

SUMMARY OF NEWS.

(From the Courier.)
We have been favored with a copy of the Report of the Survey of the European and North American Railway, made under the authority of the State of Maine, by A. C. Morton, Esquire, Civil Engineer. It forms a book of 93 pages, and is accompanied by a map of the Railway, showing its connection with the Railways of the United States and Canada, and a map showing a plan for shortening the transit between New York and London.

The Report is an important document, and deserving of a more extended notice than we can give it today. We append a few extracts which will show the extent of the line to be built, and give an idea of the practicality of the work.

The following summary shows the length of road to be built in the State of Maine, in New Brunswick and in Nova Scotia.

Maine, (omitting fractions), 45 miles; New Brunswick, 200; Nova Scotia, 121; giving 433 miles—as the total length of the European and North American Railway. From the surveys made of the various portions, I can state with much confidence that, of the 423 miles of railway, there will be over 350 miles upon which the grades will not exceed 30 feet per mile, and for over 100 miles of this latter distance, the road will be level. The maximum grade, with the exception of one point, will probably not exceed 50 feet per mile, with comparatively a short distance of this inclination.

The portion of the line where the grades exceed this; is confined to a distance of about 12 miles, in crossing the Cobequid Hills in Nova Scotia. These inclinations probably will not rise higher than 50 to 60 feet per mile, and of the latter gradient there need not be more than five or six miles.

The greatest elevation passed over, in the 423 miles is also at the Cobequid Hills, which is 600 feet; the greatest in New Brunswick probably will not exceed 350 feet, and that in Maine 300 feet above the ocean. It is a fact worthy of notice, that this great work throughout its whole extent of over 400 miles, traversing a country, the most promising characteristics of which are its numerous large rivers, lakes and inlets, that at no point is it interrupted by ferries, nor are the difficulties encountered or expenditures required in the construction of bridges and other works at all corresponding with the magnitude of the rivers to be crossed, and the objects to be attained.

The peculiarity, together with the great extent of line which may be constructed at a low rate, will tend to reduce the average cost of the whole work to a sum considerable below most of the great lines of the United States.

From the examination I have been able to make, together with information obtained from reports of the Engineers who have surveyed various parts of the line, I am of opinion, that with judicious management, the whole work may be constructed with a single track and equipment at a cost not exceeding \$30,000 per mile, or a total cost of Twelve millions six hundred thousand dollars.

It is a most extraordinary and unusual circumstance to be able to cross a river of the magnitude of the St. John where it empties into the ocean—a river that is half a mile in width one hundred miles from the sea, and before its debouché attains a width of over three miles and yet can be crossed at comparatively moderate expense with a bridge not exceeding 600 feet in length, neither requiring a draw, nor interrupting navigation.

This site for a bridge is every way favorable for reaching the city of St. John, which is on the east side of the river, in full view, as well as for the continuation of the road eastward from this point.

THE SEA GIVING UP ITS TREASURE.

The Plymouth Memorial of Saturday says: "We learn, that during the gale of last week, a quantity of linseed oil came ashore in the breakers at Manomet ponds. The oil was in 40 gallon casks, 14 of which were rolled upon the shore in safety, but several casks were burst by being dashed against the rocks. The casks that were saved, contained about 30 gallons of oil each, which proved to be in good condition. The condition of the casks was such, as to render it certain that they had been in the water a great while, perhaps many years. The outer surface of the casks was considerably decayed, and there were few ridges of iron rust on each, which were the only remnants of what were once iron hoops. The casks were covered with barnacles."

The Advertiser says the above probably came from the brig Holland of Boston, from Rotterdam, which was capsized and sunk in Massachusetts Bay about ten years since. The breaking up of the vessel, which was hastened by the gale, probably disengaged the casks from the hold, and, being lighter than water, they rose to the surface.

SHOCKING CRUELTY.—The Detroit Journal says, that a few days since, as Mr. A. Miller, of Birmingham, Oakland County, was returning from an insane asylum with his son, 18 years of age, who had been discharged as cured, the father left the car to obtain some refreshment, leaving the boy in his seat. On his return, the father stopped for a few moments to talk with a friend in another car, and on going to the car in which he left his son, he found the seat vacant, and the boy gone. Upon making inquiry, the conductors told him that he had put a young man of the train some distance back, who would not pay his fare, nor give an account of himself. The father stopped at the next station, returned, and found the mangled body of his son lying on the track.

The fare of both father and son had been paid through from Union to Buffalo. Some of the southern Cuba invasionists have arrived in Washington, where they remarked that the expedition would not be easily frustrated.

THE STANDARD.

St. Andrews, Wednesday, May 7, 1851.

St. Andrews & Quebec Railroad Company.

John Wilson, Esq., President.
Julius Thompson, Esq., Manager.
S. H. Whitlock, Esq., Secretary.

The Board of Directors meet every Thursday for the transaction of business.

Charlotte County Bank.

Hon. Harris Hays, President.

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.

King and Albert House.

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

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.

ST. ANDREWS & QUEBEC RAILROAD COMPANY.

At the Annual General Meeting of the Stockholders of the Saint Andrews and Quebec Railroad Company, held at the Town Hall in Saint Andrews, on Tuesday the sixth day of May, 1851.

The President, John Wilson, Esquire, having taken the Chair, read a Statement of the proceedings and finances of the Company, for the Year past, which was accepted by the Stockholders.

STATEMENT OF THE PROCEEDINGS AND FINANCES OF THE COMPANY, FOR THE YEAR PAST.

The close of the official year exhibits an assurance of successful prosecution on the part of the Company during the ensuing year, more than any past period. Much of the opposition heretofore shown to the progress of the undertaking, and the doubts entertained as to the remuneration of the directors and shareholders, have been in a great measure overcome, but for persons to whom the short sightedness of the past year has been a lesson, it is to be regretted that the present enterprise can ever be abandoned as unattainable. The Directors of the past year beg to report, that, since their appointment, they have nearly accomplished the grading of ten miles of the line between St. Andrews and Charlottetown. This includes a substantial bridge over an arm of the sea contiguous to St. Andrews, called Kitty's Cove. This bridge spans 550 ft., and is now ready for the rails. It has the approbation of several engineers and scientific gentlemen, who pronounce it to be a very substantial and efficient structure, put up at a comparatively moderate expense.

Several other bridges, within this section of ten miles, both of cobble and trestle work, are in progress of construction, which, with the wooden superstructure, the Directors confidently hope will be ready for the iron by the 1st of June next. The iron rails of a flat or bridge form, with the locomotive and tender, were shipped from England last Fall, in two vessels, the Avon and Andale. The former vessel arrived at St. Andrews in March last, with a cargo of rails, locomotive, tender, &c. The latter vessel has also lately arrived at Halifax with the complement of rails and plates.

The Directors regret that the plates had not been shipped in the same vessel as the locomotive, as the rails might then have been laid down as far as Chatham, and the ballasting of that portion of the road completed.

The actual expenditure of the Board up to this period, is \$23,000. This, it will be observed, embraces a large amount for surveying and engineering expended on the route through to Woodstock previous to the letting of any portion of the line.

The Directors have estimated the engineering expenses apart from the general outlay, and feel confident that, exclusive of these expenses, the amount already laid out on the part of the Company has not exceeded £3,000 per mile. This sum will be understood to cover the cost of locomotive, tender, rails, bridges, &c., and in fact the whole outlay of the road for the ten miles now under contract.

From the report of Mr. Light, the engineer of the Company, and other engineers preceding that gentleman, as to the local character of the line between St. Andrews and Woodstock, and its adaptation to railways, the Directors feel confident that the remainder of the road will not exceed \$10,000 per mile. During the last winter, the Legislature of the Province very generously voted £20,000 sterling in Provincial bonds, bearing an interest of 6 per cent, and redeemable in thirty years; the Province to assume a corresponding amount of stock in the Company, not, however, subject to any interest, other than a pro-rata dividend upon the returns of the road after its completion to Woodstock.

Upon the passage of this Bill, the Directors concluded to send Mr. Thompson, the Manager, to England, to negotiate with the Board of Directors in London, in order to comply with the requisitions of this act, and the Directors have every reason to believe that his mission will be successful and highly advantageous to the interests of the Company. That upon the return of that gentleman a full and detailed report of his mission will be furnished by the Directors to the Company. The Directors have to regret that a portion of the Breast work at Kitty's Cove has given way through the insufficiency of its construction; but at the same time have the satisfaction in reporting that the repairs can be made at a comparatively small expense, as the timber used in the original construction has been all preserved and can be made use of again. The

Directors have used strict economy in the expenditure of the funds of the Company and respectfully recommend to their successors in Office a rigid adherence to the same policy.

The Directors also would urge upon their successors to push forward the work with all the practical despatch that the funds of the Company warrant.

It affords the Directors much pleasure in congratulating the Company upon their present flattering prospects, but at the same time that they offer these congratulations they feel it their duty to call upon the friends of the undertaking to exert themselves as men engaged in a good cause and upon whose exertions depend the future promotion and progress of so laudable an undertaking. All of which is respectfully submitted.

Thereupon Resolved.—That the above statement be printed and that a full and detailed Report be published immediately after the arrival of Mr. Thompson, the Manager, from England.

Resolved Unanimously.—That the Imperial Act, Entitled "An Act for Incorporating The Class A. Shareholders of the St. Andrews and Quebec Railroad Company" and conferring on them certain powers passed 13 & 14 Vic.—Sess. 1850, received the assent of the Stockholders present and that the assent of this Company is hereby given to the full operation of the said Act. And further Resolved.—That such assent be signified by writing, under the Common Seal of the Railroad Company, and the hand of three or more of the Directors thereof in the form and effect prescribed by the 37th Sections of the Act.

The President having left the Chair and The Hon. Harris Hays being called thereto, the following Gentlemen were duly and legally elected Directors for the ensuing Year: Hon. Rear Admiral W. F. W. Owen, Hon. H. Haich, G. S. Hill, C. G. Connel, Col. R. Hayne, Capt. J. J. Robinson, R. N., John Wilson, John Moses, L. Donahue, Wm. Whitlock, H. H. Hatch, T. B. Wilson, G. D. Street.

Resolved.—That this Meeting be adjourned until Tuesday, the 17th day of June next, for the purpose of general business.

And after a vote of thanks to the Chairman the Meeting adjourned.

S. H. WHITLOCK,

Secretary.

THE SONS OF TEMPERANCE SOCIETY took place on Thursday evening, according to previous announcement, and, notwithstanding the rain storm during the day and evening, a large and respectable company met together on the occasion. The room was tastefully decorated with flags and evergreens; the tables were loaded with choice cake of every description, and set off with vases of flowers, which had a pleasing effect—thanks to the ladies who presided at the tables. At 7 p.m. the Rev. John Ross having asked a blessing, the company sat down to the repast, and for nearly an hour the work went bravely on—another cup of tea here, and a cup of coffee there, with "I'll thank you for the cake."

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The Postmaster General.—A resolution has passed the Assembly making the office of Postmaster General political. We do not clearly comprehend the subject; but if it be the intention of the House to create a new office, the people will strongly oppose it, as there will exist no necessity for burthening the department is placed under own control. The efficiency of the Post Office will be no way increased by an additional officer, but it may rather be rendered less satisfactory to the public. What the Legislature should do, would be to bestow the office of Postmaster General upon our present active and attentive Deputy Postmaster, continuing the salary as at present, without making the office political, and abolish the office of Surveyor. There is no good reason why another office should be created, except it may be that some corrupt supporter of the Government wants to obtain a sinecure, as a reward for his services in sustaining the present Administration; at least we cannot imagine any other cause. The truth is, if we are to have a Deputy Postmaster, we want no Postmaster General; all that is required will be a change of names, the duties being the same. Then, why the office should be made political we have yet to learn.

The business of the office requires the attention of the Deputy Postmaster constantly in his office. It is unlike any other public office in the Province, and one which cannot be neglected. As for having a Postmaster General and a Deputy Postmaster General besides, it will nonsense. The people will not pay £500 or more per annum for the purpose of supporting any man for walking about the streets of Fredericton with his hands in his pockets; and if this is the intention of the Resolution passed by the House, the sooner it is rescinded the better.—[New Brunswick.]

We learn by the Toronto Correspondence of the Montreal Chronicle dated 19th April that the Cabinet had been in Council two days, and that it was rumored that the subject of their deliberations was an immediate dissolution of Parliament. We learn further from the same source that it is said George Thompson, M. P., has received intelligence that two assassins have

been sent in search of him, with the deliberate purpose of murdering him, if they succeed in finding him, and that such intelligence has actually been communicated to Mr. Thompson, who is still in Toronto.—[Quebec Chronicle.]

THE POSTAGE STAMPS.—Postage stamps are about to be issued by the Post Master General, one representing the Beaver, of the denomination of 34, the second representing the head of Prince Albert, of the denomination of 64, and the third representing the head of Her Majesty, of the denomination of 1s, which will shortly be transmitted to the Post Masters at important points for sale.

MILITARY TRIP TO CANADA.—The New York Commercial Advertiser says, the 79th Regt. of Highlanders now stationed at Quebec, have sent invitation to the "Bowles Fencibles," a volunteer company in this city to visit them in August next. The invitation has been accepted and the Canadians may expect to see a good specimen of our volunteer soldiery.—16.

THE RAILWAY.—Extract from Mr. Howe's letter to Earl Grey, of November 25th, 1850:—"The Halifax and Quebec line requiring Five Millions Sterling, to complete it, the united resources of the three Provinces are inadequate to the work, without very liberal aid from the British Government;—that aid having been refused, the project, for the present, has been reluctantly abandoned."

"A Railroad to Portland offers many advantages which one to Quebec does not. It will cost only about one half as much. It will run nearly all the way through a comparatively improved country. It would connect Halifax with St. John, and by the river, with Fredericton, and the larger towns of New Brunswick, giving to all these, with the villages and agricultural settlements lying between them, most desirable facilities for internal traffic. The line to Quebec cannot be constructed by the Colonists unless the British Government make liberal contributions."

With the above view, the people of New Brunswick entirely coincide; and, because Mr. Howe and his followers in Halifax, have, within three short months, arrived at precisely the opposite conclusion, they cannot expect that we should "jump Jim Crow," reason or none, at their bidding. We cannot understand why what was true in November should be a lie in March;—will the editor of the *Newscotian* be pleased to enlighten us on this point?

We really cannot descend to reply to the remarks of the *Newscotian* regarding the "outside barbarians" of New Brunswick. If such conceited conceitings go down with the people of Nova Scotia, they must be a wonderful people surely!—[Courier.]

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

April 29th.—Packet Spray, Balmor, St. John, merchandise.
Packet Fame, Ogden, St. John, merchandise.

May 1st.—Packet Matilda, McMaster, Eastport, provisions.

Packet Prince Albert, South, Grand Manan, 4th.—Norw. Barque Henriques, Gibraltar, D. & T. Wemore, ballast.

Norw. Brig America, Boston, H. Frye & Co., ballast.

Cleared at Boston, May 1st, Brig Pero, Wheeler, for St. Andrews.

TEA, SUGAR, MOLASSES, FLOUR, &c. BY AUCTION.

Mr. J. W. STREET, will sell by Auction, on Friday next, 9th instant,

at 11 o'clock A.M., at his Sales Room—

- 1 Hhd. Muscovado Sugar,
- 1 Hhd. Crushed Loaf Sugar,
- 1 Hhd. good retailing Molasses,
- 4 Chests of Souchong Tea,
- 1 half chest of
- 2 Kegs Plug Tobacco,
- 8 Bbls. Superfine Flour,
- 6 Boxes Mould Candles,
- 10 " Dip do,
- 10 Yellow Soap,
- 4 Bbls. Cedar Vinegar,
- 2 Boxes best blue starch,
- 10 Kegs Cut Nails assorted sizes,
- Boxes Tobacco Pipes,
- 2 Hbds. good Cognac Brandy,
- 1 " Pale do,
- 2 Cr. Casks Madeira Wine,
- 2 Cr. Casks Port Wine, &c. &c.

May 6, 1851. J. W. STREET.

Tea, Brandy, Geneva, &c.

EX the Libben from Liverpool, via St. John:—

- 10 Chests fine Congou Tea,
- 4 Hbds. best " Martell" Brandy,
- 6 Hbds. Pale Rotterdam Geneva,
- 2 Boxes best blue Poland Starch,
- 2 Casks D. & Martin's Japan Blacking,
- Also, 10 arrive per the Grace from Liverpool:—
- 20 Hbds. fine Old Jamaica Rum,
- 5 Pipes " Martell," " Hennessy" & U. Vine Brands,
- 1 Hhd. fine old Jamaica Rum,
- 2 Hbds. old Port Wine,
- 1 Hhd. Brown Sherry,
- 32 Chests Congou Tea,
- 20 Bbls. Crushed Loaf Sugar,
- 8 Boxes best blue Starch,
- 122 Kegs C. F. F. Gunpowder,
- 25 & 50 lbs. each, &c. &c.

J. W. STREET.

From the

THE

Apply to

Apr. 22, 18

Steak

THE Steamer

having been

commenced by

port and Calais

Robbinston via

Steamer Anna

Eastport, and S

days, until forth

Family Ticket

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