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my friends in New  
have on hand, and  
A N O S of the most  
17 centars. But with  
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Every instrument war-  
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et Schooner SPRAY,  
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Stephens and St. An-  
Packet needs no puff-  
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return his sincere thanks  
he has received for  
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he has been enabled to  
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for Passengers—fare  
a comfortable running

JOHN WALSON,  
Master.

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Ricciardi,  
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Urliano. The original  
by the Rev. M. Hen-

Morning and Even-  
translated from the  
Teale, by L. Gaspary,  
Urliano Christ, by the

terius Josephus, dis-  
tributed by the Rev. J.  
the Holy War, and  
the author, with  
Royal Engineers.

GEORGE GAY,  
Agent,  
see how publishing in  
each. Subscribers

STICK.  
SEMBLY  
assembled as S. and  
1861

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Clerk of this House

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d Slippers.  
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House and Pre-  
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public auction.

particulars, apply  
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10, 1862.—It  
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T. T. O

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A. W. Smith.

At No. 17, Water Street, Saint Andrews, N. B.

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Advertising by the year as may be agreed on.

No 17

SAINT ANDREWS, N. B., WEDNESDAY, APRIL 27, 1863.

[Vol. 20]

MISCELLANEOUS.

GENTLE HAND;

OR WORDS FOR THE WISE.

I did not hear the maiden's name; but in  
my thought I have ever since called her  
"Gentle Hand." What a magic lay in her  
touch! It was wonderful.

When and where, it matters not now to  
relate—but once upon a time, as I was pass-  
ing through a thinly peopled district of coun-  
try, night came down upon me, almost un-  
warned. Being on foot, I could not hope to  
gain the village, towards which my steps  
were directed, until a late hour; and I there-  
fore preferred seeking shelter and a night's  
lodging at the first humble dwelling that pre-  
sented itself.

Dusky twilight was giving place to deeper  
shadows, when I found myself in the vicin-  
ity of a dwelling, from the small uncurtained  
windows of which the light shone with a  
pleasant promise of good cheer and comfort.  
The house stood within an enclosure, and a  
short distance from the road along which I  
was moving with weary feet. Turning a-  
side, and passing through an old-hung gate,  
I approached the dwelling. Slowly the gate  
swung on its wooden hinges, and the rattle  
of its latch, in closing, did not disturb the  
air until I had nearly reached the little porch in  
front of the house, in which a slender girl,  
who had noticed my entrance, stood await-  
ing my arrival.

A deep, quick bark, answered, almost like  
an echo, the sound of the shutting gate, and  
sudden as an apparition, the form of an im-  
mense dog loomed in the doorway. I was  
now near enough to see the savage aspect of  
the animal, and the gathering motion of his  
body, as he prepared to bound forward upon  
me. His wolfish growl was really fearful.  
At the instant when he was about to spring,  
a light hand was laid upon his shaggy neck,  
and a low word spoken.

"Don't be afraid. He won't hurt you,"  
said a voice, that to me sounded very sweet  
and musical.

I now came forward, but in some doubt as  
to the young girl's power over the beast, on  
whose rough neck her almost childish hand  
still lay. The dog did not seem by any  
means reconciled to my approach, and  
growled wickedly his dissatisfaction.

"Gain, Tige!" said the girl, not in a  
voice of authority, yet, in her gentle tones,  
was the consciousness that she would be  
obeyed; and, as she spoke, she lightly bore  
upon the animal with her hand, and he turned  
away, and disappeared within the dwell-  
ing.

"Who's that? A rough voice asked the  
question; and now a heavy looking man  
took the dog's place in the door.

"Who are you? What's wanted?"  
There was something very harsh and forbid-  
ding in the way the man spoke. The girl  
now laid her hand upon his arm, and leaned,  
with a gentle pressure, against him.

"How far is it to G—?" I asked; not  
deeming it best to say, in the beginning,  
that I sought a resting-place for the night.

"To G—?" growled the man, but not  
so harshly as at first. "It's good six miles  
from here.

"A long distance; and I'm a stranger,  
and on foot," said I. "If you can make  
room for me until morning, I will be very  
thankful."

I saw the girl's hand move quietly up his  
arm, until it rested on his shoulder, and now  
she leaned to him still closer.

"Come in. We'll try what can be done  
for you."

There was a change in the man's voice  
that made me wonder.

I entered a large room, in which blazed a  
brisk fire. Before the fire sat two stout lads,  
who turned upon me their heavy eyes, with  
no welcome greeting. A middle-aged wo-  
man was standing at a table, and two chil-  
dren were amusing themselves with a kitten  
on the floor.

"A stranger, mother," said the man who  
had given me so rude a greeting at the door;  
"and he wants us to let him stay all night."

The woman looked at me doubtfully for  
a few moments, and then replied, coldly.  
"We don't keep a public house."

"I'm aware of that, ma'am," said I; "but  
night has overtaken me, and it's a long way  
yet to G—."

"Too far for a tired man to go on foot,"  
said the mother of the house, kindly. "So  
it's no use talking about it, mother; we must  
give him a bed."

So unobtrusively, that I scarcely noticed  
the movement, the girl drew to the wo-  
man's side. What she said to her I did not  
hear, for the brief words were uttered in a  
low voice; but I noticed, that as she spoke,  
one small, fair hand rested on the woman's  
hand. Was there magic in that gentle  
touch? The woman's repulsive aspect  
changed into one of kindly welcome, and she  
said:

"Yes, it's a long way to G—. I guess  
we can find a place for him. Have you had  
any supper?"

I answered in the negative.

The woman, without further remark, drew  
a pine table from the wall, placed upon it  
some cold meat, fresh bread and butter, and  
a pitcher of new milk. While these prepara-  
tions were going on, I had more leisure for  
minute observation. There was a singular  
contrast between the young girl I have men-  
tioned, and the other inmates of the room;  
and yet I could trace a strong likeness be-  
tween the maiden and the woman, whom I  
supposed to be her mother—browned and  
hard as were the features of the latter.

Soon after I had finished my supper, a  
neighbour came in, and it was not long be-  
fore he and the man of the house were in-  
volved in a warm political discussion, in  
which were many more assertions than rea-  
sons. My host was not a very clear-headed  
man; while his antagonist was worldly and  
suspicious. The former, as might be sup-  
posed, very naturally became excited, and now  
and then, indulged himself in rather strong  
expressions towards his neighbour, who in  
turn, dealt back words blows that were quite  
as heavy as he had received, and a good deal  
more irritating.

And now I marked again the power of  
that maiden's gentle hand. I did not notice  
her movement to her father's side. She was  
there when I first observed her, with one  
hand laid upon his temple, and lightly  
smoothing the hair with a caressing motion.

Gradually the high tone of the disputant  
subsided, and his words had in them less of per-  
sonal rancour. Still, the discussion went on;  
and I noticed that the maiden's hand, which  
rested on the temple when unopposed words  
were spoken, resumed its caressing mo-  
tion the instant there was the smallest per-  
ceptible tone of anger in the father's voice.

It was a beautiful sight; and I could but look  
on and wonder at the power of that touch, so  
light and unobtrusive, yet possessing a spell  
over the hearts of all around. For, as she  
stood there, she looked like an angel of peace,  
gentle to still the turbulent waters of human  
passion.

Suddenly out of place, I could not but  
think her amid the rough and rude; and yet,  
how more than they; need the softening and  
humanizing influences of one like the Gentle  
Hand.

Many times more during that evening, did  
I observe the magic power of her hand and  
voice—the one gentle, yet potent as the o-  
cean.

On the next morning, breakfast being over,  
I was preparing to take my departure, when  
my host informed me that I would wait for  
half an hour he would give me a ride in his  
wagon to G—, as business required him  
to go there. I was very well pleased to accept  
of the invitation. In due time the farmer's  
wagon was driven into the road before the  
house, and I was invited to get in.

The horse as a rough looking Canadian. As  
the farmer took his seat by my side, the fa-  
mily came to the door to see us off.

"Dick!" said the farmer, in a peremptory  
voice, giving the reins a quick jerk as he  
spoke.

But Dick moved not a step.

"Dick! you vagabond get up!" And the  
farmer's whip cracked sharply by the pony's  
ear.

It availed not, however this second appeal.  
Dick stood firmly disobedient. Next the  
whip was brought down upon him, with an  
impetuous hand; but the pony only reared up  
a little. Fast and sharp the strokes were  
next dealt, to the number of a half-dozen.

"The man might as well have beaten his wa-  
gon, for all his end was gained.

A stout lad now came out into the road,  
and catching Dick by the bridle, jerked him  
forward, using at the same time the usual  
manly language on such occasions, but Dick  
met this newly with increased stubborn-  
ness, playing his fore feet more firmly, and  
at a sharper angle with the ground. The im-  
patient boy now struck the pony on the side  
head with his clenched hand, and jerked cru-  
elly at his bridle. It availed nothing, how-  
ever, Dick was not to be wrought upon by  
any such arguments.

"Don't do so John!" I turned my head as  
the maiden's sweet voice reached my ear.—  
She was passing through the gate into the  
road, and, in the next moment, had taken  
hold of the lad and drawn him away from the  
animal. No strength was exerted in this;  
she took hold of his arm, and he obeyed her  
wish as readily as if he had no thought be-  
yond her gratification.

And now that soft hand was laid gently on  
the pony's neck, and a single low word spoken.  
How instantly were the tense muscles  
relaxed—how quickly the stubborn air van-  
ished!

"Poor Dick!" said the maiden, as she stroked  
his neck lightly, or softly patted it with a  
child-like hand.

"Now, go along, you provoking fellow!"  
she said, in a half-clinging, yet affectionate  
voice, as she drew upon the bridle. The  
pony turned towards her, and rubbed his head  
against her arm for an instant or two; then  
pricking up his ears, he started off at a light  
cheerful trot, and went on his way as freely  
as if no such cruelty had ever entered his  
suborned head.

What a wonderful power that hand pos-  
sessed! said I, speaking to my companion,  
as we rode away.

He looked upon me for a moment, as if my  
remark had occasioned surprise. Then a  
light came into his countenance, and he said,  
briskly:

"She's good! Everybody and everything  
loves her."

Was that, indeed, the secret of her power?  
The quality of her soul perceived in the  
impression of her hand, even by brute beasts?

The father's explanation was doubtless, the  
true one. Yet have I ever since wondered  
and still I wonder, at the potency which lay  
in that maiden's magic touch. I have seen  
something of the same power, showing itself  
in the loving and the good, but never to the  
extent as manifested in her, whom, for a better  
name, I must still call "Gentle Hand."

A gentle touch, a soft word. And how  
few of us, when the will is strong with its pur-  
pose, can believe in the power of agencies so  
apparently insignificant. And yet all great  
influences effect their ends silently, unobtru-  
sively, and with a force that seems at first  
glance to be altogether inadequate. Is there  
not a lesson for us all in this?—*Am. illus-  
trated News.*

COMMERCIAL POLICY OF CANADA.—On the  
5th inst., the Canadian House of Assembly  
again had the question of their commercial  
policy under consideration, when most of the  
speakers approved of the course proposed to  
be adopted by the Government. Mr. Morris  
proposed to take duties of British produc-  
tions on the Imperial Government doing the  
same with the Canadian, and to 21 per cent.  
on American goods. He then went over the  
reciprocity question, in which he had been  
engaged, showing that it was impossible to  
expect to obtain reciprocity with Great Brit-  
ain put her hand upon the fisheries, and  
maintained Colonial rights. She was bound  
to put the Colonies on the same footing as  
the United States.—*New Brunswick.*

Accounts from Washington of Monday  
last, state:

Mr. Buchanan was nominated this morn-  
ing as minister to England, and was imme-  
diately confirmed. He declined, however.

Another report states that—Gor. Mary  
goes to England. Gen. Cushing takes Mar-  
cy's place in the cabinet. Mr. Dobbin is to  
be attorney general, and Commodore Stock-  
ton, secretary of the navy. Mr. Benton will  
be nominated minister to France.

We learn from the Vancouver Herald that  
Capt. Robert Sims, and Joseph F. Johnston,  
a lad of 14 years, were unfortunately drown-  
ed at Plymouth on the 21 inst. by the up-  
setting of a boat. They were engaged to  
bring sea weed from a neighboring island  
when the boat was upset by a heavy sea.

A young man named George R. Johnston,  
who was also in the boat, was saved by  
clinging to it until assistance reached him  
from the shore. Capt. Sims leaves a wife  
and three children.

GARRISON, fencing the nursery, clearing  
up the garden, the door-yard, the wood pile,  
and numerous other things will require at-  
tention now. Let us lay hold of the work  
before us with cheerful and hopeful hearts,  
and pursue it with a well tempered zeal; the  
seeds shall spring upward from the sod, and  
He who gives the increase shall gladden our  
hearts with abundant harvest.

"GETTING UP STAIRS."—A hotel is about  
to be erected in Albany eight stories high.  
A person seated in an elegant arranged car  
strikes a bell to indicate the floor to which  
he desires to be conveyed, whereupon, by means  
of a steam "dummy," they are elevated to  
the proper *terminus* in double quick time,  
thereby obviating the difficulty experienced  
in "getting up stairs."

Douglas Jerrold is a well-known wit, and  
often cracks a good joke with his literary and  
other friends in the social circle. At a pri-  
vate party in London, a lady, who though in  
the autumn of life, had not lost all dreams of  
its spring—said to Jerrold: "I cannot imag-  
ine what makes my hair turn grey! I sometimes  
fancy it must be the essence of rosemary,"  
with which my maid is in the habit of brush-  
ing it. What do you think?"

"I should rather be afraid, madame," replied  
the distinguished dramatist dryly, "that it is  
the essence of Time!" (Thymer.)

"Young man, do you know what relation  
you sustain in this world?" said a minister  
to a young man of the church, "Yes sir!" said  
the hopeful convert, "two cousins and a grand-  
mother, but I don't intend to sustain them  
any longer."

These remarks apply principally to wood-  
bores.—[St. John Courier, 16th.

FREE PORTS.

For some time past, a strong desire has  
been manifested by the inhabitants of Campo  
Bello and Grand Manan free ports, where  
goods from all parts of the world might be  
stored free of duty. The subject has been  
brought before the Assembly during the pre-  
sent session, in consequence of a petition  
having been presented from certain inhabi-  
tants of Campo Bello, praying that it be es-  
tablished a free port. A committee was ap-  
pointed to report upon the propriety of this  
step, who have submitted their report, in  
which they state:

All history and experience have proved  
that the establishment of Free Ports, in Com-  
manding situations, has proved highly ad-  
vantageous to the Countries which have  
them, when contiguous to Foreign Ports,  
where high tariffs or prohibiting duties are  
levied; and the committee conceive it only  
necessary to refer to Singapore, the Chan-  
nel Islands, and the Island of St. Thomas  
as proof of this assertion:

The first of these Free Ports, Singapore,  
affords one of the most striking instances of  
these advantages; it has little or no produce  
of its own, and was considered almost a des-  
ert island when first constituted a free port;  
in fifteen years thereafter it has become a  
rich and flourishing settlement, with an ex-  
port of merchandise amounting to three mil-  
lions of pounds sterling annually.

The Channel Islands offer another striking  
example of the benefits of establishing in  
proper situations of an insular character great  
deposits for commerce: it was at first sup-  
posed that rendering the Channel Islands free  
ports, would greatly encourage smuggling  
into England; yet such has not proved to be  
the case; no injurious effects have been  
found to flow from the privileges granted, but  
on the contrary, substantial benefits have ac-  
crued to the trade and commerce of the  
British Empire generally, and especially to  
the Colonies, from having access to these  
Islands as free ports.

The Committee have remarked, that free  
ports to serve as commercial stations, have  
almost always been established on Islands,  
and viewing the peculiar position of Campo  
Bello, they conceive it well placed for an  
Island free port, open to the commerce of  
the world. They believe that establishing  
it as a free port, under proper regulations,  
would eminently benefit the section of New  
Brunswick to which it belongs, without de-  
triment to any other part of the Province;  
that it would furnish constant employment  
of a profitable character to Provincial ves-  
sels, and would thus add to the general pros-  
perity and increase the public wealth.

(NOTE OF THE EDITOR OF THE "NEW BRUN-  
SWICKER" ON THE ABOVE.)

The great, and, in fact, only objection  
which has been urged against free ports in  
this Province is, that it would open a wide  
door for smuggling; but it will be seen by  
the above that such has not been the case  
with regard to the Channel Islands. There  
is no doubt, however, that the close proximi-  
ty of Campo Bello to the main land, would  
compel the Provincial authorities to keep a  
very strict surveillance along the coast;  
otherwise an extensive illicit trade would  
spring up, greatly to the injury of the re-  
venue of the Country, and disastrous to native  
industry.

The Committee then proceed to recom-  
mend that Campo Bello be established as a  
free port, into which all the products and  
merchandise of the world may be imported,  
at a uniform rate of duty of 1 per cent., ex-  
cept alcoholic liquors, which shall be subject  
to the same duties and regulations as if im-  
ported into any other port in the Province.

That no drawback should be allowed on the  
exportation of any article from the island,  
and that when goods or merchandise so im-  
ported or exported from thence to any other  
part of New Brunswick, they shall be sub-  
ject to the same rate of duties as if then first  
imported from abroad.

The establishment of Campo Bello as a  
free port would make it a place of great re-  
sort, both on the part of Colonial and Ameri-  
can merchants. The subject is worthy of  
the most serious consideration of the Legisla-  
ture.

Numerous complaints have been made  
lately at the Imperial Customs Department,  
that many vessels trading about St. John  
have not the name and port to which they  
belong painted on the stern, and as the pen-  
alty for this infraction of the Registry Act is  
£100 sterling, we have been requested to  
give this notice, in order that the owners of  
these vessels who have not as yet complied  
with the law in this respect, may do so at  
once, before any measures are taken by the  
authorities to have it enforced.

These remarks apply principally to wood-  
bores.—[St. John Courier, 16th.

LAW RESPECTING NEWSPAPER

Subscribers who do not give express no-  
tice to the contrary, are considered as wish-  
ing to continue their subscriptions.

If subscribers order the discontinuance  
of their papers, the publisher may continue  
to send them till all arrears are paid.

If subscribers neglect or refuse to take  
their papers from the office to which they  
are directed they are held responsible till  
they have settled their Bill, and ordered  
their papers to be discontinued.

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

1st.—All vessels brought into any port of  
harbour within the County, or departing  
therefrom with a pilot, (steamboats and sail-  
ing vessels under 75 tons burthen excepted)  
shall be chargeable with the rates of pilotage  
hereinafter named. The master of any  
steamboat or sailing vessel under 75 tons  
burthen employing a pilot, the said pilot shall  
be entitled to demand and receive therefor  
the rates of pilotage hereinafter mentioned.

2d.—Every pilot boat to be kept properly  
fitted out for such service; to be not less than  
ten tons burthen, and to be exclusively em-  
ployed in the business of pilotage.

3d.—No pilot to be entitled to any fee or  
reward for pilotage, unless he resides within  
the County aforesaid, and shall be owner,  
part owner, or shall have an interest or stand-  
ing in a pilot boat.

4th.—Any pilot demanding or receiving any  
greater or less sum for pilotage than the rates  
hereinafter set forth, shall pay a fine of five  
pounds, with costs, to be recovered before a  
Justice of the Peace; one moiety of the fine  
to be paid to the County Treasurer for the  
use of the County, and the other moiety to  
the prosecutor.

5th.—Any pilot taking charge of a vessel  
either inward or outward bound, and leav-  
ing her within the pilotage ground, contrary  
to the wish of the master, to pay a fine of five  
pounds, to be recovered and applied as direct-  
ed by the fourth Rule.

6th.—All pilots upon taking charge of an  
inward bound vessel, shall exhibit his branch  
and a copy of these rules and regulations to  
the master, signed by the Clerk of the Peace,  
and in default thereof to pay a fine of five  
pounds, to be recovered and applied as direct-  
ed by Rule fourth.

7th.—The rates of pilotage to be as follows  
—Viz:—  
From Seal Island, Cross Island, Little Riv-  
er, Southwest Lobes of Grand Manan,  
Kent's Island, Long Point Bay, Point Les  
preux, Moose River, and Bailey's Mistake;  
10s. per foot inwards, and 7s. 6d. per foot  
outwards.

From North Head of Grand Manan, Bear  
ver Harbour, and West Quoddy Light House,  
inwards, 6s. per foot, outwards, 5s. per foot.  
From Head Harbour Light House, Green's  
Point, and Wolvers Islands, inwards, 8s.  
outwards, 4s. per foot.

From between Head Harbour and Dog  
Island, inwards, 3s. and outwards 2s. 6d. per  
foot.

From Saint Andrews to and from the Bay  
last Grand, vessels from 75 to 300 tons, 10s  
above 300, 12s. 6d.

Removing a vessel to and from wharves,  
7s. 6d.

8th.—Pilotage vessels to and from Campo  
Bello or the Lines, 1s. per foot less than to  
St. Andrews.

9th.—Pilotage to and from Saint Andrews  
to L'Ange, Beaver Harbor, Crow Harbor,  
Pope Lagan, New River, and Lepreux Har-  
bor, double the rates of river pilotage.

10th.—All pilots detained on board vessels  
while performing quarantine to receive 10s.  
per day.

11th.—All vessels, except those exempted  
by Rule first, arriving at or departing from  
any of the ports of places before enumerated,  
to pay the same rates of pilotage as those ar-  
riving at, and departing from St. Andrews.

12th.—Pilotage from Saint Andrews or the  
Ballas Ground, to and from the rivers em-  
ptying into the bay, to be as follows, viz:  
from 75 to 200 tons 15s., from 200 to 300  
tons 20s., 300 tons to 400 tons 25s., over  
400 tons 30s.

13th.—Vessels bound to the Ledge, upon the  
master's requiring the Pilot to proceed above  
Joe's Point, to pay 1s. per foot, more than to  
St. Andrews.

14th.—All pilots offering their services to  
inward or outward bound vessels, and not  
being accepted, shall be entitled to half the  
rates of pilotage, providing that no Pilotage  
be paid at the time, and that no Pilotage  
has previously been paid or demanded by any  
other Pilot.

15th.—From first of November to first day  
of April, all inward bound vessels to pay one  
shilling per foot, over and above the rates be-  
fore enumerated.

16th.—Every branch Pilot not complying  
with Regulations numbers Two and Three,  
and taking any vessel in or out of Port, such  
Pilot shall be subject to a fine of Five pounds,  
to be recovered and applied as directed by the  
fourth Rule.

17th.—It shall be the duty of the Clerk of  
the Peace to give every Pilot who shall apply  
for it, a copy of these Rules and Regulations,  
they paying for the same.

A Connecticut dame, the mother of a large  
family, was once asked the number of her  
children. "La Ma!" she replied, rocking her-  
self to and fro, "I've got fourteen, mostly boys  
and girls."

## European Intelligence.

### THREE DAYS LATER FROM ENGLAND.

The steamship *Atalia* arrived at New York on Wednesday evening last, from Liverpool, with dates to the 9th inst., being three days later than our previous advices. She passed the Canada going into Liverpool on the 9th.

The Cotton market remained without change. Wheat had further declined from 21s. to 20s. 3d., and Flour 1s. to 10s. 3d.

The Queen has given birth to another Prince.

There is no Parliamentary news worth reporting.

France continued quiet. Italy was still in a very feverish state, but no new outbreaks had taken place. Austria is gradually relaxing her rigorous treatment of the Hungarians and others.

The Protestants of Holland have protested against the establishment of the Roman Catholic hierarchy in Germany.

The late outbreaks on the Continent appear to have been the result of an extensive preconcerted scheme; they were all connected, and several influential men have been arrested at Berlin for their supposed participation in the plot.

IMPORTANT TO SEAMEN.—An important movement has been set on foot at Liverpool, chiefly by the captains of American ships, in favor of the abolition on both sides of the Atlantic, of the present practice of giving advance notes to seamen. The reform, if carried out, will be equally advantageous to the men and their employers. A deputation of the owners of British coasting ships had an interview with Mr. Cardwell, of the Board of Trade, to remonstrate against the proposed new Merchant Seamen's Bill. Mr. Cardwell will not hold out much hope of their opposition proving successful, notwithstanding their statement that, if the coasting trade is opened to foreign sailors, able British seamen will be driven into the American service where their interests are more cared than at home.

Lady Franklin's steamship, the *Isabel*, left Gravesend on Thursday evening, 31st, in tow of a Government steam tug, which would accompany her as far as Scilly, whence she would make her way direct to Behring's Straits.

We regret to notice an extract from a letter written a few days since, by E. B. Macaulay, in which he says: "The state of my health is such that I shall probably be under the necessity of passing the next winter in a milder climate."

The Earl of Carlisle has been inaugurated as Rector of the Marischal College and University, Aberdeen. The office is annual and honorary. Lord Carlisle succeeds the Earl of Eglinton.

The B. M. Steamer *Vulcan*, from Sydney, 23 November, and the ship *New Orleans*, from Melbourne, 17th December, together brought gold to the value of £140,000, the latter vessel bringing 25,454 ounces.

Admiral Lord Nelson's correspondence, numbering 300 letters, was sold at auction in London last week. The bids brought high prices.

Wreck of a Steamship with Loss of twenty-nine Lives.—The steamship *Duke of Sutherland*, one of the fastest and most elegant vessels running between London and Aberdeen, was wrecked off the pier of the latter place at 5 p. m., 1st inst. She had been disabled in the gale of that day, and in attempting to make the harbor of Aberdeen, drove on the rocks and went to pieces. The captain, head engineer, the stewardess, one of the fore cabin passengers, and twenty-five others were drowned. The vessel had a valuable cargo of goods on board.

The boats of the steamer being mostly disabled, five men from the shore launched a small boat and started for the wreck, but the boat foundered, when four of them were drowned. Several persons were swept from the wreck by the force of the waves, among them a lady passenger. The engineer put on a life preserver and jumped overboard, but got entangled among some salmon nets and was drowned. The steward, after being instrumental in saving fifteen of the passengers, was drowned. The captain, while attempting to save a female passenger, got hurt, and soon after fell overboard and was drowned. The great loss of life is attributed to the fact that there were no means at hand on shore to get a line to the steamer. Most of those who perished were in sight of their homes in Aberdeen, and the scene on the sea shore of children in search of their parents, and wives of their husbands, is represented to have been quite distressing.

NAPLES.—A Swiss soldier was lately found assassinated in the streets, with a pointed stick in his heart, to which was attached a piece of paper, containing the words "Vengeance of Mazzini." The Governor of Sicily had several persons immediately arrested and shot, and at the same time issued a proclamation threatening to raze the cities of Sicily to the ground, and to turn them into a ravine. The alarm spread to Naples, when all the Sicilian residents were ordered to leave.

TURKEY.—Negotiations continue between the Divan and the Prince Menschikoff. The Russian Court has addressed a note to Vienna, disavowing any intention to disturb the integrity of the Ottoman Empire.

RUSSIA.—Great activity is prevalent in the army. All soldiers on furlough had been ordered to join their regiments.

The Russian fleet in the Black Sea has been placed under the orders of the Grand Duke Constantine.

Egypt.—Great activity is noticed in the military departments of Egypt, and a conscription is to the course of our client.

## NEW-BRUNSWICK.

### PROVINCIAL PARLIAMENT.

#### HOUSE OF ASSEMBLY.

April 20.

The Road Committee recommend the following grants:

GREAT ROADS.

Saint John to Saint Andrews 2600

Fredericton to Saint Andrews 100

Waverley to Saint Stephen 200

Oak Bay to Eel River 400

Dead Water Brook to Saint Stephen 75

Ross's to Oak Bay 75

Lower Trout Brook Bridge to Magaguadavic 100

BYE ROADS.

County of Charlotte 21,183

The above does not include the special grants.

April 21st.

ALARM APPARATUS.

A bill was moved by Dr. Fletcher of Charlotte County, for enabling him to set up in some fit situation, one of his newly invented tide and fog-bells, to give alarm in Fog.

Dr. Thomson warmly supported the motion; and Capt. Robinson expressed his opinion of the invention, in highly commendatory terms, thinking it the most ingenious invention he had ever seen of such a nature; the money granted would not come out of the Provincial revenue, but from the "shipping interest."

Hon. Secretary thought it a hazardous experiment; and could not feel justified in recommending it. Mr. Cullen considered it a solemn duty, to give suitable encouragement to improvements calculated to promote the interests of the Province; the Shipping interests of the Province are continually increasing, and every means that can be adopted to protect the lives and property of our shipping, is worthy of serious support. Mr. Neillham fully concurred in the remarks of Mr. Cullen, and those of Capt. Robinson; if it should turn out to be as useful as expected, the anticipation of the benefits derivable are immense beyond calculation. Mr. Johnson treated the invention most scientifically, "wheels, drums, levers, fulcrum," &c. &c. &c. were severely explained with as much ingenuity as almost the inventor himself could use; the hon. member expressed himself favorably towards encouraging scientific improvement; but would not contribute from any public fund towards aiding any theoretical experiment. Hon. Mr. Wilton agreed with Mr. Johnson, but could not support a grant towards an experiment; a grant last year for an invention had proved a decided failure. The question was taken and the motion was lost.

ONE HUNDRED MILES PER HOUR.—A Maine Yankee announces, through the National Intelligence, the invention of a form of road and improved locomotives, which he says, will safely transport the mails and passengers at the rate of one hundred miles per hour. The writer further says he has been made acquainted with the details of these improvements, which are so palpably correct in theory, and feasible in practice, that every civil engineer and railroad man will, on examination, at once recognize and admit as the desideratum ever to be desired.

THE DEPT. OF THE DEPT.—The next Congress, it is said, is to be invited to secure a new and improved mode of the result of the first experiment.

THE PECULIAR STATE OF THE ATMOSPHERE at Chicago, a few days since, caused a most beautiful mirror. The eastern shore of Lake Michigan could be seen from the city, all the way round to some distance north of St. Joseph. Michigan City, New Buffalo and St. Joseph, were all distinctly visible. The white sand hills, shaded by the dark groves of Michigan, with the broad, quiet bosom of Lake Michigan spread out, presented a picture of rare and surprising beauty.

FARMING IN ILLINOIS.—In this region most of the spring ploughing is finished; and we learn that Northern Illinois, where the spring is later than here, the ploughing is well advanced. The excellent prices of the last three or four years have given a great stimulus to agricultural pursuits in the West, the consequence of which may be seen in the greatly extended preparations for planting and sowing visible on every hand. Our farmers have made more money, proportionally, than any other class among us. Five dollars an acre for splendid prairie land near railroads, is the ruling price, and must soon vastly increase our population. [Illinois Register, Apr. 5.]

ANOTHER VICTIM OF THE SPIRITUAL MANIFESTATIONS.—We learn that Mr. Christian Suavey, a very worthy and industrious citizen of this borough, has become insane on this ridiculous and absurd subject. This is the first instance that has occurred from this vile and sacrilegious practice in our borough, and has caused a considerable sensation among our people. He has been conveyed to the Pennsylvania Lunatic Asylum, and is now a raving maniac. We trust that this sad result may prove a salutary warning to all who have made pretence of attending spirit rapping meetings, and giving countenance to this base and wicked system of imposture. [Harrisburg, Pa. Union.]

LAWRENCE.—This enterprising manufacturing town, which a few years since was a marsh, expended last year, as we learn from the annual report of the town, \$10,710 05 for schools; \$3,889 15 for streets; \$16,694 15 for fire departments. She has just become a city, making the number in Massachusetts at the present time, twelve.

DEATH OF MR. KING.—The telegraph has

already announced the death of Hon. W. R. King, Vice President of the United States.—Mr. King was born in North Carolina, April 7th 1786; was admitted to the bar in 1805; served several years in the State Legislature; was sent to Congress first in 1810, from Wilmington district; resigned his seat in 1816, to accompany Mr. Pinckney to Europe, as Secretary of legation; removed to Alabama in 1818-1819; was a member of the Convention for forming the State Constitution; in 1828, was appointed U. S. Senator from Alabama, and continued to occupy that post until 1844, when he was sent Minister to France; he returned at his own request, in 1846, and in 1848, was re-elected to the Senate of the U. S., and there remained up to the time of his election to the Vice Presidency of the United States. These facts we derive from a brief notice of Mr. King in the New York Evening Post.

The St. John Courier says, "The American built steamer *Creole*, was registered at this Port as a British vessel within the last few days, and has commenced running to the Bend, which she could not do while she was owned by Americans, as it is a coasting trade."

Another American built steamer, called the *Brooklyn*, arrived in our harbour yesterday from New York. She is to be registered as a British boat and to be employed in towing.

We hear that several other American steamers are expected shortly in our waters to share in the business which is extending in every direction.

The St. John river is now clear of ice, but the water is so low that fears are entertained that the supply of logs will be short.

CARLETON.—Two very superior Fire Engines, respectively called *Western Star* and *Prince of Wales*, recently constructed at an imported from New York, have been handed over to Fire Companies, Nos. 7 and 8, in Carleton. They are now in excellent custody, and it is our opinion that should the services of these newly formed companies ever be required, they will prove themselves to be highly efficient and active firemen. We hope, however, that they may enjoy all the honours of their position untroubled by the requirement of their labor in extinguishing fires within the bounds of their industries and prospering locality. [Carleton.]

CARLETON COUNTY ELECTION.—The election for a member to fill the seat in the Assembly vacant by the death of H. H. Beardsley, Esq., took place on the 18th inst., and resulted in the return of Chas. Connell, Esq., by a majority of 255 votes over B. C. Beardsley Esq., the father of the late member. The numbers stood at the close of the poll—Connell, 479; Beardsley, 324.

IMPRISONMENT FOR DEBT.—Petitions are in circulation for signatures in different parts of the State, to be presented to the Constitutional Convention, asking that in the revised Constitution imprisonment for debt shall forever be excluded. [Boston Traveller.]

REPRESENTATION OF COLORED SEAMEN.—The United States District Court in this city is about to try the validity of the laws of South Carolina requiring the imprisonment of colored seamen. An action has been brought against the Sheriff of Charleston, to recover \$1,000 damages for the false imprisonment of Manuel Pereira, a coloured British subject. [Charleston S. C. Mercury.]

[This is precisely what Mr. Hoar, in behalf of the State of Massachusetts, proposed to do. Instead of entertaining his proposition, however, those whose duty it was to do so, admonished him that the very suggestion had so aroused the indignation of the people, that it would be necessary for him to escape for his life. [Boston Traveller.]

NEW P. M. BOAT.—On Saturday last, a new and beautifully modelled Pilot boat, named the "Tornado," arrived in our harbor, for the purpose of being registered.

She was built at Calais, (Maine,) after the model of the celebrated yacht "America," for Messrs. Wm. Cline, & Co. pilots, belonging to the port of St. Andrews, and registers 24 tons, n. m. She is pronounced by competent judges to be as fine a specimen of naval architecture, ever seen in these waters. We heartily wish her enterprising owners abundant success.

TREES!—Set them out.—There is no way in which our port can be so well beautified at a trifling expense as by planting shade trees along our streets. We called attention to this subject a short time since, with the hope that ere now something would be done. The season for transplanting is at hand, and we trust that it will be improved by those who take an interest in such matters. It is an old saying, "that he who plants a tree is a benefactor to those who come after him." We learn that beautiful shade trees can be had in any quantity within a few miles of town.

BIBLE SOCIETY.—By reference to our advertising columns, it will be seen, that a Meeting of the Bible Society, will be held in the Wesleyan Chapel, on Friday evening next. We trust that the Meeting will be well attended.

THE WEATHER for the last few days, has been unsettled, with hard frosts during the night. It would seem not a little true, cold does not rot in the air, but comes down sometime or another! Farming and gardening operations, however, have commenced. Some persons have already sown peas and planted early potatoes.

The property commonly known as "Happy Corner" on Water and Wm. Henry streets, containing one lot and a half, was sold at public auction yesterday, to Mr. D. Bradley, for £400. This site is said to be one of the most eligible stands for business in St. Andrews, and adjoins the property owned and occupied by Mr. Bradley previous to the late fire.

M. H. PERLEY, J. M. Emigration Officer.

NOTICE TO PERSONS WHO HAVE APPLIED FOR CHILDREN FROM ENGLAND.

GOVERNMENT EMIGRATION OFFICE, St. John, 21st, April 1853.

The copy of a despatch to His Excellency the Lieutenant Governor, from His Grace the Duke of Newcastle, Her Majesty's Principal Secretary of State for the Colonies, has this day been received, announcing that the proposed emigration of children from England to this Province will not take place. The following is the concluding paragraph of the Despatch, which is dated Downing Street, 20th March, 1853: "Considering therefore the difficulties and dangers of executing the plan, and seeing that after all, there is no prospect that it could be carried to any such extent as to be of importance to the interests of the Province I do not think that it ought to be prosecuted further."

Persons in all parts of the Province who have made application for children from England, will please take notice that such cannot now be furnished.

(Signed) NEWCASTLE.

M. H. PERLEY, J. M. Emigration Officer.

NOTICE FOR TENDERS.

TENDERS for the erection of FENCES along the line of Railroad between Hantsport and the North West Branch of the Digbyquash, and between the Railroad Office, St. Andrews, and Thursday the 5th Proximo. Particulars may be obtained on application at the Manager's Office between the hours of 10 A. M. and 4 P. M. J. L. H. THOMPSON, Manager.

St. Andrews, April 24th 1853.

AXES.

THE well known superiority of the GENERAL HARTFORD COLLINS AXES, has been proved by the fact that they are frequently sold by the manufacturer.

The genuine COLLINS AXES, which have been made under my direction for more than twenty-five years, and which have sustained such an unrivalled reputation, are invariably stamped COLLINS & CO. HARTFORD. They are to be found at our Depot in the city of New York, and at the principal Hardware Stores in the large cities.

SAM'L W. COLLINS, [15]

New York, April 22, 1853.

NOTICE.

HEREBY forbid all persons purchasing, or in anywise interfering with the price of Land advertised at Sheriff's sale, being between the road leading to St. Andrews and the Waverley river, extending from the first rocky point, along the bridge near the mills to the Ross lot so called, excepting one acre sold to Abernethy, and also a building now a high machine, formerly a carding machine, with the privilege of drawing water from the pond for the saws, it being required 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 pretence to have to the same.

JAMES M'KENNAY.

April 16, 1853.

CROWN LAND OFFICE, April 6, 1853.

THE Petitions of the undermentioned persons, to purchase land under the Land Act, are compared with, and 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 compensation; 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 Buggs, Patrick Shea, James A. Dexter, Alexander Sinclair, John Barry, John Sinclair, William Hickey, Thomas Steen, Thomas Ind, James Woodin, John Lee, Richard Woodin, John Mulveney, John Mulveney.

ROBT. D. WILNOT, Sur. Gen.

NOTICE.

THE Stockholders of the Charlotte County Bank, will meet at their Office on Monday the 24th May, at noon, to elect Directors and take into consideration such business as may be laid before them.

J. RÖDGER, Cashier.

C. C. Bank, 24 April 1853.

TO LET.

From the 1st May next.

THE COTTAGE at present occupied by Capt. and Mrs. Green, with the Lot 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.

THE STEAMER NEQUASSET.

Capt. Carey.

AS been put in first rate order; has had a new and substantial boiler built since last fall, and is again on the route between

EASTPORT, SAINT ANDREWS, ROBBINSON, and CALAIS.

A bill of her route, and time of leaving Eastport and Calais, will be issued weekly, and Capt. Carey will endeavour to run punctually by it, and to give every accommodation to the travelling Public. The Nequasset will run in connection with the Steamer Admiral, and take Passengers to and from her.

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

ROBERT KER, Agent.

April 25, 1853.

STEAMER J. PORTER.

The scheduled new Steamer "JAMES PORTER" Capt. A. Michener.

Will run every day (Sunday excepted) between EASTPORT and CALAIS.

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JOHN D. WILSON, Agent.

April 26, 1853.

EASTERN CITY.

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April 16, 1853.

CROWN LAND OFFICE, April 6,

St. Andrews, March 30, 1853.

Saint Andrews, June 30, 1852.

ROBERT D WILMOT,  
Sur. C

Gen March 29, 1853. F. A. BABCOCK & CO

Feb. 2, 1853.

