

## STAGE.

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OBERT KER.

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J. W. STREET.

5, 1849.

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INNER DUNN,

H. WHITLOCK.

The Standard.  
PUBLISHED EVERY WEDNESDAY, BY  
A. W. Smith.  
At his Office in Saint Andrews, N. B.  
TERMS.  
12s 6d per annum—*if paid in advance*.  
15s, if not paid until the end of the year.  
No paper discontinued until arrears are paid.  
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Each repetition of Ditto 1s  
First insertion of all over 12 lines 3d per line  
Each repetition of Ditto 1d per line  
Advertising by the year as may be agreed on

Counting-House  
ALMANAC.  
1850.

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
JAN.	6	7	8	9	10	11	12
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## MY FATHER'S GROWING OLD.

My father's growing old; his eyes  
Look dimly on the page,  
The locks that round his forehead lie  
Are silver'd o'er by age;  
My heart has learned too well the tale,  
Which others lips have told,  
His years and strength begin to fail—  
"My father's growing old."

They tell me in my youthful years,  
He led me by his side,  
And strove to calm my childish fears,  
My erring steps to guide,  
But years, with all their scenes of change  
Above us both have rolled,  
I now must guide his faltering steps—  
"My father's growing old."

When sunset's rosy glow departs,  
With voices full of mirth,  
Our household band with joyous hearts  
Will gather round the hearth,  
They look upon his trembling form,  
His pallid face behold,  
And turn away with chastened tone—  
"My father's growing old."

And when each tuneful voice we raise,  
In songs of "long ago,"  
His voice, which mingles in our lays,  
Is tremulous and low,  
It used to seem a clarion's tone,  
So musical and bold,  
But weaker, fainter has it grown—  
"My father's growing old."

A gentleman from England named Crompton, was robbed at his boarding house in Philadelphia, on Thursday night of nearly two thousand dollars, mostly English funds; supposed to be taken by a young man whom he had befriended.

## The Standard.

OR RAILWAY AND COMMERCIAL RECORD.

E variis sumendum est optimum.—Cic.

No 11] SAINT ANDREWS, N. B., WEDNESDAY, MARCH 13, 1850. [Vol. 17]

## LETTER from JACK ROBINSON.

FREDERICTON, Saturday night,  
March 2, 1850.

Mr. Editor.

A good deal has been done and comparatively little said during the week. The Attorney General's consolidation Bill, by far the most important one of the Session, has been finished and sent up for the concurrence of the Council. I hope it will pass so that the inhabitants may under it begin to learn the art of self government, and the way to manage their own local affairs.

A large number of the citizens of Fredericton seem determined however to cast away their self governing principles, after a trial of a few years, and have for that purpose petitioned the Legislature to repeal the Act of the City incorporation, and a bill has been introduced accordingly. It will not pass.

The Bill to incorporate the St. Stephen and Calais Lower Bridge Company, was lost in the House by a small majority. A plan of a portion of the River and the Towns of Saint Stephen and Calais, made on a large scale, was exhibited from the appearance of which many of the members were led to believe that the contemplated Bridge would be a serious injury to the Navigation of the river, and a great damage to private property. The Bill was strenuously supported by Messrs. Brown and Thomson, and opposed by Mr. Boyd, Messrs. Street and Fisher, two talented lawyers; opposed it with all their eloquence.

The Committee to frame and report a Revenue Bill have had two several meetings. It is said they have agreed to report on Monday the Revenue Bill of last year, and that our member Mr. Brown, who was one of the Committee, refused to sign the report, being anxious to abolish the duty on Flour and reduce the duty on shoes and boots.

Mr. Carman brought in a bill to take from the Magistrates the power of collecting small debts, and to vest the power in Commissioners to be specially licensed for that purpose, extending their jurisdiction to £10 or £15, it was fully discussed but will not pass.

A curious discussion arose on a bill to allow the Reverend Mr. Wishart of Saint John to solemnize matrimony in his own congregation. It seems that Mr. Wishart, who was an ordained minister of the Church of Scotland, in comparing the "Confession of Faith" with the Scriptures, came to the erroneous conclusion that they did not agree, and that the Scriptures were right, and "the Confession of Faith" wrong. That he was deposed by the Church and his Licence to preach cancelled. That a number of his congregation swarmed off with him, and retain him still as their spiritual teacher. Now the House of Assembly resolved itself into something like an Ecclesiastical Court to test the orthodoxy of Mr. Wishart's opinions. The discussion which followed gave abundant proof, that wise men are liable to talk nonsense when they meddle with matters which they do not understand. The bill passed by a small majority.

An animated debate arose on a Bill to punish persons for stealing timber and saw logs, by heaving out the marks. It seems that large quantities of that kind of lumber lodge on the shores and intervals of the River St. John, and that the inhabitants, especially of Queens County, do by mistake make up much of it into boards, planks, clapboards, shingles, lath-wood, &c. The Bill is very severe, and was violently opposed by Mr. Gilbert, member for Queens, whose constituents, it was alleged, were so deeply interested. The Bill passed, and such a bill ought to have passed long ago.

The Bill to incorporate the Orange Lodges is to be taken up on Friday. Several communications on the subject have been laid before the House by command of the Governor. The discussion is looked forward to with some anxiety. The notorious Thomas Hill is out in the "Amaranth" against a majority of the members, with all the violence of an unprincipled blackguard.

The County of Carleton division bill has received the Royal Assent, and the new County, which is very large, and possessed of great natural resources, will be represented by two members after the next general election. The passing of this Bill is an indication of the speedy settlement of the Canadian Boundary, there is however reason to fear that a large slice of this Province will be given to Canada.

The St. Andrews and Quebec Rail Road Bill came up to-day, and was strongly advocated by three of the Charlotte members, and violently opposed by Mr. Gilbert and a few others. Progress was reported to allow time to furnish the House with a statement of the affairs of the Company.

Yours,  
JACK ROBINSON.

On the 13th ult. the dwelling house of Joseph and Donald McDonald, millers, distant 14 miles from Antigonish, N. S., on the main road to Pictou, was with all its contents, totally consumed by fire. The inmates narrowly escaped with their lives.

The post office at Wheeling, Va., was entered during Wednesday night, and robbed

of a large number of letters and packages, containing money, drafts and checks to a large amount, upwards of ten thousand dollars. No clue to thieves had been discovered.

From the New Brunswick.

Sir.—The delay which has taken place since you published my third communication was unforeseen and unavoidable. I now send you my concluding paper. I would premise in reference to Provincial Railroads, that the St. Andrews Standard remonstrates very sensibly against the total silence of the Lieutenant Governor, in his speech to the House, in regard to their railway now in actual formation, while our line to Shediac, generated by the job-rotation of a government great-trunk-line from Halifax to Quebec, has been held up and recommended to the favourable consideration of the Legislature! There can be but one opinion in the minds of straight forward honest men on such one-sided conduct, and whether it has been advised by his Excellency's Counsellors, or has sprung from his own ideas of good policy, it is as earnest to the people of what they may expect from a government which does not extend its influence equally to every section of the Province. It is the accumulation of such shameful delinquencies that forces people to look beyond the prevailing system, and to seek for a better condition where common interests are truly attended to. 'Tis not dislike or disaffection to the British Constitution that turns men's minds to annexation with another form of government, but it is to obtain relief from that thralldom and misrule which long corruption has consecrated in the hands of delegated power. The Shediac Railroad! Throw chalk to sparrows! Worthy product of parliament conceptions for the common weal! The physician does not lay all his powers to the condition of some specific artery, or less important vein, when the whole system is deranged, but turns to the source of circulation and looks to the arteries and ventricles, the expressors and compressors of vitality, sure that the radical remedy lies there. We do not want a short, offset, insignificant outlet from the commercial heart of our Province to a little harbour at the head of the straits of Northumberland; we want a great, commanding railway from Saint John, New Brunswick, to Quebec in Canada; a line immediately connecting the waters of our river with those of the Mississippi, and by the upper lakes extending to Oregon and California. It is only by such means that we can expect to preserve our very existence as a mercantile community; that we can depend on the rich resources and growing products of the valley of our river and its fertile contiguous; and that we can look with any confidence to an amelioration of our present miserable depressed position.

How long are we to rest supinely in our indifference to the future? How long are we to look complacently on the advances of the Americans, who are rapidly approaching our regions which they will drain of their treasures, that equal activity on our part might secure to ourselves? Nothing short of a railway on the largest scale can save us from utter ruin—from a doomed prostration of energy and hope. Let this sentence bear record in your columns, Mr. Editor, that a warning voice has been lifted in St. John, and if it be contemned and derided and unattended to, a few years will find our city in the condition of Tadoussac or Baiebec, instead of a flourishing seaport at the mouth of a magnificent river. We admit that the murky shades, which a perturbed state of the political and commercial atmosphere has spread far and wide over the nations of the earth, have also enveloped us in their gloomy mantle, yet we should remember that time and omnipotence only continue in uniform action, whilst the darkest storms are sure to pass away; it is the part of wisdom therefore to watch the first scintillations of returning light, and under more benignant beams to endeavour at achieving the means of security against future visitations. This consideration brings me back to the point from which I should have started in connecting this paper with its predecessors, but my inclination to look at the subject in all its phases, has caused this digression.

Having pointed out in my former letters the importance in this City of a line of railway to the Upper Provinces by the Nerepis I may recapitulate that it should pass through Douglas valley, by the Oronto, through the Harvey settlement and across the Macdavic to Cranberry brook. From this place it is only 12 miles to the line of St. Andrews and Woodstock road I know the whole tract well: it is remarkably level, so much so that the Oronto lake is only 20 feet over the stream down at the mill water; and beyond the Macdavic a plain stretches to the towering Palfreys on the one side and to Prospect mountain on the other. Were this part of our railway made, we would be in connexion with thousands of miles of railroads regulated over the whole extent of the United States. We would then work our way to Woodstock along with our St. Andrews co-shippers, and ultimately to

Quebec. I have always held this view of our proper policy, and therefore have uniformly expressed the envious scoffs and sneers of published editors, who falsely imagined that they displayed wit and wisdom in ridiculing the St. Andrews line. Reasonable men will rejoice at the prosperity of any portion of a community, and he cannot be a patriot who will not; but is the fate of benighted minds to start in dread of the uplifted arm, which has only been raised to protect a hegemony.

From Hart's mills on the Oronto, a branch of about 20 miles would reach Fredericton. It would surely be the interest of the people at Head Quarters to open this line, which would connect the Seat of Government with this City, with the whole American routes through Calais, and with the Canadas through Woodstock—Thus would all our interests be conjoined, and "our motto" would be, who better can work, and who better agree.

At a public meeting held lately at Toronto a resolution was passed recommending the Corporation of that City to invest the sum of £100,000 in the Toronto Railroad, by an issue of debentures in sums of not less than £100 each, at 20 years' date bearing interest at 6 per cent. per annum.

The above is a text for us to preach from. Every County in the Province, except those washed by the waters of the Gulf of St. Lawrence and the Baie des Chaleurs, are directly and territorially interested in the proposed railway from St. John to Quebec, and it may therefore be fairly considered a Provincial enterprise. There is now a very general appreciation of its importance among thinking people and of its absolute necessity among those who can penetrate beyond the surface of things; but the exclamation of all is, "We have no money! we cannot build this railroad! it is madness in us to think of it!" Few seem to entertain the question whether money could be got for so vital a purpose, or how it could be got. The phrenic state of the coffers of England holds out encouraging hopes that capitalists would undertake the completion of our line if liberal arrangements and proper security were proposed to them.

Let the Lieut. Governor suggest to the Legislature to borrow from the British Government a million and a half sterling, payable in 30 years at reasonable interest, and to pledge all the lands, mines, minerals and resources of the Province as security for the principal and interest. Capitalists to build the line and to receive sums equal to half of what they expend, until the whole be completed. After the railroad is in operation, let Government require a deposit of 2 per cent. per annum, as a sinking fund, which would repay the loan in a few years.

Or let capitalists make the road on the faith and credit of the Province, pledged to them to pay half the cost in 20 or 30 years with security. British moneyed men know well that New Brunswick is out of debt, and that England owes 800 millions; security on our lands and resources is safer than the security which the wet sponge of a political hurricane can annihilate.

In another view the Province might take value in the line to the amount of £100,000 by scrip, one half of which should be issued forthwith; and the other half next year, pledging our resources to redeem it in 20 or 30 years. Capitalists to subscribe the rest of the stock and receive the interest on the £100,000. Now, Mr. Editor, my concluding sentence says, send a deputation to ask the British Government to assume our Provincial security, and on their so doing, all the money we want would be readily obtained at an interest of 4 per cent, and our prosperity would be secured by our Railroad to the Upper Provinces.

## UNITED STATES.

WASHINGTON, Feb. 27.

The rumors current in the Capital to-day, are of startling importance.

It is said that Southern members of Congress are to-day, going to the Capitol armed; and rumors of shooting and assassination are freely discussed. We never recollect a period when so much excitement has existed at the seat of government.

The difficulty between Bissell and Davis has been settled by the intervention of the President. They were to have fought with muskets at 15 paces distance; the preliminaries were all arranged this morning.

New York, Feb. 25th

Brig R. F. Loper arrived at Philadelphia this afternoon from Pernambuco, with dates to the 23d ult. The revolutionary spirit which has so long disturbed the interior of that part of South America, has at length subsided, causing an improvement in commercial affairs. The yellow fever continues to rage most destructively at Bahia and Pernambuco. It is particularly fatal among the crews of the shipping.

The Hudson river is now open; the first boat from above arrived here to-day.

Important subjects of Rumor.—We hear that orders have arrived by the last packet from the Home Government, directing the

## LAW RESPECTING NEWS PAPERS

Subscribers who do not give express notice to the contrary, are considered as wishing to continue their subscriptions.

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

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

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

Ordinance Department to undertake the erection of two Barracks—one at Point Pleasant, the other at Fort Needham—in the ensuing summer. Provided the report be true, this does not seem as if Great Britain were inclined to relinquish her dominion over Nova Scotia at an early day.

It is also stated that Sir John Harvey will shortly be removed, and succeeded by the Marquis of Sligo. Probably Sir John may be appointed Governor General in place of Lord Elgin.—[Canadian Recorder.]

Mexico and Texas.—The New Orleans papers have lately advised from Mexico.

Indian enterprises continued to prevail. The Mexicans recently attacked them in the States of Durango and New Leon, killing thirty-four.

The Mexican mines were unusually productive. Several new discoveries had been made.

The steamer Galveston brings news from Galveston to the 15th inst.—The Indians were committing serious depredations in Western Texas. The Governor had sent a message to the Legislature, admonishing them of the necessity of preparations for a general Indian war on the frontier, and recommending the passage of a law authorizing the Executive to call into service a competent force.

## NEW-BRUNSWICK.

## HOUSE OF ASSEMBLY.

Extracts from the Journals.

Feb. 27.

A Bill to authorize the Justices of Charlotte County to levy an assessment to pay the County Debt, passed the House and was taken to the Council by Mr. Boyd.

[From the Committee of Trade's Report we learn that the Petition of James Kempf, Boyd, Clerk of the Treasury, praying that the amount deducted from his salary, may be credited to him, and that his salary be in future £100, has been left over until the question of the collection and prosecution of the Revenue comes before the House.]

The Petition of Andrew McCullough praying to be refunded certain Export duties paid by him, with Light and Beacon duties, in all amounting to £31 6 5; is recommended by the Committee to be refunded him.

From the New Brunswick's Reports.

Saturday, 2nd March, 1850.

When I entered the Gallery, Mr. Boyd was on his feet, advocating the interests of the St. Andrews and Quebec Railroad Company, the Bill to facilitate the operations of that Society being under consideration.—Mr. Boyd spoke of the interest which he thought the Legislature should take in furthering the project, and of the benefits that would ultimately accrue by the introduction of capital into the country.

Hon. Mr. Partelow said that year after year this Company had applied to the House for concessions of various kinds, and the directors had never made a report of their proceedings or given any information by which the House could judge the propriety of making further grants. If there were satisfactory information before the House he would have no objection to grant £30,000 or £40,000 to carry out the work; but until he saw something to show that the project was likely to be carried on, he would not go for the Bill. He thought it was better to postpone the further consideration of the bill until information could be obtained from the Directors of the Company.

Hon. Mr. Hannington, Messrs. Connell, Brown, Thompson and others spoke on the subject, after which, progress was reported in order to obtain information from the directors. The bill will again come before the House when its merits will likely undergo a full discussion.

The Navigation Law.—In answer to inquiries respecting the alterations incident to the operation of the New Navigation Law, we are authorized to state, that foreign vessels will be allowed under licence, to come on from Quebec to Montreal with cargoes, and to return to Quebec for clearance, as was the case during the temporary suspension of the Navigation Laws, a few years ago.—[Montreal Pilot.]

WHEAT IN THE UNITED STATES.—It is estimated that in all the ports on the west shore of Lake Michigan there are in store about 800,000 bushels of wheat against about 1,600,000 bushels at the same time last year. It is further supposed that by the opening of navigation the quantity will be increased to not more than 1,200,000, which is fully a million bushels short of the amount at the time last year. The quantity of wheat and flour to come forward from all the lake ports this spring is estimated to be one third less than last year.

Remember that self interest is more likely to warp your judgment than all other circumstances combined; therefore, look well to your duty when your interest is concerned.

A locomotive is now in course of construction at Cambridge, Mass., which is warranted to draw a passenger train at the rate of 50 miles an hour.