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The Standard,
PUBLISHED EVERY WEDNESDAY, BY
L. W. Smith.
At his Office, Water Street, Saint Andrews, N. B.
TERMS.
12. 61 per annum—if paid in advance.
15. if not paid until the end of the year.
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Inserted according to written orders, or continued
if for sale, if no written directions.
First insertion of 12 lines and under
Each repetition of 10 lines
First insertion of all over 12 lines 24 per line
Each repetition of 10 lines 12 per line
Advertising by the year, as may be agreed on

The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

No 47] SAINT ANDREWS, N. B., WEDNESDAY, NOVEMBER 24, 1852. [Vol. 19

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 arrearages 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.
If subscribers remove to other places without informing the publisher, and the paper is sent to the former direction, they are held responsible.

[From Herpath's Railway Journal.]
American Railways and Cheap English.
The article in our last by Mr. Derby, in American Railway Director, will have been read by Englishmen with considerable interest. Americans are truly a go-ahead people. In a few years they will leave us and all Europeans far behind them. Englishmen generally regard them as mere plunderers, with no ideas beyond those fitted for a chandler's shop, or a little smart practice in a bar. Practical subjects are especially their forte, and utility their chief object; but it is a mistake to suppose that they have not among them men of the highest order of intellect. Draper, Hare, Bond, &c. are sufficient evidences of this.

But to return to Mr. Derby's communication. The great economy in the construction of American lines induces us to ask whether they have engineers, contractors, and lawyers among them—and if they have, what sort of people they are. Are they anything like ours of the same professions? As to land, that of course they get cheaply.—American landholders have the sense to see that railways are national objects, and benefit them individually, and therefore they encourage them by generally giving their land free of cost. Sharp as Americans are, their landholders have not yet arrived at the refinement of setting up imaginary grievances for the purpose of robbing and plundering great national works. At present that is a chalk beyond them; they must come to the old and professedly more civilized country to learn that. Railways made for £3,000 a mile, and the rails imported from England, cost very cheaply with our lines, which cost from 10 to 20, and even in some instances above 30 times as much per mile, as for instance the Blackwall line. No wonder that £10 per mile per week will enable them to pay 10 per cent. dividend, while one of ours with £150 cannot exceed 1½ per cent., and others much cheaper—see, for instance, our London and North Western and Great Western, with respectively £400 and near £70 per mile per week—can only pay 5 and 4 per cent. This is an enigma whose solution lies in the cost of construction.

We admit that the American railways are not constructed as ours are. They have more homely works and lighter rails, and the £3,000 a mile railways are doubtless single lines. Still the small cost does not all here. Their railways, their stations, and works, are made for business, and not for show. America has no expensive engineers, no contractors who can afford to give their partners a couple of hundred thousand pounds not to participate in a contract, and no lawyers receiving £20,000 or £30,000 a year out of the Stockholders profits for mere ordinary business. No; as observed, Americans have not reached that pitch of refinement yet, and hence they can get their 7, 8, and 10 to 20 per cent. dividend.

We are now, however, beginning to open our eyes. Cheaper lines are projected and about to be constructed. But to carry this out effectually, the system must be altogether altered. We must, we fear, have new engineers. As our country did in the Peninsular war, so we must in our railways.—We must shake the old expensive hands and employ new and younger men. The old can very well afford to be shelved, having well feathered their nests. We must get out of that crotchety expensive class, and get in a younger and more economical one.—Men who have to get forward in the world as engineers must be employed men who will confine themselves to one railway, look after that as a contractor does after his men, and not be engineer to a dozen or score lines in all parts of the country, attending to neither. If we wish to make railways we must make them economically. We must have engineers who will return value received in labour and attendance for their pay, and not have them galloping up and down Europe, neglecting all they are paid to do.—Aye, and more than that, we must have men who have not an interest to make high estimates that contracts may be taken at extravagant prices under them; men who are not sleeping partners in the contracts they have to let and overlook. We must have a race of men different, or if the same men they must do very differently to what some of them, gossip say, have done.

In fact, it is only by a complete change of the system that we can hope for new railways to succeed. If American railways can pay 7 to 8 per cent. on bonds, and as our correspondent Mr. Derby says, earn 10 to 20 per cent. besides, with their comparatively small traffic, what is there to prevent English ones doing the same, if we have honest managements and honest economical contractors?—in other words, honest administration and honest agents.

We don't say a word about honest lawyers, because, according to common report, such a genus does not exist, and we cannot expect nature to create a new race for the purpose of making cheap railways.

However, if the new railways are made at about £8,000 to £10,000 a mile, the district must be poor indeed not to pay a pretty good dividend. £17 10s. a mile a year will pay above 5 per cent. on a cost of £9,000 a mile, (£8,000 for construction, and £1,000 for plant) allowing 50 per cent. for expenses.—Now there is no reason why a railway may not be made for this money and less. If our memory does not fail us, the York and Scarborough was originally made for £6,000, and some of the Norfolk lines for about £8,000 to £10,000, but successive additional expenses, which might well have been done without, having raised them up much higher.

Our landholders, too, are getting a little wiser, and less rapacious, because they see the benefit railways are to their property.—We do not say that they are less inclined to plunder than they were, but they see that by screwing too hard they may drive the good things, as Mr. Locke calls the Central "Whimboog" entirely away. They are, therefore, not more reasonable, for reason is yet a long way off from them, but, to outward appearances, a little less brigandish.

Understand cheap railways we must not be understood to send them up into the clouds and down again, something like Mr. Locke proposes with his "good thing," for the ostensible purpose of reducing the expense. No; no; we must have economy in the right sense of the word—no contracts—no jobbing.

Neither must we have single lines where express trains are to be run. There is no necessity for it. Double lines in America, where labour is much higher than it is here, and the principal material, the rails, too, are more expensive, are made for £5,000 to £6,000 a mile. There is, therefore, no reason why double lines may not be made here for £10,000 to £12,000 a mile. Single lines certainly will never do. Even with sidings, if express trains are to run on them. We must not endanger the public with single lines and trains running 50 or 60 miles an hour.—Nay, in all cases it is very proper to do as we believe Mr. Rastick first did on the Brighton railway, make sidings at the stations for the trains taking up and setting down to stand on, and allow the main line to be clear. A little extra expense will be added to the cost, but nothing to make a very significant figure in the construction. Economy with profit to the public is no economy at all, but folly and extravagance. We wish it therefore to be clearly understood that when we advocate economy we do not mean to endanger travellers by stopping off, or diminishing the materials for safety. Our economy goes to prevent jobbing and jobbing to have no false estimates and false measurements; no secret partnerships in contracts; no contracts at all, except small ones, such as men with small means can take; no contracts to enable contractors to give their partners hundreds of thousands not to participate in them; in short, as we said before, to have a different system and a different race of beings altogether to carry it out. That is our economy, and when that is adopted we shall have railways made cheap, be safe, and prosper.

In our last, we alluded to the contract between Her Majesty's Canadian Government and the Proprietors of the Line of Ocean Steamers, to run between the St. Lawrence and Liverpool. The first vessel of the line will be the "Cleopatra," which is expected to arrive about the first of May, 1853.—This vessel is very favorably known, having loaded in the London docks, and sailed for Australia last September, calling at the Cape of Good Hope with the Government mails, and making the run to Madeira in five days and four hours. She also made a very rapid run from the Clyde to London. We understand that there is every reason to believe that this steamer, and the others of the line, after the consumption of coal, during the voyage, when lightened by the partial discharge of cargo at Quebec, will not be of too much draught to pass Lake St. Peter; and, thus, the communication between Montreal and Liverpool will be direct. The monthly line will be commenced by the "Cleopatra," and a consort ship of the same class, now nearly completed. These two vessels will be of fifteen hundred tons borthen each, and their engines of three hundred horse power, and of two hundred and thirty feet keel, not merely of two hundred, as, by a typographical error, we stated in our last. The three other vessels, to complete the fortnightly line, will be still larger, and possess more power. From what we have stated, which we do on the best authority, the Canadian public may be assured that the line will be of the first class, and the passages will be made with all the certainty and celerity of which steam power is capable.—[Montreal Transcript.]

One Jonathan Morgan writes from Portland, Me., to the St. Louis Intelligencer, proposing a novel plan for the construction of the great Chicago and Lake Superior

Railroad. He says: At the present rate of building, it will cost about twenty-five millions of dollars. A wooden road, properly built, will outlast an iron road. Any kind of wood, properly cured in smoke, will be almost indestructible from the common elements. Abundance of timber is probably on the route, which can be had with a small outlay of ready cash. I have a plan of building on which I have secured a right, if it can be put into effect. I will make the following proposition: I will take the whole route at ten thousand dollars per mile, take one-half of the stock, find all materials, pay all land damages, build all necessary buildings, locomotives and carriages necessary for operation, to the acceptance of the company.—The other stockholders to pay in, occasionally, as wanted, their subscription.—It will then give the other stockholders one-half of the income of my half, till they shall get their advances back.

European Intelligence.

The steamer Atlantic, with dates from Liverpool on the 21 inst., arrived at New York on Monday last.

The Cotton market was 1-151, lower, on account of more favourable news from America.

A large business was doing in Wheat and Flour, at prices in favour of sellers. Corn less active, but market firm.

The preparations for Wellington's funeral and the opening of Parliament, were attended, on Monday, yet decided whether or no Parliament will be opened by the Queen in person. The selection of Speaker will take place on the 4th. No opposition is expected.

The sales along the coast of Britain at the end of the past week were very desultory to shipping and life. Over 20 vessels were wrecked, and the large portion of their crews perished. One ship had a cargo valued at £300,000, which was fallen on and plundered by the people along the coast.

A public meeting was held at London on the 1st inst., for the purpose, as expressed in the bills of sympathizing with and aiding the foreign refugees at present in the metropolis. The meeting is noticeable from the circumstance that letters were read from Mazzini and Louis Blanc opposing them.

PROVINCIAL EXHIBITION.

From the list of Honorary Diplomas and Premiums, published in the Royal Gazette, we select the following to persons in the County of Charlotte:—

- HONORARY DIPLOMAS
D. Fletcher—Design of a Cross.
B. Randall—Manufacture of Lime.
Lime, best, B. Riddell, £1.
Farm Produce, 21 greatest variety, Chas. Caron, £2.
Saddle Horse, Roadster, James Murchie, £3.
Flannel, best, John McGill, £2.
Mix of Home-spun Cloth, best, Chas. Caron, £1 10s.
Fish, smoked or dried, best, James Brown, £2.
Fish, pickled, best, James Brown, £2.

IN REMARKABLE MENTION MADE OF
Merrill Ores, A. J. Wetmore.
Carrons, Charles Carson.
Star-b, Charles Carson.
Smoked Fish, William Tinker.
Fish, J. Dixon.
Dial, Capt. R. Hinson.
Also, in Leather, Mrs. Julius Thompson.
Design for Paris, Buildings, L. Donaldson.
Model of Ship, Capt. Brown.
Brace in hair work, Mrs. Stevenson.
Dial plate, J. Brown.

ELECTRIC TELEGRAPH TO PRINCE EDWARD ISLAND.—Information has been received from Messrs. Gisborne, at Charlottetown, that the submarine cable for the Electric Telegraph across the Straits of Northumberland, had been shipped on board the brigantine Eliza, which was to proceed to Cape Traverse on the 10th inst., accompanied by the steam propeller Ellen Gisborne, to assist in laying the cable to Cape Tormentine. The Telegraph posts from Sackville to Cape Tormentine are now being set up, and also the posts from Charlottetown to Cape Traverse. It is expected that communication will be complete with Charlottetown by the 1st of December. We wish Messrs. Gisborne every success

in their spirited undertaking, and trust they will flourish as well as another Telegraph through these Provinces next season.—[New Brunswickian.]

ROMAN CATHOLIC CATHEDRAL.—The Right Rev. D. Donohy is making great exertions for the erection of a Roman Catholic Cathedral in this City, which is to be on a magnificent scale, and will cost £10,000. A statement of the affairs of the Church was made last Sunday, and next Sunday a subscription will be opened for the building fund in St. Michael's Chapel.—[H.]

NORTHERN RAILROAD.—We understand that Mr. C. O. Smith, Chief Engineer of the Toronto and North Rail Road, accompanied by Mr. Fleming, one of the assistant engineers, proceeded yesterday toward Lake Huron for the purpose of making additional surveys, with a view of locating the line between Barrie and Lake Huron, and determining on the Northern terminus.

The work on the sections between Toronto and Barrie is proceeding rapidly to completion, and before it is brought to a close, the location of the sections beyond, to Lake Huron, will be determined on, so as to enable the contractors to proceed without interruption with that portion of the work.

The Northern Company followed the wise course, of constructing the line, on the portion decided upon; and before that is finished, the best line on the other portion will be ascertained, and adopted, and the road completed over it, so as to enable the "iron horse" to proceed without interruption to Lake Huron.—[Toronto Colonist Oct. 27.]

DEATH FROM THE BITE OF A SNAKE.—One of the attendants at the London Zoological Gardens was recently killed by a Cobra, a venomous serpent. The man, whose name was Gilling, to show his courage and "inspiration," as he called it, first took out a Baccin snake and let it run over him; and then went to the Cobra's glass and took him out, and put him under his waistcoat, and sufficed the venomous beast to crawl round his body. He then took him between the head and the middle of the body, when the serpent made a deadly bite on the nose. Gilling had considerable reason enough to place the dangerous reptile in his case and exit for help. He immediately became faint and unconscious, his face livid, his respiration very imperfect; and though by artificial respiration and galvanism the action of the heart was kept up some 40 minutes after natural respiration had ceased, nothing could save the poor man. On examination small punctures were found, four on one side and six on the other, of the nose, the largest being about the sixth of an inch in diameter and the eighth of an inch deep, from which, even after death, a thin bloody fluid continued to exude. The lungs congested and ruptured black.

THE LAW OF OBSTRUCTIONS ON RAILROADS.—Judge Gibson, in a case tried at Pittsburgh before the Supreme Court of Pennsylvania where a suit was brought to recover of the Erie Railroad the price of an animal which had been killed on the road, laid down the sound doctrine that "an owner of cattle killed or injured on a railway, has no recourse to the company or its servants; and that he is liable for damage done by them to the company or the passenger." The Court below had given a different judgment, but Judge Gibson says: "The irresponsibility of a railway company for all but negligence or wanton injury, is a necessity of its creation. A train must make the time necessary to fulfil its engagements with the post office and the passengers; and it must be allowed to fulfil them at the sacrifice of secondary interests put in its way, else it could not fulfil them at all. The maxim of 'salus populi' would be inverted, and the paramount affairs of the public would be postponed to the petty concerns of the individuals. Every obstruction of a railway is a wrongful, mischievous, and abominable act of the owner of it, without regard to his ignorance or intention.—The lives of human beings are not to be weighed in the same scales with the live of a farmer's or a grazier's stock; and their preservation is not to be left to the care which a man takes of his uncared for cattle."

PITCAIRN'S ISLAND.—Among the passengers by the Orinoco steamer, which arrived at Southampton last week from the West Indies, was an inhabitant of Pitcairn's Island, celebrated as the residence of the descendants of the mutineers of the Bounty. He was the bearer of despatches from Admiral Moreby to the Pacific Ocean, and his object in coming to England is to obtain some assistance for the religious education of the people of Pitcairn's Island, and to induce the government to allow English ships of war to visit the island oftener than they do.

It is stated that a thousand pounds of opium are sold by retail every week in New York, and that the practice of opium eating is increasing very rapidly.

LANGUAGE OF THE LAW.—If a man would according to law, give to another an orange, instead of saying, "I give you that orange," which one would think would be what is called in legal phraseology "an absolute conveyance of all right and title therein," the phrase would run thus:—"I give you all and singular my estate and interest, right, title, and claim, and advantage of and in that orange, with all its rind, skin, juice, pulp, and pips, and right and advantage therein, with full power to him, eat, suck, and otherwise use the same, or give the same away, as fully and effectually as I, the said A. B., am now inclined to bite, eat, suck, and otherwise use the same orange or give the same away, with or without its rind, skin, juice, pulp, or pips, anything heretofore or hereinafter, or in any other deed or deed, instrument or instruments, of what nature or kind soever, to the contrary in anywise notwithstanding;" with much more to the same effect. Such is the language of lawyers; and it is gravely held by the most learned men among them; that by the omission of any of these words, the right to the said orange would not pass to the person for whose use the same was intended.

YANKEE ENTERPRIZE IN SOUTH AMERICA.—By the schooner Lamarine, which cleared at this port, yesterday, for Cumana, Venezuela, a party of adventurers go out, furnished with a complement of machinery, for the purpose of raising treasure from the wreck of the Spanish vessel "San Pedro," which was lost off Venezuela, more than a century ago. It is supposed that the vessel had about \$30,000,000 on board, which was sent by the home government to pay off troops in her dominion in the new world.

Some two years since, a portion of the present party discovered the wreck, and with the aid of little apparatus for the purpose, succeeded in raising about \$25,000, and cleared the wreck so that they now anticipate operation will be comparatively easy. A steam engine will be carried out, and also a diving machine of ingenious construction, newly invented by Mr. James A. Whipple, together with submarine armor and other apparatus.—[Transcript 5th.]

LIGHTNING.—A severe thunder storm has recently visited New Hampshire and Vermont, doing much damage. In New Hampshire twelve persons were struck, and in every instance destroyed. In Bennington, Vt., the barn of Mr. David Dyer, a very extensive farmer, was destroyed including a large amount of hay, grain and a valuable horse.—His dwelling was with difficulty saved.

IRISH BUTTER.—An extensive order in this city received by the Pacific an invoice of the very first quality of Irish rose butter, costing in Cork 90s. the hundred, and 81s. in Liverpool. Large orders, we learn, have gone out since then, and the prospect now is that Ireland will, during the current winter, make some return for the relief so opportunely sent her in the days of her distress, in 1847.—[N. Y. Eccl. Post.]

FATAL RAILROAD ACCIDENT.—A boy about twelve years of age named Michael Daley, who was walking upon the track of the Boston & Providence Railroad at Hoggs' Bridge was run over by a train and killed.

THE SEASON.—We have had a week of most delightful weather. The first snow was on Sunday last, but it melted as fast as it came down.—Last night about an inch fell, and the ground is completely covered, giving us all around quite a wintry appearance.—When we go to press it is snowing heavily, with the wind from the North-east.—[Miramichi Gleaser.]

There is an old man in Belgrade, on the frontier of Hungary and Turkey, who has attained the enormous age of 172 years.—He is still in possession of all his faculties and smokes his pipe regularly. Fifty years ago he used to go out hunting with his grandson, it is not quite 100 years since he made his third marriage with a young girl of 19, whom he has outlived by 40 years.

A SIGN OF THE TIMES.—In the North British Advertiser last Saturday there are advertisements for nearly eighty situations vacant, whilst only seven persons advertise for situations! This is the reverse of the rule which has held good for many years, where the candidates for situations far exceeded the vacancies advertised.—[North British Daily Mail.]

The Madison Co. (N. Y.) Whig accounts for General Scott's defeat in the fact that his military career disqualified him from "running!" He had never run, and could not know how!

A Richmond paper, in speaking of a pretty speech, says the orator held the audience breathless for nearly two hours! Those who composed it must have had extraordinary lungs.

European Intelligence.

The steamship Asia arrived at New York yesterday morning, with dates from England to the 6th inst.

The King of Sweden is dangerously ill, and a Regent has been appointed.

PRICE OF RAILWAYS IN CANADA WEST.

One of our Upper Canada exchanges informs us, that the contract for the railroad from Toronto to Guelph has been given to C. S. Gwynski & Co., for £7705 currency per mile, or £355 0/0 currency for the whole distance, and that the arrangement does not cover land claims and stations.

By the bye, whilst on the subject of railways, we must record our difference of opinion with a morning contemporary, who asserts that the more our railways are to cost the better for the country.

Another Steamboat Accident.—The steamer Buckley Belle exploded her boiler in Every Lock, Marietta, on the Ohio River, on the night of the 12th, killing and wounding many persons.

Our Crystal Palace has been taken down and removed. Its glories of architecture and banners only survive on the frontispiece of the Song, and in the pages of the International.—Head Quarters.

We are enjoying all the advantages of two seasons. The streets are well covered with snow, and the merry sleigh bells sound cheerily along them—the air is as soft as in young June time—the river free from ice, and steamers unloading at our wharves.—lb.

Canada has been silently, but nevertheless, steadily advancing for years back in every useful improvement, and now occupies a position scarcely second to that of any other country, and certainly second to none as regards the happiness and comforts of the people.

ORATION ON THE DUKE OF WELLINGTON.

In accordance with the invitation of British residents in Boston, Mr. G. P. R. James, the English novelist, delivered an oration on Wednesday evening, upon the late Duke of Wellington. The meeting was very large, the Melodeon being densely crowded, and quite a number of distinguished persons were present.

The Speaker here paid an eloquent tribute to the memory of Webster. He treated the subject of his oration by taking a broad view of the character of the Duke—namely, as a warrior, a statesman, and a man.

Wellington and Napoleon—the one who conquered for others, the other who vanquished for himself; the one oppressed, the other raised; one delighted to decide, the other might gain a battle; the other would not deceive even to prevent a defeat; one whose watchword was "glory," the other, "duty."

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free land, a firm basis for the social superstructure.

The Surveyor General intimated that some such plan as the suggested is under consideration. We trust it will be matured in due season.—Preliminary.

LATER FROM AUSTRALIA.—Files of Sydney papers to July-7th have been received in New York. The gold discoveries are reported to extend in surface, and increase in richness of deposit.

WINTER TRIPS TO EUROPE.—The Arctic sailed yesterday, with seventy five passengers, for Europe. Among them was Thomas Baring, Esq., of the firm of Baring Brothers & Co., London.

THE STANDARD.

WEDNESDAY, NOV. 21, 1852.

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We observe that a second edition of the article which formed our leader for last week, has been appropriated by our contemporary, the Charlotte Gazette, for his own use and purposes, and apparently forms his leader for this week.

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FROM BERMUDA.—The Hamilton Bermudian says, that the second crop of potatoes of the present year is in a luxuriant condition, and promises to be the largest autumn crop that has ever been raised in that island.

The appointment of Sir Alexander Bannerman to the Governorship seems to give general satisfaction. His loss will not be much felt in Prince Edward's Island.

MARRIAGES.

On Saturday 20th inst., by the Rev. Mr. Sewell, Mr. Charles Power, (Co. of Waterford, Ireland,) to Emily, youngest daughter of the Hon. Harris Hatch, of St. Andrews.

NOTICE TO PERSONS REQUIRING DOMESTIC SERVANTS.

GOVERNMENT EMIGRATION OFFICE, St. John, N. B., 19th Nov. 1852. A COMMUNICATION having been received from Lord Courtenay, stating that there are in the Central London and North Surrey District Schools, a number of Children of both sexes, qualified, and many of them candidates for emigration.—It is requested that persons in all parts of this Province, who may desire to receive Children from 12 to 16 years of age, about May next, will give notice to the undersigned before the 20th December by letter pre-paid, stating the numbers, age and sex of such children as they may desire, and the nature of the employment for which they are required, in order that suitable arrangements may be made for the emigration to this Province of a sufficient number of those children next season.

M. H. PERLEY, H. M. Emigration Officer. Nov. 24-1m.

NOTICE.

THE Annual Meeting of the "St. Croix Agricultural Society," will be held at Mr. Wm. Johnson's Hall, in St. Stephens, on SATURDAY the 27th inst., at one o'clock p. m. After the meeting, there will be a FARMER'S DINNER, at the "Saint Stephens Hotel," at half past three, same day.

NOTICE.

THE Subscriber having closed his business at Chamcook, requests all persons indebted to him to call and settle their accounts.

N. SMART, St. Andrews, Nov. 16 1852

NOTICE.

THE Subscriber having leased the Blacksmith's Shop from Mr. Smart, at Chamcook, respectfully announces that they will continue the Blacksmith business in its various branches, and trust by attention and care to merit a share of public patronage.

J. C. BECKWITH, Jas. McCUBRY, Chamcook, Nov. 16, 1852.

CROWN LAND OFFICE, Nov. 9, 1852.

THE right of Licence to cut and carry away Timber and Lumber from Berhs applied for by the following persons, in the unmentioned situations, will be offered for sale by Public Auction, at this Office, on Wednesday the 24th of November instant, Sale to commence at noon.

People in the Country, requiring Children, Apprentices or Servants, will do well to read Advertisement—by H. M. G. Emigration Officer, M. H. Perley, Esq.—in another column.

Flour, Sugar, &c.

NO arrive, per DEFIANCE from BOE-TON.— 14 Hds. Muscovado Sugars, 100 Bbls. Canada Superior "Fancy" Flour. 5 Cr. Casks Sherry Wine, 5 Do. Burgandy Port, 10 Bales Printing Paper, 5 Panshemans Alcohol, 85 pr. Ct. O. P. 2 1/2 Do. from Liverpool, via St. John, 1 Hhd. fine "Old" Jamaica Rum, 2 Schooners' Favorite and Spray from Saint John: 15 Hds. Prime retailing Molasses, J. W. STREET.

MOTHELY F HARLEY, grateful for

the liberal encouragement he has continued to receive at his Day School, begs leave most respectfully to inform his friends and the public, that he intends opening an EVENING SCHOOL on Monday, November 15th, at his School House in Queen-street. Terms, 1s. 3d. per week; pupils to find their own stationery, &c. Hours of attendance from 6 to 9 o'clock, Saturdays excepted. Early application is indispensably necessary. Nov. 10, 1852.

Valuable... THE Duff... 100 Acres... 150 Acres... 200 Acres... 300 Acres... 400 Acres... 500 Acres... 600 Acres... 700 Acres... 800 Acres... 900 Acres... 1000 Acres... 1100 Acres... 1200 Acres... 1300 Acres... 1400 Acres... 1500 Acres... 1600 Acres... 1700 Acres... 1800 Acres... 1900 Acres... 2000 Acres... 2100 Acres... 2200 Acres... 2300 Acres... 2400 Acres... 2500 Acres... 2600 Acres... 2700 Acres... 2800 Acres... 2900 Acres... 3000 Acres... 3100 Acres... 3200 Acres... 3300 Acres... 3400 Acres... 3500 Acres... 3600 Acres... 3700 Acres... 3800 Acres... 3900 Acres... 4000 Acres... 4100 Acres... 4200 Acres... 4300 Acres... 4400 Acres... 4500 Acres... 4600 Acres... 4700 Acres... 4800 Acres... 4900 Acres... 5000 Acres... 5100 Acres... 5200 Acres... 5300 Acres... 5400 Acres... 5500 Acres... 5600 Acres... 5700 Acres... 5800 Acres... 5900 Acres... 6000 Acres... 6100 Acres... 6200 Acres... 6300 Acres... 6400 Acres... 6500 Acres... 6600 Acres... 6700 Acres... 6800 Acres... 6900 Acres... 7000 Acres... 7100 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Hamilton Bermuda crop of potatoes luxuriant condition largest amount used in that island. Alexander Bannip seems to give a loss will not be rd's Island.

ES. By the Rev. Mr. er. (Co. of Water- youngest daughter of St. Andrews.

NS REQUIRING 'RVANTS. RATION OFFICE. 9th Nov. 1852. ON having been Lord Courtenay, the Central District Schools, a or sexes, quali- dicate for emi- 25 that persons in 12 to 16 years of ll give notice to be 20th December the numbers, see as they may de- employment for d, in order that y be made for the ce of a sufficient next season. H PERLEY, Emigration Officer.

CE. of the "St. Croix ty" will be held at l, in St. Stephens, stant, at one o'clock 2, there will be a e Saint Stephens saturday. S. GRIMMER, Secretary.

E. ng closed his busi- , requests all peo- ell and settle their N. SMART, 1852

CE. Nov 9, 1852. e to cut and carry lumber from Bertha persons, in the us, will be offered on at this Office, on November instant, on and hereofore sp. to the value of ten Miles Situation. 2 Moons - river 2 Lawrence Hill HMOT, Sur. Gen.

gar, &c. 2d, 1852. FIANCE from BOE. do Sugars, Superfine "Fancy" ry Wine, by Port, Paper, 85 pt. cl. O. 7. icerpool, via St. John, Jamaica Rum. ite and "Spray" from John: illing Molasses. J. W. STREET.

ARLEY, grateful for argument he has con- s to Day School, begs y to inform his friends e intends opening an l on Monday, No- hool House in Queen- ly week; pupils to ary, &c. hours of 9 o'clock, Saturdays eation is indispen-

CROWN LAND OFFICE. November 1, 1852. THESE undesignated Lots of Crown Land will be offered for sale by Public Auction, on Tuesday the 7th day of Dec. next, at noon, by the respective Deputies, at their Offices, agreeably to the Regulations of 11th May, 1843, and no sale or contract will be made to any person, who is not qualified to receive the same, until he has been approved by the Crown for previous purchases. (The right of granting Licences for the cutting of Logs and Timber is to be reserved by the Government, after the Land has been surveyed and improved to the value of not less than ten pounds, until the first day of May next following such survey and improvement.) (No person is allowed to hold more than one hundred acres payable by instalments.) CHARLOTTE. By Deputy Mahood, at St. Andrews, 85 acres, north of Salkeld's Mill Grant, Leper, and west of R. Masters' application, John Riley.

YORK. At the Crown Land Office. 100 acres, lot B, Garden's Track, St. Hilary. 100 acres, lot 1, block C, Dumfries. 100 acres, lot 11, block B, Dumfries, W. E. McAlister. 200 acres, lot 14, block C, Dumfries. 200 acres, lot 15, block C, Dumfries. 200 acres, lot 17, block C, Dumfries. 200 acres, lot 18, block C, Dumfries. 200 acres, lot 19, block C, Dumfries. 400 acres, lot N, block 12, Dumfries, Asa Downimproved. 210 acres, lots 18, 19, 20, 21, north west side Skiff Lake, G. M. Porter. 100 acres, lot 20, block 1, Durham, St. Hubar improved. 100 acres, lot 31, block 1, Durham, John Estey. 100 acres, lot 1, block 4, Durham, L. Barbur improved. R. D. WILMOT, Sur. Gen.

Valuable Properties for SALE OR TO LET. THE Dwelling House, 3 Acres and Wharf, in the town of St. Andrews, formerly known as the Jones' property. The Dwelling House, On Houses and Wharf, in said town, formerly known as the O'Neil property. 100 Acres of Land in St. James', about one hour's drive from Milton, St. Stephens. 100 Acres of Land in St. Patrick, the right which the St. Andrews & George Railroad enjoy, and on which, or to its immediate vicinity, will be established as a Depot, which will very materially enhance its value. 15 Acres of Land within five minutes' walk of the town of St. Andrews, a delight- ful situation for a Country Seat. If not suitably disposed of, it will be laid off in suitable lots for building purposes, and let on leases of improvement. The subscriber begs to announce to the Public, that he has had his Lands, which are within ten minutes' walk of Chamcook, laid off, and will sell or lease Building Lots on advantageous terms. It is evident, that, owing to the Railroad passing through it, possessing a safe and commodious harbor accessible at all seasons to vessels of the largest tonnage, with an unlimited and un- rivalled water power, on which there are already some manufactories, with others on a most extensive scale proposed, and on the site of springing into immediate operation, that Chamcook is one of the most desirable situations within the British North Ameri- can Colonies, for the Capitalist, the Me- chanic, and operator. In view of which the said Building Lots are offered to the Public. Terms reasonable. B. R. FITZGERALD, Saint Andrews, June 30, 1852

FAIR & WINTER GOODS. The Subscriber has received a great assortment of NEW and FASHIONABLE GOODS, suitable for the season, among which are COBURGS and DELAINES of all shades and colours. LONG and SQUARE SHAWLS, of the latest styles. Pilot, Beaver, and Broad CLOTHS, Cassimeres, and Doeskins. BLANKETS, FLANNELS, and Woollen Goods of all kinds. Warps, Cottons, Tickings, Gloves, Hosi- ery, Ribbons, &c. &c. Together with a lot of BOOKS & STATIONERY; All of which will be sold At a very low price for cash. Also, A good assortment of GROCERIES, &c. JOHN LOCHARY, St. Andrews, Oct. 27, 1852.

PIANO FORTES. H. Willard & Co. No. 328, Washington Street, Boston: BEG leave to inform their friends in New- Brunswick that they have on hand, and are manufacturing PIANOS of the most modern style, 6 1-4 and 7 octaves; not surpas- sed in power, brilliancy, and execution, varying in price from \$250 to \$450. Frames for the Pro- vince carefully packed in substantial boxes. W & Co. are permitted to refer to T. T. Odell, Esq. for a specimen of their workmanship. Boston, May 17, 1852.

Steamer 'James Porter,' CAPT. MICHENER. WILL, until further notice, ply between Eastport, St. Andrews, and Calais, in connection with the St. John and Boston steamers for conveyance of passengers. Also will carry pas- sengers upon the same terms as the steamer Nequaquet. JOHN D. WILSON, Agent. St. Andrews, 27th October, 1852.

VETERINARY SURGERY. MARI A. CUMING, VETERINARY SURGEON, Member of the Royal College of Veterinary Surgeons of London, and Graduate of the Edin- burgh College, begs to announce to the proprie- tors of Horses and other domestic animals in St. John and New Brunswick generally, that he has just commenced the practice of his profession in the City of Saint John, and hopes to merit the support of those who may have occasion for his services. M. A. C. will have always on hand a stock of VETERINARY MEDICINES, selected by himself, and compounded upon the most approved British for- mule. Parties at a distance can be supplied with these, made up in doses suitable for the different kinds and sizes of animals, with full directions of use. If desired, arrangements will be made for instructing a few well educated young men in Veterinary science and practice. Residence, Charlottetown, head of Horse- field-street. St. John, Oct. 16, 1852. 3 ins.

ART UNIONS SUPER- SEDED! EVERY Subscriber to any of the following periodicals will, on their completion, be presented with a choice of one of the two follow- ing Steel Engravings— 'The Descent from the Cross, from the original painting by Daniele Ricciarelli. Our Saviour leaving the Cross— from the original painting, by Raffaele d'Urbino. The original plate, cost £2,400. The Family Devotional Bible by the Rev. M. Hen- derson. Family Devotions for every Morning and Even- ing throughout the year, translated from the German of Sturm and Tiede, by T. Gaspey, Esq. Life of our Lord and Saviour Jesus Christ, by the Rev. J. P. Fretwell. The Complete Works of Flavius Josephus. The Holy Bible, with Commentary, by the Rev. J. Kennedy. The People's Scripture Gallery of Engravings. THOMAS SHELDON, Agent. The above Works are now publishing in semi-monthly parts, at 1s. 3d each. Subscribers' names received at the Office. St. Andrews, Sept. 25, 1852.

To Let, A COTTAGE of 4 Rooms, a good Cellar, and Wood Shed, about a mile from town. It has been newly cou- ble plastered, and put in good order; might suit two families. Enquire at the Standard Office. Oct. 11, 1852. SHEET IRON, Tin Plates &c. OCTOBER, 1852. JUST received, ex ship 'THEMIS' from Liverpool, via St. John:— 48 Bbls. Sheet Iron assorted. 12 Boxes Tin Plates. 8 Bags 9 & 10 lbs. Horse Nails. 35 Bags Nails and Spikes, assorted. &c. &c. J. W. STREET, St. Andrews, Oct. 12, 1852.

BYASS' LONDON PORTER, STOUT, GENEVA, PORT WINE &c. OCTOBER, 1852. Ex 'Acmon' from LONDON, via St. John— JUST RECEIVED: ONE Hundred Cases 'Byass' London Porter, Stout, and Pale Ale, 18 Hhds. best Port, Rotherham Geneva, 1 Hhd. fine Old Port Wine, 1 Hhd. Old Jamaica Rum. Ex 'Oranometo' from the Clyde: 1 Pau. best Malt Whiskey. J. W. STREET, St. Andrews, Oct. 12, 1852.

NOTICE. WHEREAS Licence to sell all the Real Estate of Nevin Thompson, late of Saint George in the County of Charlotte, yeoman, deceased, was, on the 28th day of September last past, duly granted by the Court of Probate for the said County, to me, the undersigned, Administrator of all and singular the goods, chattels and credits of the said Nevin Thompson, for the purpose of paying his debts: And Whereas, the real estate of which the said Nevin Thompson died seized, consists of the undivided moiety or half part of lot number Two, in the grant to Alexander M Viner and others, in Messuene, in the said Parish of Saint George, and which de- cended to him the said Nevin Thompson, as at law of his father the late Ebenezer Thompson, and which said lot is bounded as follows: On the West by land granted to Nevin M Viner; on the East by land owned by John M Viner; Northernly by land owned by John M Viner; and Southernly by the Campbell grant, (so called) and is the same lot heretofore conveyed to the said Ebenezer Thompson, by Alexander McVieci. NOTICE therefore is hereby Given, that the undersigned, as Administrator, as aforesaid, shall proceed to sell the above described Real Estate, under and by virtue of the said Licence, by Public Auction, on Tuesday the 7th day of December next, at 12 o'clock, noon, at the Homestead, on the Premises. Dated St. George, 25th October, 1852. JOHN McNICHOLO, Administrator.

NOTICE. ALL Persons having any legal demands against the Estate of John Christie, deceased, are requested to present the same duly attested within three months from this date; and all persons indebted to said Estate, are requested to make im- mediate payment to GEORGE CHRISTIE, Administrator. St. Stephens, April 13, 1852. GEORGE CHRISTIE, Administrator. jdm.

NOTICE. ALL persons having any demands against the Estate of Joseph Porter, master mariner, late of St. Stephens, ce- deased, are requested to present the same duly attested, within three months; and all those indebted to said Estate, are re- quested to make immediate payment to JANET PORTER, Admrx. GEORGE M. PORTER, Admrx. St. Stephens, July 20, 1852.

BRANDY, GIN, TEA, &c. MAY 5th, 1852. Ex the 'Industrious' from Liverpool & 'St. Harry Smith' from London, The Subscri- ber has received, 50 Chests Congou Tea, 4 Tons Crush Sugar, 1 Ton just alive & Yellow Paints, 3 Tons Whiting 16 Boxes Tobacco Pipes, 6 Do. best Poland Starch, 1 Do. Hall's best Patent Starch, 65 Casks 4 D. z. ea. London B. Stout & Pale Ale, 12 Do. 6 Doz. ea. Co (Pans) 3 Hhds London Stout & P. Ale in wood, 30 Hhds. & Pipes Martell 'Hennessey' & 'H. Viney' best Cognac Brandy 20 Hhds. best Pale Geneva, 3 Do. best Port wine, 2 Do. Sherry do. &c. &c. J. W. STREET.

ST. JOHN NURSERY. J. HARRIS has just received from Lon- don, via Boston, a good collection of GARDEN SEEDS. Farmers and Gardeners would do well to have these Seeds, as they are excellent samples, and many of the kinds are of new and improved qualities. At this Nursery the varieties of 'DEES' PLANTS, SHRUBS, ROOTS, SEEDS, &c. are extensive, particularly the DAHLIA, of these J. H. has about 20 new kinds of a novel character, blended with perfection—a desider- atum gained after 35 years' immense perseverance. Every thing suitable for the Kitchen, Fruit, and Flower Garden, will be sent to order. Chipman's Hill, St. John, April 2, 1852—T.

Leasehold Property by AUCTION. ON Tuesday the 21st day of September next, at 4 o'clock in the afternoon, the subscriber will sell by Public Auction, on the premises, those two commodious and substantially built DWELLING HOUSES, and out Houses, situated in Queen Street (Church Block) together with the piece of ground in rear of each sufficient for a garden. A new lease has been lately obtained from the Church Cor- poration for five years from first May last, at £4 19s. for both, renewable at the ex- piration for 21 years, at such rate as may be considered equitable by arbitrators, or Church Corporation take the property at a valuation to be ascertained by two dis- interested persons, mutually chosen. Terms made known at time of sale. W. McLEAN, Auctioneer. St. Andrews, August 17th, 1852. The above sale is postponed until further notice. Sept. 24, 1852. W. McL.

Boiled and Raw Paint Oil. Ex the 'John Holderness' from Hull: 14 Hhds. Double Boiled and Raw Lin- seed OIL; just received. For sale low by J. W. STREET, May 24, 1852.

SKIFF BOAT. PICKED UP, between Gannet Rock and Mur Ground, a SKIFF boat The owner can obtain her by paying prop- erty and paying expenses, on application to H. HELM. Aug. 10, 1852.

Dividend. A DIVIDEND of 3 per Cent, on the Ca- pital Stock of the Charlotte County Bank was this day declared, payable on or after the 1st proximo. J. ROYGER, Cashier. C. C. Bank, Oct. 12, 1852.

FOR SALE. PART of LOT number 10 on the Com- mons of the Town of St. Andrews, containing seven and a half Acres, with a House and Barn thereon, and formerly owned by Ca. I. Wm. Harper. If not sold before Monday the 15th November, it will then be offered at Public Auction. For further particulars apply to ROBERT KER, St. Andrews, 14th August, 1852.

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STOVES! &c. The Subscriber offers for sale, at very low prices, FORTY STOVES, comprising several descriptions of COOKING, HALL, AND PARLOR STOVES. Sunbeam, Ningyong & Hy son Teas, Fuggas, Coffee ground & unground, Tobacco, Cigars & Small Cigars, Chocolate, Salariaus, SODA, Starch, Corn Starch, Lemon extract, Gelatine, Raisins, Currants, Almonds, Peas, and a variety of other groceries; Solar Oil, Boiled Oil, Burning Fluid, Spirits of Turpentine, Copal Varnish, Brooms, Pails & Tub; Oil & Fluid Lamps, Solar & Camphine Lamp Chim- nees, &c. &c. &c. —ALSO— Ladies, Gentlemen's and childrens BOOTS, SHOES, and RUBBERS in great variety. ROBERT KER, The Subscriber also offers his services as an Auctioneer and Notary Public. St. Andrews, Oct. 6, 1852. R. K.

ADMINISTRATOR'S SALE. PURSUANT to the Order of the Sur- rogate for the County of Charlotte, I hereby give Notice, that I will sell at Public Auction, at my residence in Saint Stephens, in the said County, on Thursday the 1st day of November next, at the hour of twelve, at noon— The Right and Title of the late JOHN CHRISTIE, in and to the following de- scribed Land property, viz— A Lot of land, situate in St. Stephen, in the County of Charlotte, known and de- scribed as Lot No. Five, in class letter P, in the grant to Donald and others, contain- ing 100 acres more or less. Also, another Lot of Land, situate in St. James, in the said County, known and de- scribed as Lot No. 24, in the third or West- ern division of the Grant to Peter Christie and others, containing 100 acres more or less; in such portions as may be necessary for the payment of the debts of the Estate. GEORGE CHRISTIE, Administrator of the Estate of JOHN CHRISTIE. St. Andrews, 21st Sept. 1852.

HOUSE FOR SALE. THE Dwelling House, in Pre- mises, owned by Mr. John R. McFarlane, and occupied by Dr. E. Bayard, in Water-street, immedi- ately opposite Mr. John Irwin's, being de- scribed on the plan of the town plat of St. Andrews, as water lot, block letter A, Bulkeley's division, with a frontage of 41 feet 5 inches on Water street, and extend- ing about 74 feet back. The House is well finished and beautifully built, contain- ing two chimneys, fitted up with counters and shelves, and sitting rooms in the rear, with parlour, dining, and bed rooms on the second flat. The land is laid in fee simple. If not disposed of by private sale, putting to the 15th day of September next, it will on that day be sold at public auction. For terms, and further particulars, apply to THOS. TURNER ODELL. St. Andrews, July 20, 1852.—T. The above sale is Postponed until fur- ther notice. T. T. O. September 16, 1852.

PAPER! PAPER! New-Brunswick Manufacture. THE Grocers, Hardware and Dry Goods Merchants, and the Public in general, are hereby notified, that the subscriber has been ap- pointed by Phillips Brothers, Paper Manufactur- ers, Saint John, their Agent for the sale of their WRAPPING PAPER, and that a general as- sortment will be kept constantly on hand. JOHN B. BALSON, Agent. St. Andrews, May 5, 1852.

NEW PACKET. Between St. Andrews, St. Stephen and St. John THE subscriber respectfully in- forms the Public, that he will com- mence running his schooner the 'SUSAN,' as a Packet between St. Stephen, St. Andrews and St. John about the 15th April. His vessel is well adapted for passengers and freight, and he trusts by atten- tion and despatch, to merit a share of public pa- tronage. WM. J. LORD.

TO LET. That STORE occupied by J. W. Street, Esq. Apply on the Premises. April 6, 1852. —T. FOR SALE. The House and Lot in Water- street, the property of Mr. Samuel Woodside, known as the Green House— The House is spacious, and well adapted for two families. The lot is 40 by 80 feet. This property is so generally known, that a further description is deemed unneces- sary. The terms, which will be liberal, made known on application to George D. Street, Esq., Counsellor at Law, or to the sub- scriber. B. R. FITZGERALD, Saint Andrews, July 7, 1852.

ST. STEPHENS BANK. St. Stephens, September 1, 1852. A DIVIDEND of Five per cent, will become payable on the 30th instant. D. UPTON, Cashier.

BOYS WANTED. WANTED TWO BOYS from 12 to 16 years of age, at the STANDARD Office, to learn the Printing business.

Original issues in Poor Condition Best copy available

