

reillery, &c.
Subscriberan assort
LLERY, CUTLERY,
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h spring CLOCK
Vertical Watches
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and Pen Knives,
ocket, and Tailor's
Irons, Hot Water
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Fancy Toilet, Soap,
and Rifle Powder
articles.

ET.
occupied by Mr. Wm.
nine miles from Saint
MS attached. Apply to
uses, Mr. D. McCallum
of this Paper
CHAS. TURNER,
Fredericton.

IL STAGE,
ST. STEPHEN,
AND BARRING
is contracted to run
en ST. ANDREWS
MILLTOWN, and
a week, according to
ment, viz:
draws on Mondays
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a full share of publi
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Stephens, 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,
tober, 1850.

RUNSWICK
ILDING SOCIETY
VINGS' FUND
John 30th Sep 1847
right, Robert F Hazen
Andrews, Geo. D. Street
Stephens, 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.
ght Muscovado Sugar,
ALSO.
"SULTAN" from Liverpool
ue Starch.
JAMES W. STREE

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The Atlantic Steamers.

The undernoted Vessels are appointed to sail as follows:

FROM LIVERPOOL.

Asia	April 12	For New York
Nigeria	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
Europa	May 7	From New York
Nigeria	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
JAN.	6 7 8 9 10 11 12	13 14 15 16 17 18 19	20 21 22 23 24 25 26	27 28 29 30 31		
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DEC.	1 2 3 4 5 6 7	8 9 10 11 12 13 14	15 16 17 18 19 20 21	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
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130 BLS. Super Fine FLOUR, a super
rior article.
25 Bbls. Apples, 10 Bbls. Onions.
1 Tierce Rice, 8 Bbls. PORK
250 lbs. Cheese.
—via St. John—
50 Boxes Fresh RAISINS
16 half do Ditto, 16 Quarter Ditto,
200 lbs. Cooking ditto 300lbs CURRANTS,
180 lbs. Almonds 195 lbs Filbert nuts,
150 lbs. FIGS 100 lbs. Confectionery.
which together with a large stock of Provisions
and Groceries, he will sell at the lowest market
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 1845, (to say nothing of the £10,000,000 voted by Parliament, 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-rates—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 expended; 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 burthen 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 expended in 1845, 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 10 10, more than enough to have shipped every man to our own northern colonies, and made proprietors 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
Fit for service, Boys 4,570
do. Girls 3,690
In Ireland.—Boys 62,512
Girls 66,285
Making a total of 155,122, without including Scotland, from which I have no return. Then, again, look at the number of criminals for offences in the three kingdoms in the year 1845, viz:
In England 30,000
Ireland 38,552
Scotland 4,900
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 Atlantic, but because I believe a vast number of poor, wretched creatures break the laws in these islands because they have not the wherewithal to live (hear); they are absolutely 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 assembly. (Hear, hear.) You maintained in Ireland, 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 Government 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, if 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 mansion, coach-house, and stable." If you multiply by twelve (the number of jurors summoned 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 agricultural outages, superinduced by the artificial and pressing system under which you suffer in this country. And what is the remedy for all this? I turn at once to the four millions of square miles of territory under the Queen's sceptre 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 territory 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 enslave 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 their fathers, with all its historical associations, unless driven out by poverty, or stimulated 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 Wakefield 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 disapprove. I do not wish to check the progress, in valuable colonies, of associated enterprise; but having for more than a month closely examined all that they have done, and are capable of doing, I turn from them to the North American field, satisfied that they must continue to furnish but homeopathic 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 themselves behind a hostile tariff, ranging from 15 to 100 per cent. over British manufactures; to become consumers of American manufactures 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 1845. 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 1845. 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 somebody 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 Brunswick 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 Canterbury Settlement, £300. In Western Canada 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 11,000,000 of ungranted 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 colonies 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 whether 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 various modifications of religious opinion which divide the inhabitants of these islands. Every county has from 50 to 100 public schools. (Hear, and cheers.) 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 Englishman, Irishman, or Scotchman, who chooses to come into the Province, and 100 acres of land besides, for £10.

But England's political, as well as her moral 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 Germany or the Mediterranean, that the very existence of this great nation was often involved. The people of British America, in their simplicity, are sometimes apt to think, that if half the trouble was taken about the territories 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 struggle. But who can deny that the contest would be perilous for a time, and, under the most favourable circumstances, very expensive? One American war added £120,000; 000 to your debt; a few millions, profitably 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 hazardous, if it ever comes. But, suppose the northern provinces neglected and ultimately lost; imagine the territories of the Republic extended to Hudson's Bay, and that the spirit generated by two wars, and which a word, a single act, so readily revives, pervaded the continent. Strip England of every port on the Atlantic and Pacific Oceans—leave her without 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-morrow added to her forces—the enemy's outposts 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 extremely simple, and in the end will be found almost 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 settlement by the Colonial Governments.
The promotion of Public Works, of acknowledged national utility, by the interposition of Imperial credit, that the labour market may be extended, and the poor of Great Britain employed, as an aid to colonization.
The bounties which you now pay to encourage 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 are a protection to commerce in the seas they traverse, and could in a moment be converted into formidable 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 maintain in armaments and workhouses would not only be enabled to maintain themselves, but would ultimately, by their increased traffic and intercourse, maintain for you an important 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 emigration as it had been conducted to the North American provinces in sailing-vessels, particularly in years of famine or industrial derangement at home. He showed, from the Official Returns, that in 1847, 17,415 British 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

that the number must have swelled to 25,000. By quotations from American works he inferred 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 Government 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 famine 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 Salamanca but one in 90 of those engaged was killed, and but one in 104 at Malaga, we are impressed with the solemnity of the obligation to guard against such results in all time to come. The loss, by this single year's emigration, was equal to the aggregate population 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 plethora 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 relieve the sick, bury the dead, and to transport the survivors, £399, or £5 10s. per head.—Another cargo of 127 Highlanders, shipped by a proprietor in South Uist, to clear his estate, cost him to export and misdirect, £3 10s. per head. It cost the Government £4 10s. to bury the dead, to cure the poor people who survived of small-pox, and transport them to Prince Edward's Island, and Cape Breton. He also showed the hostile colonial legislation 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 emigration, if the working classes could be sent out with certainty, in health, and landed at convenient ports; where their friends, and proprietors 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 wherever they were wanted. They could run through the Gut of Canso, and supply the northern counties, including Prince Edward's Island. They would go up the St. Lawrence, and drop them from Gaspe to Quebec.]
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 to more." Green Erin goes down, as the ship recedes, like an emerald, sunk in the sea; for except in their dreams, the children she throws off from her bosom rarely return to it again. Of thousands who annually 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 misdirection, make the emigrant family, to the close of life, dread the sea. Then the cost, in a mail steamer, to 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 affections 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 together. Let us, then, have the Ocean Omnibus, 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 who rate means to revisit their home, or the home of their fathers, to tread the scenes which history halloweth, and compare, 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 British who crossed and recrossed 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-

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