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The Standard,
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The Standard.

OR RAILWAY AND COMMERCIAL RECORD.

E parit sumendum est optimum.—Cic.

No 45] SAINT ANDREWS, N. B., WEDNESDAY, NOVEMBER 10, 1852. [Vol. 19

LAW RESPECTING NEWSPAPERS
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A SOLDIER'S FIRST BATTLE.

THE CAPTURE OF A REDOUT.

A military friend of mine, who died of fever in Greece a few years ago, one day related to me the first affair in which he had been engaged. His recital made such an impression upon me that I wrote it down from memory as soon as I had leisure.—Here it is:

I joined my regiment on the 4th of September, in the evening. I found my colonel at the bivouac. He received me at first very bluntly; but when he had read my letter of recommendation from General B—, he altered his manner, and addressed some civil words to me.

I was presented by him to my captain, who had that instant returned from reconnoitering the movements of the enemy.—“This captain, though I had scarce time to observe him, was a tall, sunburnt man, of harsh and repulsive aspect. He had been a private soldier, and had gained his epaulettes and his cross of the Legion on the field of battle. His voice, which was hoarse and weak, contrasted oddly with his almost gigantic height. They told me afterward that he owed his strange voice to a ball which had cut his windpipe across at the battle of Jena.”

On learning that I had come from the military school of Fontainebleau, he made a grimace, and said: “My lieutenant was killed yesterday.” I understood that he would have added: “It is not you that should take his place, but you are not fit.” An angry retort was on my lips, but I contained myself.

The moon rose behind the redoubt of Choverino, situated about two gunshots from our bivouac. It was large and red, as usual at first rising. But this evening the moon seemed to me of extraordinary size. For an instant the redoubt stood out from the dark night against the broad red disc of the moon. It looked like the cone of a volcano at the moment of an eruption.

An old soldier, near whom I stood, remarked upon the colour of the moon—“She is very red,” said he, “it is a sign that will cost dear to take it—this famous redoubt!” I have always been superstitious, and this augury, especially at this moment, affected me considerably.

I went to rest, but could not sleep. I rose, and walked about for some time in the dark, looking at the immense line of watch-fires which covered the heights about the village of Choverino.

When I found the cold, keen night-air had sufficiently cooled my blood, I went back to the fire. I wrapped myself carefully in my cloak, and shut my eyes, hoping not to open them again before daylight. But sleep fled from my eyelids. My thoughts unconsciously assumed a gloomy aspect. I reflected that I had not a single friend among the hundred thousand men who covered this plain. If I were wounded, I would be carried to an hospital, and treated without respect, by perhaps ignorant surgeons. All that I heard of surgical operations came into mind. My heart beat with violence, and mechanically I placed, as a kind of cuirass, the handkerchief and the portfolio which I had with me; I grew sleeper each instant; but some unlucky thought suddenly flashed upon my mind, and I woke up again with a start.

But fatigue prevailed, and when the drums leant to arms, they woke me from a sound sleep. We were put in battle array, and challenged the enemy, then we piled arms, and I said we were going to have a quiet day.

About three o'clock, an aid-de-camp galloped up, bringing an order. We stood to our arms again; our sharpshooters spread themselves over the plain; we followed them slowly, and in about twenty minutes we saw the advanced posts of the Russians turning back and entering within the redoubt.

A battery of artillery had established itself on our right, another on our left, but both were well in advance of us. They began a brisk fire upon the enemy, who replied vigorously, and the redoubt of Choverino was very soon hid under a thick cloud of smoke.

Our regiment was almost secure against the fire of the Russians by a rising ground in our front. Their bullets—a rare thing for us—(for their gunners fired more accurately than ours,) went over our heads, or at most covered us with earth and little stones.

As soon as the order to advance had been given us, my captain eyed me with a look which obliged me two or three times, to pass my hand over my young moustache with an unconcerned air as I could. Indeed, I was not frightened, and the only fear I had was, lest any one about me should imagine I was afraid. These inoffensive bullets of the Russians still continued to preserve my heroic calmness. My self-esteem whispered to me that I ran a real danger, and that I was under the fire of a battery. I was delighted at feeling myself so much at my ease, and I thought of the pleasure with which I should relate the capture of the redoubt of Choverino, in the salon of Madame de B—, in the Rue de Provence.

The colonel passed before our company; he said to me, “Well, sir! you are soon going to make your *début*!”

I smiled, with a martial air, brushing at the same time the sleeve of my coat, upon which a bullet, that had fallen about thirty paces from me, had sent a little dust.

It seemed that the Russians had perceived the bad success of their firing, for they replaced their cannon with howitzers, which could better reach us in the hollow where we were posted. Suddenly a stunning blow knocked off my shako, and a ball killed the man behind me.

“I congratulate you,” said the captain to me, as I put on my shako again, “you are safe for the day.” I knew of the military superstition, which holds that the axiom *non bis in idem* has its application on the field of battle as well as in the court of justice. I put on my shako somewhat haughtily.

“This causes you to salute without ceremony,” said I, as gayly as I could. This wretched pleasantry, under the circumstances, seemed excellent. “I wish you joy,” replied the captain, “you will not be hit again, and you will command a company this night; for I feel sure that the furnace is heated for me. Every time that I have been wounded the officer behind me has received some mortal ball, and,” he added, in a low tone, and as if ashamed of what he was about to say, “their names always began with a P.”

I felt stout-hearted now; many people would have done as I did; many would like myself, have been struck with these prophetic words. “Conscriptus I was, I felt that I could confine my sentiments to no one, and that I ought only to appear coolly intrepid.

After the lapse of about half an hour the fire of the Prussians sensibly diminished; and then we sallied from our cover, to march upon the redoubt.

Our regiment was composed of three battalions. The second was ordered to turn the redoubt on the side of the delf; the two others were ordered to make the assault. I belonged to the third battalion.

In moving out from behind the shoulder of the rising ground which had hitherto protected us, we were met by volleys of musketry, which however, did little execution among our ranks. The whistling of the bullets surprised me; I frequently turned my head, and thus excited considerably pleasantly among those of my comrades who were more familiar than myself with this kind of music. Taking all things said I to myself, a battle is not so terrible a thing after all.

We advanced at a running pace, preceded by the skirmishers. All at once the Russians set up three hurrahs—three distinct hurrahs; then they remained silent, and entirely ceased firing. “I don’t like this quiet,” said my captain, “it bodes us no good.” I found our people becoming rather blustering, and I could not help at the moment contrasting their noisy exclamations with the imposing silence of the enemy.

We soon reached the foot of the redoubt, the palisades of which were broken and the earth scattered by our cannonballs. The soldiers rushed over the ruins, with cries of *Vive l’Empereur!* louder than one could have expected of men who had already been shouting so much.

I raised my eyes, never shall I forget the scene which I saw before me. The greater part of the smoke had risen, and hung, suspended like a canopy, twenty feet above the redoubt. Beyond a bluish vapor, we could discern behind their half-destroyed parapet the Russian grenadiers, with muskets raised, in immovable statues. I think I still see each soldier, his left eye fixed on us, his right hidden behind his musket. In an embrace, some feet from us a man, holding a machine stood beside a cannon.

I shuddered, and I thought my last hour was come. “Now the dance is about to begin,” said my captain. “Good-night!” These were the last words I heard him speak.

A roll of drums resounded through the redoubt. I saw them lower their muskets. I shut my eyes, and then I heard a terrific discharge, followed by cries and groans. I opened my eyes again, surprised to find myself still unhurt. The redoubt was again enveloped in smoke. I was surrounded by dead and wounded. My captain lay stretched at my feet. His head was pounded by a bullet, and I was splattered with his blood and brains. Of all my company, there remained alive only six men besides myself.

A moment of stupor succeeded to this carnage. The colonel, putting his hat on the point of his sword, clambered up the parapet the first, crying *Vive l’Empereur!* and he was soon followed by the survivors. “I have no distinct recollections of what occurred.” We entered the redoubt, I don’t know how. “We fought, man to man, amid a smoke so thick that we could scarcely see each other. I must have struck like the rest, for I found my sabre all bloody. At last I heard the cry of ‘Victory!’ and the smoke diminishing, I saw the blood and dead bodies almost covered the ground of the redoubt. The cannons were almost buried under the heaps of corpses.

About two hundred men standing in French uniforms, were grouped without order; some charging their pieces, others wiping their bayonets. Eleven Russian prisoners stood by them.

The colonel lay stretched, all bloody, upon a broken wagon, near the delf. Some soldiers pressed round him. I approached. “Who is the senior captain?” he asked of a sergeant. The sergeant shrugged his shoulders. In a most expressive manner. “And the senior lieutenant?” This officer who arrived to day!” said the sergeant, calmly. The colonel smiled sadly. “Come, sir,” said he to me, “you command in chief. You must at once fortify the redoubt, and barricade the delfs with wagons, for the enemy is in force; but General C— will support you.” “Colonel,” said I to him, “you are seriously wounded.” “F—,” my dear fellow, but the redoubt is taken.”

European Intelligence.

The American steamship Pacific arrived at New York in 114 days from Liverpool bringing dates to the 20th Oct.

The Cotton market was without change—sales of 33,000 bales. Trade at Manchester was satisfactory.

Flour was without material change and in less demand. The supply of Wheat was good and market not so firm. Corn unchanged. Sugar at London had advanced 61, and plantation Coffee is a 2s.

The steamship Africa arrived at Liverpool on Sunday afternoon.

The funeral of the late Duke of Wellington will take place about the 17th Nov.

The Convention of the Church of England is exciting the Religious world.

Goodly rare reliques of gold are again being made from London to the Continent, caused by the recent increase of produce and rise in prices.

According to the Gateshead Observer the arrivals at, and sailings from, the Tyne, in the course of each twelve month, are larger in number than those of and from Liverpool or London.

The London Trinity House have built a steam yacht, the Irene, expressly for speed. On her first trial she ran 17½ knots an hour and is believed to be the fastest steamer afloat.

FRANCE.—A decree has been issued in France convoking the Senate on the 14th Nov.

Abel Kader has been liberated, and receives a pension from the French Government.

Louis Napoleon has returned to Paris. If after the deliberations of the Senate the forms of Government shall be changed, the result will be submitted to the people, and the Legislative body will be appointed to ascertain the regulation of the vote, and declare the result.

The entree of Louis Napoleon into Paris on the 16th was celebrated with great eclat.

The speculation mania continues to increase, and in some cases 110 per cent. has been paid to carry on transactions from one settlement to another.

ITALY.—The funeral services in honor of the late Duke of Wellington was celebrated at Verona on the 12th.

TURKEY.—The Sultan of Turkey has refused to ratify the Turkish loan. A change has occurred in the Turkish Cabinet, which is now quite Austrian and Russian in its character.

The bullion-office of the Bank of England has issued a notice, that, from the 1st of November ensuing, gold will, in future, be weighed by the troy ounces and its decimal parts, instead of by pounds, ounces, pennyweights, and grains. This will tend much to simplify calculations.

The House of Lords, of Hamburg, of the 4th, says: “Every traveller, at his entry into Poland, is obliged to make a declaration of what money he has in his possession, and what employment he purposes making of it. On his return the passenger is obliged to say how he has employed it. Any false declaration entails confiscation.

SIR E. BELCHER’S SEARCH FOR SIR JOHN FRANKLIN.—We have heard that intelligence has been received from the squadron commanded by Sir E. Belcher, and led by him up the Wellington Channel, to the effect that, from what they have discovered floating down the Channel—remains of whales, bears, and other animal substances the party have been led to the conclusion, that not only is there food for mankind in that direction, but that the floating portion of whales and bears form the relics of what have been actually consumed by human beings. Sir E. Belcher has by this time, most probably, explored the regions pronounced to be accessible by Captain Penny’s testimony. It is fearful to contemplate the consequences of a year’s delay in following the tract presumed to have been taken by Franklin, as, of course, hopes of effectual succor must be diminished by the year’s postponement of that search which Penny so warmly suggested on the spot, and which he

so nobly volunteered to undertake on his return to England last autumn.

RAILWAYS IN NOVA SCOTIA.

We learn from the Halifax Recorder of last Saturday some further particulars of the efforts made by Messrs. Sykes & Co. for the construction of Railways in Nova Scotia.—These gentlemen, who are now engaged in a survey of the first section of a trunk line of Railroads from Halifax to the New Brunswick frontier, and who have lately finished a survey of the road to Windsor, are said to have made some very favourable propositions to the Government. They propose to construct a Railway to Amherst, with a branch to Pictou, and a line to Windsor, with a double track, and thence continue the line to Annapolis, comprising in all 325 miles of Railway, for the sum of £1,300,000, or at the rate of £4,000 sterling per mile. It is said that this is to include rolling stock, depots, stations, and every on lay all in complete working order—he land for the site only excepted—and that the whole is to be equal to English Railways, and subject to the inspection of the Government Inspector of British lines. As regards payment, they offer to accept Provincial Bonds at 6 per cent., redeemable in twenty years; or they will take one third of the entire stock themselves, and they will lease the road, if it is preferred, for 9 years, guaranteeing 3½ per cent. on the capital.

Mr. Howe’s visit to England is no doubt connected with this subject.—N. Bunswick.

WHAT IS TO BE DONE WITH ALL THE GOLD.

By the arrivals from California gold keeps flowing in like a steady stream, to the Atlantic States. We have the same accounts from Australia. Some of the ships which arrived in London recently brought from a million to two million of dollars worth of the precious metal. Allowing this great yield of gold to pour into the markets of America and Europe for some years to come, it must effect the currency in a most sensible manner.—As yet things seem to flow on in the usual course, so far as the old standard value of the gold is concerned, and it is to be hoped that whatever change takes place, it will not be sudden, but gradual and temperate, in order that no revolution in any branch of business may be caused thereby. It is the duty of bankers and national financiers to look this matter firmly in the face, and devise measures, if they can, for the steady and regular procession of all kinds of business dependent upon the financial operations of banking firms.—New York Scientific American.

THE AUSTRALIAN GOLD FIELDS.

The Australian and New Zealand Gazette contains the subjoined paragraph, which fully corroborates the statements in the private letters received a fortnight back, to the effect that the consignments of gold by escort had reached, during the month of June, an average of about 90,000 ounces per week:

“We have the pleasure of publishing the following extract from the Melbourne Morning Herald, of June 25th, in confirmation of the startling intelligence, from private sources contained in a recent money article of the Times:—The escort from Mount Alexander gold fields came in yesterday, at 3 P. M. with 19,033 ounces of gold, conveyed by pack horses. We have been accustomed to chronicle extraordinary events in these exciting times; but never have we been so completely ‘staggered,’ as when hearing from the official authority, the immense quantity of gold collected at the Mount, waiting transit to this city. When yesterday’s escort left the Mount there remained 86,000 ounces still on hand, which are to come down early next week, by two escorts which have been provided for the express purpose. This amazing quantity, it will be remembered, is altogether distinct and independent of the ton weight we have already announced as waiting the return of Mr. Dight’s private company, and also of the large quantity brought down during the last few days by private hands. Last week the amount of gold received at the treasury alone exceeded 91,000 ounces, and the week before 80,000 ounces. This week it will exceed 105,000 ounces. Where on earth will it all end.”

AWFUL CATASTROPHE.

—A mother and three Children burnt to death.—At Alton Bay, Mr. Israel Sawyer, with his wife and four children, lived in the second story of an old unoccupied store. On Thursday morning, about three o’clock, Mr. Sawyer being absent, Mrs. S. was awakened by an alarm of fire, when she found the building enveloped in flames. She took her youngest child, a year old, who was in bed with her, and, running to a window, threw it out, and the little thing was caught and saved from injury by some men assembled below. Mrs. Sawyer then went to another room where her three other children were asleep, to rescue them, but she was seen no more. With her three daughters, from three to eight years of age, she perished in the flames—a martyr to a mother’s heroic devotion to her

child en.—(Concord, New Hampshire, Post.)

FATAL RAILROAD ACCIDENT.

—The train from N. York, via N. Haven, due here at half past 5 o’clock on Saturday, did not arrive till about 8. As the train was passing over the canal at Hartford, one of the rails on the bridge gave way, when three of the cars were driven off the track, and one of them, containing about 20 passengers, was precipitated into the canal in ten feet of water.—Rev. Mr. Ellis, of Charlestown, was in this car; he was partially asleep at the time, but was aroused by the falling of the car into the water, and it was with great difficulty that he managed to get out; Rev. Mr. Clark, of Uxbridge, was also in the car, with Mr. Ellis, and was so much injured that he had to be left at Springfield. Mrs. Whitney, of Boston, had an arm broken, which had been set; Rev. Mr. Clark, of Worcester, was severely injured, and remained at the Massasoit house in Springfield. Two young men returning from California, were killed; Mr. W. W. McKinn was badly bruised, and remained at Windsor, Ct. A number of others were injured. A Mrs. Preston, and the wife of the Spanish consul, who were in the car, escaped unhurt. At the last accounts they were drawing the water from the canal to save any more persons were lost. The accident was occasioned by a defect in the iron, which broke, when the rails were ripped up, throwing the cars from the track, doing considerable damage to the road. One hundred men were at work repairing damages.—Boston Post.

DEBT OF GREAT BRITAIN.

—The amount of the public debt of Great Britain has been reduced in the last thirty years, \$520,000,000—about one sixteenth of the whole amount. The interest has, however, been reduced about one half. A much larger amount of the principal of the debt would have been paid, had it not been for the large sums paid to the West India planters for emancipating their slaves, and the sums required in consequence of the famine attendant upon the loss of the potatoe crop in Ireland.

SINGULAR ROBBERY.

—A few days since, while Mr. Francis Bell was engaged in dividing and weighing cattle, a lot of colts approached his cart, which was hanging on the fence, and abstracted a pocket book, containing a large sum of money. When Mr. B. discovered the robbery, the colts were busily engaged masticating the precious plunder, which was scattered all over the ground. Upon counting the notes left, one hundred and fifty dollars were missing, while a large amount were so mutilated as to render its value doubtful. This is the most costly species of food which has been used since the days of Cleopatra, who with immortal folly dissolved a diamond of extreme value and drank it as a draught.—Staunton Spectator.

HALIFAX, Oct. 29.

—The Steamer America arrived last night from Boston, and proceeded for Liverpool at an early hour this morning. Wm. Jackson, Esq., M. P., and the Hon. Joseph Howe, of Nova Scotia, were among the passengers.

QUEBEC, 29th Oct.

—Last night Mr. Young moved free trade resolution in opposition to differential duties.—Debate, but no result.

Mr. Terrill, Member for Stanstead, died of cholera, and a messenger of the House. Several other deaths last night.

The House is in a panic, and will probably adjourn at once.

A pretty bit of romance in relation to a lady who had married her fifth husband, originated a short time since in Holmes County, spoils the interesting story, remarking that a story is going the rounds of the papers about a woman living in Holmes County, who had married five husbands, her first and fifth being identical, and her third the official minister at her last marriage.” This speaks very badly for the morality of our County.—We have inquired into the matter, and learn that the aforesaid “lady” is a negro woman living in the southern portion of our county.

Flour, Sugar, &c.

Novem’r 2d, 1852.

TWO arrive, per DEFIANCE from BOS-

TON —

14 Hlds. Muscovado Sugars,

100 Bbls. Canada Superfine “Fancy”

Flour.

5 Qr Casks Sherry Wine,

5 Do. Burgandy Port,

10 Bundles Printing Paper,

5 Pouches Alcohol, 85 pr. ct. O. P.

Et “Drown” from Liverpool, via St. John,

1 Hhd fine “Old” Jamaica Rum.

Et Schumers’ Favorite, and Spray from

Saint John:

15 Hlds. Prime retailing Molasses.

J. W. STREET.

SUMMARY OF NEWS.

FROM TURKS ISLAND.—A file of the Royal Gazette, published at Grand Turk, to the 6th instant, contradicts a statement, which appears in a Boston Paper, of a destructive gale having occurred there August 19, which destroyed 100,000 bushels of salt. It announces that there has been no blow there, and that they have on hand, ready for shipment, many hundred thousand bushels of salt.

NORFOLK, U. S. Oct. 25.—The British ship, *Peri*, from Dominica, for Baltimore, is in Hampton Roads, having on board the crew of the British brig *Vernel*, of Liverpool, Nova Scotia, from Wilmington for Trinidad, abandoned at sea.

SPANISH INSULTS.—*Public Feeling.*—An illustration of the strong general feeling of indignation, aroused in the minds of our citizens by the insults and outrages perpetrated by the authorities of Cuba, upon vessels and citizens of the United States, we give the following extract from a private letter from a friend, who is not of the very excitable class.

"If the American government will pocket such an outrage in the face of all nations, they will submit to the lowest degradation which the Spanish Queen chooses to inflict. It has come to a pretty pass that a Spanish official is dictating what Americans shall or shall not be on board of American ships. First we know they will have a Spanish band re-organizing the Cabinet at Washington. They have only to make the motion, and Fillmore will succumb off in the cars for the North. It is too degrading to think of. Every armed ship bearing American colors, every particle of available force, should be ordered at, and her crews upon the Isle of Cuba, without waiting for her Ladyship's apology."

PRESIDENTIAL ELECTION.—The Election to the office of President of the United States for four years from the 4th of March next, has resulted in favour of the Democratic candidate, General Franklin Pierce, of New Hampshire, by a large majority over the Whig candidate, General Scott. Of the number of electors to be chosen in all the States (296), there are known to be 212—63 more than necessary for a choice—in favour of General Pierce for President, and W. R. King, of Alabama, for Vice President. The following is a list of the States that have returned Democratic electors, with the numbers:—

Maine, 8; Rhode Island, 4; New-York, 35; Delaware, 3; Pennsylvania, 27; South Carolina, 8; Mississippi, 7; Arkansas, 4; Michigan, 6; Indiana, 13; New-Hampshire, 5; Connecticut, 6; New Jersey, 7; Maryland, 8; Virginia, 15; Alabama, 9; Missouri, 9; Texas, 4; Illinois, 11; Ohio, 23.

For Scott—Massachusetts, and Vermont, Other States not heard from.

The Grand Division of the Sons of Temperance in Nova Scotia, held its annual session in this city on Wednesday and Thursday last, when there was a respectable attendance from various parts of the Province. The proceedings were interesting and harmonious. An address was presented to his Excellency the Lieutenant Governor, who assured the Grand Division of his approval of their object, and his best wishes for their success.

The "Maine Law" came up for discussion, and it was resolved to petition the Legislature for the adoption of a similar enactment in Nova Scotia. [Halifax Church Times.]

RISE OF THE VALUE OF LAND.—So certain are the good people of Shediac, that they are not only to have a Railway in that quarter, but a terminus also, in their pretty and beautiful village, that real estate with them has taken a wonderful rise of late in public estimation, as will appear by an article which we subjoin:—[St. John Chron.]

Extract of a letter from a gentleman of St. John, N. B., dated Shediac, 7th ult.:—"I arrived here this morning, and find that land has risen a hundred per cent. in a week. Much money has changed hands here to-day, and more will to-morrow. I am perfectly satisfied that a steamer from Pictou to Charlottetown, Pictou, and this place, would be by far the best undertaking going next year. This will be the centre of a large business, as there will be 1000 men at work on the Railway from this to the Bend, which is to be opened for traffic in the spring of 1854. Already a site is being looked out here for warehouses for a forwarding firm to Canada."

We learn from a gentleman in Pictou, that for some time past he has had in contemplation the making an attempt to start such a communication as that mentioned above. [Eastern Chronicle.]

NATIVE INDUSTRY AND GENIUS.—Our attention has been called to a beautiful model of a Private, and a smaller model of a Ship, both fully rigged, the exclusive workmanship of a native of this city, Mr. G. B. K. Blatch, Junr. The first named, and larger model, was constructed expressly for the Provincial Exhibition at Fredericton, and was there exhibited; and we are informed that it attracted universal admiration, and was considered fully entitled to a prize; but inasmuch as no provision was made by the managers of that Exhibition for a premium for any specimen of naval architecture, or for any model of whatsoever description, no prize was given for any production of that kind, which we cannot but consider as a very remarkable omission.

These beautiful models are at present on view at Mr. Hoyt's Commission Store, in Prince William Street, and are well worthy the inspection of those who are inclined to patronise native talent and ingenuity. [St. John Paper.]

AMERICAN FISHING VESSELS.—A correspondent of the *Miramichi Gleaner*, writing from Shippeagan, says:—The American Fishing Vessels which have been all summer in the Gulf and Bay de Chaleur, are now about taking their departure for home. There is scarcely an instance where one of them has got a full cargo during the season. During the summer they made Little Shippeagan Harbor their chief depot for wood and water. Several times forty or fifty sail were in at one time, and strange to say, I discovered that the principal number of these vessels were commanded by Nova Scotians. The crews chiefly consisted of Nova-Scotians, Americans, Swedes, Russians, Portuguese, &c. They complain hard against Capt. Colin Campbell, of the steamer *Devastation*, and his tender a brigantine, and owing to their activity in keeping them out of the Bay they solely attribute their short take. Several of these vessels in former years have been known to make two and three trips in a season, from those shores and home, averaging 600 bbls yearly.

Trade with Nova Scotia.—The following are some of the articles imported into this port from Nova-Scotia during the three months ending the 10th Oct. last:—

Apples and pears, 3,236 barrels; ale, 25 barrels; barley, 178 bushels; Butter, 245, 415 pounds; bark, 57 cords; cheese, 245 cwt.; coals, 920 chaldrons; deals, 1,205,000 feet; eggs, 14,310 doz.; firewood, 681 cords; lathwood, 104 cords; oats, 1830 bushels; plums and cherries, 1096 bushels; potatoes, 10,480 bushels; staves, 80 M.; sheepskins, 35 crates; turnips, 260 bush.; trenails, 18 M.; oxen, cows and heifers, 621; calves, 60; horses, 70; sheep, 5183; dry fish, 7861 quintals; mackerel, 860 barrels; pickled herrings, &c. 2423 barrels; fish oil, 251 barrels. [Courier.]

We learn from the Church Witness, that Frederick Herbert Ruel, 2d Lieut. Royal Marines, who was formerly a resident of this City, has been appointed to the Agamemnon, a magnificent first-class crew Steam Frigate of 90 guns, which was lately launched from H. M. Dockyard at Woolwich. It is stated the Agamemnon is to join a most powerful squadron now in course of formation. The object or destination of the squadron is not added.

Lieut. Ruel is brother to J. R. Ruel, Esq., Deputy Common Clerk of this City.

European Intelligence.

SEVEN DAYS LATER FROM EUROPE.—The steamship *Africa*, with London and Liverpool dates to the 23d ult., arrived at New York on Thursday.

Later accounts had been received in England from the Expedition in search of Sir John Franklin, but nothing had been discovered to throw any additional light on the fate of Sir John's Expedition.

The Hon. S. Cunard had an interview on Wednesday with Sir John Pakington on Railway matters.

Louis Napoleon will assume the title of Emperor in December or May. It is stated that the Pope will crown him at Paris.

Abdel Kader is certainly to be liberated, and sent out of France.

MARKETS.—Broadstuffs very firm. Corn from 1s. to 2s. dearer. Flour is selling at full prices. Cotton unchanged.

A letter is published from Joseph Hume, M. P., the chief of the liberal party, deprecating any movement in favour of the ballot per se.

In Manchester a Free Trade banquet will be held on the 24th Nov., at which upwards of fifty members of Parliament will be present. It is stated that the government have no intention of reviving the active powers of the Church Convocation.

A London, Liverpool, and North American Screw Steamship Company is announced, with a capital of £600,000. A charter has been applied for and will probably be secured.

The Steamers of the company will leave London and Liverpool alternately, throughout the year; Canada and Newfoundland, from March to October; and during the remainder of the year will call at Portland.

A fatal duel had occurred at Windsor, in which Capt. Courten of the French navy was killed.

The British Southern whale fishery had broken up their establishment at Auckland Islands, and will abandon the colonization of that group.

THE EULOGY ON MR. WEBSTER.—We regret to learn that Mr. Everett, in consequence of his acceptance of the office of Secretary of State, has been obliged to decline the invitation to deliver the Eulogy on Mr. Webster. Hon. Rufus Choate has been requested to perform the service; but his decision has not been made public.

Mr. Everett leaves Boston immediately, to assume the duties of his new appointment at Washington. [Trawler.]

MADAME SONTAG'S RESPECT FOR DANIEL WEBSTER.—During the time Mr. Webster was in England, he became acquainted with the Countess Rossi Sontag, and paid her several visits. On Friday last week her seventy concert was announced to take place at the Musical Fund Hall in Philadelphia. All the seats for this concert had been sold the day previous, and everything promised a brilliant concert.

A friend called upon her on Friday morning and informed her that that day was fixed on for the funeral of Mr. Webster. She at once summoned her agent and informed him that on no account would she sing on such a day; and the concert was consequently postponed.

THE STANDARD.

WEDNESDAY, NOV. 10, 1852.

We observe that some of our St. John contemporaries are making capital out of paragraphs published in the Halifax papers, which announce that Messrs. Sykes & Co. have contracted to build Railways in Nova-Scotia, some of them with double tracks, at the rate of £4,000 sterling, per mile, including rolling stock, depots, &c., and to be finished equal to English railroads. Our contemporaries "do not believe that Messrs. Sykes & Co. have either made such a proposal, or if they did make it, they would be able to carry it out."

Indeed!—We can state from information which may be relied upon, that Messrs. Sykes, King & Co. have made proposals to construct 325 miles of railway, single track, to include rolling stock, &c. at the rate of £4,500 sterling per mile, and that they are prepared to carry on the work.

The St. John Freeman of Saturday last, contains the following; and we are surprised that such a statement should be given to the public, without its having some foundation:—

"It may, perhaps, give some insight into the true character of any proposal they have made to state, that they also made proposals to the E. & N. A. Company for the construction of the road within this Province, and a most extraordinary sort of proposal they made. It was to grade the road on a level at £1,700 sterling per mile, cuttings, embankments and bridges to be paid for as extra work."

From the best authority we learn, that these eminent railway contractors did not make any proposition whatever to the E. & N. A. Railroad Co. to grade their road. And of this we feel assured, that, when they do make a contract, they possess not only the theoretical and practical knowledge requisite, having been regularly educated railway engineers—but have also ample means to fulfil any engagements they may enter into.

The business of the Circuit Court is progressing slowly, notwithstanding the efforts of His Honor Judge Wilnot to get through with the causes. The Indian, tried for an attempt at rape, has been sentenced to two years in the Penitentiary. In the action of the Bank of British North America vs. Jas. Travis, the Jury found a verdict for the defendant.

European & North American Railroad.—

Enormous cost per mile.

On looking over the printed copy of the Contract made with Mr. Jackson for the Construction of the European and North American Railroad, we find the following astounding paragraph:—

"And it is understood and agreed that this Agreement and Contract is based on the supposition and assumption that iron rails can be purchased in England, free on board, at £6 10s sterling per ton. And it is hereby agreed that should this not be the case, any increase upon this amount will be added to the contract price, and any decrease will be deducted therefrom, and with respect to chains and pins a relative deduction or advance shall be made."

Can it be possible, that men in their sane minds gave their assent to this extraordinary stipulation? Why at this rate the road may cost £10,000 or £15,000 per mile—as iron at latest advices had risen 60s. stg. per ton! and this has occurred since the passage of the Railway Bill. However the agreement will not be in force until Her Majesty's assent has been given to the Bill.

Great Scarcity of Shipping.—The Savannah Republican of the 29th ult., says:—We desire to call the attention of Northern ship-owners to the fact, that there is at present an almost unexampled want of vessels in this port for freighting cotton, both foreign and coastwise. There are now 10,000 bales more of cotton here than at the same time last year. With 2,000 tons more of shipping now in port than at the same time last year, freights to New York are 57-1-2 cents per 100 lbs., against 15 cents last year; to Liverpool, 7-16 to 1-2d this year, against 3-8d last year.

QUEBEC, October 27.—A charter for a grand trunk Telegraph Company from Quebec, Detroit, Buffalo, &c., has passed the Parliament. The trunk line will be 850 miles long, with 500 miles of branches leading to the principal towns. Some 600 miles of the poles are already up, and over 400 miles of the wiring finished, and the remainder will be completed by spring. Over 1000 business men have taken stock. The line will cost \$260,000. The net profits of the old line have been 57 per cent. in three years. The new line proposes to connect with the House line at Buffalo.

A MIRACULOUS ESCAPE.—A gentleman named Wood, living near Railway, N. J., as he was going on horseback to church, last evening, took the New Jersey Railroad track, to save the mud of the common road. Suddenly, before he could reach a crossway, and while he was yet undiscovered by the engineer, a train running at the rate of forty miles an hour, struck his horse and killed him instantly, tore off the saddle so that it hung to the sides of the locomotive, and yet left the man perfectly unhurt, though he was thrown off to some distance. When the train was stopped, and the passengers ran back to see what the matter was, he was found contemplating his poor horse, without a bruise or scar. How he escaped he cannot tell, as he lost all consciousness the moment the accident occurred. [N. Y. E. Post, 1st.]

GLORIOUS NEWS.—We alluded in our last to the rumor that Mr. Higginson is coming out here as Governor General of British America—the answer the better! The confidential adviser and friend of the great and good Lord Metcalfe is the man above all others best calculated to handle the miserable sham, the ugly phantasmagoria, responsible government! Mr. Higginson remembers Canada when the "responsibles" were in opposition; when, at the Beauharnois at the canal, blood was being poured forth like water, that a noisy unprincipled faction might obtain power and pelf and be permitted to disgrace the ministerial benches. Mr. Higginson remembers when the Pilot newspaper, then edited by the present Inspector General, called the illustrious deceased a tyrant and accused him of wilful falsehood, of which the old man was totally incapable, when it and the *Journal de Quebec* exulted over and over again in his approaching death, and published bulletins as to the state of the governor's health, which in every line betrayed the most cold-blooded malice, when the present Attorney General alluding to the quasi-allegation said "the British constitution was not liable to be cut off by a cancer" (!) and was hissed by his manly Irish audience for doing so, when the present Inspector General exclaimed "we must be attacked" and raised a real and bloody riot by enduring a sham assault. Mr. Higginson will remember when through the bitter animosity of the Pilot and the incessant attacks on his own personal character as well as that of the sovereign's representative, he was compelled to walk armed even in noonday, and Lord Metcalfe used to drive to and from Monklands with pistols loaded and carriage doors bolted. Mr. Higginson must remember these things, and know with what eye to look on men who have been raised to power by sedition, and are kept in place by nothing save their advocacy of railway measures, which the Inspector General had the astuteness to see would for the moment "cover a multitude of sins." [Quebec Mercury.]

YELLOW FEVER AT BARRADOES.—Advices from Bridgetown to the 5th Oct. give a melancholy account of the progress and fatality of yellow fever all over the whole island. The weather continued dry and unfavourable which contributed greatly to disseminate the disease. Notwithstanding the precautionary measures adopted by the Corporation and Government, and the removal of the troops from the barracks, civilians and soldiers fell victims to the scourge indiscriminately. Business was dull, and dismay was seen in every countenance.

There were thirty patients in hospital on the 15th ult., besides four officers. Lieut. Strickland, of 69th, died on preceding night, and a sergeant of the same regiment, who had been taken ill only the day previous. This regiment and the Artillery suffered most severely.

Lieut. J. T. Orme, R. A., died of fever at St. Ann's garrison, on the 10th Sept. Fever also prevails, with more or less violence. This very general re-appearance of fever, as well in the Islands as in Demerara, is attributed to the peculiar weather which has recently prevailed throughout the West India Islands, viz., excessively hot and moist, with the wind prevailing from the southward.

GOVERNMENT EMIGRATION TO AUSTRALIA.—Notwithstanding the great number of emigrants who have been sent out by Her Majesty's Colonial Land and Emigration Commissioners to our Australian colonies during the present year, the applications at the office in Park street, Westminster, from persons soliciting to be sent out under the Government regulations are more numerous than can possibly be complied with. The persons applying are chiefly agriculturists, mechanics, and women (needlewomen, servants, &c.). The commissioners have, now however, decided upon sending out a few more this year (exceeding 2000) of the above classes the most required in our colonies; and the next ship appointed to sail is the *Hope*, of 600 tons, to be followed by others that have been contracted for that purpose by Government. With respect to "fortune seekers" to the "gold diggings," although now in the middle of October, there are no less than 40 ships getting ready in the St. Katherine's, London, West and East India Docks, ranging from 400, 500, 600, 800, to 1500 tons each, appointed to sail during the present month to Port Philip, Geelong, Melbourne, Western Australia, Adelaide, Sydney, New South Wales, &c.; and from Liverpool 10 first-class ships with adventures to the "golden regions." [London paper.]

It is thought very probable that the British Government will procure the erection of the portion of the Great Trunk Line from Mira-

Michichi River de Loup, which when the present scheme is carried out, the road from Quebec to Trois Piques built as resolved on by the Canadian Legislature, and that from Halifax to Amherst, as must inevitably be the case at no distant day, will be the only part of the great Military Road, for which they tendered their aid, remaining to be constructed.

It is argued that if they expend millions on fortifications, they cannot hesitate to expend for purposes of internal defence, a sum so comparatively small. When this road is completed, the English can in cases of emergency, throw supplies into their garrison at Quebec in ten days after they have shipped them at Cork or Galway.

It is to be hoped that Mr. Howe's present visit to London, will not result as his last did in months of turmoil, confusion, and contention, in unfounded anticipations and deep disappointment. If he will have a Railway scheme which he can call his own, and of which justly or unjustly he may boast, let it at all events be one that will create no difficulties. Let him confine himself to his own Province, and negotiate for it either with Earl Derby or any private contractors or capitalists. Taught by the experience of the past, we shall wait the result of his present visit to England with uneasiness, even though confident that he can neither have the will nor the power to interfere with our scheme, or delay its seasonable accomplishment.

THE NOVA SCOTIA RAILWAY.—The Halifax Sun corroborates the accuracy of the article published in the Recorder, (which we "New Brunswicker" noticed in our last) relative to the nature of the terms upon which Messrs. Sykes & Co. propose to construct the contemplated trunk line of Railway through Nova Scotia, and adds:—

The gentleman engaged in surveying this line towards Pictou, we are informed, reports most favorably; so far as the survey has proceeded, the track will run at no considerable distance from the line of the main road. We shall prove to be not very far astray whilst assuring the Country that a bargain will be struck between the Colonial Executive and the firm above referred to, upon terms clearly most advantageous to the Province; and that the great work projected is, at last, in a fair train to a speedy commencement.

MARRIAGES.

On the 27th ult. by the Rev W. Temple Mr. John Simpson, to Miss Mary Jane Emery, both of Waweg, in this County.

On the 4th inst. by the same, Mr. Robert Johnson, to Miss Elizabeth Wormell, both of Grand Manan.

On the 9th inst. by the same, Mr. Jacob W. Harford, to Miss Martha Jane Hersey, both of Perry, State of Maine.

DEATHS.

On the 2d inst. after a protracted illness, which she bore with pious resignation, Catherine, third daughter of Mr. William Ballewine, aged 21 years.

On the 6th inst., Jessie, daughter of Mr. Charles Kennedy, aged 2 years and 3 months.

TEA MEETING.

A PUBLIC TEMPERANCE TEA MEETING will be held in the TOWN HALL, given by the friends of the "COLD WATER ARMY," on Friday evening next at 7 o'clock. Tea on Tables at half past seven o'clock.

Speeches and singing on the occasion. Tickets to Members of C. W. A.—3d and to all other persons 1s. 3d. To be had at Odell & Turner, Dunack & Wilson, and D. Clark's.

ROBERT MILLER, Secretary to Committee of Arrangements. St. Andrews Nov. 8, 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 McVicar and others, in Messacore, in the said Parish of Saint George, and which descended to him the said Nevin Thompson as heir at law of his father the late Ebenezer Thompson, on which said lot is bounded as follows:—On the West by land granted to Nevin McVicar; on the East by land owned by John McVicar; Northernly by land owned by John McVicar; and Southernly by the Campbell grant, (so called) and is the same lot heretofore conveyed to the said Ebenezer Thompson, by Alexander McVicar.

NOTICE therefore is hereby Given, that I 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 McNICHOL, Administrator.

BOYS WANTED.

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

