "well  
fought fields," and the rapidly imminent  
breaches, the important battles and the  
glorious sieges in which Wellington and his  
Companions in-arms gathered undying laurels,  
placed their country's honour and  
renown on the highest pinnacle of fame and  
glory, and tore the victor's wreath from the  
brows of heroes decorated with the trophies  
of Italy, Egypt, and Germany.

To supply such a desideratum in En-  
glish 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 history,  
embracing the contemporaneous world,  
the period; exhibiting the circumstances  
which brought about the great events 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 nine-  
teenth 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 Pub-  
lishers 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; also representa-  
tions of the most important engagements by  
sea and land from the period of 1790 till  
1852; 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 thrills  
at the names of Cressy, Poitiers, Agin-  
court, Blenheim, Kamilies, Oudenarde,  
Malplaque; of Talavera, Salamanca, Tou-  
louse, Waterloo,—the last hour of the  
British Empire will be struck." The pro-  
motion 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, the  
Conditions of Publication.—The work  
will be issued on the 1st and 15th of every  
month, in Parts at 1s. 3d. and Divisions  
handsomely bound at 9s. 4d. printed on Im-  
perial 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 Seringapa-  
tam, the first victory in which the Duke of  
Wellington, was engaged in India, to  
every subscriber to the work.  
GEO. GAY,  
Agent,  
March 23, 1853.  
Subscribers received at this Office.

**St. Stephens Bank.**

St. Stephens, Aug. 5, 1853.  
AN extra dividend of four per cent.  
of the premiums on the Sale of  
£12,500 of the newly created Stock, will  
be paid to Stockholders on the 30th inst.  
Transfer books closed from the 15th  
inst. to the 1st Sept. next inclusive.  
D. UPTON,  
Cashier.

**Notice.**

THE Partnership heretofore existing between  
James Macobry and the Subscriber as  
Blacksmiths, at Chamcook, has been dissolved  
by mutual consent. The Subscriber is author-  
ized to collect all debts due the firm, and pay all  
out-standing liabilities.  
JOHN C. BECKWITH,  
St. Patric, July 29, 1853.

**Crown Land Office, Aug. 10, 1853.**

THE right of Licence to cut Timber and Lumber  
until the first day of May, 1854, from Berths ap-  
plied for by the following persons, in the under-  
mentioned situations, will be offered for sale by  
Public Auction at this Office, on Wednesday the  
24th day of August instant.—Sale to commence, at  
noon.  
(Not to interfere with any Lots of Land located,  
or which may have been applied for within one  
year previous to the date of entry of the applica-  
tions for Licence.)

No.	Name	sq. Miles	Situation
43	John M. Adam,	2	Saint Croix
47	Justus Seely,	2	Clarence Hill
81	Henry E. Seely,	4	New River
90	Arthur H. Gilmer,	4	Clarence Hill
102	Daniel Gillmor,	2	Maguadavic River
109	James Murchie,	2	Porter Settlement
149	Dan'l M. Laughlin,	4	Grand Fannan
157	James Albee,	2	Saint James
173	Henry E. Seely,	2	Maguadavic
216	James Murchie,	4	Loon Bay
221	John M. Adam,	2-1-4	North Lake

R. D. WILMOT, Sur. Gen.

**FLOUR:**  
Ex the Utica from Boston  
Just arrived by A. Y. Patter-  
son 100 Bbls. Canada "Fancy" Su-  
perfine FLOUR.  
For sale low  
J. W. STREET.  
June 16, 1853.

**CONFECTIONARY  
STORE.**

THE subscriber respectfully intimates to the  
Inhabitants of St. Andrews, that he has  
taken the shop lately occupied by A. Y. Patter-  
son, and will keep constantly  
for sale a varied assortment of CONFECTION-  
ARIES, which he will warrant equal to any in  
the Province, consisting of, in-part—  
Lozenges, in great variety of colours and fla-  
vours.  
Peppermint, Acid, Lemon, Barley Sugar,  
Rosebuds, and Cinnamon Drops;  
Almonds, Sugar, Flams, Comfits;  
Barley Sugar, Cream, Almond, Cinnamon, Lemon,  
and Horehound Candy;  
Evaporated Sweets, superior Syraps,  
Also, Cakes of every description, Pies, Tarts,  
and Pastry.  
Fruit during the season.  
Spices, Ginger, and Root Beer.  
Hot Coffee, Tea, and fresh Milk.  
The undersigned trusts by at-  
tention to business to receive a share of patron-  
age.  
WM. INGRAM.  
St. Andrews, June 1, 1853.

**NOTICE**

ALL persons are hereby cautioned not  
to trust the CREW of the Ship  
"J. K. L." now lying at Chamcook, 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, un-  
der the style and firm of  
F. A. BABCOCK & CO.  
as COMMISSION and GENERAL MERCHANTS.  
F. A. BABCOCK,  
ALBERT S. BABCOCK.  
St. Andrews New Brunswick,  
Jan 8, 1853.

**STAND—LOST.**

ANY person in St. Andrews, who may  
be in his possession, a THEODE-  
RITE 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 in-  
debted to the said estate, are requested to  
make immediate payment to the under-  
signed.  
MARGARET M'DOUALL } Execu-  
DAVID W. JACK } tors.  
WILLIAM JACK,  
10th January, 1853.

**LINSEED OIL AND WHITE  
LEAD.**

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

**Crown Land Office, Nov. 29, 1852.**

PUBLIC notice is hereby given, That no trans-  
fer or assignment of ungranted Lands, or  
any interest therein, will in future be recognized  
by the Government until all the purchase money  
is paid, nor will any Petition founded on any such  
assignment be submitted for the consideration of  
His Excellency the Lieutenant Governor in Coun-  
cil.  
(P)  
R. D. WILMOT, Sur. Gen.

**TRESPASSES ON CROWN LANDS**

NOTICE is hereby given, that all Logs  
of Timber, or other Lumber, cut with-  
out Licence upon vacant Crown Lands, or  
upon Lands located under the Act 13th Vic-  
toria, Chapter 4, known as the Labour Act,  
or upon Lands located, on which any part  
of the purchase money still remains  
due, will be seized; and the parties found  
cutting or trespassing will subject them-  
selves to all the pains and penalties of the  
Acts 14th Victoria, Chapter 29, intituled,  
"An Act to revive and continue an Act to  
provide for the more effectual prevention of  
trespasses, and protection of Timber grow-  
ing on the Crown Lands within this Pro-  
vince," and 13th Victoria, Chapter 7, inti-  
tuled, "An Act for the better prevention  
of trespasses on Crown Lands and Private  
Property."  
And all Seizing Officers and Deputy Sur-  
veyors are hereby required to give immedi-  
ate notice to me of any trespasses that may  
come to their knowledge.  
ROBERT D. WILMOT,  
Sur. Gen.

**NOTICE**

HEREBY forbid all persons purchasing, or in  
anywise interfering with the piece of Land  
advertised at Sheriff's sale, lying between the  
road leading to St. Andrews and the Waverley  
river, extending from the first rocky point below  
the bridge near the mills to the Ross lot so called,  
excepting one acre sold to Abernathy, and also a  
building now a lat machine, formerly a carding  
machine, with the privilege of drawing water  
from the pond for the same; it being bequeathed  
to my wife Sarah, and her heirs, by her father, the  
late Samuel Connick in his will, and Mrs. Sarah  
Connick has no interest or claim, or pretends to  
have to the same.  
JAMES M'KENNAY,  
April 16, 1853.

**TO LET.**

From the 1st May next.  
THE COTTAGE at present occupied by Capt-  
ain, Ed. Oakes, with the Lots of Land attached.  
This House is most delightfully situated on the  
side of the Hill and commands a view of the  
whole Bay.  
Apply to  
G. D. STREET,  
St. Andrews, April 20th, 1853.

**KEITHS' ALE.**

PERSONS requiring Keith's Ale, can obtain  
it, by making application to my agent, Mr.  
HARRIS HATCH, at St. Andrews.  
ALEX. KEITH,  
April 12, 1853  
Halifax

**Paint, Gun Powder,  
NAILS, SPIKES, &c.**

To arrive per the "Louisa Munroe,"  
from Liverpool—  
1 Ton best White Paint.  
5 Cwt. "Black Paint."  
18 Bbls. Gun Powder.  
20 Hives }  
230 Qrs. }  
1 Box Hall's Patent Starch.  
12 Hhds. Hollands Gin.  
1 Hhd. best Port Wine.  
100 Gross Beer Corks.  
2 Casks Shot, Assorted No. E. B. a  
84 Bags Nails and Spikes.  
435 Bars } Ref'd & Common Iron.  
35 Bbls }  
20 Bbls }  
10 } Tobacco Pipes.  
3 Blacksmith Vices.  
1 Dozen Wire Riddles.  
A quantity of Stone Ware Comprising—  
Milk Pans, Cream Pots, Covered Jars,  
Handled Bowls, Trays, Cake Pans, &c. &c.  
J. W. STREET,  
Refined Crushed & Loaf Sugar

**NOTICE**

WE hereby forbid all persons purchasing, or  
in anywise interfering with the two lots of  
land advertised at Sheriff's sale, lying on the  
Westerly side of L'Etang river; Nos. 6 and 7,  
formerly granted to Francis Hatt, deceased, and  
now belonging to his heirs. James Hatt's right  
was seized and sold on mortgage by W. B.  
Chandler in 1850, to satisfy a debt of E. & J.  
Wilson's. James Hatt has no right or claim to  
the property.  
SAMUEL HATT,  
JAMES LEAMONS  
May 2, 1853.

**NOTICE**

ALL persons having any demands a-  
gainst the estate of Andrew Hay,  
late of the Parish of St. Patrick, will pre-  
sent the same duly attested within three  
months; and all those indebted to said  
estate, will make immediate payment to  
the undersigned.  
JAMES CARTER,  
Executor  
St. Patrick, July 15, 1853.

**REMOVAL**

**E. BAYARD, N. E.**  
HAS removed to Mr. Thomas Watt's cottage,  
opposite the Brewery.  
Office in same building,—entrance south end.

