

ST. ANDREWS & QUEBEC RAIL ROAD COMPANY,

UNDER THE SANCTION AND APPROVAL OF HER MAJESTY'S GOVERNMENT,
AND OF THE PROVINCIAL GOVERNMENT OF NEW BRUNSWICK.

DIRECTORS IN NEW BRUNSWICK.

JOHN WILSON, Esq., Judge of the Common Pleas, President.

THE HON. W. FITZWILLIAM OWEN, R. N.,
Member of the Legislative Council of
New Brunswick, in Charge of the Naval
Survey of the Bay of Fundy, &c. &c.
THE HON. HARRIS HATCH, Member of the
Legislative Council of New Brunswick,
and President of the Charlotte County
Bank at St. Andrews.
THE HON. GEORGE STILMAN HILL, Member
of the Executive Council of New Brun-
swick.
SAMUEL FAYE, Esq., M. D., President of the
Board of Education at St. Andrews.

WELLINGTON HATCH, Esq., Clerk of the Peace
at St. Andrews;
JOHN JAMES ROBINSON, Esq., Commander R.
N., and J. P.
DANIEL S. MORRISON, Esq., St. Andrews.
ROBERT WALTON, Esq., St. Andrews.
KILBURN G. ROBINSON, Esq., St. George, New
Brunswick.
ALFRED READE, Esq., Fredericton, New
Brunswick, Private Secretary to the
Lieut. Governor of New Brunswick.
ANDREW SHERMAN CARMAN, Esq., J. P.,
Woodstock.
CHARLES PERLEY, Esq., J. P., Woodstock.

LONDON BOARD OF CORRESPONDENCE.

THE RIGHT HONOURABLE THE EARL FITZWILLIAM, President.
JOHN MILLIGAN LAWS, Captain R. N., 29, Sussex Square, Hyde Park.
GEORGE PEMBERTON, Esq., Alderman's Walk, Old Broad Street.

SOLICITORS.

Messrs. GOODWIN, PARTRIDGE, WILLIAMS & EDWARDS, 7, Millbank Street, Westminster.

BANKERS.

THE BANK OF BRITISH NORTH AMERICA, in London, and its several Branches in the Colonies.
The CHARLOTTE COUNTY BANK, St. Andrews.
Messrs. GLEN & CO. Lombard Street, London.

The St. Andrews and Quebec Railroad Company was incorporated by an Act of the Legislature of New Brunswick in 1836, for the purpose of constructing a Railroad from the important Port of St. Andrews, on the Bay of Fundy, to Quebec. The line was surveyed under the direction, and at the expense, of Her Majesty's Government, and the Report being highly favorable, the Company would have commenced operations in 1837, but early in that year the Lieutenant-Governor received commands to prohibit the construction of a Railroad over a large portion of the surveyed line, until the disputes then pending between the Governments of Great Britain and the United States, with regard to the North-eastern Boundary Line, should be brought to a termination.

That boundary line having been at length definitely settled by the Ashburton Treaty, the above Company, in the month of March, 1847, obtained two further Acts of the Legislature of New Brunswick, the one extending and enlarging the powers of their Act of Incorporation, and the other (which has been duly confirmed by the Queen in Council), conceding to them very extensive and important privileges in aid of the undertaking; and they propose to commence the construction of the portion of the Line between St. Andrews and Woodstock, a distance of 82 miles, as soon as the requisite Capital shall be subscribed.

The Line is easy of construction, the worst gradient, with the exception of a few chains close to St. Andrews, being 1 in 175. The permanent way will be formed entirely of wood, according to the plan adopted with so much success in the United States.

The privileges above alluded to, as having been granted to the Company by the Legislature of New Brunswick, with the assent of the Queen in Council, embrace free grants of—

- 1st. A belt of land 400 feet in width as a site for the Railroad, for the whole extent of the Crown Territory through which the Line passes, with additional blocks, 500 feet long and 300 feet wide, at each station.
2. All the timber and materials, the property of the Crown, requisite for the construction of the Railroad.
3. 20,000 acres of unlocated territory, to be selected by the Company in convenient sections, with frontages to the Railroad, and to be held by the Company in fee-simple.
4. A guarantee of a minimum dividend of £5. per cent. for 10 years on the Capital to be subscribed by the British Shareholders, viz. £50,000.
5. The right of making Branch Lines through any portion of the province of New Brunswick, without the necessity of obtaining fresh Legislative powers, and with similar privileges in regard to land, timber, and materials, to those granted in respect of the Line from St. Andrews to Woodstock.

As complete Plans and Sections of the Line have been prepared at the expense of the Government, and the Acts for Incorporating the Company, authorizing the construction of the Railroad, and confirming the grants above set forth, have been obtained, no preliminary expenses are involved in the undertaking, and the works may be at once proceeded with.

The Capital required for the construction of the Railroad from St. Andrews to Woodstock, and the purchase of the plant necessary for efficiently working it, is £160,000. The estimates have been prepared by Civil Engineers in the Crown Land Department of New Brunswick, and have been adopted by the Legislature of that province.

This Capital has been divided into 5000 Shares of £20 each, of which number 2500 have been already subscribed for in New Brunswick, and 1500 will be set apart for future allocation to residents in that province. It is proposed to allot the remaining 4000 to responsible parties in Great Britain, to whom exclusively will be reserved the benefit of the guaranteed minimum dividend of £5. per cent. These 4000 Shares will be distinguished as Class "A," and the 4000 Shares allotted in New Brunswick, will be distinguished as Class "B."

All the Shares constituting Class "A" will be allotted to responsible parties on application; and if the whole of those Shares are not subscribed for, and the Deposits thereon paid, on or before the first day of January next, the Directors pledge themselves to return the whole amount of the Deposit, without any deduction whatsoever, to any person wishing to retire from the Undertaking.

It is expected that the Line will be opened for traffic in the summer of 1849, and until the opening, interest at £5. per cent. per annum will be paid on the deposit and calls. This interest, and the future dividends on the Shares, will be paid half-yearly at the Company's Offices in London.

A deposit of £2. per Share will be payable on allotment. No further call will be payable for six months. No call will exceed £2. per share; and there will be an interval of 2 months at least between each call.

The existing through traffic, which has been ascertained from authentic sources, is sufficient, at one-third of the present charges, to pay upwards of 20 per cent. on the Capital, and, as the United States Railroad Companies intend to extend their Lines from Boston to Calais, to meet the projected Railroad, so soon as it shall have been completed to Quebec, and the commercial intercourse of the Provinces with Europe, the United States, and the West Indies, is every year rapidly extending, it is probable that an enormous increase of traffic will take place.

The present population of New Brunswick consumes annually goods to the value of £1,000,000 sterling. The country abounds with Forests of most valuable Timber, and with coalfields and rich minerals of various kinds. A Company has been formed to open and work the iron mines at Woodstock, the ore of which is of a very superior character.

It is anticipated that the formation of this Line, under the immediate auspices and sanction of Her Majesty's Government, will not only conduce to the rapid development of the abundant resources of New Brunswick, the systematic colonization of that province, the increase of the coast fisheries, and the general trade of St. Andrews, but will, by its ultimate extension to the Grand Falls and Quebec, inevitably lead to the consolidation of British North America, as well as to the most satisfactory relations, social and commercial, with the United States.

STATEMENT OF ACTUAL EXISTING TRAFFIC.

Traffic from St. Andrews to Woodstock.
Flour and Salted Provisions, 100,000 Barrels, at 2s. 6d. per barrel. £12,500
West India Produce, equal to 20,000 Barrels, at 2s. 6d. per barrel. 2,500
British Merchandise, equal to 20,000 Barrels, at 2s. 6d. per barrel. 2,500
Passengers, 60 per day for 310 days, at 10s. each. 9,300
£26,800

Traffic from Woodstock to St. Andrews.
Timber, Deals, Boards, &c., equal to 50,000 tons, at 7s. 6d. per ton. £18,750
Agricultural Produce. 1,500
Passengers, 60 per day, for 310 days, at 10s. each. 9,300
£29,550

Current Expenses.
Deduct Expenses of Working the Line, Repairs, &c. (say 40 per cent.) 22,540
Net Profit £33,810

The estimated cost of constructing the Line from St. Andrews to Woodstock, and of providing the necessary plant for working it, being £160,000, a net profit of upwards of 20 per cent. per annum is thus shown. No allowance has been made for increased traffic, or for the conveyance of the Mails, or for local traffic along the course of the Railroad.

The Commissioners, deputed by the Directors of the Company in New Brunswick to proceed to England for the purpose of communicating with Her Majesty's Government and arranging the formation of the London Board, having addressed a letter to the Right Honourable The Earl Grey, Her Majesty's principal Secretary of State for the Colonies,

embodying the above statements, and requesting Her Majesty's assent to the Bill passed by the Legislature of New Brunswick, have received the following reply:—
DOWNING STREET,
31 May 1847.

GENTLEMEN,
I am directed by EARL GREY to acknowledge the receipt of your letter, dated 18th instant, in which you bring under his Lordship's notice the condition and prospects of the Company which has been formed in New Brunswick for constructing a line of Railroad between St. Andrews and Woodstock, as part of a more extended line to Quebec; and I am to express to you, in answer, the sense entertained by his Lordship of the extreme importance of the proposed undertaking, which his Lordship trusts may prove as beneficial to the Promoters as it must to the Province of New Brunswick, upon which it is calculated to confer great and important advantages. I am to add, that the Act for facilitating the construction of the Railway has been confirmed by the Queen in Council.

I am, Gentlemen,
Your most obedient Servant,
(Signed) B. HAWES.

To
CAPT. J. ROBINSON, R. N.
M. H. PERLEY, Esq.
N.B. Applications for Class "A" Shares may be made to the Company's Solicitors in London.

THE STANDARD.

ST. ANDREWS, WEDNESDAY, JULY 14, 1847.

Charlotte County Bank.
Hon. HARRIS HATCH, President.
T. B. WILSON, Esq., Solicitor.
Director next week—George D. Street.
Discount Day—TUESDAY.

Hours of Business, from 10 to 2.

BILLS AND NOTES for Discount must be lodged with the Cashier, on or before Monday, otherwise they must lie over until next week.

Savings and Work House.
Commissioners—R. M. Andrews, R. Ker Jacob Paul, Thomas Berry, John Bailey.

St. Andrews
Steam Mills and Manufacturing Company
R. M. ANDREWS, Esq., President.

Director this week—S. T. Gove
J. Wetmore, Agent.

Saint Stephens Bank.
G. D. KING, Esq., President.

Director next week—Wm. Porter.
Discount Day—SATURDAY.

Hours of business, from 10 to 1.
BILLS AND NOTES for Discount must be lodged with the Cashier, on or before Friday, otherwise they must remain in his hands until the following discount day.

LATEST DATES.

Liverpool, June 19 Montreal, July 1
London, June 19 Quebec, July 1
Edinburgh, June 14 Halifax, July 7
Paris, June 14 New York, July 10
Toronto, June 23 Boston, July 12

SAINT ANDREWS AND QUEBEC RAIL ROAD COMPANY.

We have great pleasure to-day, in publishing the Prospectus issued in London by the Delegates of the St. Andrews and Quebec Rail Road Company.

It will be observed that the Right Honourable the Earl Fitzwilliam, is President of the London Board, and the countenance and support thus given by so distinguished and wealthy a Nobleman, is of itself almost sufficient to ensure the completion of the Railway. The sitting Director in London, is Captain LAWS, R. N., who holds the highest position in the Railway world as managing director of the Great Northern Railway in England, and whose influence is now admitted to be superior to that of King Hudson himself. The other member of the Committee in London, is the Honourable GEORGE PEMBERTON, formerly of Quebec, but now an eminent Merchant in London, and a Director of the Bank of British North America, possessing great influence in the City of London.

M. H. Perley Esq., one of the Delegates to London, was in St. Andrews on Friday last, to render an account of his mission. A meeting was called at which were present, the President of the Company, the Hon. George S. Hill, the Hon. Thomas Baillie, the Hon. Col. Hatch, the Hon. Col. Wyer, Dr. S. Frye, A. S. Carman Esq., of Woodstock, and many other Gentlemen. A detailed statement of the various proceedings and negotiations in England by the Delegates, was given, resulting in the Prospectus now published, and the disposal of a large number of Shares, the deposits on which were being paid at the Banking House of Messrs. Glyn & Co., when Mr. Perley left.

We congratulate this community, and the Province generally, on the marked success of the Delegation to England, which ensures the construction of the Railway to Woodstock, and eventually to the Grand Falls. The ENGINEERS and other officers of the Company are expected from England with CAPT. ROBINSON, and on their arrival, the CONSTRUCTION OF THE RAILWAY WILL FORTHWITH COMMENCE.

In the course of the statement made by Mr. Perley, we learned that he had been examined at very great length by a Committee of the House of Lords, on Colonization and Railways in North America; and that some very important results are likely to arise from the action of this committee. Mr. Perley has with him his Commission as Colonization Commissioner for New Brunswick, on which we trust sincerely to congratulate him, and we beg the Province will derive some benefit from the appointment, and be as liberal in paying this

hitherto ill remunerated public servant, as his zeal and activity in the discharge of the important duties of his office deserves, and which have been so handsomely acknowledged by the Right Honourable Earl Grey, Her Majesty's Colonial Secretary.

The St. John Observer states, that the number of deaths in the Hospital at the Quarantine station, St. John, from 7th May to 2nd June, were 174. Total number of sick landed at the station up to the 2nd inst. was 881.

Seven vessels with passengers arrived at St. John Quarantine last week. Among the 'Seraph', from Boston with 40 of the passengers and crew ill with fever. This vessel arrived at Boston, but the authorities would not allow the passengers to land.

OUTRAGE.—We learn from the New Brunswick of the 5th inst. that on the 3rd an old man 60 years of age, named White, in the employ of Alderman Bond, while returning from his work late at night, was met on the Bridge, by three young men belonging to Carleton, who had been drinking—who beat him unmercifully—the poor man managed to escape from them, with the loss of some portion of his dress—and ventured back to obtain it, when he was again attacked—and his skull fractured. He was conveyed home, and lingered until the following Tuesday, when he expired. The perpetrators of this diabolical outrage are in Jail, awaiting their trial. The coroner's Jury on Wednesday last, returned a verdict of "wilful murder," against the parties.

THE WEATHER since our last publication has been very fine. On Thursday Friday and Saturday the heat was intense, particularly on Friday the atmosphere was sultry, not a breath of wind. A very general expression of satisfaction with regard to the crops prevails. The only exception we have heard is the lightness of the grass in a few districts, owing to being winter killed—Potatoes Oats, Wheat, Barley, &c., never looked more promising.

It affords us much satisfaction in giving to the Public, the earliest information respecting the encouraging prospects of the St. Andrews and Quebec Railway, and as stated in another column of the certainty of its being commenced during the present season. And it is with pleasure we refer to the fact of our humble sheet, being the first, and indeed for some years the only paper in the Province to advocate the construction of Colonial Railways.

In the month of September 1835, G. N. Smith Esq., the former Editor of the Standard, now a resident of St. John, urged upon the attention of the Inhabitants of this County, the necessity of a Railroad from Woodstock to this place as the nearest Atlantic port, and pointed out the many advantages that would follow from the construction of such a Railway. During the same year, he also published a series of articles upon the construction of a Railway to Quebec—the idea was then ridiculed by many—but how differently received now!—We look forward with confidence to the speedy fulfilment of his prediction, "that we will before twenty years elapse travel by Railway to Quebec."

Later from Europe.—The French Steamship Union, the first of a new line to New York, arrived at New York on the 8th inst. in 16 days from Cherbourg, with Paris dates to the 22d ult. She brought no later English news. The Harbours in France, promise an abundant yield.

Mexico.—Dates to the 12th June have been received. The rumor of Gen. Scott being within 25 miles of the city, is without foundation.

The Toronto Globe says, that as usual the immigrants arrived at this place demand the most exorbitant wages, men who know nothing of the country ask \$10 to \$12 per month for farm service. This, however, will soon be remedied by the supply of labourers, and then farmers will be enabled to obtain servants, for wages at which they will be enabled to employ them profitably.

ACCIDENTS.—We regret to learn that on Monday last, Mr. James Vernon lost three of the fingers of his left hand, by coming in contact with a circular saw, while engaged in his Mill.

On the same day, Mr. S. Webster, met with a similar accident at his steam mills, in Carleton. Three of the fingers and thumb of his right hand were taken off by a circular saw. Both parties are doing extremely well New Brunswick.

From the West Indies.—The Bermudian of the 26th June, a copy of which has been received in New York, furnishes the following intelligence:—

In Jamaica it is estimated that the crop of sugar will be 100,000 hogheads. It is, however, in a backward state, owing to the inadequacy of available labour there.

CANADA.

The Official Gazette of Canada contains a proclamation appointing South Bay, in the District of Prince Edward, (Lake Ontario,) a port of entry and clearance; and another, lowering the tolls of Agricultural Produce passing the Lachine Canal, from one half penny to one farthing the bushel. The same Gazette publishes the appointment of Mr. Draper as successor of the late Judge Hagerman.

A Message has been laid before the Canadian Assembly from the Governor, communicating the copy of a dispatch from Sir John Harvey, recommending an uniform rate of 3d. postage on letters.

The Quebec Morning Chronicle announces the death, by fever, of S. Varwood, Esq., Emigrant Agent at Montreal.

We extract from the same journal the following intelligence:—The Rev. Mr. Robson of the Roman Catholic Clergy, died at Quebec on the 1st inst. He contracted the fever while in the discharge of his duties at the Quarantine station.

Dr. Deas, Dickinson, Malhot, Fenwick and Jamieson, forming part of the medical staff at the station, have been sent up sick. Among the deaths by fever, we notice those of Captain Fittick, of the Ninian, and Capt. Sampson, of the ship John Bolton. The mate of the former vessel had also died, and the mate of the latter was dangerously ill.

Capt. Horton, of the Corinthian, terminated his existence by hanging himself on the 30th ult.

THE CROPS.—From every part of the Pennsylvania and New Jersey, we hear the most gratifying accounts of the effects of the recent rains upon the crops. The general aspects of agricultural affairs never were more satisfactory.—North American.

New potatoes are \$3 a bushel in New York; old \$1.25.

Steamboat Explosion.—The steamer Simon Kenton, at St. Louis, with a number of delegates to the Chicago Convention on board recently exploded a boiler. Two deck passengers and one boat hand mortally wounded.

PICOT.—All the Cases of Small pox by the Mayflower, at Picot, having terminated favourably, the vessel has been discharged from Quarantine. The deaths at the station, from fever, up to the night of the 30th ult. were eighty. Mr. Thomas Connell, who had been employed as a nurse, and in making coffins, and a colored man, who had also contracted fever at the station, both died in Picot. There were fifteen other cases of fever in the town; among them were Drs. Anderson and Johnston. Application having been made to the Provincial Government for medical assistance, Dr. Gilpin was sent from Halifax, and arrived at Picot on Sunday week.

It is expected that His Honor Judge Parker, of this City, and the Rev. I. W. D. Gray, Rector, are now on their way home, having taken passage in the Mail Steamer of the 4th of July. His Honor is to reside at the Circuit Court for this City and County, which commences its sittings on the 3d of August.

Courier.

MAGNETIC TELEGRAPH.—Extract of a letter from New York, per boat, this morning:—
"Mr. Smith is about visiting St. John, for the purpose of placing New Brunswick in direct and momentary communication with our City. I trust your merchants will lend him all the aid in their power to further this desirable undertaking. The Magnetic Telegraph is the greatest improvement of the present century—and one which, I should think, you in the Provinces should hail with wonder and delight."

If the gentleman should come this way, we hope that our community will not be behind the age, in giving every support and furtherance to the undertaking of connecting this Province by Magnetic Telegraph, with other parts of this Continent.

FIRE.—At an early hour on Monday morning last, three small dwelling houses at the lower end of Carmarthen street, adjoining the upper barrack gate, were destroyed by fire.—One of them, owned by Mr. B. Cochran, was insured for £150. The others belonged to Mr. W. Dougan, and were not insured.—Ibid

The Court of Nisi Prius which has been sitting here for nearly three weeks, was closed yesterday evening. If ever we sympathized with the distressed, we felt our pity exercised towards the poor Jury. It is really a heavy tax upon the people of this Country, that they have to give such a large portion of their time to the adjustment of differences which originate in other parts of the Province.

We hope the next session of the Legislature will not be permitted to pass away without some means being appropriated for the payment of men who are compelled to devote so much of their time to the affairs of the public. The Court and Lawyers are well paid for their services—but the patient and attentive Juror, who must keep his judgement on the rack during a tedious and difficult trial, and who may afterwards be privileged with a bed on a Court House plank for a few nights in succession, by the way of sharpening his intellect, is finally paid for his services with a whole—shilling!—Fredericton Reporter.

MORE PARTY WORK.—On Monday last, the Supreme Court was occupied in investigating a charge of riot and assault, brought against John Clancy, John Falvey, Richard Burns, and Jeremiah Mahony. The trial terminated in the Jury finding the defendants guilty of the assault; but acquitted them of the charge of rioting.—Head Quarters.

MARSH V. COFFIN, PICKARD AND OTHERS.—This case, which has excited considerable interest, was decided this morning by His

Honor the Master of the defendants, M. aside with costs, ant. J. A. Street, L. A. Wilmet, and—

Arson.—The Sunday on Saturday morning until after investigating a charge against Julia Ann J. A. Street, Esq., on behalf of the Crown appeared by direct for the female prisoner defended O'Hara.

The prisoners were of setting i which persons were and laborious invest Street summed up an able and most interesting Jury to go of any doubt which, with respect to the ties who set fire to after retiring for ab into Court with a ve

DEATH OF DOCTOR.—The ill Health Officer at the painful duty this day He fell a sacrifice to with which the ill-fa visited, and expired about 8 o'clock. He a doubled coffin, ma conveyed from Nis slip, and from there followed by an im ple.

We have seldom that cast so deep a ty. As soon as the shops were close suspended throughout £60 was subscribed the purpose of erecti to commemorate th the respect felt for ed. Dr. Vondy wa age.—Gleaner July

INQUEST.—An inquest, Esq., on Monday the 28th of ed up on the shore and supposed to ha by one of the passet Verdict found draw

MIRAMICHI.—The number of de comparison with the decreased, George Looshtauk, is amon the Lazaretto. His Hill, near Frederic medially before lea ed in Park Lane, ay ed as doing well, an ing taken a decided Number of deat eleven.—Ibid

Boston July 9— Ohio 86— New York July Michigan \$5.75.

Nothing can animals of this part pete with the prese crops, and we believ tends to every part ictor Reporter.

At Halifax, on sat, by the Rev Chaplain, Henry Cl Esquire, Barrister c eldest daughter of th R. Fairbanks, Mast of the Court of Y Scotia.

In London, on th suspicion, William eldest son of the H Dorchester. His r the West London t and were followed t Judge Parker, M. Henry G. Simonds, Hon. S. Cunard of l bal, Esq. of London

SHIPPI

PORT OF

July 10 Cutter M port, Prov 12 Mary, Con &c, Demo

July 12 Cutter Mat Ballast Boston July 9 Thomas, St Andre

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PUBLIC NOTICE
That the Grass MEADOWS on the vers in the COUN will be offered for TION, in front of Andrews, at 12 o'clock the 3rd AUGUST Terms—Cash
Will Local Deput St Andrews, Jul