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The Standard,
PUBLISHED EVERY WEDNESDAY, BY
C. W. Smith.

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

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The Standard.

OR RAILWAY AND COMMERCIAL RECORD.

Our motto—*En avant, en avant, en avant.*—Cic.

No 47] SAINT ANDREWS, N. B., WEDNESDAY, NOVEMBER 24, 1852. [Vol. 19

[From Herapath's Railway Journal.]

American Railways and Cheap English.
The article in our last by Mr. Derby, on American railway Directors, will have been read by Englishmen with considerable interest. Americans are truly a go-ahead people. In a few years they will leave us and all Europeans far behind them. Englishmen generally regard them as mere plunderers, with no ideas beyond those fitted for a chandler's shop, or a little smart practice in barter. Practical subjects are certainly their forte, and utility their chief object; but it is a mistake to suppose that they have not among them men of the highest order of intellect. Draper, Hare, Bond, &c. are sufficient evidences of this.

But to return to Mr. Derby's communication. The great economy in the construction of American lines induces us to ask whether they have engineers, contractors, and lawyers among them—and if they have, what sort of people they are. Are they anything like ours of the same professions? As to land, that of course they get cheaply.—American landholders have the sense to see that railways are national objects, and benefit them individually, and therefore they encourage them by generally giving their land free of cost. Sharp as Americans are, their landholders have not yet arrived at the refinement of setting up imaginary grievances for the purpose of robbing and plundering great national works. At present that is a chalk beyond them; they must come to the old and professedly more civilized country to learn that. Railways made for £3,000 a mile, and the rails imported from England, contrast very curiously with our lines, which cost from 10 to 20, and even in some instances, above 30 times as much per mile, as those for instance the Blackwall does. No wonder that £10 per mile per week will enable them to pay 10 per cent. dividend, while one of ours with £150 cannot exceed 1 per cent., and others much cheaper—say, for instance, our London and North Western and Great Western, with respectively near £100 and near £70 per mile per week—can only pay 5 and 4 per cent. This is an enigma whose solution lies in the cost of construction.

We admit that the American railways are not constructed as ours are. They have more homely works and lighter rails; and the £3,000 a mile railways are doubtless single lines. Still the small cost does not all here. Their railways, their stations, and works, are made for business, and not for show. America has no expensive engineers, no contractors who can afford to give their partners a couple of hundred thousand pounds not to participate in a contract, and no lawyers receiving £20,000 or £30,000 a year out of the shareholders' profits for mere ordinary business. No; as observed, Americans have not reached that pitch of refinement yet, and hence they can get their 7, 8, and 10 to 20 per cent. dividend.

We are now, however, beginning to open our eyes. Cheaper lines are projected and about to be constructed. But to carry this out effectually, the system must be altogether altered. We must, we fear, have new engineers. As our country did in the Peninsular war so we must in our railways.—We must shake the old expensive hands and employ new and younger men. The old can very well afford to be shelved, having well feathered their nests. We must get out of that crotchety expensive class, and get in to a younger and more economical one.—Men who have to get forward in the world as engineers must be employed—men who will confine themselves to one railway, look after that as a contractor does after his men, and not be engineer to a dozen or score lines in all parts of the country, attending to neither. If we wish to make railways we must make them economically. We must have engineers who will return value received in labour and attendance for their pay, and not have them galloping up and down Europe, neglecting all they are paid to do.—Aye, and more than that, we must have men who have not an interest to make high estimates that contracts may be taken at extravagant prices under them; men who are not sleeping partners in the contracts they have to let and overlook. We must have a race of men different, or if the same men they must do very differently to what some of them, gossip say, have done.

In fact, it is only by a complete change of the system that we can hope for new railways to succeed: If American railways can pay 7 to 8 per cent. on bonds, and as our correspondent Mr. Derby says, earn 10 to 20 per cent. besides, with their comparatively small traffic, what is there to prevent English ones doing the same, if we have honest managements and honest economical contractors?—in other words, honest administration and honest agents.

We don't say a word about honest lawyers, because, according to common report, such a genus does not exist, and we cannot expect nature to create a new race for the purpose of making cheap railways.

However, if the new railways are made at about £8,000 to £10,000 a mile, the district must be poor indeed not to pay a pretty good dividend. £17 10s. a mile a week will pay above 5 per cent. on a cost of £9,000 a mile, (£8,000 for construction, and £1,000 for plant,) allowing 50 per cent. for expenses.—Now there is no reason why a railway may not be made for this money and less. If our memory does not fail us, the York and Scarborough was originally made for £6,000, and some of the Norfolk lines for about £8,000 to £10,000, but successive additional expenses, which might well have been done without, having raised them up much higher.

Our landholders, too, are getting a little wiser, and less rapacious, because they see the benefit railways are to their property.—We do not say that they are less inclined to plunder than they were, but they see that by screwing too hard they may drive the good things, as Mr. Locke calls the Central "minibog," chiefly away. They are, therefore, not more reasonable for reason is yet a long way off from them, but, to outward appearance, a little less brigandish.

In making cheap railways we must not be understood to send them up into the clouds and down again, something like Mr. Locke proposes with his "good thing," for the ostensible purpose of reducing the expense. No; no; we must have economy in the right sense of the word—no contracts—no jobbing.

Neither must we have single lines where express trains are to be run. There is no necessity for it. Double lines in America, where labour is much higher than it is here, and the principal material, the rails, too, are more expensive, are made for £5,000 to £6,000 a mile. There is, therefore, no reason why double lines may not be made here for £10,000 to £12,000 a mile. Single lines certainly will never do. Not even with sidings, if express trains are to run on them. We must not endanger the public with single lines and trains running 50 or 60 miles an hour.—Nay, in all cases it is very proper to do as we believe Mr. Rastick first did on the Brighton railway, make sidings at the stations for the trains taking up and setting down to stand on, and allow the main line to be clear. A little extra expense will be added to the cost, but nothing to make a very significant figure in the construction. Economy with peril to the public is no economy at all, but folly and extravagance. We wish it therefore to be clearly understood that when we advocate economy we do not mean to endanger travellers by stopping off, or diminishing the materials for safety. Our economy goes to prevent jobs and jobbing; to have no false estimates and false measurements; no secret partnerships in contracts; no contracts at all, except small ones, such as men with small means can take; no contracts to enable contractors to give their partners hundreds of thousands not to participate in them; in short, as we said before, to have a different system and a different race of beings altogether to carry it out. That is our economy, and when that is adopted we shall have railways made cheap, be safe, and prosper.

In our last, we alluded to the contract between Her Majesty's Canadian Government and the Proprietors of the Line of Ocean Steamers, for a run between the St. Lawrence and Liverpool. The first vessel of the line will be the "Cleopatra," which is expected to arrive about the first of May, 1853.—This vessel is very favorably known, having loaded in the London docks, and sailed for Australia last September, calling at the Cape of Good Hope with the Government mails, and making the run to Madeira in five days and four hours. She also made a very rapid run from the Clyde to London. We understand that there is every reason to believe that this steamer, and the others of the line, after the consumption of coal, during the voyage, when lightened by the partial discharge of cargo at Quebec, will not be of too much draught to pass Lake St. Peter; and, thus, the communication between Montreal and Liverpool will be direct. The monthly line will be commenced by the "Cleopatra," and a consort ship of the same class, now nearly completed. These two vessels will be of fifteen hundred tons borthen each, and their engines of three hundred horse power, and of two hundred and thirty feet keel, not merely of two hundred, as, by a typographical error, we stated in our last. The three other vessels, to complete the fortnightly line, will be still larger, and possess more power. From what we have stated, which we do on the best authority, the Canadian public may be assured that the line will be of the first class, and the passages will be made with all the certainty and celerity of which steam power is capable. [Montreal Transcript.]

One Jonathan Morgan writes from Portland, Me., to the St. Louis Intelligencer, proposing a novel plan for the construction of the great Chicago and Lake Superior

Railroad. He says: At the present rate of building, it will cost about twenty-five millions of dollars. A wooden road, properly built, will outlast an iron road. Any kind of wood, properly cured in smoke, will be almost indestructible from the common elements. Abundance of timber is probably on the route, which can be had with a small outlay of ready cash. I have a plan of building on which I have secured a right, if it can be put into effect. I will take the whole route at ten thousand dollars per mile, take one-half of the stock, find all materials, pay all land damages, build all necessary buildings, locomotives and carriages necessary for operation, to the acceptance of the company.—The other stockholders to pay in, occasionally, as wanted, their subscription. It will then give the other stockholders one-half of the income of my half, till they shall get their advances back.

European Intelligence.

The steamer Atlantic, with dates from Liverpool to the 21st inst., arrived at New York on Monday last.

The City market was 1-151. However, on account of more favourable news from America, it was 1-151.

A large business was doing in Wheat and Flour, at prices in favour of sellers. Corn less active, but market firm. The preparations for Wellington's funeral and the opening of Parliament, were attended, and it was not yet decided whether or no Parliament will be opened by the Queen in person. The election of Speaker will take place on the 4th. No opposition is expected. The sales along the coast of Britain at the end of the past week were very desultory to shipping and life. Over 20 vessels were wrecked, and the large portion of their crews perished. One ship had a cargo valued at £300,000, which was fallen on and plundered by the people along the coast.

A public meeting was held at London on the 1st inst., for the purpose, as expressed in the bills of sympathizing with and aiding the foreign refugees at present in the metropolis. The meeting is noicable from the circumstance that letters were read from Mazzini and Louis Blanc opposing them. The E. Y. took every opportunity of parading the pacific policy of the Emp. for.

The Times has a rather circumstantial account of the discovery of a military conspiracy against the President. The gist of the matter is that the Paris police by means of opening letters, traced communications between a man they arrested in Paris and some officers of the garrison at Fontenbleau.—The conspiracy, or whatever it was, is claimed on the one hand by the Legationists, and on the other by the Orleansists.

PROVINCIAL EXHIBITION.

From the list of Honorary Diplomas and Premiums, published in the Royal Gazette, we select the following 10 persons in the County of Charlotte:—

HONORARY DIPLOMAS
Dr. Fletcher—D. sign of a Cross.
B. Randall—Manufacture of Linc.
PREMIUMS
Linc, best, B. Randall, £1.
Farm Produce, 21st greatest variety, Chas. Caron, £2.
Saddle Horse, Roadster, James Murchie, £3.
Flannel, best, John McGill, £2.
Mixed Houseman Cloth, best, Chas. Caron, £1 10s.
Fish, smoked or dried, best, James Brown, £2.
Fish, pickled, best, James Brown, £2.
IRON RABLE MENTION MADE OF
Metallic Ores, A. J. Wetmore.
Carrots, Charles Carson.
Smoked Fish, William Tinker.
Fish, J. Dixon.
Do. Capt. R. Benson.
Also, in Leather, Mrs. Julius Thompson.
Design for Farm, Buildings, L. Donaldson.
Model of Ship, Capt. Brown.
Brace in hair work, Mrs. Stevenson.
Dial plate, J. Brown.

ELECTRIC TELEGRAPH TO PRINCE EDWARD ISLAND.—Information has been received from Messrs. Gishorne, at Charlottetown, that the submarine cable for the Electric Telegraph across the Straits of Northumberland, had been shipped on board the brigantine Etiez, which was to proceed to Cape Traverse on the 10th inst., accompanied by the steam propeller Ellen Gishorne, to assist in laying the cable to Cape Tormentine. The Telegraph posts from Sackville to Cape Tormentine are now being set up, and also the posts from Charlottetown to Cape Traverse. It is expected that communication will be complete with Charlottetown by the 1st of December. We wish Messrs. Gishorne every success

in their spiritual and-trading, and trust they will favour us with another Telegraph "bulletin" through these Provinces next season.—[New Brunswick.]

ROMAN CATHOLIC CATHEDRAL.—The Right Rev. D. Donohy is making great exertions for the erection of a Roman Catholic Cathedral in this City, which is to be on a magnificent scale, and will cost £10,000. A statement of the affairs of the Church was made last Sunday, and next Sunday a subscription will be made in the building fund in St. Michael's Chapel.—[H.]

NORTHERN RAILROAD.—We understand that Mr. Graydon, Chief Engineer of the Toronto and North Railroads, accompanied by Mr. Fleming, one of the assistant engineers, proceeded yesterday toward Lake Huron for the purpose of making additional surveys, with a view of locating the line between Barrie and Lake Huron, and determining on the Northern terminus.

The work on the sections between Toronto and Barrie is proceeding rapidly to completion, and before it is brought to a close, the location of the sections beyond, to Lake Huron, will be determined on, so as to enable the contractors to proceed without interruption with that portion of the work.

The Northern Company followed the wise course, of constructing the line, on the portion decided upon; and before that is finished, the best line on the other portion will be ascertained, and adopted, and the road, completed over it, so as to enable the "iron horse" to proceed without interruption to Lake Huron.—Toronto Colonist Oct. 27.

DEATH FROM THE BITE OF A SNAKE.—One of the attendants at the London Zoological Gardens was recently killed by a Cobra, a venomous serpent. The man, whose name was Gilling, to show his courage and "inspiration," as he called it, first took out a Bacon snake and let it run over him; and then went to the Cobra's glass and took him out, and put him under his waistcoat, and suffred the venomous beast to crawl round his body.—He then took him between the head and the middle of the body, when the serpent made a dash at the face of the man, and gave him a deadly bite on the nose. Gilling had considered enough to place the dangerous reptile in his case and call for help. He immediately became faint and unconscious, his face livid, his respiration very imperfect; and though by artificial respiration and galvanism the action of the heart was kept up some 40 minutes after natural respiration had ceased, nothing could save the poor man. On examination small punctures were found, four on one side and six on the other, of the nose, the largest being about the sixth of an inch in diameter and the eighth of an inch deep, from which, even after death, a thin bloody fluid continued to exude. The lungs congested and ruptured black.

THE LAW OF OBSTRUCTIONS ON RAILROADS.—Judge Gibson, in a case tried at Pittsburgh before the Supreme Court of Pennsylvania, where a suit was brought to recover of the Erie Railroad the price of an animal which had been killed on the road, laid down the sound doctrine that "an owner of cattle killed or injured on a railway, has no recourse to the company or its servants; and that he is liable for damage done by them to the company or the passengers." The Court below had given a different judgment, but Judge Gibson says: "The responsibility of a railway company for all but negligence or wanton injury, is a necessity of its creation. A train must make the time necessary to fulfil its engagements with the post office and the passengers; and it must be allowed to fulfil them at the sacrifice of secondary interests put in its way, else it could not fulfil them at all. The maxim of 'salus populi' would be inverted, and the paramount affairs of the public would be postponed to the petty concerns of the individuals. Every obstruction of a railway is 'wasteful, mischievous, and abominable at the cost of the owner of it, with regard to his ignorance or intention.—The lives of human beings are not to be weighed in the same scales with the live of a farmer's or a grazier's stock; and their preservation is not to be left to the care which a man takes of his uncared for cattle."

PITCAIRN'S ISLAND.—Among the passengers by the Orinoco steamer, which arrived at Southampton last week from the West Indies, was an inhabitant of Pitcairn's Island, celebrated as the residence of the descendants of the mutineers of the Bounty. He was the bearer of despatches from Admiral Moreby to the Pacific Ocean, and his object in coming to England is to obtain some assistance for the religious education of the people of Pitcairn's Island, and to induce the government to allow English ships of war to visit the island oftener than they do.

It is stated that a thousand pounds of opium are sold by retail every week in New York, and that the practice of opium eating is increasing very rapidly.

LAW RESPECTING NEWSPAPERS.

Subscribers who do not give express notice to the contrary, are considered as wishing to continue their subscriptions.

If subscribers order the discontinuance of their papers, the publisher may continue to send them till all arrearages are paid.

If subscribers neglect or refuse to take their papers from the office to which they are directed they are held responsible till they have settled their Bill, and ordered their papers to be discontinued.

If subscribers remove to other places without informing the publisher, and the paper is sent to the former direction, they are held responsible.

LANGUAGE OF THE LAW.—If a man would according to law, give to another an orange, instead of saying, "I give you that orange," which one would think would be what is called in legal phraseology "an absolute conveyance of all right and title therein," the phrase would run thus:—"I give you all and singular my estate and interest, right, title, and claim, and advantage of and in that orange, with all its rind, skin, juice, pulp, and pips, and right and advantages therein, with full power to him, cat, suck, and otherwise eat the same, or give the same away, as fully and effectually as I, the said A. B., am now inclined to bite, cat, suck, and otherwise eat the same orange or give the same away, with or without its rind, skin, juice, pulp, or pips, anything heretofore or hereinafter, or in any other deed or deeds, instrument or instruments, of what nature or kind soever, to the contrary in anywise notwithstanding;" with much more to the same effect. Such is the language of lawyers; and it is gravely held by the most learned men among them; that by the omission of any of these words, the right to the said orange would not pass to the person for whose use the same was intended.

YANKEE ENTERPRIZE IN SOUTH AMERICA.—By the schooner Lamartine, which cleared at this port, yesterday, for Cumana, Venezuela, a party of adventurers go out, furnished with a complement of machinery, for the purpose of raising treasure from the wreck of the Spanish vessel "San Pedro," which was lost off Venezuela, more than a century ago. It is supposed that the vessel had about \$3,000,000 on board, which was sent by the home government to pay off troops in her dominion in the new world.

Some two years since, a portion of the present party discovered the wreck, and with the aid of little apparatus for the purpose, succeeded in raising about \$25,000, and cleared the wreck so that they now anticipate operations will be comparatively easy. A steam engine will be carried out, and also a diving machine of ingenious construction, newly invented by Mr. James A. Whipple, together with submarine armor and other apparatus.—Transcript 5th.

LIGHTNING.—A severe thunder storm has recently visited New Hampshire and Vermont, doing much damage. In New Hampshire twelve towns were struck, and in every instance destroyed. In Bennington, Vt., the barn of Mr. David Dyer, a very extensive farmer, was destroyed including a large amount of hay, grain and a valuable horse.—His dwelling was with difficulty saved.

IRISH BUTTER.—An extensive invoice in this city received by the Pacific an invoice of the very first quality of Irish rose butter, costing in Cork 90s. the hundred, and 81s. in Liverpool. Large orders, we learn, have gone out since then, and the prospect now is that Ireland will, during the current winter, make some return for the relief so opportunely sent her in the days of her distress, in 1847.—N. Y. Eccl. Post.

FATAL RAILROAD ACCIDENT.—A boy about twelve years of age named Michael Daley, who was walking upon the track of the Boston & Providence Railroad at Hogg's Bridge was run over by a train and killed.

THE SEASON.—We have had a week of most delightful weather. The first snow was on Sunday last, but it melted as fast as it rained down. Last night about an inch fell, and the ground is completely covered, giving us all around quite a wintry appearance.—When we go to press it is snowing heavily, with the wind from the North-east.—Miramichi Gleaser.

There is an old man in Belgrade, on the frontier of Hungary and Turkey, who has attained the enormous age of 172 years.—He is still in possession of all his faculties and smokes his pipe regularly. Fifty years ago he used to go out hunting with his grandson, it is not quite 100 years since he made his third marriage with a young girl of 19, whom he has outlived by 40 years.

A SIGN OF THE TIMES.—In the North British Advertiser last Saturday there are advertisements for nearly eighty situations vacant, whilst only seven persons advertise for situations! This is the reverse of the rule which has held good for many years, where the candidates for situations far exceeded the vacancies advertised.—North British Daily Mail.

The Madison Co. (N. Y.) Whig accounts for General Scott's defeat in the fact that his military career disqualified him from "running!" He had never run, and could not know how!

A Richmond paper, in speaking of a pretty speech, says the orator held the audience breathless for nearly two hours! Those who composed it must have had extraordinary lungs.