

Oil, Fluid,

from New York

to Canada

from Boston

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

from New York

from London

The Standard

Published every Wednesday, by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

Printed and Published by

W. H. Smith

The Standard

OR RAILWAY AND COMMERCIAL RECORD.

Published every Wednesday, by

No 9 SAINT ANDREWS, N. B., WEDNESDAY, MARCH 3, 1852.

[Vol. 19]

LAW RESPECTING NEWSPAPERS

Subscribers who do not give express

notice to the contrary, are considered

as continuing their subscriptions.

If subscribers order the discontinuance

of their papers, the publisher may continue

to send them until arrears are paid.

If subscribers neglect or refuse to take

their papers from the office to which they

are directed, they are held responsible

for the cost of their papers.

If subscribers remove to other places

without informing the publisher, and the

paper is sent to the former direction, they

are held responsible.

NEW-BRUNSWICK

Legislative Council Chamber, Feb. 16.

(It being understood that the Hon. Mr.

Chapman was to give his Railway

exposition on Monday, the whole available

space outside the walls as well as the inner sides of the

Council Chamber, appointed for the accom-

modation of members of the House of Assem-

bly, was at an early hour crowded with a

highly respectable audience. The speech

which it is not our province to eulogize, occu-

pled two and a half hours in its delivery, and

we believe gave very general satisfaction;

and at its close, the first demonstration of ap-

plause which we ever heard in the Chamber,

was heard by the audience.)

After some general business had been

transacted in the Council, the Hon. Mr. Chan-

dler rose to give his promised exposition on

the Railway.

He did not rise with the purpose of

making a full speech of a great display; his

subject was too grave to require the aid of

eloquence. Neither was it his intention to

expose their honours the necessity for the

construction of Railroads, for that was a point

which was so generally admitted, that we

thought it would be superfluous to repeat it.

He might refer to the whole of the

great and good country from whence

these Colonies stand immediately con-

tinued, he might point their attention to the

continent of Europe, where the system of

Railroads is no longer a problem—whether

the governments are free or despotic—

might speak of that young, but great and

growing country, the westward, where they

have already made, or have in course of con-

struction, sixteen thousand miles of Railroads,

and where in two or three years they will

probably have twenty thousand miles in op-

eration; and lastly he might point to our

own Province, Canada, if any proofs were

wanted, that the system which is now becoming

so well known and so much approved all over

the world, and here in this land, that we

thought it would be superfluous to repeat it.

He might refer to the whole of the

great and good country from whence

these Colonies stand immediately con-

tinued, he might point their attention to the

continent of Europe, where the system of

Railroads is no longer a problem—whether

the governments are free or despotic—

might speak of that young, but great and

growing country, the westward, where they

have already made, or have in course of con-

struction, sixteen thousand miles of Railroads,

and where in two or three years they will

probably have twenty thousand miles in op-

eration; and lastly he might point to our

own Province, Canada, if any proofs were

wanted, that the system which is now becoming

so well known and so much approved all over

the world, and here in this land, that we

thought it would be superfluous to repeat it.

He might refer to the whole of the

great and good country from whence

these Colonies stand immediately con-

tinued, he might point their attention to the

continent of Europe, where the system of

Railroads is no longer a problem—whether

the governments are free or despotic—

might speak of that young, but great and

growing country, the westward, where they

have already made, or have in course of con-

struction, sixteen thousand miles of Railroads,

and where in two or three years they will

probably have twenty thousand miles in op-

eration; and lastly he might point to our

own Province, Canada, if any proofs were

wanted, that the system which is now becoming

so well known and so much approved all over

the world, and here in this land, that we

never served the purposes of capital. Having

made these introductory observations, the

great question now arose, what under these

circumstances are we to do? He would tell

their Honours what had been done by the

Government during the last year, and what they

further intended to do during the next session.

To this subject he requested a careful

and candid attention, as much of what he

must say would be made up of dry details,

which he found it necessary to make public

affairs which and interpreted a great part of the

operation of the Facility Bills, concerning which

they had at one period been so sanguine.

In May last, a Despatch from the Governor

General to Sir John Harvey, called upon New

Scotia and New Brunswick to send Dele-

gates to Toronto to meet the Individuals ap-

pointed there by the Government of Canada,

on the subject of the Great Trunk Line of

Railways. In consequence of this Despatch

he (Hon. Mr. Chandler) was appointed on

the part of New Brunswick; for although he

went to Canada, he was not a member of the

Legislative Council, and would not be able to

make any report to the House of Assembly.

He would not, however, be able to make

any report to the House of Assembly.

He would not, however, be able to make

any report to the House of Assembly.</