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# The Standard.

## OR RAILWAY AND COMMERCIAL RECORD.

No. 12 SAINT ANDREWS, N. B., WEDNESDAY, MARCH 21, 1855. [Vol. 22]

### LAW RESPECTING NEWSPAPERS

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### Correspondence.

To the Editor of the Standard.

SIR,  
I was much astonished when in Saint Andrews last Wednesday, to learn that a most wicked and wanton libel had been in circulation around your town, to the effect that I had at a Railroad Meeting held in Fredericton some few days ago, called the people of Saint Andrews, "Hell hounds," and other opprobrious epithets; being perfectly conscious of my innocence in reference to such a charge and as having in no way said anything calculated to give the slightest offence to any individual, I was inclined to pay no attention to the rumour, but what was my amazement, when I was further informed that the report was founded on a letter received from James Boyd Esq., M. P. P., who had the bold and barefaced effrontery of referring the party to whom it was written for confirmation of the truth of its statements—in those persons who were present at the said meeting.  
I at once denied the malignant charge and my word must be at a worthless price if it would not be taken before that of Mr. Boyd's, and I also referred to those persons who were present then in Saint Andrews, and who also had been present at the said meeting in Fredericton for the truth of my denial. Messrs. Hatheway and Wolhaupter openly gave the statement of Mr. Boyd, the direct contradiction, stating further, that I had instead made complimentary allusions to the Saint Andrews people at the meeting. Col. Hinch had also written down to Saint Andrews, to contradict the foul slander before the press, and to the report as I am informed, and I have only to appeal to further appeal is necessary, in all who were present at the meeting in Fredericton, and heard my remarks—to deny Mr. Boyd's statement.  
I refrain from commenting on such an act of Mr. Boyd as speaks for itself—I can well pay the man so far as to inquire as to the quality of such a dash and undisciplined work, endeavouring thereby to subvert my name, and rouse a feeling against me which might rather strengthen against a future occasion. I can afford to forgive him, but by no means his conduct in this, nor by very flattering opinion of him—put them in remembrance of its statement before his country, and charges not were credible, and stamped from this, his malicious act towards myself with a brand that will remain in my dying day, upon his everlasting brow.  
I may here take occasion to thank my friends in Saint Andrews, who from personal knowledge of me, would not take up the said report, and say others from hearing take with us against me,—at the same time also perfectly excusing those who disseminate the report, seeing it came like smoke emanating from all the speciousness of truth.  
JAS. G. STEVENS.  
St. Stephen, March 12, 1855.

### A MAN OF EXTRAORDINARY ENTERPRISE.

Our readers have no doubt heard of Professor Hatheway, for whether we go to the confines of India, the deserts of Australia or California, the wilds of Oregon, the empire of China or, in fact, to any other part of the world, "Hatheway's Medicines are known," for in every language and in every newspaper in the world, his Pills and Ointment are advertised. It would scarcely be believed that his advertisements appear in thirteen hundred papers in the Union alone; and again, few would scarcely credit that he has expended, in different parts of the world, the enormous sum of two millions of dollars for advertising.  
Hatheway's establishment, in the Strand, is one of the lions of London, and should be visited by every sojourner in the modern Babylon. He has now one in Maiden Lane, New York, where his medicines are manufactured, the Professor himself being there for a few months; they are now no longer imported from his house in London (thus saving the duty to the American public).  
As a proof of the great celebrity of the Professor, we may add, among other things, that he has been a great traveller, and last year visited St. Petersburg, where he had the honor of being presented to the Emperor, and obtained permission for the sale of his medicines throughout the Russian Empire. A few months before this he had audience of the Queen of Spain and Portugal, which resulted in royal orders being granted for the introduction and sale of his medicines in those two kingdoms.  
A similar honor was conferred upon him by the King of Naples, and the King of Saxony. He had been to all the courts of Europe, obtaining almost everywhere special privilege for the sale of his medicines.  
It must be admitted that Hatheway is the greatest advertiser that ever lived, and has made by far the largest fortune in that line of any other man.—New York Daily Sun.

### ST. ANDREWS & QUEBEC RAILROAD COMPANY. SPECIAL GENERAL MEETING. St. Andrews, March 8, 1855. (From our own Reporter.)

[Speeches continued.]  
Mr. J. G. Stevens—most emphatically denied having used such expressions towards the people of St. Andrews, as was reported in a letter from Fredericton. He now came before them, to prove to them the course of conduct they had pursued was right, and would endeavor to convince them that their acts as a Board was also right, the proposition of Mr. Byrnes must have come before the Board before anything could be done, and a deputation was sent to Fredericton to ascertain what it was, then they obtained intelligence of what it was, and also ascertained the minds of the Govt. and Members of Assembly, and all seemed adverse to Mr. Byrnes' proposition, the Board rejected it, and they were right in doing so. The Province had granted £30,000 and were liable for more, and had a larger stake in the matter than class A; the Board were not to blame for not accepting Mr. Byrnes' proposition; if the land was given to the English Stockholders it would be locked up and the Province would be swallowed up. The proposition passed at the Meeting at Fredericton, was to give up class B. to the Govt. Grant the Province the same you grant class A and she will build the Road; if the Govt. take hold of the Road they will build it—the issue is, that you have to trust class A, or distrust the Province, then I say trust the Govt.; if class A ask the Govt. for money to build the Road, the Province might as well build it at once without lending. What guarantee have you from class A, that they will build the Road? If it can be shown to you that the Govt. have actually spent more than class A, why should the line be given to a foreign aid; the Govt. has an equal stake at least with class A, with a guarantee of 25 per cent. class A may put any restrictions they please, and all that may be spent in repairs and maintenance. There are 200,000 acres of land, worth now perhaps 3s per acre, let the line be put through, and the value of the land becomes at least \$1 per acre or in all £200,000, is this sum going to be given to class A, without any security from them? What matter if we lose two years—the Road cannot be made in that time, and then the Province will be in a position to treat with class B. Ponder well before you give your votes, the matter cannot stand a doubt. We proposed to Mr. Byrnes that class B. would pay up all to class A, that they had refunded, if they gave up all claims to class B. (Voice—where is the money.) The balance of debentures would nearly pay it—but Mr. Byrnes had too keen a vision to take hold of such a proposition. If the Province will take hold of the work can you doubt they will do it? but so long as Editors of papers write against the sub, for the purpose of discrediting united efforts, so long will all efforts remain fruitless. I have been called a slanderer—I say I am not, and I caution those who may use against me such epithets.  
Mr. Smith said the first resolution was introduced at 12 o'clock, and it was now 3 o'clock, they had heard all explanation from Mr. Wilson and Mr. Stevens, and thought it time that they should come to some conclusion. Mr. H. Fyfe rose to demand a hearing.  
Mr. A. T. Paul suggested it would be in the Chairman's power to limit the speakers to the points contained in the resolution and amendment, and not to any display of personal feeling or invective.  
Mr. Fyfe was then heard. He said Mr. Byrnes had made a proposition to Govt. to raise a loan of £50,000 the Govt. guarantee another proposal was to forfeit all class B. Stock—Govt. said class B. should be protected; he approved the proposition, because he thought that of the Province gave the money to build the Road, class A. should not get the benefit—Class A. had subscribed £76,519, 12s, 11d. Sig. retaining 12 1/2 per cent for expenditures and interest, £14,000 had to come off, leaving £62,000 Sig. as sent out here. The Govt. had subscribed £30,000, there were 30,000 acres of land at £1 per acre, and £50,000 paid by class B. making a total of £65,000. When the work is finished, class B. will be liable for £400,000 to class A. this could be saved by the Province taking hold of the Line.  
The Secretary made the following Statement:  
Total subscribed, £113,000, sig. for £135,000 cy—class B. had subscribed £5,800 cy, of this sum Earl Fitzwilliam had paid £1,000 sig. and £1,200 cy, for interest to Stockholders, the Province had subscribed £30,000 sig.—and class A. £77,000 sig. Interest on English stock for calls paid in advance £5,000. Locomotive Engine and Tender, £5,300; office expenses £3,683; Director £1,959; Secretary, clerks, office, and stationery £1,726; Law expenses £1,175; Printing £175; Advertising £773; Sundries £195. Mr. Bridges, former Secretary £525.  
Mr. Wellington Hatch said Mr. Stevens would make the best financial in the Province for he had made sundry charges without showing value received. With respect to the measure before the meeting he was of opinion that it did not matter much whether the Province built the road with Class A. or Class B. so long as it was built; he wished in common with all present, to see the Road built, and was of opinion that it would be better to let Class A. and the Province build it, he thought they were bound in honor and honesty to give the preference to Class A.  
Mr. R. Stevenson remarked, they ought to be unanimous in voting, but he really did not know on which side to vote.  
Mr. A. T. Paul—A great deal had been said about the value of the land rated as high as £200,000—improved lands were of more value, and they could be had for £1 per acre. The Sur. Gen. said when speaking in the Hall, prior to his late election, that at the time the Legislature passed Act granting lands, they would have granted anything they pleased to ask—much had been said about the Govt., the question is, what is their duty to their constituents; if the means the Legislature had put into the hands of the Stockholders are properly used, they are amply sufficient.  
We have entered into a partnership with persons on the other side water, and we were bound to carry out fully the terms of the deed of partnership—the original estimate represented that the road would cost £160,000, and it was found now that it will require an additional sum to complete it, the shareholders in England had made themselves liable to same amount as people in this country—the English stockholders have paid upwards of £70,000. We have failed in performing our part of the agreement the English stockholders have performed theirs—much had been said about the resolutions passed by both Boards, he would take the resolution of 1853 in preference to that of 1854, as it was more binding. We were told that Mr. Byrnes was sent out here to arrange matters between the two Boards. He would ask were not the powers he held sufficient for him to negotiate upon any matters connected with the Company. If the road is not built, the land reverts to the Govt., no Legislature ever gave such a charter to any other Company, as the Saint Andrews & Quebec Railway—it is the duty of this meeting to place on the hands of Class A. the land, Mr. Paul alluded to the consequences of not permitting Class A. to finish the road—the present prospects of the Province, and the probable falling off of the Revenue—he was of opinion that Class A. gave sufficient guarantee. Mr. Stevens had promised to show them how the road could be built without an act of the Legislature, but he did not remember having heard any explanation of his to that effect—(Mr. Stevens said he had explained, and his plan was "to stand still") that is what St. Stephens says, but will any man in St. Andrews say "stand still," would the Govt. Directors present, say to us "stand still" and if we did, and afterwards went to the Govt. for further aid—the Govt. would say, "Why stood ye idle all the day?"  
Mr. Paul concluded his speech, (which we are compelled to condense,) with powerful and convincing arguments, that with power, if not duty, but the true interest of Class B. stockholders, if they desired to insure the progress of the Railroad to Woodstock, to give their consent to the transfer of their property, facilities and privileges in the line, to Class A. at once.  
Mr. Geo. D. Street, wished to explain respecting Mr. Byrnes' office. He only asked the Province, in addition to the present facilities, to issue Debentures to the amount of £100,000 by way of loan, to be repaid in 20 years with interest, and offered to make the loan a primary charge on the line of Railroad, which would be ample security to the Province. Even then it would be necessary for Class A. to raise £100,000 more in England, in order to complete the road to Woodstock, and put it in running order, and this they were prepared to do so.  
Mr. G. L. Hatheway said he had no hesitation in saying that the Executive Govt. fully expected the action of this meeting to give up to them, Mr. Brown told the Govt. the land would be worth at least £1 per acre, when the road was finished—which depends upon the result of this meeting.  
Mr. J. W. Chandler considered the measure before the meeting as a matter of life and death to this town—for the past 20 years we have from time to time been quarrelling, and it was time that peace should prevail—he was of opinion that the road should be handed over to Class A.  
It was moved and seconded, that the meeting adjourn until 10 o'clock to-morrow. The motion after some discussion, was carried by a large majority. The balloting then commenced on the 1st Resolution, which was carried, as recorded in our last number viz: years 1854, says 140.

March 9th, 1855.  
The Meeting opened at 10 o'clock, Mr. J. H. Whitlock in the chair. The Secretary read the proceedings of the previous day.  
Mr. J. G. Stevens said he wished to explain to the meeting, that he would offer no opposition to the decision of the Stockholders, and that he would not get up a petition to the Legislature against transferring the lands to class A.  
Mr. T. B. Wilson said as a member of the Board, not in his corporate capacity, that he would offer no opposition.  
Mr. W. Hatch said, if Messrs. Stevens and T. B. Wilson were sincere in their professions that they would offer no opposition—let them withdraw their protest.  
Mr. A. T. Paul in moving the second Resolution, stated that he regretted extremely that the three gentlemen belonging to the Board had left the room, as his remarks might be represented, and as he had not the slightest personal feeling in the matter, and intended to deal with the case of the Board, and not the persons composing it—he would much rather they should hear for themselves what he had to say.  
He then entered upon the different paragraphs stated in the Resolution—and showed that the first three were not only a direct violation of the Terms of the Deeds of Arrangement between the two branches of the Company, but likewise a violation of the rights of the Stockholders, in the Company, as the first was pledging the Company some expenditure of upward of £40,000 at a time when there was nothing to justify such a Resolution.  
The second was virtually putting the Road under Mr. Wilson's control for an indefinite time as there was no limit to the amount of expense he might incur; and as by the Terms of the Resolution he was to be paid up in full for all outlays before surrendering the Road, of course, it would be, if carried into effect, a bribe to any amiable or satisfactory arrangement with the English Stockholders.  
With regard to the 3rd paragraph Mr. Paul said he would be the last man to underestimate Mr. Wilson's efforts on behalf of the Railroad; he agreed with what had fallen from Capt. Robinson, that for some part of Mr. Wilson's services, "money could not compensate," but his objection to the time of making the appropriation as mentioned in the Resolution, and the manner of doing it—as it did not appear that the Committee had any account of items of expense, or outlay before them; and one at least of the Committee, from his brief connexion with the Company, can know but very little about the affairs of the Company, from 1835 till the time of preparing the Report.  
The fourth paragraph which had been admitted during yesterday's debate as correct, showed certainly a most extraordinary course on the part of the Board; they, following out the example set them by the Board, had invited Class A. to send out a Delegate to negotiate a Transfer, and when he came, they refused to treat with him, and would not even take the necessary steps to ascertain the opinions of the stockholders, but compelled them by the course they pursued to take the remedy into their own hands; and, to express the opinion they entertained of the conduct of the Board; Mr. Stevens had said yesterday that the Board considered it their duty to look out for the interests of the Province; he had always thought the duty of the Board was to look after the interests of the stockholders, and that the Government Directors were appointed to look after Provincial interests, and the fact that those gentlemen had been appointed by the late Government, and continued in office by the present Government, proved that the powers be "considered them well qualified for the truth" in the manner in which a part of the Directors had been appointed might have influenced the minds of some of the Board, as they were not stockholders' Directors.  
The charge contained in the fifth paragraph—could not be believed to be controverted, as the Bill therein mentioned, had been passed through the Legislative Council and sent to the Assembly for concurrence, before any one here knew anything about it, and it had not, that he could learn, been discussed at any Board meeting, or any resolution passed regarding it at the Company's office.  
The abstract principle contained in the Bill he highly approved of, but when he looked at the facts connected with its introduction into the Legislature, as far as he knew, he thought the parties connected with it highly censurable, as it was apparent it was introduced to have an influence on this meeting and it became law.  
The last paragraph of the Resolution might appear harsh in its terms, but it was the language of the "Act of Assembly" relating to the Company which was read; and as it was highly necessary that the persons to whom might be entrusted the duty of carrying into effect the determination of the Stockholders the previous day—should enter vigorously into the work—and should be ready to rescind those Resolutions which were unsatisfactory.

factory to the meeting, and which might stand in the way of the contemplated arrangements, he felt it his duty in the absence of any assurance for the Board that the meeting might depend upon a hearty co-operation on their part, he felt it his duty to move the Resolution which he had read.  
The foregoing is but a condensed recapitulation of Mr. Paul's speech, which would occupy two columns.  
During our absence from the Hall, we understand Mr. Chandler and Mr. H. H. Hatch made some observations.  
Mr. Julius Thompson said that he differed from the gentleman who had preceded him in saying that no personal allusions should be made—he (Mr. T.) admitted that in discussing the general subject for which the meeting was called, it would be well to avoid personalities, but on the resolution now before the meeting, he did not see how he could refrain from speaking of persons for it was purely a question of their fitness for office—he regretted that the Directors were not present, as he certainly had been waiting for the present opportunity, to relate many unjust aspersions which had been cast on him—but as they had so cowardly deserted their posts, or were afraid to defend themselves, he would not assail them behind their backs, nor take an unfair advantage of their absence.  
Capt. Robinson said that he was happy to have an opportunity of bearing testimony to Mr. Thompson's ability as Manager of the Railway. That the Boards could not have got along without him, from his intimate knowledge of Railways, and that even when a difficulty took place between the Engineer and the Contractor he had to step in and settle it. In fact he had to do and bear all the unpleasant work of the Company.  
The meeting having voted, thanks to the Chairman—was adjourned sine die, and gave three cheers for the Railroad.  
NEW BRUNSWICK  
Provincial Parliament.  
HOUSE OF ASSEMBLY.  
March 10.  
Mr. Cutler said he understood one of the Directors of the St. Andrews and Quebec Railroad had been lately in the County Charlotte for information respecting that line of road; he therefore wished to know if the Government was in possession of any such information?  
Hon. Mr. Tilley replied on the part of the Government, that no information had as yet been laid before the Government on that matter.  
Mr. Cutler expressed himself sorry to hear that—the Country was anxious to have information, and unless it was given it would cause regret and dissatisfaction.  
Mr. Boyd said as there was a new Board appointed, there would be the necessary information he thought in a short time.  
Mr. Cutler said it was time that information be given—the country should no longer be kept in darkness and under delusion about it.  
Mr. Hatheway remarked that he was in possession of information which he was ready to communicate as soon as he understood whether he should do so by Address or otherwise.  
Hon. Prov. Secretary was glad to hear from the Hon. member, Mr. Hatheway, that he was prepared to furnish this necessary information—he was not aware that any one man would have been able to prepare such voluminous documents as a full information required.  
Mr. Cutler said it appeared the Government had power to withhold or grant the information.  
Hon. Mr. Tilley replied that he thought it out of any one man's power to give the requisite information, yet if Mr. Hatheway was prepared the proper way was by Address. He would repeat that no information had reached the Government.  
Question for Schoolmasters.—If you set a boy so much Virgil for an imposition, won't he be apt to consider Virgil an imposter.  
The Russian Bath.—This must be a very cheap remedy. It appears to be simply getting into hot water.  
Refined Philology.—Probably the reason why a country pumpkin is termed raw, is that he cannot be said to be well dressed.  
Literature and Liberty.—If our books are bound, our Press is free.  
Hogs are universally considered very domestic animals; nevertheless, a pig likes his dirt.  
Wash.  
Water Privilege.—Being caught in a shower of rain alone, and having it all to your self.  
Unpopular Composition.—A Composition with one's creditors.

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