

Correspondence.

To the Editor of the Standard.

SIR,

An extract from the Report of the proceedings of the House of Assembly in your last issue, Mr. Brown is represented as asserting that I am to blame for Mr. Benjamin Williams' not obtaining the balance which he claimed for building the Milliken Bridge over the River Magalloway, and that I promised from year to year to see to it. If he made such an assertion it is totally incorrect and unfounded. For I positively deny that I ever made any promise of the kind to any person, and if blame is to be attached to any one, in this case it will evidently appear where it should rest, from the following facts. In 1847, I obtained from the Province a Grant of £100 in aid of individual subscription, to rebuild the Milliken Bridge, and Mr. Williams' entered into a Contract with the Commissioners to build the same on a plan of which I did not approve, and, therefore, took little interest in the subsequent proceedings. However, when the work was done, it was found, that the subscriptions, actually collected, did not amount to the sum due Mr. Williams; and in the following session of the Legislature, I presented to the House, his Petition for the balance, said to be due, which was duly received, and referred to the Road Committee, composed of a member from each County in the Province. Mr. Brown was, that year, the *Charlottenburgh* member on said Committee, and consequently, should have taken charge of said Petition, with other similar ones, *more particularly those from his own County*. What he did in this case is best known to himself. It is certain, however, that the prayer of Mr. Williams' Petition was not complied with, and I never heard of his again Petitioning, until this present session. In 1849 without any petition from Mr. W. I got him £12.10 out of the Bye Road appropriations, he having during the previous Summer covered in the said Bridge so far as the Truss work extended. How Mr. Brown could make such a statement in this case, as is attributed to him; I cannot understand—but I hope that if in future, he or any other Member should find it convenient to make any remarks about me, they will first ascertain that they have truth on their side.

I am, Sir,

Your obedient servant,

ROBERT THOMSON.

NEW BRUNSWICK.

Provincial Parliament.

HOUSE OF ASSEMBLY.

Feb. 27.

A Bill was brought in by Mr. Connell for leasing Copper Mines in the County of Carleton, upon which progress was reported, after some discussion.

Mr. Tibbitts moved for information on the progress and expenses of the Canadian Boundary Line.

The House took up a Bill brought in by the Hon. Mr. Smith, for reducing the fees on Registration of Deeds and Wills from one shilling to sixpence per hundred words. Progress reported.

Election Bill next taken up and Speeches made in its favour by Bosford, McPherson, and Ritchie. Against it by Ryan and Gray. Ritchie justified the extension of the franchise on the basis of taxation. Street taking copious notes.

Feb. 28.

A large number of grants was put on the Supply Book this morning. About an hour was spent in discussing an appropriation for a wharf in Albert; strongly advocated by Mr. Smith.

The House afterwards went into committee on the Election Bill. Chiefly leading speech generally was in opposition, but especially to the franchise qualification. Mr. Connell (seconded by Ryan) in its extension to rate payers. Eod came next and in an eloquent speech defended the Bill generally. Mr. Wilson followed, arguing among other things the unequal tendency of taxation in different places, consequently its impolicy and his opinion of the abuses of the Bill.

March 1st.

The Election Bill was introduced, at 12 o'clock, and Hatheway led off with a powerful speech, adverse to the late Government, and in favor of the present one and the Bill.

McPherson and McPherson followed in favor of the Bill, and Montgomery and Hayward against it.

Gillmore followed in its favor, and McNaughton, also, strong words almost amounting to a quarrel, arose between Montgomery and Johnson with reference to some allegations concerning the late Government.

Hon. Mr. Smith came next, stating that if the Colligative system were not remodelled to his satisfaction, he would after another year resign his seat in the Council. Mr. Smith's speech concluded the debate for the evening.

March 21.

The debate on the Election Bill was resumed to-day, when his Honor the Speaker, in a short but forcible speech, sustained the Registration and Vote by Ballot, but denounced the Extension of the Franchise—would however vote for the whole bill rather than lose it. Harding followed, and then Steadman, both making clever speeches, but sorry that the franchise had not been extended further. Gilbert and Stephens next, in favor of registration and vote by ballot but extension of the franchise. Next, Mr. Street—in an amendment on the Extension—moved

ed to continue the existing law and made a long and forcible speech. He was followed by the Hon. Solicitor General, who said that the adoption of the amendment would destroy the whole bill, when the government must either resign or appeal to the people. Gray came next, and in a brilliant speech alluded frequently to the last St. John election; and then Tibbitts, in reply, very clever and conclusive. Tibbitts followed in support, and Hayward is now (half-past six) engaged in a rejoinder. Several of the last speeches have been in the gas light, and there is more than common excitement.

House divided—28 for the bill; 10 against.

LEGISLATIVE COUNCIL.

Wednesday, Feb. 28th.

The Council after meeting took up in Committee a bill to incorporate the Lewis Island Railway Company. The Committee on Corporations reported through its chairman, Mr. Bosford, several amendments, but afterwards manifested no tenacity in maintaining them; as the Bill finally passed in its original order. The hon. Messrs. Todd, Hatch and Hill, opposed the amendments on the grounds that they would only prove troublesome without any corresponding benefits.

Thursday, March 1.

Hon. Mr. Hill gave notice that he would move for information from the Government, respecting the present position of expenditures, progress, &c., of the European and North American Railroad; to which he afterwards added the St. Andrews and Quebec Railroad, on a suggestion by Hon. Mr. Hazen.

Hon. Col. Hatch expressed himself much pleased with the tenor of the Resolution; and said he was happy to have it in his power in giving the required exposition, to refute the numerous calumnies with the Directors of the latter company had been assailed. The more his associates were rubbed, the brighter they would appear.

Hon. Mr. Hazen rose to vindicate the late government from any unfriendly feeling towards the St. Andrews and Quebec Railroad. It was true, he said, that the government in making advances to it had not acted with caution; but that caution had been prescribed by law, and they could evade it. After statements made by the Hon. Messrs. Hill and Hatch, of the amount of work done on the Road, the subject dropped.

MORE EARTHQUAKES.—On Thursday afternoon about half-past 5 o'clock another slight shock was felt in this neighbourhood. Also on Saturday morning about 2 or 3 o'clock another of a similar description. Although these were but mere reverberations, compared with what we experienced on the 8th inst. yet they were sufficiently unmistakable in their sensation and effects, the usual noise and vibration being the accompaniments.

Another slight shock similar to the above was experienced this day at 2 o'clock, p.m. —*Westminster Times*, Feb. 28.

Senators Romney.—Mr. Heiber, well known as a sausage maker, was robbed one day last week of nearly £300 in gold, silver, and bank notes, by a German girl named Louise Karlin. Mr. Heiber had been collecting the money for some time and kept it in a box in his room. The girl had been living with him as a servant and was discharged on Monday last. It is supposed that she returned on Tuesday in the absence of Heiber's mother-in-law, who acts as his house keeper, and ransacked the room for the money which she suspected was kept there. It was not until Friday that Heiber, on going to add something to his stock, discovered his loss. By the assistance of constable George Stockford about £115 was found in the girl's possession, and recovered. Endeavors are still made to discover what has become of the rest. The girl and the parties in whose house she was staying are under arrest.—*Academy*.

Arrival of the 'Canada'

SEVEN DAYS LATER FROM ENGLAND.

The steamship *Canada* arrived at Halifax on Thursday morning at 11 o'clock. She arrived home on the 12th ult., and left Liverpool on the 17th, making the passage in somewhat less than twelve days.

There is very little news by this arrival. The weather in England and throughout Europe had been very severe. There was great distress in Liverpool from lack of employment, and 15,000 persons were out of work from dullness of trade and bad weather, of whom 5000 were from the non-arrival of American shipping.

Keen, Ripon & Co., Warehousemen, London, and Kirk & Furniss, Liverpool, have failed.

Lord John Russell has been appointed Plenipotentiary to Vienna; Frederick Peel Under-Secretary of War, and Sir Francis Baring Chancellor of Lancaster.

THE WAR.

The siege of Sebastopol is altogether unchanged, and the intelligence scanty. The latest authentic advices are to Feb. 1st. The Russian Grand Dukes had made a reconnaissance in the Allied front; two French divisions made a demonstration and marched towards Inkermann. The Allies were daily expecting an attack, and the pickets were ordered to be in the alert. The weather was warm. In a sortie last night, 300 French were put hors de combat; in the obscurity, one French regiment fired upon another.

Feb. 21.—Many of the regiments were held in readiness last night for immediate action. The cavalry were under arms at

night. The weather had changed; a bitter wind prevailed, with the thermometer at 18°, and snow. Three miles of the line of Railway marked off. Commissariat supplies sufficient in most respects.

Admiral Bunt telegraphs that since the 31st the Russians had recommenced their night sorties, but had been vigorously repulsed. The Russians had received considerable reinforcements; and 1300 men, provisions and stores, had reached the French army. The roads near Eupatoria were frozen and good. The Czar's two sons had entered Sebastopol.

Same date, via Vienna.—Weather fine; supplies more abundant. The Allies continue to throw bombs into the city; 176 siege pieces are in battery.

Feb. 31.—From Kamiesch it is stated that the Russians had made sorties on the 1st and 24, but were repulsed by the French volunteers.

Feb. 6th.—Nothing of importance. The firing is kept up briskly on both sides.

Feb. 8th.—Menschikoff briefly telegraphs: "General situation is unchanged."

The Vienna Press says, the English are retiring from the siege lines, and are, with the French Guards, to form a reserve at Balaklava.

Gen. Neil, who arrived at the camp Jan. 27th, has reported to the Emperor Napoleon that the situation of the French army is on the whole good, and that of the British not quite so bad as reported.

The long talked of important change in the French army in the Crimea is now announced. The army will be divided into two corps d'armee; one given to Gen. Bellissier, and the other to Gen. Bosquet, both still retaining Gen. Canrobert as *chef de corps*. There is a rumour that Lord Raglan and the Earl of Lucan will shortly return from the Crimea. The *Moniteur* says that Omar Pacha would embark from Vienna on the 4th, accompanied by Colonels Dieu and Simons, for the Crimea.

Russian Manifesto.—The Emperor Nicholas has issued a ukase calling the whole population to arms. This is regarded as a menace in reply to the appointment of Lord Palmerston.

An important statement is made that Naples joins the Western alliance, and will send, besides a fleet, a land force equal to Sardinia's to the Crimea. The French guarantee to prevent any revolution in Italy has brought Naples to join the alliance. Count Mollo, the Russian Minister, and staff, have left Naples and retired to Casserta.

The Belgian journals announce that Tuscany, Parma and Modena have joined the Western alliance, with 1000 men each. This is probably ironical.

It is rumoured that Spain will join the Western alliance, with a view to have French influence against insurrection. It is reported also that Portugal will join with 12,000 men.

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To begin then:—We would have the Stockholders recollect the assertion made by Mr. Wilson at the last general meeting of Shareholders on the 1st June 1854, viz:—"that if he could not have the entire management of the Road, and control of the funds in his own hands, he would rather be without the Line altogether, and would do all his power to frustrate it,"—thereby, even in those early days clearly showing the cloven hoof; and that his interest in the Road was not for the good it would do either to the Country or to the Subscribers, but consisted only of the benefits he might personally derive from it.

Then again let it be remembered, that the policy of the late President (Capt. Robinson) and his colleagues, and the line of conduct laid down by them and explained in their Report, by which it was shown—that the Road could and would be left to their guidance, have been opened for 40 miles by the 1st of November, was ridiculed and laughed at; and which counter premises were made, that if the Wilson-cum-Hatch party should be elected, that that much of the Road should be ready for traffic by September. Well here we are in March; just six months after date—and after having all their own way on every thing, the promise is not only still unfulfilled; but on the contrary we find ourselves confessedly further off from having any portion of the Line ready, than we were before the reins came into their hands in June.

It was asserted by the Wilson party, that the old Board possessed neither the confidence of the class A Directors or of the Government, but that they (immaculate innocents) enjoyed it to the most unlimited extent. It is a fact that this was asserted, but of the value of the assertion we can only judge by another fact—viz—that ever since they have been in power, the class A have never sent them a shilling, while the Government when it at last yielded to the importunities of, we forget how many deputations, and advanced £4,000 to prevent the "laborers from starving," would not trust the money into the hands of the Board, but sent its own Commissioner to see it expended!

Oh brilliant and incontestable proofs of profound confidence, doubtless!—that is according to the logic with which our friend Mr. Stevens proves that St. Andrews is a "desert waste and a howling wilderness."

For the individual who has dared to use such language, we have nothing to say; it would be hopeless to expect to touch a heart which could entertain such thoughts and feelings; but the public well know how to express its indignation, and the slanderer must be made to feel the contempt he merits, in the loss of all good men's esteem and friendship.

In addition to all these things, it must be remembered that hitherto, since the possession of power has been in the hands of the present men, that we have heard of nothing but intrigues and trickery—deputations both from and to Government—applications and requisitions—quarrels (with the Contractors) and reconciliations, followed again by fresh quarrels more violent and bitter than before; but, for any result of all these their labors—save the natural one of "confusion worse confounded," we may look in vain.

"One favorite argument used by the Board to sustain itself, is, that "Class A have got everything." If such be the case what possible objection can there be to the course proposed by the Shareholders? If they have already got everything the mere empty name of Director is of little worth, and there is small merit in giving up a mere title, which cannot possibly be of any benefit to ourselves, and is actually a positive injury and incumbrance to our benefactors. Then again another argument used—care of course being taken not to advance it in too close proximity to the former, as in that case its absurdity would be self-evident; is, that "Class A want all the Land," we need scarcely say, that if they have "got everything," it is most surprising that they want the land—that being of course a very essential part of what they have got. But we would ask;—were, or are not the lands to be given as an aid to construct the Line? And is it not constantly said "that the lands must build the Road?"

Who then, we ask, should receive the lands, but those who furnish money for the works? What can it signify whether the purchasers of the land are called by the names of "class A" or any other title? It is their money builds the Road. They are in fact the purchasers of the land; buying it too, not only burdened with the obligation to complete the Line, but compelled to do so, in order to make their otherwise useless property, remunerative and of value.

We really cannot see how the matter will bear discussion; it appears to us as clear as

the sun at noon-day, and duty, honestly, good faith—aye, we will confess it—and self interest all unite in declaring, that we cannot and ought not to hesitate in legally investing Class A with every power and privilege we have to confer. If we give it now, we may do so with some show of good grace, and at all events derive the gratification of feeling that we have done our duty—if we delay it will not alter the catastrophe,—save that what we now give, we shall then be compelled to yield by the force of law.

We cannot conceal our inability to aid the work, and no sophistry can prove we should possess the power of controlling property, we do not own, to the injury and ruin of the real and true proprietors.

From the Legislative Summary, it will be seen that the Election Bill passed the Assembly on the 2d inst by a vote 28 to 10. The business of the Session appears to be progressing as rapidly as can be expected.

In the Legislative Council on the 1st inst, Hon. Mr. Hill introduced a Resolution "for information from the Government respecting the expenditure, progress, &c., of the European & N. A. Railroad," and the St. Andrews & Quebec Railroad."

The correctness of the hon. Mr. Hatch's observation, "that the more his associates (Directors we suppose) were rubbed, the brighter they would appear" will be put to the test, at the meeting tomorrow as doubtless there will be a considerable amount of "rubbing."

PUBLIC MEETING—PATRIOTIC FUND.

A meeting held at the Town Hall, on Saturday the 31 inst., pursuant to a requisition signed by a number of the inhabitants, for the purpose of forming a committee for receiving donations in aid of the Patriotic Fund.

The High Sheriff was called to the Chair, and Mr. Ker appointed Secretary.

After the object of the Meeting was explained the following resolutions were moved and passed:

Resolved—That the object for which the Patriotic Fund has been raised, is one which merits the warm sympathy and respect of every British Subject, and will, in the opinion of this Meeting be responded to by the inhabitants of this Town and Parish, and that a Committee of six persons be appointed to solicit donations, and that the amount of the same be paid over to the Chairman, for the purpose of being transmitted by him, to His Excellency the Lt. Governor of the Province;—and

Resolved—That Messrs. Charles A. Thomson, Alex. T. Paul, John B. Baisan, Robert Steer and William Whitehead, be the Committee for carrying out this resolution.

ROBERT KER, Secretary.

Holloway's Ointment and Pills, certain Remedies for Rheumatism.—Henry Foot, aged 52, of York Fort, Hudson's Bay, was a severe sufferer from this complaint, and tried a number of reputed remedies, hoping they would benefit him, but he became so bad at last, as to be entirely confined to his bed, and he was unable to move either hand or foot. While he was in this horrible condition, a friend brought him a quantity of Holloway's Ointment and Pills, which he immediately commenced to use, he soon found himself gradually improved by them, and by persevering with them for eleven weeks, he was entirely cured, and has since enjoyed the best of health.

Shipping List.

PORT OF ST. ANDREWS.

CLEARED.

March 21.—Schr. Ulica, McLoney, Biston, coals—Master.

Now is the Time

TO GET A GOOD DAGUERRETYPE MINIATURE.

The Subscriber takes pleasure in announcing to the citizens of St. Andrews and vicinity, that his *Skylight Travelling Saloon* will remain in the place (Market Square), for a few weeks only. Persons wishing a good likeness of themselves or friends, will do well to improve the present opportunity.

March 7. FRED. A. STODDARD.

Notice to the Public.

The English Mail via Halifax, will be closed at this office on Sunday 11th inst., at 9 A. M.

The next Mail for England via New York will close at this office on Friday 16th inst., at 6 A. M.

The single rate of postage via Halifax 7½ cts., and via New York 1s. 5½d., prepayment optional.

By order.

G. F. CAMPBELL, P. M.

Post Office, St. Andrews, 6th March, 1855.

TO LET,

And Possession given immediately.

—*—*—*—

That large and commodious Dwelling House and premises, at the Corner of Water and Sophia Streets, recently occupied by Mr. Cline. The House has been thoroughly repaired and put in good repair, and is admirably adapted for a genteel private residence. For terms &c., please apply to the agent.

St. Andrews, JAMES CLARKE, Agent.