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Vol 36

RAILWAY TO CANADA.

In the STANDARD of the 1st instant, while noticing the Prospectus of the "Woodstock and Riviere du Loup Railroad," we stated that a proposal for the same object was printed in London several years ago, and that we would publish it, which we now do.

THE BRITISH NORTH AMERICAN RAILWAY.

A Proposal for completing the above line of Railway, free of any ultimate charge either to Great Britain or the Provinces, by connecting the proposed European and North American line with the St. Andrews and Quebec Railroad, now under construction; contained in a Letter addressed to the Right Honourable Sir John Pakington, Bart., by the St. Andrews and Quebec Railroad Company.

ST. ANDREWS AND QUEBEC RAILROAD OFFICE, 26, Parliament Street, Westminster, March 2, 1852.

Sir, In consequence of the change which has taken place in Her Majesty's Ministers, I have delayed replying to Mr. Peel's letter of the 16th instant. In that letter the proposal submitted to Her Majesty's Government in my letters of the 11th and 13th was evidently misunderstood, as it was termed by Mr. Peel "A plan for the construction of a Branch Railroad between St. John, New Brunswick, and the St. Andrews and Quebec Line;" whereas it was proposed for the construction of the entire line between St. John and Quebec.

But since the 16th instant, copies of Lord Grey's despatches relative to the contemplated American Railways, as well as the final proposals of the Canada and New Brunswick delegates, printed for the Nova Scotia House of Assembly, and dated 31st January, 1852, have been received.

These documents are of considerable importance to the St. Andrews and Quebec Railroad Company, as they contain the decision giving up the Northern and Central Lines, as well as an offer made by certain capitalists in England, and they give the terms on which the British Government are prepared to afford assistance. But the final proposition of the Provinces of Canada and New Brunswick, alluded to above, at once confirms and strengthens the position of the Company, as the Halifax and Quebec Railroad is now proposed to be carried out for a considerable part of its distance over the same route as the St. Andrews and Quebec Railroad, now under construction. The Company building this latter line, sensible of their claims for consideration, have therefore felt it incumbent on them at once to step forward with such a plan as will combine the present conflicting interests, and carry out this great national work without entailing any ultimate cost either on the Provinces or Mother Country.

I may premise by observing that, in the objects they severally seek to attain, the different Provinces are naturally somewhat opposed. Lower Canada desires the shortest route to a winter port on the Atlantic, and is indifferent to the European and North American Line; but with Upper Canada the reverse is the case the European and North American Line having always been a favourite scheme. This latter line Nova Scotia is also most anxious to obtain, as it would connect her with the whole of the United States system of Railways; but is disappointed at the failure of the Northern route to Quebec. New Brunswick, on the other hand, is much opposed to the Northern line, as it would pass at a considerable distance from her chief centres of commerce; but for the same reasons as Nova Scotia, is as much in favour of the European and North American Line. It therefore appears, that with the exception of Nova Scotia's predilection for the Northern route, the principal views of all will be met by connecting the European and North American with the St. Andrews and Quebec Line, this latter having a distance of ten miles already built, and at the same time, constituting by far the shortest route between Quebec and the Atlantic. And it is in furtherance of this last proposal that I have now, on behalf of the St. Andrews and Quebec Railroad Company, the honour to submit for the consideration of Her Majesty's Government the following plan for the construction of an entire line of Railway between Halifax and Quebec.

To avoid any local names, it is proposed to call it the British North American Railway. Commencing at Halifax, it will follow the course intended for the European and North American Railroad, to the point of junction with the St. Andrews and Quebec Line, about twenty miles from St. Andrews, continuing by it to Quebec.

THE HALIFAX AND QUEBEC, OR "BRITISH NORTH AMERICAN RAILWAY." Capital £3,000,000, in 150,000 of £20 each. The money in the first instance to be raised

at 3 1/2 per cent., under the guarantee of the British Treasury.

The interest to be guaranteed by the three Provinces, but paid out of the profits of the Line.

The principal to be repaid in twenty-five years, by annual calls on the shares sold; these shares to be guaranteed an interest of six per cent by the Provinces.

On the completion of the Line, after paying the working expenses, the payment of the interest to the British Government and guaranteed Shareholders; any surplus beyond this, is to be divided amongst the Shareholders.

The willeriness lands, for an extent of ten miles on either side, to become the property of the Shareholders, and any deficiency in the amount to be made up from elsewhere, but in the vicinity of the Line. The Shareholders are to devote one tenth of those lands to church, school, or hospital purposes.

Management.—There are to be fifteen Local Directors, five for each Province, who will elect one of their number to represent them at a Central Board, in which will be vested the chief control.

This board to consist of seven members, as follows:— A Representative of the interests of each Province 3 Ditto of each Local Board of Directors 3 Ditto of the English Shareholders, with a casting vote in addition 1

No allusion has been made to a continuation of the Line beyond Quebec, as it is assumed that Canada will prefer making her own arrangements with the British Government distinct from the other Provinces.

The following table has been added in order to prove that a profit of 8 per cent, and less will cover the annual charges for interest.—

Eight per cent. has been taken as the amount yielded by a large proportion of the United States Railways.

Trusting this proposal may meet with the favourable consideration of Her Majesty's Government.

I have the honor to be, Your most obedient servant, B. SHARPE, Managing Director "Class A" Shareholders, St. Andrews & Quebec Railroad, To the Right Hon. Sir J. Pakington, Bart., Her Majesty's Principal Secretary of State for Colonies, &c. &c. Downing Street.

Railway from Woodstock to Riviere du Loup.

We do not know of a more opportune time to give the following Prospectus, than the present. That it will be carried out now is a question. It is only following up the original intention of the prospectus of the N. B. & C. Railway.

PROSPECTUS.

THE QUEBEC & NEW BRUNSWICK RAILWAY, (By the valley of the river St. John.)

WOODSTOCK AND RIVIERE DU LOUP.

The opening of the Western Extension Railway, so near at hand, by which Fredericton, Woodstock, St. Stephen and St. Andrews will be brought into communication with the city of Saint John, must awaken the community to a sense of the importance of a further extension of the existing system of Railways, to the Grand Falls and Riviere du Loup.

The Quebec and New Brunswick Railway, being organized & destined to supply this communication, and to connect the "Western Extension," "New Brunswick," and "Canada," the Fredericton, St. Stephen, and Woodstock Branches, the "European and North American," and the Nova Scotia Railways, with the "Grand Trunk," the "Intercolonial," and general system of Railways in Canada and the Great West.

The distance from Woodstock to the intersection of the boundary of Canada is about One Hundred and twenty miles, and from thence to Riviere du Loup about Sixty miles, making in all One Hundred and Eighty miles of Railway to be constructed to effect communication between Halifax, St. John, Quebec, Montreal, and Canada East.

This route possesses advantages over every other yet proposed through British territory, as constituting, with its connections, in addition to the important local traffic which it will command and develop—the shortest and most direct medium of communication between the several Canadian Provinces, east and west.

All the Railways in the Dominion, and especially those of New Brunswick and Nova Scotia, will benefit by the completion of this link in the chain of Intercolonial communication.

Whilst it will open to the people of Quebec the resources of the great and fertile Valley of the River St. John now closed to them entirely, and attract the large traffic of the

Arroostook and Northern part of Maine, it will enable the city of Saint John to recover the trade of that Agricultural and Manufacturing County, now partially lost, and give that city the status for which its position and harbor entitles it, as the natural Ocean Terminus of the future British Pacific Railways.

The difficulty and expense, as well as the delay and risk, in getting provisions and merchandise to the Upper St. John, and lumber to the market, has, with truth, been urged as the great hindrance to settlement and enterprise in that region. Yet, notwithstanding so many disadvantages, there is not a people in the Dominion more enterprising, industrious or prosperous, than the inhabitants of that part of this country.

With the impetus to be given to Trade by means of this Railway—the development of this magnificent country—the extra production of Lumber and Grain—the extension of the Mines already discovered, as well as the opening up of those resources hitherto lying dormant—the enlargement and increase of Manufactures—and the immigration of settlers consequent upon the extra demands for labor, and reduced cost of provisions,—this Railway promises advantages especially recommending it to the consideration of all who value the future prosperity of the country.

A free right of way will be given for the line. The several Counties through which the line will pass, and the cities of St. John and Quebec, will doubtless contribute liberally to the undertaking.

It is expected that the Dominion Parliament and the Legislatures of Quebec and New Brunswick recognizing the benefits to be derived from the completion of this undertaking, will materially aid it by subsidies of money, and in addition, that the Local Governments will assist by grants of Public Lands in the vicinity of the Railway. The remainder of the necessary capital will be raised by means of Debentures, bearing six per cent. interest, and constituting a first charge upon the Railway Works, Tolls, &c., and on the Lands to be granted by the Governments, thus forming an unexceptional security.

It is estimated that the entire cost of the Railway will not exceed \$30,000 per mile, fully equipped with Rolling Stock; and that the traffic receipts, combined with the revenue to be derived from the sales of the Lands and Timber, will pay the interest and liquidate the Debenture.

H. G. C. KETCHUM, Acting Engineer, Fredericton, N. B., October, 1869.

OLD AND NEW NEWSPAPERS.—The increasing difficulty of starting newspapers and making them live is a fact obvious to all, but its causes are less understood. The immense expense of such undertakings and the difficulty of combining the right kind of talent, financial, managing and editorial, to insure success are only a part of the story. Some of the elements usually left out of consideration are well put by the New York Journal of Commerce, as follows:—

"The most promising fields of first class newspapers being already occupied, no new journal can command a great success, except by taking away some subscribers from other papers. This is a very difficult thing to do. It never can be done except in cases where the paper to be supplanted wantonly and persistently neglects the interest or abuses the confidence of its subscribers. So long as it pursues a just, honorable and judicious course, meeting the wants of its customers in all or most respects, the ties of friendship between the subscribers and the paper are as hard to break by any outside third party as the links which bind old friends in business or social life. Occasional effects and errors, if such there be, in a newspaper, are overlooked by those who have become attached to it through its daily personal for years. They may sometimes become dissatisfied with it on account of something which has slipped into its columns, and may stop taking it; but the absence of the familiar sheet at their house or office for a few days becomes an insupportable deprivation, and they hasten to take it again, and possibly to apologize for having stopped it. This we believe to be a common experience in the history of all established newspapers. No friendship on earth is more constant than that contracted by the reader for a journal which makes an honest and earnest effort to merit his continued support."

THE NEW LORD MAYOR OF LONDON A PRINTER.—The new Lord Mayor of London (Alderman Besley) is a printer. He was born in Exeter in 1800 and began his business life in his father's printing office as an apprentice, and in the year 1830 went to London, where he joined the firm of Messrs. Thompson, type foundry, in Finsbury. His enterprising and business capacity, says the London "City Press," soon became apparent, and he applied himself to the extension of the firm's connections. Various new styles of type were introduced by him, and the foundry increased in reputation, so that when Mr. Thompson retired Mr. Besley stood at the head of a large

and flourishing concern. In 1834 he began his connection with the Corporation of London, having been returned as one of the representatives of the ward of Aldersgate in the Court of Common Council. Nine years later Sir Peter Laurie, the alderman of the ward, died, and shortly every election signed the requisition to Mr. Besley to become a candidate for the vacant govt. In 1864 he filled the office of Sheriff of London.

Hint on Waterproofs.

The "Lounge" of the "Illustrated Times" says:—"For many years I have worn india-rubber waterproofs, but I will buy no more, for I have learned that good Scottish tweed can be made completely impervious to rain, and more-over, I have learned how to make it so; and for the benefit of my readers I will here give the recipe:—In a bucket of soft water, put 1 lb. of sugar of lead and 1 lb. of powdered alum; stir this at intervals until it becomes clear; then pour it off into another bucket and put the garment therein, and let it be in for 24 hours, and then hang it up to dry without wringing it. Two of my party—a lady and a gentleman—have worn garments thus treated in the wildest storm of wind and rain without getting wet. The rain hangs upon the cloth in globules. In short, they are really waterproof. The gentleman, a fortnight ago, walked nine miles in a storm of rain and wind such as you seldom see in the south, when he slipped off his overcoat. His underclothes were as dry as when he put them on. This is, I think, a secret worth knowing; for, if cloth if it can be made to keep out wet, it is every way better than what we know as waterproofs."

Premature Burials.

Hardly a week passes that we do not hear of a premature burial. The story always comes to us in nearly the same shape. A coffin is exhumed, for one reason or another, and the corpse is found to have changed its position while the shroud is torn in several places. Immediately every one who is cognizant of the event jumps to the very unnecessary conclusion that the coffin was interred with a living inmate, who, on retreating to consciousness, had struggled violently, though hopelessly, to escape. Now the theory of premature burial in such cases as these is entirely gratuitous. Every medical man knows that the cases generated by decomposition act with sufficient force not only to change the position of the corpse after burial, but even to burst open the coffin. Were the inmates of any large cemetery to be exhumed, the same appearances which are now accepted as evidence of premature burial would be found to exist in scores of cases; probably indeed, in the majority of instances in which the burial had been sufficiently recent to admit of the possibility of detecting any change in the position of the body. Unfortunately, this well substantiated fact is not generally known, except to scientific men. Consequently we hear continually of premature burials which are certainly among the most disagreeable items of news which one can meet, and which bring incalculable grief and horror to the friends of the supposed victims. It is not impossible that, in rare instances, some unfortunate person is buried before life is entirely extinct, but to conclude from the mere appearance of an exhumed coffin that the inmate has been the victim of any such accident is in the highest degree unreasonable and unnecessary.

A TERRIBLE TRAGEDY IN TENNESSEE—ELEVEN MEN MURDERED.—Memphis, Tenn., Nov. 25.—A terrible affair occurred near Tip-topville, Tenn., on Sunday. A party of masked men went to the house of Wm. Jones, a planter, for the purpose of disarming the negroes working for him. Jones, had an intimation of their coming, determined to resist, as the negroes had been peaceable and well-disposed, and took measures for defence. When they made their appearance, they were met with a destructive fire, which caused them to retreat, leaving only one of their number, dead and two mortally wounded. The dead one proved to be Robert Dickerson, living across the Kentucky line. His cousin, Robert Bealch, died next morning. He said he was misled into the scrape. The excitement next day was intense. The officers came to arrest Mr. Jones and six negroes, but owing to the excitement Mr. Jones was taken to the river in charge of a Deputy Sheriff, and placed on board the steamer "Louisville" and brought here, while the Sheriff with the negroes started for Troy; but on the way they were attacked by a party of men, who took the negroes into the woods and shot them down. The Sheriff, by hard bargaining, succeeded in saving the life of the other one, who was taken to Troy and put in jail. The excitement in Tip-topville is intense. Parties on both sides are well armed, and it is supposed that more blood will be shed before the matter is settled.

A family of five rat catchers were recently arrested in Buffalo.

ALASKA.—Vincent Colyer, the Special Indian Commissioner, has returned from Alaska. He travelled over 8000 miles along the coast of that country, and found Indians to the number of 70,000. They are of a very superior order; have large droves of cattle; raise crops to some extent, and live in villages with well constructed houses. They are all peaceful, and partial to America. He says the island of St. Paul and St. George are alone worth the price paid for the whole territory; that the annual revenue derived from these two islands by certain San Francisco firms ranges from \$300,000 to \$500,000. The fisheries are wonderful. The less frequented parts of the country swarm with deer, and other wild game is abundant. Beets, parsnips, carrots and barley are grown without trouble. Far up in the most northern regions, at Cook's Inlet, a number of fat cattle were purchased for the use of the ship, and were for sale in large numbers. There are thousands of civilized Indians, strong and faithful when dealt honestly with, who are ready to work for the most moderate wages.—[Boston Journal.

KEEPING A SECRET.—Newburyport, Mass. Every relation a capital story of Stuart, the painter, which illustrates finely the power which a secret has to propagate itself. If once allowed a little airing, and to reach a few ears Stuart had as he supposed, discovered a secret of coloring—very valuable. He told it to a friend. His friend valued it very highly, and came a short time afterwards to ask permission to communicate it, under oath of eternal secrecy, to a friend of his who needed every possible aid to enable him to rise.

"Let me see," said Stuart, making a chalk mark on a board at hand, "I know the art and that is—"

"One," said his friend "You know it," said Stuart, making another mark by the side of the one already made, "and that is—"

"Two," cried the other. "Well, you tell your friend, and that will be—"

"making a third mark—"

"Three, only," said the other.

"No, said Stuart, "it is one hundred and eleven" (111).

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