The Standard, IS FUBLISHED EVERY WEDNESDAY, BY A. H. Smith. At his Office in Saint Andrews, N. B.

TERMS. 12s 6d per anoim-if paid in advance. 15s, if not paid until the end of the year No paper discontinued until arrefais are paid E variis sutmendum est oplimum.—Cu. Historied according to written orders, for continued Ulforbid, it no waitten directions. Perstineerition of 12 lines and ander 3 Each repetition of all over 12 lines 2d per line Each repetition of Ditto 15 Each repetition of Ditto 16 Each repetition of Ditto 17 Each repetition of Ditto 17 Each repetition of Ditto 16 Each repetition of Ditto 16

REMARKS ON THE SUBJECT OF A LINE OF RAILWAY FROM ST ANDREWS, to WOODSTOCK On the River St John, in New Bränswick, and thence to Quebec in

And the first of the label of the second provided and the second provided provid

expensive bridger at the Grand Falls and Madawarka
 The state that optimizes in the Control State share before themselves to cost at the control from the most of the Anosteck, up the vieley of the trees, and access the Allegars to the Control State, increasing and the state of Maine, and an Act of Congress, to allow Brit-is goals and molt to goals to the Control State, and an Act of Congress, to allow Brit-is goals and molt to goals to the Control State and molt to goals and the state of Maine, and an Act of Congress, to allow Brit-state are allowed and built to goals, could be brought from Garden and State Andrews to Woolstook. It is allowed to state and the state of the state state of the state of the state state

That the uniavourable character attributed to the Bay of Fundy is unifue, would appear by the following facts. In the year 1S17, it is proved by Custom-House extrime that between Cape Sable and Eastport 5.000 regis stered vessels entered the Bay of Fundy. For the last ten years the losses ty shipwreck have not averaged thirty sail, whereas nearly that number have been lost in the Guif of St. Lawrence in one storm, allob the amount of bonnage of the St. Lawrence is far less than that of the Bay of Fundy. The been lost in the Guif of St. Lawrence is far less than that of the Bay of Fundy. The bonnage of the St. Lawrence is far less than that of the Bay of Fundy. The bay of Suint Andrews is of great beauty, capacious, and perfectly safe for the structure of the St. Andrews is the structure, and bay and the Constructure of the following reasons. - viz the loss of arx, line of Railway on the road, there is no outlar for the following certificates show the quantity of goods passing up the St. John, on the student tributaties produce the large pumpkin or stor-me in abundance, which do their country formishes of the state of an active which do ther country formishes of the state of the Upper St. John and its tributaries produce the large pumpkin or stor-me in abundance, which do their country formishes of the state of the great staple of this country is tumber. Upwards of 130,000 tons of the will pay a large portion of the cost of the line.

OR RAILWAY AND COMMERCIAL RECORD.

LAW RESPECTING NEWS PAPERS Subscribers who do morrise apress no-

Subscribers who do morgine repress no-tice to the contrary, are considered as wish-ing to continue their subscriptions. If subscribers order the discontinuance of their namers, the publisher may continue to send, them till all arriver ges are poid. If Subscribers neglect or refuse to take their mapers from the efficient which they are directed, they are held responsible til-they have service refuse and erder. er have service TH in BILLS, and orderpaper- to be discontinued;

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Andrews in four hours, thence to Portland in 12 hours, at a cost of seven dollars, whilst as they now travel via St. John the fare is about double, and it often requires four days to accomplish the journey. The lands at floakon. Woodstock. Aroestock, and for hundréds or which is the interior, are proverbial for richness of quality, and when cultural the interior, are proverbial for richness of quality, and when cultural the interior requires are of superior quality for culturation, and present one of the textensive tracts are of superior quality for culturation, and present one of the

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Barley,	27	16	. 24	171
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itatoes, per bu. r. is eight bush			1.	0		· 1	10‡

BANGOR, (State of Maine,) Jan'y- 1850. Being desirous of ascertaining the quantity of Merchandize that is ought from Buston and other ports in the United States to the City of Banto summer, for the purpose of transportation to Houlton, Fish River, and Upper St John, with the cost of such transportation,-I am enabled to from the most reliable sources, that, the following is as near the truth as

6.000	barrels of	Flour, 200 lb ea	2.27	8	13 620	
5 000		Pork, 300 ,	3.00		15.000	
10,000		Indian Corn Meal	2 27		22,700	
7.000		Fish, &c.	3.00 .		21.009	
8.060		Sait,	3.09		24,000	
4.000		West India Goods	-3.00		25 500	
60.000		Tes, Soap, Candles, &c.			8,000	
00,000		Crockeryware, Machinery,	,)		No.	
		Domestic Goods, Liquors, and various other/kinds of	2.27	1	136.200	
1.10		Goods, Goods,				
- raci	n	Woods,	.)			

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iroceries, &c. by the Subscribe ION" COOKING

Ningyong Teas, Sugars, anns, Laid, onds, Atrowroot, Cigars, Tobacco, s Linglass, &c. OBERT KER.

THE WORLD

wards of 600 page

this Town and vi-

, John Bradford HELL, Agent,

demands against the of the Parish of St. sted to present them on this from this date; id estate are request int to

TINE Executor.

demands against the John Dunn, late Rec-to in the County of to present the same, alendar months from

indebted to the immediate payment NE R. DUNN, I. WHITLOCK

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ES. Executors.

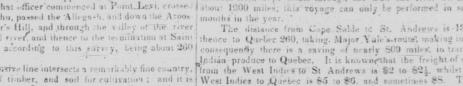
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VOLANT, from Li. Bundles Refined,

2 Hill's Anvils, teach, cut Nails.

teach Spikes, from Boat Nails, ails, land Scythes, 38

ls, oods in the Hard-sold by Wholesale market prices for ayment. W STREET.



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1849.

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## åc.

rpool, via St. John, Cognac B R A N D Y, Il & other brands. Is,

25lbs. each, &c &c W. STREET. M. D., ity of Edinburgh,

on in St. Andrew ing-street.

R. odria, via Eastpopt rgetown Superfice

t received and for W. STREET. 849.

## ing School.

EY, grateful for t he has continued chool, begs leave m his friends and ends opening an N MONDAY the

embor. ucted in all the nercantile or meaturdays excepted 1849. The Upper St John and its tributaries produce the large pumpkin or soft pine in abundance, which no other country furnishes of the same quality.— The great staple of this country is lumber. Upwards of 130,000 tons of pine those from the upper country is annually sent to St. John, its trans-insistan attended by great loss and delay before it reaches the market. The expense of driving, the loss of a portion from bruises and other causes, and consequent reduction from necessary rehewing and resurveying when re ceived in the pools, is estimated at about 334 per, cent. Boards, shin-gles, chapboards, pine timber, &c from the United States market.— These articles also are subject to many of the casualties attending the trans. These articles also are subject to many of the casualties attending the trans-it, as already detailed in the foregoing statement, is a conclusive reason for Te mission of timber, and the expense of transportation is 50 per cent mere than it, as already detailed in the foregoing statement, is a conclusive reason for Te

Boston is principally supplied with cord wood and hemlock bark from Nova-Scotia, which occupies fully one quarter longer voyage than from St. Andrews. There is no limit to the quantity of wood, bark, clapboards, shin-gles, timber, deals, ship timber, that could be furnished by this Railway. The Iron works at Woodstock are now in active and successful control of the success fully supplied with cord wood and hemlock bark from the Iron works at Woodstock are now in active and successful control of the superscription of the superscription and the superscription of the

and possess every element necessary to their becoming an extensive and, important establishment. The same argument with respect to the transportation of l'imber des , equally applies to the expertation of their Iron, and to the importation of supplies for their workmen. Our Simple Fish and Lumber both for British and U States markets,

cause a great importation of trend stuffs and supplies particularly for the lumbermen, which are chiefly imported from Boston. These goods pass by Eastport to St. John 50 miles as before stated, and carried thence to Capt. P. Shortlar Frederiction 84 miles, thence to Woodstock 75 miles by water, making 209 miles. As the St. John river is frosen up from 5 to 6 months in the

 209 miles. As the S: John tiver is fromen up from 5 to 6 moubles in the year, and not navigable from drought to Woodstock during a part of Summer, the expense of supplying this upper country is a great draw lack to is properly which woold be obvined, were the contemplated Rallway in operation. Woodstock is only 80 miles from 5 and A draws, so that full draws, so that full

line at an average of

by Railway from Saint Andrews'to weodstook of Houmon for one shilling. Passengers could be coveyed from Houlton and Woodstock to Saint Gampobello, January-1, 1850.

4 3

mission of timber, and the expense of transportation is 50 per cent. more than forming and maintaining this opinion, it would be by Railway to St. Andrews, without actual loss of any portion The Railroad Company, are ho

"Lord Ashburton, Capt. J. M. Laws, R.N. Beuj, Sharpe, Esq. R.N. Col. Tyldon, R. Engineers, Francis Edwards, Esq. Barrister, J. N. Featherstone, Esq.

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 John Wilson, Esq.,

 A. Carman, Faq.,
 John Wilson, Esq.,

d Nova Scotta and Newfoundland. W. F. W. O.WEN. Rear Admiral and late Nacol Surveyor of the Bay of Fundy

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alt /	Bushels		300
randy	Gallons		2,210
eneva	Gallous		1,298
Vine	Gallons	and the second second	65
um .	Gallons	· · · · · · · · · · · · · · · · · · ·	39
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ails, lead, dried fruit, cordage,	stores name	Lannandin	
ians, reau, unce nun, coraege,	conce, grand,	Commerce In	115 Cours

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JOHN WILSON. St. Andrews, New-Brunswick, Jan. 1850.

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