Correspondence.

To the Editor of the Standard.

SIR,

One of my fellow correspondents to your journal signs himself "John Idiosyncracy" Now Dr. Johnson defines idiosyncracy as "a peculiar disposition not common to another," and as John, of course, knows the meaning of his own literary cognomen, I must perforce come to the conclusion that he is neither a stockholder, nor an inhabitant of Saint Andrews; for, were he either the one or the other, he surely would not have levelled so keen a shaft of satire against himself, as he have dubbed himself by a name which so aptly fits all the Shareholders, and I had almost said, all the townsmen; for, certainly to judge from their behaviour respecting the railway, they must all be most sadly idiosyncratic in their temperament.

It is universally acknowledged, Mr. Editor, that the only hope of salvation for this town, from entire ruin, and becoming a lost utterly deserted, is dependant on the progress and completion of the Road; and not a single individual puts himself forward, or exerts the slightest influence to avert said a doom, which seems fast approaching fulfilment; and surely such a "not resignation betokens a most strange "disposition not common to others."

But in sober earnest, how is it Sir, that this so? To me it is a mystery, for which I can account only by concluding, that either the people have already sunk into the apathy rising from despair; or else that they lack the courage to resist the influence of two weak but obstinate old men, and look down with absurd superiority which for many years they have arrogated to themselves.

You, Sir, have sometimes been considered some time past, as having been somewhat under the influence of either one or both of these two "old fogy old" rulers of St. Andrews, and I have heard many remarks of satisfaction, since the publication of my last letter, at the mistake which the public now freely admit they made regarding your independance:—as it will be of little avail to the Town, Mr. Editor, that you should prove your independence of character, or that I should occupy your columns to the exclusion of other matter, in calling attention to the miserable prospects of "Your Road," and the lamentable incompetency and turpitude of the Directors; unless the Shareholders and Public will do something for themselves. I ask, would any man possessed of reason, unhesitatingly recommend to his friend and family, merely to [illegible] a grand moment and [illegible] of any fellow mortal; if he had the [illegible] means to prevent it; and shall then a whole Town quietly succumb to the paltry machinations and contemptible vanity of a self interested clique? Forbid it prudence—forbid it justice!

No, Sir, I trust there is yet sufficient energy and resolution left among us to prevent so great a calamity. The means are simple and easy. Let a sufficient number of the Shareholders convene a special meeting of the Company, and require, not only a full account of the doings of the Board, but also a [illegible] present position and [illegible] And then taking [illegible] decide calmly [illegible] best policy to pur- [illegible] and distinct instruc- [illegible] se to be adopted. Let the [illegible] of voting by proxy, which throws a [illegible] lerance of power into the hands of [illegible] or three individuals be abandoned, [illegible] stockholder come forward in [illegible] independantly support such measures [illegible] suited to extricate us [illegible] ties, and place the undertak [illegible] The Directors being, [illegible] informed, should be pre- [illegible] scheme (by which they [illegible] their fitness for of- [illegible] approval of the meet- [illegible] not be wanting [illegible] and dis- [illegible] occu- [illegible] (other [illegible] propriety of [illegible] I cannot [illegible] and ration- [illegible]

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[illegible] S.

[illegible] STANDARD.]

I have read with much satisfaction the several communications of your talented correspondent "Civis," whose knowledge of railway matters appears to me truly surprising. [illegible] his remarks will not [illegible] the generality [illegible] the citizens, and [illegible] ultimately to benefit the Railroad [illegible] one but [illegible] matter which [illegible] last Railway election, which from [illegible] complicity of [illegible] caused by Civis [illegible] brought against [illegible] having accepted [illegible] from [illegible]

which no one doubts his capability,) will be the means of saving a great deal of valuable time now spent in out of door talk, which would then be available for employment of a more profitable kind.

I am, Sir,
Your obdt. serv't,
Nov. 9, 1854. X. Y. Z.

To the Editor of the Standard.

SIR.—I shall only trouble you this week with a few lines, and shall take it as a favor if I state anything that is incorrect, you will contradict it. I have Sir, as you aware, only "out of door talk" to guide me.

When the late Attorney and Solicitor Generals came to St. Andrews, as a deputation from the Government, to meet the late Board, and examine into the state of their accounts, what stock list was shown to those gentlemen as the "bona fide" stock held by the class B. stockholders? Did that list show, that stock to the amount of over £70,000 had been subscribed for? and if so, what has become of the 30 per cent, that it is to be presumed has been paid on that sum? If you could favour your subscribers with a copy of that list, together with the amounts attached to each name, I feel certain, it would be most acceptable to them, perhaps I can aid you in making it out if you think it necessary.

Again Sir, what did Captain J. J. Robinson, R. N., and George D. Street, Esq. do when they were sent by the late Board to London to meet the "English Board?" And what does the deed or mortgage now on the records of Charlotte County mean? Was it the work of the old Board. My humble opinion Mr. Editor, is that we *never yet* have had a Board capable of managing so great an undertaking as the St Andrews & Quebec Railroad. They have never been able to agree amongst themselves; they never have unanimously shown that confidence that they should have done either in Mr. Light as their Engineer, or Mr. Thompson, as their Manager.

Class B. Stockholders, a word with you—Demand even at this late day a meeting,—have the affairs of the Road laid openly and fairly before you—a thing that never has been done yet. If you then feel satisfied with the men in office retain them; if you do not, let them resign in a body. Directors can be found in St. Andrews capable of building the road in a much shorter time than "most men dream of." I cannot see why the feeling should be much stronger against the "new board" than against the old one. What have either done for the good? When I look at the enormous amount of money spent on Engineering, and grafting for the last 18 years, and see you absolutely nothing! where is I say to [illegible] that road that ought to make your road now [illegible] school of N. Brunswick? St Andrews the L[illegible] tion?—Can you Mr. Editor answer the question?—To the members of the "present Board" I would say one word—RESIGN!

A few words with you now Sir and I close. Every man in a community has to a greater or lesser degree an influence, and no man should have more than an editor. Use yours to induce the present Board to resign. The President after being "unanimously voted in" may wish to cling to the office, but show him it is his interest to resign.

John Wilson after his well laid plans, and "the sacrafice to his feelings" may still wish to remain in office—advise him to resign.

T. B. Wilson has crept in the wrong way, advise him to resign.

Edward Wilson has not got in either the right or wrong way, for he has never been at a Board meeting—induce him to resign.

Mr. Hill will follow the lead of the Wilsons, so you need not waste any time with him.

If you could point out "a middle course" for Mr. Frye and Dr. Gove, one that would suit all parties, do so.

As to the other or "dummy members"—whether they remain or retire, is a matter of perfect indifference to the stockholders.

I am, Sir,
Your Obdt. Servt.
Nov. 7. JOHN IDIOSYNCRACY, *Esq.*

NOVA SCOTIA RAILWAY.—The Halifax Journal thus speaks of the progress of this work:—

"The Rail laying has commenced. Be- [illegible] hundred and a thousand men, [illegible] of one hundred teams [illegible] many employed. [illegible] Cochran's

A third contract, extending [illegible] the ship yard to Rocky Lake, and cr[illegible] by Sackville River, which is to be spanned by arches resting upon many piers, is now offered for public competition.

So far the undertaking progresses with cheering rapidity—the workmanship reflecting on the Contractors much credit.

The Commissioners are entitled to every praise for the energy with which they are carrying on this great undertaking, which is to make our Province prosperous and enterprising."

☞ The "National Intelligencer," Washington, of the 23d inst., in an article relating to the discovery of Sir John Franklin's remains, says:

"In all probability the journals of Sir John, or some of his officers, may be recovered by visiting the spot. They would tell of his [illegible] and his discoveries, and are, therefore, [illegible] with the attempt at discovery.—[illegible] will next year be sent to [illegible] and collect journals, and such an expedition [illegible] only to be suggested [illegible] their fate comes [illegible] it carries with [illegible] that no one [illegible]

The London Post announces the acquisition by the United States of Samaria, which amounts, virtually, to the annexation of St. Domingo.

THE STANDARD.

WEDNESDAY, NOV. 15, 1854.

The English News by the steamship America, brings us dates to the 28th ult. Up to that time no intelligence had been received of the fall of Sebastopol. The English and French batteries had been opened upon the place from the land, and also the bombardment from the Sea had been commenced, but it is added that the fortifications had suffered but very little. Ere now however, the Town has been taken by the Allied forces. The next steamer is anxiously looked for, with news of its capture.

TO CORRESPONDENTS.

☞ WE have felt some hesitation in publishing the letter which appears in another column over the signature of X. Y. Z., as the explanation sought by the writer, refers to a matter which cannot possibly have had, or have, any effect upon the prospects or condition of the Railroad Company; and from all we have heard, can only be considered as a personal affair between the late manager and Mr. Sykes; and which affects them, and them alone. But after mature reflection we have considered it better to insert it, since X. Y. Z., cannot be said to have infringed our rules by dealing in personalities, although he approaches pretty close to its confines; and we know that the question put forward by our correspondent has been frequently the subject of conversation "out of doors"—but having been favored, by the late Manager, soon after the General Meeting, with a full explanation and a perusal of the letters referring to the affair, we have no hesitation in saying, that it does not in any way reflect to his discredit. We do not think, though X. Y. Z. asks "Civis" for an explanation, that he knows so much about the matter as we do ourselves, but we shall with pleasure insert anything he may write about it, feeling sure he will not say more or less than he knows to be true. If the late manager himself thinks it worth while to reply to X. Y. Z. we can assure him that our columns shall be freely open to him for that purpose. We like fair play—audi alteram partem.

Had we time and space this week we could knock John Idiosyncracy's letter into "a cocked hat," so far as his out of door information is concerned; his railway policy may be good, but he is evidently writing in the dark. Take care "John," some of our correspondents may give you a dose of the truth, which you will not relish. Only write about matters you fully understand.

"PROGRESS" will perceive we have published his letter on our first page, from which it appears that Mr. Fraser intends giving a course of Lectures in the Town Hall, during the winter. It is to be hoped the Lecturer will choose subjects which will not only be entertaining, but practically useful.

Correspondents' letters should be written in a plain legible style and upon one side of the leaf only; be as concise as possible.—Unless this is done *we* cannot pay any attention to them. By all means avoid asking the editor questions as he may have sufficient business to attend to, without hunting up information and setting correspondents right.

We are happy to learn that our views—requesting the hon. James Brown to accept office, and the constituency pledging themselves [illegible] of their representatives, has met with very general approval throughout the County. Meetings have been held and we learn those present were u[illegible] as in supporting Mr. Brown.—It is pleasing also to [illegible] of the Province, changes, that in other parts [illegible] should se- they desire that Charlotte Coun[illegible] of Executive Councillor, Surveyor General, and Representative in the popular branch of the Legislature. The people have willed that he be re elected and no opponent would stand the most remote chance of election.

—x—

The weather since Saturday evening has been stormy, accompanied by one of the heaviest rain storms ever experienced here. From Sunday morning until Tuesday morning the rain came down in torrents; and we fear there will be sad accounts of some of the mills and bridges, as the freshet is very great.

The mail due on Tuesday morning from St. John, had not reached the Post Office in this place at 12 o'clock, today, Wednesday, owing it is reported to several bridges having been carried away by the freshet.

☞ We received the following official letter from the Board of Directors of the Saint Andrews and Quebec Railroad, while our paper was being put to press. The late hour at which we received the note, prevents us making any comments this week, but in our next we will have something to say upon it:

St Andrews & Q. R. R. Co.
Andrews, Nov. 14, 1854.

A. W. SMITH,
Editor of Standard Newspaper.

SIR,—Herewith is a memo. of your account against the Company,—and by Order of the Board of Directors, I am desired to request, you will discontinue your paper both to this and the Lem[illegible] Board.

Your Obt. Servt.
S. H. WHITLOCK, Sec'y.

Arrival of the 'America' AT HALIFAX.

SEVEN DAYS LATER FROM EUROPE.

The steamship America arrived at Halifax on the 9th inst., bringing dates to the 28th October.

Flour at Liverpool had advanced 2s.; Wheat from 6d. to 9d.; and Indian Corn continued in active demand at 3s. to 4s. advance. Western Canal Flour was quoted at 40s. to 41s.

THE WAR NEWS.

Sebastopol had not been taken. Twenty days elapsed between the departure of the besieging armies from Baklava and their opening fire upon Sebastopol. The French and English had their batteries ready on the 14th; on the 17th, fire was opened upon the place from the land, and to sea bombardment continued till night. The Russians lost five hundred killed and wounded; Admiral Kornileff was killed. The Russian fortifications suffered very little. Next day, the 18th, the bombardment was resumed from the Allied land batteries only. The Russians make frequent sorties. Five steamers had arrived at Constantinople from Balaklava with men wounded in repelling a great sortie of 20,000 strong.

Lord Raglan said Gen. Gorobert had formally summoned Sebastopol to surrender; also requiring the women and children and the sick to be sent away; also that flags be hoisted upon the hospitals.

The Commandant of Sebastopol says he will defend it to the last.

It is reported that Eupatoria has been retaken by the Russians.

An Allied force has been sent to Perekop to prevent the advance of the Russians.

The Russian army concentrating on the upper Belbeck numbers 45,000.

The Russians were hovering on the outside of the Allies position, but are kept in check by the artillery.

The Allies now number 110,000. 8,000 additional French were ready to embark from Marseilles on the 21st, and 5,000 Turks from Varna.

Allies have 300 guns on batteries, and after a few days will attempt to storm: garrison estimated at 4,000 with plenty of ammunition and supplies.

It is supposed that if the Allies carry the town, the Russians can make a protracted resistance in Fort Constantine.

The prospect of the speedy fall of Sebastopol is not so favourable to the Allies, although the people of England and France expect intelligence of the victory from hour to hour.

Paris papers state that there is no confirmation of the entry of the Russians in the Dobrudscha. It is therefore doubted.

The Abyssinian chiefs have refused Schamyl's envoy; Haviz Pacha has consequently cut off all communication with the coast of Abassia.

Sir John Burgoine on the 11th, fixed sites for the batteries which will destroy the Russian shipping. They are mounted with 4, 8, and 10 inch guns, about 1600 yards from the vessels.

A Russian war steamer had been captured by the fleet.

The Moniteur contains accounts of a victory over the Russians, near Gumri. They lost their baggage and 30 guns. A Russian General was killed.

The first cargo of new teas had arrived from Hong Kong.

Mr. Soule, American Minister at Madrid, was refused permission to pass through France on his return from England to Spain.

Mr. Gibson has left the Hague for America, with the result of the Conference of American Ministers at Ostend.

AUSTRIA.

Affairs look black between Russia and Austria. Austria summons Russia to withdraw from the frontier of Galicia. The garrison of Vienna has orders to be ready for a march at forty eight hours notice. Russia continues to menace.

The Czar has gone to Warsaw; his eldest son takes command of Guards. The Russians are concentrating on the Austrian frontier; actual hostilities were soon expected. The Prince of Prussia has accepted the command of the Federal fortress of Mayence.

BALTIC.

Sir Chas. Napier's fleet fired a salute on the 10th, to celebrate the success of the Allies at Alma. The Russian fleet also fired a salute, they also claiming the victory.

The British Fleet was to leave the Baltic at the end of Nov., returning to Portsmouth and Shoerness.

A despatch from St Petersburg says, that the operations of the besiegers continue, but that their fire is effectually answered, and the fortifications but little damaged.

We are gratified to announce to our readers a CATHARTIC PILL, (of which see advertisement in our colums,) from that justly celebrated Physician and Chemist, DR. J. C. AYER. His Cherry Pectoral, everywhere known as the best remedy ever offered to the Public for Coughs, &c., has prepared them to expect that anything from his laboratory would be worthy of attention. As no one medicine is more universally taken than a Physical Pill, the public will be glad to know of one from such a trustworthy source. We happen to know, and can assure them that this article has intrinsic merits, fully equal to any compound that has ever issued from his Crucibles, and consequently is well worthy a trial whenever such a medicine becomes necessary.—*Racine Com. Adv.*

Holloways's Ointment and Pills, certain Remedies for Bad Legs, Sores and Ulcers.

Thomas Trueman, of King street, Sidney, N. W., (35) suffered for nearly eight years with a very bad leg, it was covered with sores of a most malignant character and terribly swollen. He had consulted a number of medical men who were unanimous in their opinion that amputation of the limb was the only thing likely to save him, and even then his recovery was dubious as his health was so much shattered. The loss of a limb to a man at his period of life was too great a sacrafice, and he refused to submit to the operation. He used Holloway's Ointment and Pills for nine weeks, and the leg is sound!!!

BOOKS! BOOKS! BOOKS!

THE Subscriber has received from Baltimore, a choice collection of STANDARD WORKS, comprising in part the *following*:

Cobbett's Reformation.
Justo Ucundono, or Prince of Jassan
All for Jesus, or Easy ways of Divine Love.
Life of Christ, by Dr. Bonaventure.
Catholic Bride. Fenelon on Education.
Reeves Bible History.
Bibles and Testaments.
Christianity and the Church, by Dr. Pise.
Pictorial Testaments. Pauline Seward.
Lorenzo. Spiritual combat.
Oriental Pearl. Garden of Roses.
On Fashions. General Confessions.
Daily Exercise. Gems of Devotion.
Christian Guide. St. Vincent's Manual.
Short Answers. Lives of Saints, &c. &c.

—ALSO,—

a rich variety of Book Engraving in *Colored Gilt*, and *Mosiac Borderings*.

NEIL LOCHARY.
Nov. 15th, 1854. 3

BRITISH HOUSE,
ST. ANDREWS.

NEW FALL AND WINTER GOODS,

Just received per Packet Ships via St. John, John Bannerman, John Barbour, Middleton, British Steamer Alps, Liberia, and Sutley

68 Bales and Cases, containing the Larges', Cheapest, and BEST ASSORTMENT ever brought to this market.

As it is a well known fact, that a great advantage can be taken by purchasing goods at the depressed periods of the season, we have made it our study this some time back; and our present stock fresh from the different Manufactories, viz: Leeds, a large lot of Woolens of every shade and style to suit the season. Also, our Stuff Goods of the latest styles from Bradford, and Fancy Goods from London in great variety. Domestics from Manchester. And our Shawls in every style, from 100s. to 2s. 6d. from Glasgow; also, Carpetings with a splendid Stock of every article in our line, a list of which will be given to the Public in Hand Bills. One word to our friends and customers, we will cut Goods in general this season at the latest St. John wholesale Prices; this we have resolved to do, and will carry it out, during this winter; of course in doing so our *Terms will be Cash.*

D. BRADLEY.
St Andrews, Nov 14, 1854

ST. JOHN AND LIVERPOOL

LINE OF PACKET SHIPS,

Appointed to sail from Liverpool as under:—

Ships	Captains	Tonnage	To sail
Middleton,	Delancy,	996	20th Oct
John Barbour,	Marshall.	990	20th Nov. 1855.
Joseph Tarratt,	Smith,	912	5th Jan.
Liberia,	Cruickshank	875	5th Feby.
Middleton,	Delancy,	996	20th do
Eudocia,	Spurr,	1015,	5th March
John Owens,	Doane,	1236	20th Ditto
David G. Fleming,	Nichols,	1425	5th April
John Bannerman,	Robertson,	1200	20th do.
Imperial,	Moran,	1279	5th May

These Ships are built of the best materials, sail remarkably fast, are classed A 1 at Lloyds, and coppered, and will be dispatched punctually on the days appointed.

They are commanded by men of the greatest experience and nautical skill and no expense or exertion will be spared to make this line efficient in every respect for the safe and speedy conveyance of Goods.

Orders for shipment of Goods by this line are respectfully solicited.

For Freight or Passage, apply in Liverpool, to Messrs. FERNIE BROTHERS & Co, Orange Court, Castle Street, or at St. John, to

J. & R. REED

November 11, 1854.

Brandy.

Ex the "Robert" from Charente:
FIFTY Hhds. & Qr. Casks "Henessey's & Martelle's BRANDY, vintage 1851.
J. W. STREET

Original issues in Poor Best