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Sole Importers of
JEWELLERY, CUTLERY,
&c. &c. which will be

h spring CLOCK
Vertical Watches
ever, and commo
er, German dials,
er Watch Guards,
d, and Fancy Set
Gold, Silver, and
Cases, Gold and
dies' Companion
Pocket and Neag
lets, Papier Mach
creens, Hat, Hair,
ng Brushes, Silver
emian Glass Scent
letter Clips, Thero
etal and Brass Card
Trays, Razors and
s, Tea Bells, Pocket
Telescopes, Silver
man Silver mounte
Lad Pencils, or Cigs,
and Pen Knives,
ocket, and Table
Irons, Hot Water
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Fancy Toilet, Soap,
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articles.

J. E. T.
now occupied by Mr. W.
nine miles from Saint
MS attached. Apply to
uses, Mr. D. McMillan
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CHAS. TURNER,
Fredericton.

THE STAGE,
ST. STEPHEN,
AND HARING
has contracted to run
en ST. ANDREWS
MILL TOWN, and
s a week, according to
ment, viz:
draws on Mondays
days, at 6 o'clock, A
rs, Thursdays and Sa
A M and St. Stephen
same days.
position of the Sub
years has driven up
every attention to
ence of Passengers, will
a full share of publi
s will remain open a
ce Hotel, St. Andrews
Stephen; and Ray
THOMAS HARDY
e 4, 1850.

Stoves!
received on consignment
Boston, a large supply of
IT
STOVES,
his store, in the Market
W. MacLEAN,
October, 1850.

RUNSWICK
ILDING SOCIETY
VINGS' FUND
John 9th Sep 1847
right, Robert F Hazen
Andrews, Geo. D. Stree
ephens, J. G. Stevens,
the Public
POST OFFICE,
December 11 1850,
the inconvenience ex
the present arrangement
Postage of Letters and
Newfoundland to be paid
Lordship the Postmaster
pleased to direct that
stage on correspondence
w-Brunswick and New
pre-paid or not at the
HOWE, D. P. M. G.

INTS, OIL, &c.
C. 3, 1850.
Liverpool, via St. John
ed & Raw Lined Oil,
ite Paint, 14, 28 & 56lb.
Kegs.
Yellow 14 & 28lb Kegs,
gou Tea,
best Cognac Brandy
ICA from Boston.
gic Muscovado Sugar,
ALSO.
"SULTAN" from Liverpool
us Starch.
JAMES W. STREE

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At his Office, Water-Street, Saint Andrews, N. B.
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ed till forbid, if no written directions.
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Each repetition of Ditto 1s
First insertion of all over 12 lines 3d per line
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Advertising by the year may be agreed on.

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The undernoted Vessels are appointed to sail as follows:
FROM LIVERPOOL.
Asia April 19—For New York.
Niagara April 19—For Boston.
Europa Apr 26—For New York
Cambria May 3—For Boston.
Africa May 10—For New York.
Canada May 17—For Boston.
Asia May 24—For New York.
America May 31—For Boston.
FROM THE UNITED STATES.
Africa Apr 23—From New York.
America Apr 30—From Boston.
Asia May 7—From New York
Niagara May 14—From Boston
Europa May 21—From New York.
Cambria May 28—From Boston.
Africa June 4—From New York.
Canada June 11—From Boston.
Asia June 18—From New York.
America June 25—From Boston.

Counting-House
ALMANAC
1851.

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
JAN.	6	7	8	9	10	11	12
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SEPT.	1	2	3	4	5	6	7
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NOV.	3	4	5	6	7	8	9
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	22	23	24	25	26	27	28
	29	30	31				

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Apples, Raisins, Figs &c.
The Subscriber has just received from New York
via Eastport.
130 BLS. Super Fine FLOUR, a super
rior article.
35 Bbls. Apples, 10 Bbls. Onions, 5
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150 lbs. FIGS 100 lbs. Confectionery,
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prices.
Fresh ground Coffee every morning.
DONALD CLARK.

The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

No 27] SAINT ANDREWS, N. B., WEDNESDAY, JULY 2, 1851. [Vol. 18

SPEECH
of the
HON. JOSEPH HOWE.
on the importance and value to Great Britain of her
North American Colonies;
Delivered at Southampton, England.
[Concluded.]
In Ireland, in the year 1848, (to say noth
ing of the £10,000,000 voted by Parliam
ent, of the provisions sent in from foreign
countries, or of the voluntary aid extended to
that unhappy country) there was raised
within her own boundaries, no less a sum
than £1,206,679, and expended in poor
—or an average of 1s. 10d. on £13,000,000.
Nearly a million and a half of persons were
relieved, to the extent of 16s. 8d. per head.
In Scotland, £514,000 was raised and ex
pended; the number of persons relieved
£27,647; and the amount paid averaged
£2 7 9 each—enough to have shipped every
poor Scotchman out, in a well-appointed
steamer, to Nova Scotia; there to become a
blessing to the colony, a customer, not a bur
then to the mother country. In England—
which, if this plague-spot were removed,
would be as near perfection as can be attained
by any civilized community—the enormous
amount of £6,110,765 was raised and ex
pended in 1848, being 1s. 6d. on £67,000,000.
—1,576,541 persons were relieved, or about
one in every eleven of the whole population
in this garden of the world! The average
cost of each person relieved, was £3 8 10,
more than enough to have shipped every man
to our own northern colonies, and made pro
prietors and freeholders of them for life.
I turn to the workhouses, and find that in
1849 they contained—
In England—Boys 30,159.
Girls 26,165
—56,324
Fit for service, Boys 4,570
do. Girls 3,690
—8,264
In Ireland.—Boys 62,512
Girls 66,285
—128,799
Making a total of 185,122, without includ
ing Scotland, from which I have no return.
Then, again, look at the number of crim
inals for offences in the three kingdoms in
the year 1848, viz:
In England 30,000
Ireland 38,552
Scotland 4,900
—73,452
Making a total of 73,452
Of this number 6,298 were transported,
and 37,373 were imprisoned. I refer to these
painful facts, not because I believe you are
worse than the people on our side of the At
lantic, but because I believe a vast number of
poor, wretched creatures break the laws in
these islands because they have not the
where-withal to live (hear); they are abso
lutely driven by poverty to the commission of
crime. Many of these are imprisoned, and
expatriated from their country, who, in my
conscience, I believe to be as innocent, in the
sight of God, as any man in this assem
bly. (Hear, hear.) You maintained in Ire
land, in 1849, a constabulary force of 12,829,
and 340 horses, at a cost of £362,506; and
in England and Wales, including the London
police, nearly an equal number at a nearly
equal cost. In this service you expended a
gross total of £1,140,000; thus maintaining
as many constables in these two small islands
as doubled the whole standing army of the
United States of America. (Hear, hear.)
And is this necessary because the people of
these islands are worse than their brethren
of the New World? By no means; but Gov
ernment is compelled to maintain this force
in consequence of the immense pressure upon
the means of subsistence in this country, and
which pressure would be relieved, till you
might reduce your constabulary one-half, by
promoting sound and wholesome emigration.
Then, again, I might refer to the cost of
prisons. I find that the prison at York cost
£1,200 per head for each prisoner they have
to maintain in it—enough, as the Inspector
reports, "to build for each a separate man
sion, coach-house, and stable." If you mul
tiply by twelve (the number of jurors sum
moned on a jury) the number of criminals
tried, you will see the enormous amount of
time wasted in the punishment of crime.—
Then, there is the amount of property stolen
by criminals, which no man can gauge; it
still continues to increase with the progress of
population and the advancement of crime.
There is another consideration; the cost of
life and property destroyed by agrarian out
rages, superinduced by the artificial and
pressing system under which you suffer in
this country. And what is the remedy for
all this? I turn to the Queen's
square miles of territory of North America,
acquire on the continent of North America,
with its noble rivers, fertile soil, exhaustless
fisheries, and valuable mines; and I ask,
will you allow three-fourths of this vast ter
ritory to continue a howling wilderness? Many
persons have an idea that large emigration
may empty England. Empty England?
The idea is preposterous. No Englishman,
Irishman, or Scotchman will live out of these

islands that can live in them. (Hear, hear.)
No man would voluntarily choose to leave
this country, which is a garden from shore
to shore, and exchange it for a comparative
wilderness. Who would leave the land of
his fathers, with all its historical associa
tions, unless driven out by poverty, or stim
ulated by high enterprise?
But, we are sometimes told, there is only
one enlightened mode of colonization, and
that is being very extensively tried in our
southern and eastern colonies. Of the Wake
field theory of colonization, I would speak
with all respect; of the combined efforts of
public spirited individuals, seeking to give it
a fair trial, I would be the last to disappre
hensive. I do not wish to check the progress, in val
uable colonies, of associated enterprise; but
having for more than a month closely exam
ined all that they have done, and are capa
ble of doing, I turn from them to the North
American field, satisfied that they must contin
ue to furnish but homoeopathic remedies for
the internal maladies of England.
In 22 years, from 1825 to 1846 inclusive,
only 124,272 persons went from these United
Kingdoms to the Australian colonies and
New Zealand. In the same period 710,410
went to the United States, to strengthen a
foreign and rival power; to entrench them
selves behind a hostile tariff, ranging from 15
to 100 per cent. over British manufactures;
to become consumers of American manufac
tures instead, and of foreign productions, sea
borne in American bottoms; they, and the
countless generation that has already sprung
from their loins, unconscious of regard for
British interests, and of allegiance to the
Crown of England.
In 22 years, 124,271 settlers have gone to
Australia and New Zealand! About half the
number on the Poor-rate of Scotland in 1848.
Not a tenth part of the paupers relieved in
Ireland; or one in fourteen of those who
were supported by England's heavily taxed
industry, in that single year. Not more, I
fear, than died of famine in a single county
of Ireland, from 1846 to 1850; and less by
60,000, than the number of the young people
who were in the workhouses of England and
Ireland in 1849. Valuable then as these
eastern colonies may be, and respectable as
may have been the efforts to improve them,
it is obvious that as aids to the removal of
pressure upon the resources of the United
Kingdom, those who calculate largely upon
them are sure to be deceived. The reasons
are obvious. Australia and New Zealand are
14,000 miles from the shores of England;
the British provinces of North America are
but 2,500. Every poor man who embarks
for Australia must be maintained by some
body for 120 or 150 days, while he is rolling
about in idleness on the sea. The ordinary
passage to North America, in sailing vessels,
is about 40 days. With steam we may hope
soon to reach Nova Scotia and New Brun
swick in 8 or 10 days, and Canada in 12—
The expense of a passage to the east is £20.
to the west it is £3. 10s.; and with emigrant
steam-vessels may be still further reduced.
Then, mark the disproportionate prices of
land. In Australia or New Zealand 100
acres of land cost £100 sterling; in the Can
terbury Settlement, £300. In Western Can
ada 100 acres of the best land in the empire
can be bought for £40; in Lower Canada for
£20. In New Brunswick, where there are
said to be 11,000,000 of acres in possession
of the Government, for £12. 10s. In
Nova Scotia, where land is now, in many
districts, as valuable as in any of the colonies,
and from the increase of commerce, soon will
be so, we give 100 acres of Crown land to
an emigrant for £10.
But, we are told, that in the eastern col
onies these high prices are not paid for land
alone, but for civilization—for roads, schools,
religious ordinances, and education, without
which land is of no value. I know not wher
e we are very highly civilized in North
America, but I will just explain the position
of Nova Scotia, and let the audience judge
for themselves. It is divided into seventeen
counties, and every county has its sheriff,
magistrates, gaol, court-house, and two terms
of the Supreme Court, in which the common
and statute law of England is administered.
The province is intersected with roads, and
bridges span all the larger, and most of the
smaller streams. Every county is divided
into townships, and each township has its
shire town; and in those towns there are
places of worship for the Episcopalian, the
Methodist, the Baptist, the Presbyterian, the
Catholic, the Independent, and for the vari
ous modifications of religious opinion which
divide the inhabitants of these islands. Every
county has from 50 to 100 public schools.
(Hear, and cheer.) There is scarcely a
house in Nova Scotia without a Bible in it,
and, hardly a native of the province who
would not be ashamed to be unable to read it.
(Hear, hear.) This is the "barbarous"
state of the North American provinces, for
Nova Scotia is but a type of them all. If
what I have described be civilization, we shall
be extremely glad to give all these blessings,
this civilization, such as it is, to every Eng
lishman, Irishman, or Scotchman, who cho
oses to come into the Province, and 100 acres
of land besides, for £10.

But England's political, as well as her mo
ral and industrial interests, demand that
her North American possessions should be
strengthened and improved. We hear a
good deal occasionally about the balance of
power in Europe; and, one would suppose,
by the excitement created by some paltry
continental intrigue, or petty principality in Ger
many or the Mediterranean, that the very ex
istence of this great nation was often involv
ed. The people of British America, in their
simplicity, are sometimes apt to think, that
if half the trouble was taken about the ter
ritories which belong to us that is wasted on
those which do not, our British brethren
would be nearly as well employed. (Hear,
hear.) I am no alarmist; but there appear
to be many in England, and some of them
holding high military and social positions,
who regard England as defenceless, at this
moment, from the assaults of any first-rate
European power. Now, suppose that France
or Russia were to combine her military and
naval forces with those of the United States
to attack England, hopeful as I am of the
destiny, and confident in the resources of
these islands, I doubt not but they would, in
the end, come gloriously through the strug
gle. But who can deny that the contest
would be perilous for a time, and, under the
most favourable circumstances, very expen
sive? One American war added £120,000;
1,000 to your debt; a few millions, prettily
employed, but not wasted, in the northern
provinces, will so strengthen them as to make
another war a very remote contingency, and
comparatively little burthensome or hazar
dous, if it ever comes. But, suppose the nor
thern provinces neglected and ultimately lost;
imagine the territories of the Republic extend
ed to Hudson's Bay, and that the spirit gener
ated by two wars, and which a word, a sin
gle act, so readily revives, pervaded the con
tinent. Strip England of every port on the
Atlantic and Pacific Oceans—leave her with
out a ton of coal for her steamers, or a spar to
repair a ship. Fancy the 6,000 vessels that
we now own added to the enemy's fleet, and
the 400,000 men that we could arm to-mor
row added to her forces—the enemy's out
posts and arsenals would then be advanced
500 miles nearer to England, and the West
Indian colonies overpowered and lost, as a
matter of course. Would not the balance of
power in Europe be thus fearfully disturbed,
because England had failed to maintain the
balance of power in America? The picture,
Mr. Chairman, is too painful to be dwelt on,
even for a moment; and I gladly turn to the
measures which I believe, by strengthening,
and inspiring the northern provinces with
grateful confidence in the policy and maternal
forethought of the United Kingdoms, will
render the empire impregnable and secure.
The measures which I propose are extreme
ly simple, and in the end will be found al
most self-sustaining, relieving rather than
adding to the burthens of the State. They
include—
Ocean steamers for the poor as well as the
rich.
The preparation of wild lands for settle
ment by the Colonial Governments.
The promotion of Public Works, of ack
nowledged national utility, by the interposi
tion of Imperial credit, that the labour mar
ket may be extended, and the poor of Great
Britain employed, as an aid to colonization.
The bounties which you now pay to en
courage your North American and West India
mail steamers—amount to £285,000. For
this sum you maintain, on the ocean, 24
noble vessels, which in peace afford a protection
to commerce in the seas they traverse, and
could in a moment be converted into formid
able vessels of war. The postage on the
letters they carry pays a large portion, if not
the whole expense. To build and equip the
same number of steam-ships for the navy
would require an expenditure of £2,400,000
in the first instance, and the annual cost
would not be less than the bounty now paid.
It is clear that, by these contracts, the nation
is stronger by the twenty-four ships, and yet
saves the £2,400,000 it would cost to build
them, even should no postage be received.—
Apply the same principle to the conveyance
of emigrants that you do to the conveyance
of letters. The same bounty which you now
pay to one of these lines would at once add
eight or ten more noble ships to the navy
of England. There might be some loss at
first, but ultimately they would be self
sustaining, and the millions you now main
tain in unions and workhouses would not
only be enabled to maintain themselves, but
would ultimately, by their increased traf
fic and intercourse, maintain for you an im
portant addition to the naval force of the empire.
[Mr. Howe illustrated the necessity for the
employment of Emigration Steamers, by
showing the deplorable results of emigra
tion as it had been conducted to the North
American provinces in sailing-vessels, par
ticularly in years of famine or industrial
derangement at home. He shewed, from the
Official Returns, that in 1847, 17,415 Brit
ish subjects died on the passage to Canada
and New Brunswick alone—in quarantine,
or in the hospitals; that, from the infection
spread through thirty colonial towns and
cities, there was too much reason to believe

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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.

that the number must have swelled to 25,000.
By quotations from American works he in
ferred that an equal number perished on their
way to, or in the United States, in the same
year; making an aggregate of 50,000.]
I am quite aware, said he, that Govern
ment were not to blame for this mortality;
that to have prevented emigration would have
made the matter worse. I am quite aware
that improved regulations have since been
proposed and established, and that a famie
year affords no fair criterion of the average
mortality in ordinary seasons. But when we
reflect that but 500 men were sunk in the
Royal George; that but 1,993 were slain
at the battle of Waterloo; that at Salaman
ca but one in 90 of those engaged was killed,
and but one in 104 at Madrid, we are impre
ssed with the solemnity of the obligation to
guard against such results in all time to
come. The loss, by this single year's emigra
tion, was equal to the aggregate populati
on of three Irish cities, or of three of the
smaller agricultural counties of Scotland.
The Ocean Omnibus for the poor is the true
remedy. In ordinary seasons it will make
emigration a cheerful change from one part
of the Queen's dominions to another; in
periods of distress, of derangement and pleth
ora in the labour market, it will transport
Her Majesty's subjects in health and security
from where they are not wanted to where
they are.

[Mr. Howe also illustrated the evils arising
from fraud and misdirection, and from
collisions and shipwrecks at sea, and the
heavy expenses consequently thrown upon
the Provincial Governments. One cargo of
emigrants, wrecked on the coast of Nova
Scotia in 1848, cost the Government, to re
lieve the sick, bury the dead, and to tranship
the survivors, £399, or £5 10s. per head.—
Another cargo of 127 Highlanders, shipped
by a proprietor in South Uist, to clear his es
tate, cost him to export and misdirect, £3,
10s. per head. It cost the Government £4,
10s. to bury the dead, to cure the poor peo
ple who survived of small-pox, and to tranship
them to Prince Edward's Island, and Cape Bre
ton. He also shewed the hostile colonial leg
islation which the inevitable sickness and
casualties attendant upon long voyages in
sailing vessels, generated; and explained how
these laws would be swept away, and how
cheerfully the Colonial Governments would
lay off their lands, and prepare for emigra
tion, if the working classes could be sent out
with certainty, in health, and landed at con
venient ports; where their friends, and pro
prietors having land to dispose of, would be
ready to receive them. Steamers could run
along the southern coasts of Nova Scotia and
New Brunswick, and land emigrants wher
ever they were wanted. They could run
through the Gut of Canso, and supply the nor
thern counties, including Prince Edward's
Island. They would go up the St. Law
rence, and drop them from Gaspe to Que
bec.]

But, Mr. Chairman, I am anxious to see
these ocean steamers for the working classes,
on another account. The omnibus in the
Strand—the parliamentary train, carries
passengers both ways. So will it be with
the poor man's steamer. Now, when an
emigrant leaves home, he leaves it for ever.
The Scotchman breathes his lament of
"Locheaber no more." Green Erin goes down,
as the ship recedes, like an emerald sunk in
the sea; for except in their dreams, the chil
dren she throws off from her bosom rarely re
turn to it again. Of thousands who annual
ly leave merry England, how few ever revisit
their kindred or see how well death has
robbed it of every charm. Why is this?
The length and uncertainty of the voyage,
the misery endured, the peril encountered,
the relations lost, the fraud, the misdirecti
on, make the emigrant family, to the close of li
fe, dread the sea. Then the cost, in a mail ste
amer, to land and fro, would swallow the price of a
farm. What are the political effects? That
the British Islands throw off, not only the
bodies, but the souls—the clustering effluvia
and ever-springing recollections of home, with
the hope to revisit it, which, if not realized,
the prospects were rational, be then bequeathed
to the next generation. Whenever gratified,
the effects would be conservation of British
feelings, and a thousand links of love would
be thus woven to bind the two countries to
gether. Let us, then, have the Ocean Omni
bus, not only to carry the working classes of
Great Britain and Ireland to the virgin soil
which invites them, but to bring them back—
the fortunate, to relieve their kindred, and
those more rare means to revisit it for ever.
Let the home of their fathers, to tread the
scenes which history halloweth, and converse
without a blush, the modern triumphs and
civilization of England, even with those of
the proud Republic beyond the frontier.—
Such a squadron would be worth to North
America and to England, a dozen ships of
war, and could be maintained ultimately for
a fifth part of the expense. The Britons
who crossed and re-crossed in them would
not only maintain them with little or no cost
to the nation in times of peace, but with light
crews, help to defend them in case of war.
The preparation of their lands for settle