

r. Fruit.

received, per sch

York.

S. F. FLOUR.

in 7.

DAED CLARK.

erties for

LET.

no. Stores and

of St. Andrews,

new property.

Out H. users, and

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Milltown, St. Ste-

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ITZGERALD.

30, 1852

CE.

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11 H. HATCH.

ONDON

STOUT.

T WINE &c.

1852

ONDON, via St.

DIVED:

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and Pale Ale,

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Wine,

Rum,

on the Clyde:

Key.

J. W. STREET.

1852

CE.

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Alexander McVicar,

is hereby Given, that

Administrator as

to sell the above

under and by virtue

Public Auction, on

of December next,

the Homestead, ou

5th October, 1852.

HN McNICHOL,

Administrator

to Paint Oil.

ness" from Hall:

Boiled and Raw Lin-

seed received.

J. W. STREET.

The Standard.

IS PUBLISHED EVERY WEDNESDAY, BY

A. W. Smith.

At his Office, Water Street, Saint Andrews, N. B.

TERMS.

12s. 6d. per annum—if paid in advance.

15s. if not paid until the end of the year.

ADVERTISEMENTS

Inserted according to written orders, or continued

until forbid, if no written directions.

First insertion of 12 lines and under 2s.

Each repetition of Ditto 1s.

First insertion of all over 12 lines 3d. per line.

Each repetition of Ditto 1d. per line.

Advertising by the year may be agreed on.

From the Montreal Sun, July 28.

Advantages offered to Canada by the

ST. ANDREWS AND QUEBEC RAILWAY,

which no other line, intended to reach

the sea through British territory,

can pretend to equal.

In some of our early numbers we took occasion

to call public attention to the St. An-

draws & Quebec Railway, which, although

in course of construction, and already ad-

vanced some twenty miles, was left out of

the prospectus and map of the Grand Trunk

Railway, notwithstanding the statement con-

tained on the very face of the latter, that it

indicated the Roads already in existence,

those in process, and those which had been

projected in the British North American

Provinces. We then undertook the task of

showing that the St. Andrews & Quebec

Railway offered advantages to Canada which

no other line, intended to reach the sea

through British territory, could pretend to

equal; and those of our readers who gave

attention to our arguments, cannot but admit

that our position was fully sustained. In ex-

pectation of statistical information, which we

could not procure in Canada, but which we

had written for to New Brunswick, we de-

ferred some additional remarks we had pro-

posed to offer. The exciting events which

have since then transpired in Quebec and

Montreal, have claimed so much of our

space as to preclude a continuance of the

argument. We now return to the subject.

We find by one of our exchanges, that the

State of Maine consumes about one-half

million barrels of flour, the growth of other

States, annually. Now it is a well known

fact, that of this large amount, a proportion

equal to over one-third, is carried into the

interior of the State, and consumed by the

lumbermen employed on the head waters of

the St. John and other streams, within a few

miles of our own Canadian territory; and

that the carriage from the seaboard to the

interior, some two hundred miles, partly by

water and partly by land, is accomplished at

a cost averaging about 25 per cent. of the

value of the article. It is further to be noted

that, before a barrel of flour reaches the

mouths of the Kennebec and the Penobscot—

the two principal rivers in Maine—the

freight has already cost as much, or more,

than would pay for its transmission to Riviere

du Loup—120 miles below Quebec—the

point which the St. Andrews & Quebec rail-

road is ultimately intended to reach. When

it is taken into account that Riviere du Loup

is only—on the very outside—about 90 miles

from the Grand Falls on the river St. John,

and that the Grand Falls may be regarded

as the very centre of the New Brunswick

and American lumbering grounds, it will at

once be seen that a very large share of the

American custom would immediately accrue

to Canada for the provisions wanted for their

camps; and for the very obvious reason, that

instead of paying from \$14 to \$22 per ton

for carriage, the railway could deposit the

same barrel at or near the same place for

less than one shilling. There is not the remotest

probability that a line of railway will

run from the coast in Maine into the interior,

but should one be constructed from Riviere

du Loup to the Grand Falls, and thence to

St. Andrews, it is morally certain that junction

lines into the upper territory of Maine

would immediately be built, and, for all the

purposes of commerce, that portion of the

State would be entered to Canada! The

importance of this improvement has been

admitted for more than twenty years; and

it will be remembered that previous to the

settlement of the disputed territory question,

a line of railway, passing directly from St.

Andrews to Quebec through a part of the

country now owned by Maine, but then

believed to belong to Great Britain, was not

only projected but actually chartered and

surveyed. In consequence of the alteration

of our geographical boundaries, that line has

become impracticable, and the course now

determined upon for the railway from St.

Andrews, is in almost direct line from that

place to Woodstock, and from thence along

the southern bank of the St. John to the

Grand Falls—making, altogether, a distance

of only 140 miles. To meet the St. An-

draws' people, therefore, Canada has only

90 miles of road to build, and when that

is done, we shall have a shortcut of our own

as near to Quebec by rail as Portland is to

Montreal. We are not of those who would

decrie one line of road for the purpose of

putting up another; we think that before

long the Atlantic and St. Lawrence Railway

will have an abundant and remunerative

through traffic. It has advantages of its own

which it can never be deprived of by other

lines; but we must not on that account re-

frain from stating our conviction, that for

the purpose of conveying our Canadian pro-

ducts to the lumbering districts of Maine it-

self, to two-thirds of New Brunswick, and

to a great part of Nova Scotia, the Port-

land road could not come into successful

competition with the Quebec & St. Andrews

if both were in operation. The arguments

in favor of the latter are too many and im-

portant to be dismissed in a few words; and

as our preceding remarks—some what gen-

eral and perhaps desultory—have already

taken up a large space, we shall return to

the subject anon. Meanwhile, we think it

our duty to urge the considerations which

present upon our enterprising and indomit-

able Montreal men. To their energy, per-

severance, and unwavering faith in the rail-

way policy, may be attributed the success

of the now completed Atlantic Road, the

extended Champlain and St. Lawrence, the

Montreal and the New York, and the quiet

little Industry Village and Rawdon affairs—

We, therefore, hope to succeed in securing

their co-operation in the one to which we

now invite their serious attention.

From the same of the 24 August.

We continue our remarks this morning

upon the advantages to Canada of a line of

railway from Riviere du Loup to St. An-

draws and New Brunswick. In our article

of last Thursday, we took occasion to show

that this road would create a new trade for

Canada; that, in fact, it would give us a

customer willing to buy and able to pay for

a very large part of our surplus products;

and not only able to pay in cash, but able to

pay in barter, which, where it can be done

with mutual convenience, is vastly prefera-

ble to the trader, for he has profit on both

sides of the operation. It is just as if a bro-

ker were employed both by the buyer and

the seller, and at a good commission. We

have made it apparent that Maine would buy

very largely from Canada, even under the

present disadvantageous commercial rela-

tions of the two countries. In the event of a

fair system of reciprocity being established,

the difference in favor of purchasing from

us, would of course be just as much as the

present duty levied on Canadian provisions.

But that flour, pork, and other things, are

even now purchased at Quebec for con-

sumption in Upper Maine, when the means

of transport from Riviere du Loup into the

interior consist simply of the Canadian tra-

deau in winter, may be regarded as an in-

dication of what might be expected if a rail-

way were built over the 90 or 100 miles

travelled by these primitive conveyances.

Our remarks have had respect only to the

benefit of a trade in our own products—an

export trade; but from the proximity of the

American border to the St. Lawrence, there

is every reason to believe that a large return

trade in sawed lumber would immediately

spring up, and that the present almost un-

limited demand at Troy and New York for

this article would in part be met by the very

products of the American forest—passing

through British hands; reversing, in fact,

the actual condition of trade by which Cana-

dian flour goes into American hands for sale

to the New Brunswick, Nova Scotia, and

Newfoundland merchants. Let not this idea

appear quixotic. There are merchants in

this community who know that an advan-

tageous business in lumber, derived from

below Quebec, is already carried on with

New York; and by reference to Mr. Andrews'

Report to Congress on the Trade of the Brit-

ish Provinces, the singular fact will be no-

ticed, that so early as three years ago there

were no less than fourteen vessels loading

at different places below Quebec with saw'd

lumber intended for that market. Thus,