

CANADA.
When Canada, in a commercial point of view, becomes independent of England, the poor will become independent of the rich. We certainly do rejoice to find the attention of the people of England directed towards Canada. British gold has made most of the public works in the United States, and we shall surely exult when Canada presents to the English capitalist the prospect of profitable investments. We only seek from England, for Canada, that consideration which she extends to the United States. Had we waited for the canals until we were able to build them ourselves there would not have been now a communication for ships from the Great Lakes to the sea.—*Quebec Chronicle*.

Mr. Wm. Lyon Mackenzie has addressed the electors of the County of York, in the hope of being returned to the next Assembly, for one of the Ridings. The address occupies fourteen and a half columns of the *Toronto Examiner*, and is on the whole interesting. Indeed we have presented to us in this letter a sort of political history of the Upper Province. Mr. M. expatiates on the assistance which he once afforded to the new Reform Party, who have cut him off. He brags, in two or three places, of his value as an agitator; indeed were it not that he comes out strongly against separation, against annexation, and in favour of peace, we should caution the men of York against one whose "powers of agitation are immense." "War," says the hero of Navy Island, "slaughters the toiling million in the field, consumes, and wastes the fruits of their industry, inspires them with brutal passions, and generally ends in fixing on their shoulders more firmly the burdens under which they groan." A man like Mackenzie might do no great harm in the Assembly. Not in the confidence of either party, he would be a trimmer, and would, we think, generally help the right.—*Quebec Chronicle*.

William Walker, late Postmaster of Brantford, has been sentenced to death at the Hamilton Assizes by Mr. Justice Draper, for purchasing Bank Notes from letters passing through his hands. Death is the stern penalty attached by the Imperial Statute to this crime. We trust the sentence will be commuted.—1b.

FIRE.—Yesterday, between one and two o'clock, p. m., a fire was discovered between the first floor of the store occupied by Mr. T. Hill, in Paul street. We are told that it originated by fire from the chimney reaching the beams. The engines were early on the spot, and the fire was arrested without doing any material harm to the building—a quantity of goods were, however, destroyed by water.—*Montreal Herald*.

Counterfeit Coin.—A quantity of spurious coin, purporting to be American double eagles, eagles, halves, quarters, and dollar gold pieces, are in circulation in the United States, and may reach this Province. The difference in weight between the genuine and spurious is very trifling, both being of the same circumference, and the counterfeit a little thicker. The pieces are made of silver, covered with a thick coating of pure gold, and most beautifully executed so as to render them difficult of detection, even by the most competent judges.—*Montreal Gazette*.

Military Intelligence.—The following regiments serving in Ireland will embark for Colonial service in the following order; for Corfu, the 47th Regt., the third week in December; the 41st and 49th, Regts. the third week in January; the 92nd, Highlanders, the first week in February. For Gibraltar—the 55th and 74th Regts., the first week in January. For Malta, the 3rd and 65th Regts. the second week in February. The foregoing Regiments will be replaced in Ireland by the 27th from Scotland, and the 62nd, 63rd, 61st and 90th from England.

The 61st Regiment, serving at Hong Kong has lost nineteen officers in three years and a half, and one hundred and eighty five non-commissioned officers and privates during the last three years.

A district Military School is to be established at Portsmouth, by Lord Frederick Fitzclarence, for the purpose of training soldiers in engineering and tactics.

FROM THE UNITED STATES.

Attempt at Bank Robbery.—One of the Robbers Shot Dead.—At 2 o'clock this morning an attempt was made to break into the village bank, North Danvers, Mass. The robbers began the attempt to burst the door in, when the watchman at the bank, Aaron Batesman, called upon them to desist, which they refused to do. He then fired a gun loaded with ball, hitting one of them in the side, who staggered a few paces and fell dead.

He proved to be John C. Page, a brother-in-law of the Cashier of the Bank. His father, who lived in the nearest building to the bank, was aroused by the noise of the gun, and coming out, stumbled over his dead son's body. It appears that the Bank Directors have had warning that an attempt would be made to rob the bank, and have had a watchman there for a week past, which fact was generally unknown. The three companions of the deceased are supposed to have been regular robbers, and to have drawn Page, who was of rather bad habits into the attempt. They all escaped in a carriage they brought with them.—*Boston paper*.

Silk.—The editor of the Banner says:—Previous to leaving home for the Waldo Co. Agricultural Society's annual Show and Fair, which was held at Belfast, on the 9th and 10th instants, Mrs. Emely Bowen, wife of Dr. Bowen of Skowhegan, Somerset Co. Me. sent us a web of raw, uncoloured silk handkerchiefs, consisting of sixty heavy, elegant squares, to take thither for exhibition.—We carried them to the show, and they attracted much attention.

In her letter accompanying the silk Mrs. B. informs:—

"I have cultivated the mulberry with entire success for seven years; and during that time have made one hundred and fifty two handkerchiefs as good as those I send you, besides a considerable quantity of raw silk. We have about one third of an acre covered with the Broussa mulberry, and in one year I made fifty two handkerchiefs, and twenty-five hundred skeins of sewing silk. I have never had any machinery but the common wheel; and the lady who does my weaving uses the common loom.

The mulberry is as sure as the older bush—and Maine may raise as good silk as Italy."—*Leicester Journal*.

COMMUNICATION.

[FROM THE CARLETON SENTINEL.]

To His Excellency Sir Edmund Walker Head, Baronet, &c.

Your Excellency will, I trust, pardon my addressing you upon the important subject of Railways, a subject which will in all probability engross the attention of our next Legislature.

Observing your Excellency's laudable address to the Commons of New Brunswick recommending the adoption of Railroads as a means of developing the resources of the Province, emboldens me to offer to your Excellency a few remarks.

I was present at Portland, in the United States, at the late convention, avowedly got up for the purpose of national undertaking, but in truth to obtain means to complete their own line from Montreal to Toronto. That such were the selfish views of our American neighbours, I propose to prove, by an examination of the facts, and how far it will be serviceable to the British American Colonies.

If Portland can ever get her Railroad with Montreal completed, it will secure to the Americans, not only the entire trade of Canada—both for a supply of West India and British goods, but of every article of American growth and manufacture; and in return Canada will furnish all such products as will be required in the United States, chiefly among them lumber and timber, which will be directed from the St. Lawrence, and exported to the British West Indies in American ships. Thus will the mighty St. Lawrence trade be completely tapped at Montreal, and articles of British manufacture, will in a few years be a rarity in the Colonies.

This your Excellency is no supposed case, but one which is self evident; and what surprises me the more is, that among all that body of provincial talent, there present, not one seemed to divine the true subject of the Portland convention. I do not wish with better evidence of this fact, than the memorial of the Maine people to obtain a charter from the Legislature; there much is said about its prospects of being a paying line, but the whole burden of the song is "Portland and Maine." I would now submit a memorandum of distance between St. John, St. Andrews, and Canada, assuming both lines in operation, shows by comparison the great advantage the former has over any other.

The distance from Montreal to Portland	300 miles
Boston to Bangor and Calais	245 do
Calais to St. John, via North Branch of the Digdeguash,	85 do
Total	630 miles
From St. Andrews to Woodstock	80 do
Woodstock to Grand Falls	70 do
Grand Falls to River Du Loup	100 do
thence to Quebec	90 do
thence to Montreal by railway	150 do
Saving of distance by St. Andrews and Quebec line	140 miles
Total	630 do

I will now assume that a line of Railway is opened from St. John to Portland and Montreal, and also a line from St. John to Quebec. I would also ask what trade will ever exist between Montreal (via Portland) and St. John on this railway? I none that I can understand; in fact could it be reasonably expected that flour or any other bulky American goods will be brought 630 miles from Montreal via Portland in competition with water carriage direct from a southern port of the United States to Saint John? or can it be expected that wood goods or fish would ever pass on this line some 300 miles; and if there is no trade, may we not safely infer there will be but few passengers. But on the other hand let us look at the prospects of the Saint Andrews and Saint John and Quebec Rail Road;—this line would not only shorten the distance to Montreal as we have before named some 140 miles, but would open out the great Canada to the seaboard, and this entirely through British territory. All the products of this mighty country would flow to St. Andrews and St. John, and by the same channel—turning of West India produce, fish and British goods would be made.

Thousands, may I not say tens of thousands of wealthy emigrants would settle along the line, and in a few years a complete revolution would take place in the commercial affairs of our country.

It must be evident to your Excellency that New Brunswick is a better landed country than either Massachusetts or Maine;—her timber, fisheries and mineral wealth are superior; and yet thousands of her people are emigrating to those States.

It is evident that lands and all property, twenty years ago, were of more value than today, and it is equally evident that twenty years hence it will be in equal ratio depreciated, unless railroads and public works are established in the province.

Under this state of things, I would ask your Excellency, whether it would not be best to pierce the faith and credit of the province for a sum of £500,000 to build Railways, payable in thirty years, or let the province go back to its original state? I leave the question to be answered by your Excellency at the next meeting of the House of Assembly.

If any thing is to be done, let the people of this City discard all sectional jealousies and assist the struggling people of St. Andrews to build their line to Woodstock; by so doing they will help themselves, and by making 60 miles of Railway from St. John to the St. Andrews and Quebec line, the city of St. John is then in connection by rail way with Saint Andrews, Calais, Woodstock, and ultimately Quebec and Montreal.

The line from St. John to intersect the St. Andrews and Quebec Railway at the north west branch of the Digdeguash will be about 40 miles longer to Woodstock than the St. Andrews and Quebec line, but this is a mere trifle in distance on a railway. The railway line is invariably shorter than the common roads; as it is well understood that earlier made roads follow the windings of the river, as may be seen in the present road from Woodstock to the Grand Falls.

The line of Railway then to intersect the St. Andrews and Woodstock line, and connect Quebec and Montreal with St. John, would be from St. John to the north west branch of the Digdeguash, about

	120	do
From St. Andrews to Woodstock,	80	do
making only 40 miles further from St. John to	40	miles
Woodstock than from St. Andrews to Woodstock.		
From St. John then to Woodstock it is 120 miles		
From Woodstock to the Grand Falls,	70	do
From Grand Falls to River Du Loup	100	do
From the River Du Loup to Quebec,	90	do

leaving 100 miles in favor of the line from St. John to Montreal via Woodstock and the Grand Falls, and this too as I have before stated, entirely through British territory.

I have the honour to be, Your Excellency's obt. servt. A. FARMER. St. John, October 28th, 1850.

Loss of Life at Orono.—The Bangor papers state that four men were recently drowned near the site of the old Free Bridge. A party of some fifteen or twenty men, at work for Mr. Joseph Clark, were engaged in dividing and removing a pile of edgings, which all who are the least acquainted with the manufacture of lumber understand to mean the strips which are saved from the edges of boards to render them square-edged. These had accumulated to the extent of two or three hundred cords at the spot where the accident occurred, which was at the southwest end of the "Babcock Block" of mills. While they were at work, the pile parted, and four of the men, of whom was Mr. Clark, were drowned. They had taken advantage of the high price of water to remove the accumulation of edgings, and sought to divide the huge heap in order that the outside might float. The pile parted suddenly, and without a warning five of the men were plunged into the swift, white torrent, four of whom were seen no more.

The fifth, Samuel Young, caught a bunch of edgings, and supported himself until he was able to seize a boom stick at one of the mills below, to which he owed his life.

Barbarous Treatment of United States Soldiers.—The American papers are commenting upon the treatment received by some of the soldiers at Portsmouth, New Hampshire, for refusing to wear a party of ladies. Their punishment was— "That they be kept at hard labor by day, and in solitary confinement at night, for one year, without receiving pay or clothing except at the latter such as the commanding officer may deem indispensable, and they each wear a 24 pound ball attached to their limbs by an ox chain weighing some twelve pounds, and an iron collar upon their necks, with seven iron points of seven inches in length, resembling a spike, attached to it and weighing seven or eight pounds."

The Portsmouth Gazette says, that as soon as this inhuman sentence was made known to Gen. Scott, he immediately ordered its modification by the removal of the iron collars.

THE RAILWAY.—The prospects of the undertaking still appear promising. Mr. Burns having been dispatched through that section of the country where it is expected the line will pass, for the purpose of explaining the subject to the farmers, forwarding its interests, and obtaining a cession of the Right of Way. Although he has been successful in the main, still he has had to encounter considerable difficulty in overcoming the prejudices of many, particularly those near town. This is not to be wondered at, as on conversing with some of them, we find that they seem to be under the impression that it cannot be of any benefit to them where they are already so short a distance from the City, and it is not likely that the cars will stop except at certain stations. In addition to which they may probably have paid a higher price for their land and consequently would be unwilling to give it away for nothing.

Cheering news have also been received from Portland, to the effect that the survey between Calais and Bangor is completed, and that the inhabitants of these and the intermediate places have resolved to tax themselves and build their portion of the line from their

own resources, which is confidently expected to be completed, with cars running on it, in three years.—*Courier*.

A Squash.—We have seen a large squash weighing 136 lbs., grown up the river by Mr. John Glazier, for John Fullock, Esquire, of this City. Although this production may not be the largest that has been grown in this Province, still in all conscience it is large enough for all practical purposes. This is a great country for Squash.—1b.

Earthquake.—On Saturday last at 11 o'clock p. m., a slight shock of an Earthquake was felt in this City and its neighborhood. The fact of this unusual occurrence in this part of the country rests on the concurrent testimony of so many individuals not likely to be deceived, that we have no difficulty in giving it to the public.—[Head Quarters.]

THE STANDARD.

ST. ANDREWS, WEDNESDAY, NOV. 13, 1850.

CHARLOTTE COUNTY BANK.

T. B. WILSON, Esq., Solicitor.

Discount Day—TUESDAY.

Hours of Business, from 10 to 2.

Bills and Notes for Discount must be lodged with the Cashier, on or before Monday, otherwise they must lie over until next week.

Saints and North House.

Commissioners—Robert Ker, C. Dimock, John Lochary, D. Bradley, Henry O'Neil.

St. Andrews.

Steam Mills and Manufacturing Company.

R. M. ANDREWS, Esq., President.

Saint Stephens Bank.

Wm. Todd, Esq., President.

Discount Day—SATURDAY.

Hours of business, from 10 to 1.

Bills and Notes for Discount must be lodged with the Cashier, on or before Friday, otherwise they must remain in his hands until the following discount day.

Arrival of the Steamship



Africa.

The new R. M. Steamship AFRICA, arrived at New York on Friday last, in less than 13 days from Liverpool, bringing 119 passengers, and papers to the 16th October.

The political news is not important. Liverpool Timber Market.—One cargo of St. John deals brought £8 6 6, one from Saint Andrews, £7 15. Quebec timber 13d to 14d per foot. Spars no sales reported.

IRELAND.—The Dublin Trade Report for the last week, is again favorable.

The tide of Emigration continues as vigorously as ever.

Seven estates were sold by order of the Commissioners of Encumbered Estates.

Potato Crop.—The farmers are taking advantage of the present fine weather to dig and secure their potato crop: the yield is far better than had been anticipated. The blight ceased altogether about the middle of Sept.—The loss does not exceed 1/4th of the crop.

Kerry is the only exception to the general rule. The rent of the Repeal Association for the week was £18 15s.

Sir John Ross took with him on his Arctic tour in search of Sir John Franklin, 5 carrier pigeons, which were to be dispatched home with intelligence. Two of these birds arrived at Ayr, finding their way at once to the dove cot from which they had been taken; but they had nothing in the shape of a letter or note. One of them, indeed, had had some document attached, and was found to be considerably mutilated—apparently shot away.

The distance the birds may have travelled cannot be short of 2000 miles. There are still 3 others to be accounted for,—so says the North British Mail.

New Legislative Councils.—We observe that James Brown and Wm. H. Odell, Esqrs., have been gazetted in England as Legislative Councilors of the Province.

In France much excitement still exists on the subject of prolonging the President's term of power, and it is generally believed the very existence of the Republic will depend upon the decision of this point.

The war in the Duchies still continues, but nothing decisive has yet been reported.

The Niagara arrived at Liverpool from New York on Sunday evening, and the Atlantic on Thursday morning—the former making the shortest run.

Timber Market at Liverpool firm—an advance was anticipated.

FROM CALIFORNIA.—FIRE IN SAN FRANCISCO. The Steamship Alabama, from Chagres, arrived at New Orleans Nov. 1, with two days later from California, bringing dates to the 17th September.

The accounts from California are not of a very encouraging nature. San Francisco has been visited by another destructive fire, which consumed over one hundred buildings, causing much distress among the occupants. Preparations were to be

made at once, however, for removing the rubbish, and erecting more substantial buildings.

The loss by the destruction of goods and property is estimated at over one quarter of a million of dollars. The business portion of the city escaped the ravages of the flames. Money was in great demand.

JULIUS THOMPSON, Esqr., the gentleman appointed by the London Board of Directors of the St. Andrews and Quebec Railroad Company to represent their interest in this Country, arrived here on Thursday last, via the United States, and entered on the duties of his office. Mr. Thompson is accompanied by his Lady, and relative, Mr. Julian.

LETTER ON RAILWAYS.—In our columns to-day we give a letter from St. John Farmer, addressed to His Excellency the Lieut. Governor, and published in the *Carleton Sentinel*. The letter is a plain, sensible, matter-of-fact document, and contains arguments which cannot be gainsayed. The advantages which would accrue to New Brunswick, from the construction of a Railroad from St. Andrews and St. John, direct to Quebec, through British territory, are clearly pointed out, and the distance by such a line to Montreal is shown to be 140 miles shorter than by the proposed line via Portland. It is also stated that if Portland gets its Railway to Montreal completed, (and no direct line be built through this Province,) it will give the Americans the whole carrying trade, not only in West Indies and British goods, but of every article of American growth and manufacture, and in return, Canada will furnish them with lumber and timber. The question then arises, what will become of the St. Lawrence trade? The Americans will tap it at Montreal, and, consequently, will have it; and this will, undoubtedly be the result, unless the eyes of the wilfully blind are opened to the fact before it is too late. Let St. John unite with the spirited people of St. Andrews, and form a junction with their line, now in course of construction,—call it branch, main trunk, or any other name they please, only let them make their line, which would be about 40 miles, to connect with our Railroad; then they will enjoy all the advantages to be secured by a railroad via Portland, without any of the drawbacks. We trust this subject will receive that consideration from our St. John friends to which it is entitled, and that they will arrive at such a conclusion as will prove of benefit to St. John and the Province at large.

LARGE CARROTS.—Mr. Charles Carson presented us with a sample of carrots raised by him on his farm at Digdeguash, which we had the curiosity to measure. One of them was twenty one inches in length, and sixteen inches in circumference. This speaks well for Charlotte County, and proves, that with a correct knowledge of cultivation, well applied, our soil and climate are capable of producing vegetables, as well as grain, equal to any imported into the Province.

Launched on the 5th inst., at St. Stephen, a substantial built ship, called the *Reciprocity* of 1162 tons, owned by Messrs Jas. Porter & Co. and built by Mr. Wm. Hinds. Mr. Eastman's new barque *Fanny*, launched some months ago, having taken the little steamer, S. B. Wheeler in the hold, was again floated on the ways, finished, and again launched on the 2nd inst. She is up for California, and will sail in a few days.

MARRIAGES.—At the Wesleyan Mission House, on the 6th inst., by the Rev. Richard Knight, Chairman of the New Brunswick District and General Superintendent, Mr. John De Wolfe Wilson, (of the firm of Dimock & Wilson) to MARY CATHERINE, eldest daughter of the Rev. George Miller, St. Andrews. At the Wesleyan Mission House, Saint Andrews, the 6th inst., by the Rev. Geo. Miller, Chas. George Gravelin to Miss Francis A. Lycett, both of Pembroke, State of Maine.

DEATHS.

On the 3d inst., at the Old Ridge, Saint Stephen, in the 53rd year of her age—CATHERINE, the beloved wife of Mr. JOSEPH MAXWELL. No death was perhaps ever more sincerely and deeply lamented; not only by her bereaved husband, large family and numerous connections, but by the neighborhood generally. She was a most faithful wife, affectionate mother, and kind neighbor, ever ready to aid suffering or want, as far as in her power; and to promote peace and good will among her neighbors.

"Blessed are the dead that die in the Lord. They rest from their labour and their works do follow them."

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

—ARRIVED.—

Nov. 6th.—Packet *Matilda*, McMaster, Eastport, provisions.

8th.—Schr. *Friends*, Calhoun, Cumberland, Coal.

Schr. *Gipsy*, Meloney, Damiscotta.

Arrived at St. Stephen.

Nov. 4th.—Schr. *Wasp*, Rice, Westport.

Master, fish.

Wenzel, Perry, Rice, 5th.—Schr. *Eliza*, Annapolis—Master, fish. Arrived at the Clyde, Calloch, Richmond, St. Stephen. Liverpool, 23d Oct. Orleans, 24th, Loodin, Laconia, Miller, New. The Barque *Volan* at Key West, landed for Liverpool on the—

Encampment.

A Meeting of the Free FRIDAY EVEN at 7 o'clock. A full request. Nov. 12, 1850.]

Saint Central Agric.

A CATTLE SOCIETY. Of the above Society was George F. Campbell, F.R.S.E. TUESDAY when Premiums will be given for Cattle, Sheep, Horses, &c. Descriptions of Stock. C Domestic Manufactures tion must be entered Society, on or before morning of competition, or manufacture of the immediately after the meeting of the Socio tion of Officers, the ad transaction of any ol with the Society that November 11, 1850.

WAT Jewel.

The Subscriber has just WATCHES, JEWELLERY, &c. with a great variety of Fancy Clocks, Watches, &c. QUADRANTS, COMPASSES, &c. Musical Boxes and Ac and tuned. Nov. 5, 1850.]

BOAT.

Went adrift on the Boat, 13 feet keel, past two diamonds in the boom sail. Any persons information, will apply to Nov. 6, 1850.

ALL Transac.

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