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At his Office, Water Street, Saint Andrews, N. B.
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Advertising by the year as may be agreed on.

The Standard.

OR RAILWAY AND COMMERCIAL RECORD.

Enregistrandum est optimum.—Cic.

No. 49] SAINT ANDREWS, N. B., WEDNESDAY, DECEMBER 8, 1852. [Vol. 19

CHEAP MINOR RAILWAYS.

On the day that our preamble was pro-
posed, we had all a famous dinner at three guineas a head—never saw such a splendid set-
out in my life! Each of us had a printed bill
of fare laid beside his plate; and I brought
it home as quite a curiosity in the way of
eating! Such was the account lately given
us by a railway projector of that memorable
year of frozy, 1845. A party of commit-
tee-men, agents, engineers, and solicitors,
had, in their exuberance of cash, dined at a
cost of some sixty guineas—a trifling addi-
tion to the general bill of charges, and of course
worth thinking of by the shareholders.

These days of dinner at three guineas a
head for the good railway undertakings are
pretty well gone; and agents and counsel
may well sigh over the recollection of doings
probably never to return.

The truth is, we were all mad in those
times; added the individual who owned so
candidly to the three-guinea dinner. And
this is the only feasible way of accounting for
the wild speculation of seven years ago.—
There was a universal craze. All hastened
to be rich on the convenient principle of
overreaching their neighbors. There was
robbery throughout. Engineers, landhold-
ers, law-agents, and jobbers, pocketed their
respective booties, and it is needless to say
who were left to suffer.

Looking at the catastrophe, the subject of
railway mismanagement is somewhat too se-
rious for a joke, and we have only drawn at-
tention for an instant to the errors of the
past in order to draw a warning for the fu-
ture. It must ever be lamented that the in-
troduction of so stupendous and useful a
thing as locomotion by rail, should have be-
come the occasion of such wide spread ex-
cesses, and fully a year scarcely ever had sci-
ence offered a more gracious boon to man-
kind. It is charitable to think that the foun-
dation of the great error that was committed
lay in a misapprehension as to the relation be-
tween expenditures and returns. We can
suppose that there was a certain faith in the
potency of money. To spend so much was
to bring back so much, and it became an
agreeable delusion, that the more was spent,
the greater was to be the revenue. Unfor-
tunately, it does not seem to have occurred
to any one of the parties concerned, that all
depends on how money is spent. There are
trademen, we imagine, who know to their
cost, that it is quite within the bounds of pos-
sibility to have the whole of their profits
swept away by rent and taxes. Curious,
that this plain and unpleasant and very pos-
sible result did not dawn on the minds of the
great railway interests. And yet how grave
and calculating the highly doct of the new
system of locomotion—men who passed off
as up to anything! Wonderfully acute ac-
countants, highly polished calculators; disre-
garding ordinary ways of transacting busi-
ness. A mystery was made of the most com-
mon-place affairs! We may be thankful
that the world has not been sent through these
proceedings to superhuman capacity. With
but remarkably few exceptions, the great
railway men of the time have committed the
process blunders; and the stupider blunder
of all, has been the confounding of proper
and improper expenditure; just as if a shop-
keeper were to fall into the error of imagin-
ing that his returns were to be in the ratio
not of the business he was to do, but of his
privately and unauthorized expenses.

The instructive fact gathered from railway
experience is, that there is an expenditure
that pays, and an expenditure that is totally
wasteful. Directors have made the discov-
ery, that costly litigation, costly fine sta-
tions, fine porticoes, and pillars, fine bridges,
and finery in various other things, con-
tribute really nothing to returns, but on the
contrary, hang a dead weight on the concern.
No doubt, fine architecture is a good and
proper thing in itself; but a railway com-
pany is not instituted for the purpose of em-
bellishing towns with classic buildings. Its
function is to carry people from one place to
another on reasonable terms, with a due re-
gard to the welfare of those who undertake
the transaction. How carriages may be run
well and cheaply, yet profitably, is the sole
question for determination; and everything
else is either subordinate or positively use-
less. A suitable degree of knowledge on
these points would, we think, tend materially
to restore confidence in railway property.—
Could there be anything more cheering than
the well ascertained fact that no railway has
ever failed for want of traffic? In every
instance, the traffic would have yielded an
ample remuneration to the shareholders, had
there been no extravagant expenditure. Had
the outlays been confined to paying for the
and required, the making of the line; the
laying down of rails, the buying locomotives
and carriages, and working the same, it
would have gone on splendidly; and 8,
10, 20, and even a higher per cent., would
in many instances have been realized. At
the present moment, the lines that are pay-
ing best are not those on which there is the
greatest amount of traffic, but those on which
there was the most prudent expenditure.

In order to judge whether any proposed rail-
way will pay, it is only necessary to inquire
at what cost per mile, all expenses included,
it is to be produced. If the charge be any-
thing under £5,000 per mile, there is a cer-
tainty of its doing well, even if the line be
carried through a poorly populated district;
and up to £20,000 per mile is allowable in
great trunk thoroughfares; but when the out-
lay reaches £50,000 or £100,000 per mile,
as it has done in some instances, scarcely
any amount of traffic will be remunerative.
In a variety of cases, the expenditure per
mile has been so enormous, that remunera-
tive traffic becomes a physical impossibility.
In plain terms, if the whole of these lines,
from end to end, were covered with loaded
carriages from morning to night, and
night to morning, without intermission of a
single moment, they would still be carried on
at a loss! Gold may be bought too dearly,
and so may railways.

As there seems to be an appearance of a re-
vival in railway undertakings, it is of the
greatest importance to keep these principles
in view; and we are glad to observe that,
taking lessons from the past, the promoters of
railway schemes are confining their attention
mainly to plans of a simple and economical
class. Hitherto, railways have, for the most
part, been adapted to leading thoroughfares,
by which certain districts have been over-
crowded with lines, leaving others destitute.
Branch lines of rail appear, therefore, to be
particularly desirable for these forgotten local-
ities. These branch-lines may prove exceed-
ingly serviceable, not only as regards the or-
dinary demands of trade and agriculture, but
those of social convenience. Among the
prominent needs of time, is ready success for
the toiling multitudes to places rendered in-
teresting by physical beauty and romantic as-
sociation—fit objects for holiday excursions.

The excursion train, suddenly discharging
its hundreds of strangers of some antique town
or castle, or in the neighborhood of some
lovely scenery, is one of the wonders of the
day and one, we think, of truly good omen,
considering the importance that seems to be
connected with the innocent amusements of
the people. We rejoice in every movement
which tends to increase the number of places
to which these holiday parties may resort, as
we thoroughly believe, that the more of them
we have, our people will be the more virtuous
refined, and happy.

We lately had much pleasure in examining
and learning some particulars of a short
branch railway which has added the ancient
university city of St. Andrews, with its many
curious objects, to the number of those places
which may become the termini of excursion
trains. We find in Lord Jeffrey's Life, that
in this town, fifty years ago, only one news-
paper was received; a number (if it can be
called a number) which we are assured, on
the best authority, is now increased to fif-
teen hundred per week! Parallel with this
fact, is that of its having, ten years ago, a sin-
gle coach per diem to Edinburgh, carrying
six or seven persons, while now it has three
trains each day, transporting their scores, not
travelling to the capital, but to Perth and Dun-
dee besides. Conceiving that there is a val-
ue in such circumstance on account of the
light which they throw on the progress of
the country, we shall enter into a few particu-
lars.

The St. Andrews Railway is a branch of
the Edinburgh, Perth, and Dundee, and ex-
tends somewhat less than five miles. Formed
with a single line only, over ground present-
ing scarcely any engineering difficulties, and
with favor rather than opposition from the
proprietors of the land, it has cost only £25-
000, or about £5,000 per mile. The main
line agrees to work it, and before receiving
payment, to allow the shareholders 41 per
cent. for their money; all further profits to
be divided between the two companies, after
paying working expenses. It was opened on
the 1st of July last, and hitherto the appear-
ances of success have been most remarkable.
On an assumption that the traffic upwards
was equal to that outwards, the receipts for
passengers during each of the first six weeks
averaged £52 11s. This was exclusive of
excursion trains, of which one carried 500
persons; another between 500 and 600; a
third 1500; and so on. It was also exclu-
sive of goods and mineral traffic, which are
expected to give at least, £1000 per annum.
The result is, that this railway appears like-
ly to draw not much under £1,000 a year—a
sum sufficient after expenses are paid, to
make a high rate of per centage to the shareholders,
while, in the present state of the money-mar-
ket, it will be an unusually ample remunera-
tion.

We have instanced this economically-con-
structed line, because we have seen it in op-
eration, and can place reliance on the facts
connected with its financial affairs. Other
lines, however, more or less advanced, seem
to have prospects equally hopeful. A simi-
lar branch is about to be made from the same
main line to the town of Leven. One is pro-
posed to branch from the Edinburgh station to
the North British line at Peebles—a pretty
town on the Tweed, which, until the present

time, has been secluded from general inter-
course, and will now for the first time, have
its beautiful environs laid open to public ob-
servation. The entire cost of this line, ex-
cluding the branch to Leven, is to be only
£70,000, or about £3,600 per mile.—
Another branch from the same line is pro-
posed to go to Lauder. One of the same cheap
class, is to connect Aberdeen with Banff on
the Dee. Another will be constructed be-
tween Blairgowrie and a point on the Scot-
tish Midland. For such adventures, St. An-
drews is a model.

The time is probably not far distant when
single branch-lines will radiate over the coun-
try, developing local resources, as well as
uniting the whole people in friendly and pro-
fitable intercourse. To be done rightly, how-
ever, rational foresight and the plain prin-
ciples of commerce must inspire the projectors.
It will be necessary to avoid all parliament-
ary contests; to do nothing without a general
movement of the district in favor of the
line, so that no parties may be sacrificed for
the benefit of others; to hold rigorously to an
economical principle of construction; to
launch out into no extravagant plans in con-
nection with the main object contemplated.—
These being attended to, we can imagine
that, in a few years hence, there will be a set
of modest little railways, which will be the en-
joy of all the great lines, simply because they
enjoy the distinction denied to their grander
brethren, of paying, and which will not only
serve important purposes in the industrial
economy of the country, but vastly promote
the moral well-being of the community, in
furnishing a means of harmless amuse-
ment to those classes whose lot it is to spend
most of their days in confinement and toil.

*Since the materials of this brief paper
were obtained, another short line has been
opened extending between Elgin and Dossie-
month. It is said to have also enjoyed in its
first few weeks an amount of traffic far beyond
the calculations of the shareholders.

How A CIRCULAR SAW is Run without
an Arbor.—Some time since it was announ-
ced that Ammi C. George, of Nashua, had in-
vented and patented a machine by which a
circular saw was run without an arbor, and
such a manner as to cut a board nearly the
width of the saw. The announcement
was received with credulity in high me-
chanical quarters. We published a week or two
since a paragraph from the Scientific A-
merican, which is supposed to be posted up
in these matters, declaring its utter disbelief
in the truth of the statement, and anxiously
inquiring for the inventor, and how it is
done.

We have seen the machine operate, and
can tell the editor how it is done. His other
inquiry is already answered. The saw
which we saw operate is a foot in diameter,
and cut a board ten inches wide, and we will
try to tell how the thing is done. The saw
is placed horizontally, and upon two oppo-
site edges lies tightly held between two iron
wheels, or pulleys, covered with leather;
then an iron plate passes across the center
upon the upper side of the saw, in which a
pivot attached to the upper side of the saw
runs. This keeps the saw steadily in its
place, while the under side of the saw pre-
sents a clear surface from the pulleys upon
one edge to those upon the other. Motion is
applied to these pulleys, and those on op-
posite sides of the saw moving in opposite di-
rections, the saw is moved round rapidly,
held in place, as before stated, by the pivot
revolving in the plate across the centre.

This plate is brought to an edge upon either
side, so that in sawing a log—the log for the
machine is passed over it. The log—for the ma-
chine is designed for sawing logs—is placed
upon the carriage, which feeds itself, and as it
progresses the board passes over the plate.
When it has cut through, the board is re-
moved, the log raised by a convenient op-
eration, so as to cut another board, the motion
reversed, and the carriage goes back again,
cutting a board as it goes, and so on until the
log is all sawed up.

The great advantage of the plan is the
ability to saw large logs—a saw four feet
in diameter sawing a board nearly its own width.
The power being applied to the outer edge
of the saw, it is obvious that the larger the
saw, the greater the power, being increased
in the same ratio that it is decreased in the
old method. It may seem as if the pulleys
which impart motion to the saw, might be
made to slip upon it, when any obstacle is
placed against it.—But we saw it demon-
strated, again and again, that while the pulleys
run, the saw runs, and when an obstacle
sufficient force was applied, to stop the saw,
it stopped the pulleys, and let a three inch
belt upon the shaft, the saw holding the pul-
leys fast. The machine is an ingenious one,
and yet simple in its principles.
The proprietors of the patent are, Mr.
George, the inventor, of Nashua, and Mr.
Murray, of Bangor, Me., by whom it will
be introduced to the pine forests of that
State, and will work a revolution in the lum-
bering business of that region.—[Nashua
Telegraph.

Why CUBA ought to BELONG to ENGLAND.
—By hook or by crook, judging geographi-
cally, Cuba ought to be in possession of Eng-
land. Lay out the map on the table, put on
your spectacles, and see for yourself how ad-
mirably it would fit, like a keystone, into the
arch of her western island bulwarks. Balize
is hers on the west, and Jamaica on the east.
On the south she controls the Mosquito coast,
and far out to sea stand, like sentinels, her
Leeward and Windward Islands, to warn off
intruders. Give her Cuba, and she shuts
up the sixteen hundred miles in length of the
Caribbean Sea as effectually as the moun-
tains of Scotland shut in their romantic lakes.

How convenient, indeed, how necessary,
to complete the line of outposts that stretch
along our Atlantic boundary, and with which
she must operate to keep her rival under pro-
per subjection! Canada, the Bermudas, the
West Indies and Honduras, linked by her
war steamers, need only the Queen of the In-
dies to complete the chain. Cuba stands in
between Florida and Yucatan so closely that,
with this in her possession, she could com-
mand the whole commerce of the gulf of
Mexico, and stop mid voyage the produce of
the Mississippi valley. From Cape St. An-
tonio, the extreme western point of Cuba, to
Cape Catoche, the northeastern point of Yu-
catan, there intervenes not a hundred miles.
From Cape Sable, in Florida, to Hicacos, on
the north of Cuba, there are only another hun-
dred miles; and how many steamers would
she need to despatch from these northern and
western points to throw up a wall impenetra-
ble to our merchantmen, and proof against
anything but the well armed steamers of our
own service? Without Cuba for a naval sta-
tion, the line is broken, and her stations are
left comparatively useless. If we lived in
England and could shoot devoutly "Long
live the Queen," we are quite sure that we
should feel it to be the manifest destiny of
England, openly or slyly, by purchase or by
war, by accident or by design, by diplomacy
or by loaning money, by hook or by crook,
somehow, to add Cuba to the list of her pos-
sessions.—[N. Y. D. Times.

ILLUMINATING GAS APPARATUS.—We per-
ceive by one of our American exchanges,
that our scientific fellow townsman, Mr. Ro-
bert Foulis, has recently taken out a patent
in the United States, for certain useful im-
provements in the manufacture of coal gas.
By the adoption of this new process, gas is
more cheaply and expeditiously made, and of
a purer quality than under the existing meth-
od. We cordially wish our ingenious
friend may realize something more substan-
tial than his "golden opinions" as a just reward
for his valuable discovery.—[St. John Chron.

SERVED THEM RIGHT.—The Act passed
at the last ordinary session of the Legisla-
ture, to exclude certain persons from a seat
in the Legislative Council, was a mere legis-
lative affair, and passed with a view of facili-
tating the seat of the Bishop of Fredericton.—
The home government detected the ruse, and
proved itself a little too Protestant for the
cause of Jesuitism in New Brunswick. Thank
heaven, when such tricks are manifested
elsewhere, there is an appellate jurisdiction else-
where, to which the appeal of sound Protestants
and loyal subjects is never made in vain.—[Ib.

PRETTY GOOD.—John, said a clergyman to
his man, you should become a teetotaler—you
have been drinking again to-day.

Do you never take a drop yourself, minister?

Ab, but John, you must look at your cir-

cumstances and mine.

Very true, sir, says John, but can you tell

me how the streets of Jerusalem were kept

so clean?

No John, I cannot tell you that.

Well, sir, it was just because every one

kept his own doot clean.

YOU TOOK THE PENNY THOUGH.—The En-
glish Earl of—, of pompous notoriety, and
patrimonial celebrity, superintended person-
ally the produce of his dairy, and not unfre-
quently sold the milk to the village children
with his own hands. One morning a pretty
little girl presented her penny and her picher
to his lordship for milk. Pleased with the
appearance of the child, he patted her on the
head and gave her a kiss. "Now," said he,
"my pretty lass, you may tell as long as you
live, that you have been kissed by an Earl."
"Ah!" replied the child, "you took the pen-
ny though!"

AGONIZING ELOQUENCE.—'Twas twilight.
The sun had sunk behind the Western hill,
and the bright rays which streaked the East-
ern horizon had disappeared. A lovely fe-
male, who had been but one short week a
bride, and had been led to the hymeneal
altar with lively anticipations of future fel-
icity, sat in a secluded apartment with her
husband. She slowly moved her sylph-like
form nearer to the partner of her bosom—
raised her delicate hand, and—slapped his
face with a dish cloth.

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their papers to be discontinued.

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without informing the publisher, and the
paper is sent to the former direction, they
are held responsible.

On Monday, Nov. 1st, James Searle, the
pedestrian champion of England, completed
his herculean task of walking two thousand
miles in as many consecutive half hours. After
finishing his task he continued walking a
mile every half hour until late in the after-
noon. Searle is muscular but of small sta-
ture. His weight was reduced during this
perhaps unequalled performance from 165
pounds to 126 pounds.

A French officer, quarrelling with a Swiss,
reproached him with his country's vice of
fighting on either side for money, "while we
Frenchmen," said he, "fight for honour."
"Yes, sir," replied the Swiss, "every one
fights for that he most wants."

PEDESTRIANISM.—The Wolverhampton
(Eng.) Herald relates that Kate Irwin, an
American, has undertaken to walk 500 miles
in as many consecutive hours, in that town,
she having performed a similar feat in Bir-
mingham.

OLD MAIDS AND BACHELERS.—The North
Frisians are very unmerciful to people who
don't marry. One of their legends says that
after death, old maids are doomed to cut stars
out of the sun when it has sunk below the
horizon, and the ghosts of the old bachelors
must blow them up in the East, running like
lamp-lighters all night long and down a lad-
der.

The editor of a Western paper having lent
his axe to one of his subscribers, the bor-
rower unfortunately broke off the handle.—
On returning it the man said: "You can
easily get it fixed." "Yes," replied the
editor, "but it will cost at least a quarter of
a dollar." "Well," rejoined the borrow-
er, "if you ain't rather small for an editor,
here's a quarter, but I'll thank you to
stop my paper at once."

There is a town in Ohio where the people
have lived so long on pork that they be-
gin to contract its habits; whenever a neigh-
bour dies they lay him out like a hog with a
corn-cob in his mouth.

House Surgeon.—Ah, by the way, there's
Higgins' case here has been a slight mistake.
It was the sound leg we cut off.

Visiting Surgeon.—It's of no consequence.
We can cure the other; so it comes to the
same thing.

Quick Travelling.—Passengers from Mil-
waukee to New York—a distance of 1500
miles—come on in two days and sixteen
hours, provided they are fortunate in making
the connections. What would folks have
said of such a journey fifty years ago?

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