

MEXICO.
Important from the Seat of War.—The
Enemy near Saltillo.—Gen. Taylor's outposts
driven in.—The attack on Matamoros.
—Mexican Army this side of the Mountains.
—The schooner Cors arrived at New Orleans
on the 29th ult. from Brazos 19th. The in-
telligence of a prospect of an action at Saltillo
is confirmed. All of Gen. Taylor's outposts
are said to have been driven in, and an attack,
if made at all, was expected during the first
few days of February.
General Taylor's command at Saltillo would
exceed six thousand men. Many believed
that when the Mexicans found him in such
force, the idea of an attack would be abandon-
ed.
Very many officers were still of opinion
that Santa Anna meditated no serious blow
in that quarter, and that the movement was
but a feint, and that he will lead the main
body of his forces to Vera Cruz.
Runners have reached New Orleans by this
arrival that a general engagement had taken
place. The Picayune attaches no credit to
them.
Much apprehension was felt at Matamoros
of an attack by Gen. Urrea, who is under-
stood to be on this side of the Mountains with
four thousand men, two thousand of them not
to be surpassed by any in the Mexican ser-
vice; the remainder are Rancheros.
Col. Drake, commanding at Matamoros,
has provided muskets and ammunition for
citizens in case of an attack, and had sent to
Point Isabel for several pieces of ordnance.
The Picayune does not deem the danger
threatening Matamoros very imminent.
Troops were embarking at the mouth of
the Rio Grande as rapidly as possible. Gen.
Scott sailed on the 13th.
Gen. Worth had not left on the 19th, and
would not until the whole command was on
shipboard. It was not supposed that the ar-
my could move from the island of Lobos be-
fore the 15th of March.
A rumor was current among the "squadron
off" Union Lizards, on the 4th February, that
the whole United States naval force in the
Gulf of Mexico would collect on the 20th of
the month; to be in readiness to co-operate
with Gen. Scott in the expected attack on
Vera Cruz, and it was the general impression
throughout the squadron that they would have
a fight at last.
Preparations for an Attack on Vera Cruz.—
The steamship New Orleans, Capt. Wright,
got under weigh last evening for Brazos San-
tiago, Island of Lobos, and Tampico. Major
General Jessup and staff, Captain Grayson,
Commissary, and a number of other officers
were passengers in her. One hundred and
eighty-five horses were also on board. The
material for the army operations has now
gone forward, and we may soon expect to
hear of the great demonstration upon Vera
Cruz. We are greatly deceived, if we don't
hear something, ere long, of striking, and it
may be bloody interest.—N. Orleans Tropic.
A letter dated Monterey, Jan. 31st, states
that General Wool has written to General
Taylor, that a force of from ten to thirteen
thousand of the enemy is advancing on him,
and urges in the strongest terms the presence
of Gen. Taylor at Saltillo. Gen. Taylor had
accordingly gone up with a large force, inten-
ding to give the enemy battle, if they could
be found.
Latter from the Seat of War!—By the
schooner Delta, at New Orleans on the 1st
instant, Tampico dates to the 25th ult. have
been received.
Gen. Scott arrived at Tampico on the 19th
where it was reported that Vera Cruz had
been evacuated by order of Santa Anna, and
the Mexican troops marched to the interior.
It is stated that Santa Anna was to march
upon Saltillo, previous to attacking Monterey.
General Urrea, with 5000 troops, at Victo-
ria, was to attack Matamoros, and both ex-
peditions must prove successful,—so writes
Santa Anna's private Secretary.
It is pretty certain that Santa Anna is
now at Saltillo, and it is even reported that
he had been engaged in a conflict with Gen.
Taylor, but the latter is not believed at Tam-
pico.—There is little doubt that Gen. Minion
will give Gen. Taylor considerable trouble.
The latter was much in want of light troops.
Loss of a British Mail Steamer.—The
Atrevida, at New Orleans from Campechy
19th February, brings news that the British
Royal Mail Steamer Tweed, was lost on the
19th February, N. E. of Cardenas. Sixty
persons were drowned. An expedition was
sent from Campechy to her assistance.
The Tweed left Havanna on the 9th ult.
for Vera Cruz and Tampico. The Alcranes,
on which she was lost, lie about seventy miles
from the coast of Yucatan, directly north of
Merida.
The British steamship Antelope, which ar-
rived at Rio Janeiro in 35 days from Liver-
pool, is understood to be the first of a line of
steam packets, about to be established between
Liverpool and Rio, touching at Pernambuco
and Bahia.
Andians Robbery in Canada.—A man
from New York named Ludlow was recently
robbed of a large amount of money in the fol-
lowing manner:—He was travelling on foot
near Longueuil on the Ottawa when he was
seized by three men in a sleigh drawn by a
single horse. The men offered him a ride
which he accepted. When they had proceed-
ed a little way, the men conversed in French
for a while, after which one of them offered
to tell Ludlow the horse, but he alleged that
he had only \$10 about him. The villains then
presented pistols and other weapons which
Ludlow was forced to deliver to the amount
of over \$1000. His life was only spared on
condition of a solemn oath not to divulge the
facts for 24 hours. The robbers then turned
the sleigh and drove off.

COMMUNICATION.
[FOR THE STANDARD.]
RAMBLING REMARKS ON COLONIAL RAILWAYS.
No. 11.
Railways in the United States, where iron rails,
costing from £800 to £2,000 per mile, are almost
exclusively in use, cost from £1,000 to £6,000
per mile; The Madison and Indianapolis railway
in the State of Indiana (56 miles in length) cost
less than £1,000 per mile. If iron rails are used,
as is probable, the other expenses of constructing
this railway, were less than £300 a mile.—There
are many other railways in the United States cost-
ing no more than six, eight, ten, or twelve thou-
sand dollars per mile. In this Province, the whole
expense of constructing a railway with wooden
rails, and Prosser's Guide and Safety Wheels,
would be the labor—the materials and public lands
costing nothing.—Private lands would probably, in
most cases at least, be a gratuity from the proprie-
tors for the benefit of having a railway pass through
them—at any rate, the cost of purchase would be
trifling. Where the face of the country is favor-
able, it is difficult to conceive how such a railway
could cost more than £1,000 or £1,500 per mile
—add over a plain or flat country, more than £500
a mile. The engines and cars would, in the first
instance, be imported.—Eventually they would be
made in the Province. Doubtless the Legislature,
in addition to free grants of land, materials, fuel,
guarantee of interest on investments for a limited
time &c. to railway companies, would readily ex-
empt them from local taxation, and imported ar-
ticles necessary for the use of railways, from duties,
until they should realize a liberal profit to the
proprietors.
The practicability and efficiency of wooden rails
have recently been satisfactorily tested on Wimble-
ton Common, near London. The tractive power
of wooden rails is proved to be double that of iron,
and Prosser's invention enables the engine and
trains to turn much sharper curves than can be
done with the flange wheels.—Both these cir-
cumstances save much expense in grading, and com-
bine cheapness, security, and comfort. Granite
sleepers are also being superseded by wooden ones,
both in England and the United States. Other
improvements will doubtless follow in rapid suc-
cession. Mr. Parkhurst's recent improvement of
the steam-engine unit, it is said, great additional
power with a great saving of fuel. In this Pro-
vince, the cost of fuel for many years to come—say
be little more than the expense of cutting—may
run from 2s 6d to 3s a cord. Wood for railway-fuel is
preferred to coal, because it fires more readily, and
thus saves much time.
Another recent invention spoken of in the Pa-
pers, if successful, will, on moderately undulating
surfaces, reduce the expense of grading to a mere
trifle, compared with the ordinary expense. It is
the application of the power to every car separately,
and thus increasing the adhesion, or tractive power,
just in proportion to the number of cars. At pre-
sent, the traction is confined to the engine-car alone,
and consequently the ascending grades, with iron
rails, must be reduced to about, I believe, one foot
in 100—and with wood-rails, one foot in 50. On
wood-rails the carriages may be much lighter and
less expensive, and the wear and tear is much less.
It has been shown that wooden rails may be re-
placed every two or three years for six per cent in-
terest on the cost of iron rails—Iron rails wear out
in 15 or 20 years, and even ten years.—Wood-rails
of the most durable kind, would probably last some
6 or 8 years, and if submitted to Payne's process,
at a cost of some £30 or £40 a mile, I am told,
would not decay for many years.
Mr. Canning used to say, "that nothing was so
fallacious as figures, except facts." True, they
are passive instruments, which may be pressed into
any service.—But the intelligent and unprejudiced
reader will readily discover, when they are used
for selfish purposes, and when to illustrate a com-
mon benefit.—If they may be made to speak un-
truths, they may also be made to confirm substan-
tial verities. Verrier's figures were not fibbing,
when they enabled him to detect the existence of
a new planet, and its place in the Heavens, before
it was seen.
The contemplated Irish railway, called the great
back-bone-railway, it is said, to be made with
wooden-rails.
Competition with other countries is out of the
question without railways.—The Province has reach-
ed, or nearly so, its maximum of exports, and they
must shortly recede, unless new facilities are pro-
vided for the development of its resources. Rail-
ways would lessen the cost of our present wood-
staple, and bring to the sea-board an immense quan-
tity of wood-products for exportation, which, without
them, must remain in their native wilds to decay or
be consumed by fire, or be cut down and burnt on
the land. The expense of conveying supplies into
the interior would be reduced one-half or two-thirds,
and thus relieve an important portion of the cap-
ital now employed in transportation, for the creation
and extension of other branches of industry. The
marketable lumber on the lands to be cleared, of
new settlers, would more than pay for the clearing
—and the timber, instead of being a burden to
them, would be a source of profit, and encourage-
ment. In no part of the world can ships be built
cheaper, if so cheap, as in this Eastern country.—
Maine builds more ships than any state in the
Union, and is an extensive carrier for the other
States. Railways would give a powerful impulse
to ship building in the Province, both for domestic
trading, and sale in England. Ships would be-
come an important article of export. The lower
Colonies are admirably adapted for becoming steam-
ship carriers for other parts of the world.—Their
wide range of sea board, equal, perhaps, to that of
all the ship-building States of the American Union,
makes them naturally maritime, and a large por-
tion of the population, sailors, from ship building.

Railways are a commercial necessity of the pres-
ent age. They are necessary to the rapid advance-
ment of the Province in population and wealth, and
to invite into it capital from abroad. Nothing else
will accomplish these objects. The first success-
ful railway will be quickly followed by others in
different parts of the Province. The difficulty of
obtaining the fiscal means previously to an untried,
though not doubtful, experiment, will be removed,
and the future progress comparatively easy.
A railway to the Grand Falls, on the St. John's,
when the Halifax and Quebec railway is complet-
ed, will give to the Western party of the Province
also, a railway to Quebec, and open up a commu-
nication with the great valley of the St. Lawrence,
and with the Western States.
If a railway should go no further than the Grand
Falls, having branches to Charlotte and St. John,
it would doubtless be good property to the stock-
holders, and of paramount importance to the coun-
try.
Every branch of industry would immediately re-
ceive a forward movement. Insisted at the present
sluggish and unattractive position of almost every
branch of industry, new life, vigor, and activity
would be given to all, and new resources of public
prosperity would be called into existence.
In 1820, the receipts of coal at Philadelphia
from the interior of the State, was only 369 tons—
in 1830, 174,000—in 1840 they were 564,000—
and in 1846, 2,300,000 tons. In 1846 the vessel
cleared from Philadelphia, laden with coal, were
8,307.—The increase of the manufacture of iron
was on the same grand scale.—To what is Pennsylv-
ania indebted for these astounding results, but to
her railways and canals? Although they have oc-
casioned an enormous State indebtedness of more
than fifty millions of dollars, the whole amount
has already, as stated in the American Almanac
for 1847, been more than returned to the State in
the augmented aggregate wealth of its population.
Yours, &c. F. S. A.

We beg to call attention to the letters
of F. S. A. now publishing in the Standard.
They display no small share of ability and
research, and will doubtless be read with in-
terest in every part of the Province. The
importance of Railways is gradually becom-
ing more appreciated, and it is to be hoped
they will ere long be found interesting to the
British American colonies in all directions.
Our commercial and agricultural prosperity,
very much depends upon this means of trans-
port; and if we wish to keep pace with the
general improvement of the age we must have
recourse to the same expedients that have
done so much to increase the prosperity of
both Europe and America. F. S. A. has
our best thanks, and we think we may add
those of the public for his able and interest-
ing statements on this important subject.

DESTITUTE POOR OF IRELAND.
AND SCOTLAND.
We understand that a Collection will be
made on Sunday morning next, at All Saints
Church in this Town, and at the Chapel of
Ease at Chatham, for the distressed Irish,
and the Scotch Highlanders. We hope the
collection will be liberal.

We are pleased to hear of the increase of
Mechanics' Institutes throughout the Pro-
vince. The inhabitants of Woodstock are
endeavouring to set up one at that place, and
we observe that the Rev. Mr. Temple, Wes-
leyan Minister, in furtherance of so laudable
an undertaking, recently delivered one or two
excellent Lectures on Astronomy.

Provincial Parliament.
HOUSE OF ASSEMBLY.
March 8.
The house went in Supply; and several
debates followed, the longest being on a mo-
tion brought by Mr. Boyd to reimburse a Mr.
Turner, in St. Andrews, for money expended
by him in the support of sick and distressed
Emigrants. The main difficulty of this case
seemed to be whether the Town of St. Andrew's,
the County of Charlotte, or the Province,
should pay the debt; as all acknowledged
the claim of Mr. Turner to be a just one.
After every thing which could be said on
either side being advanced the Committee re-
jected the motion on the ground that it was a
local matter connected with the County of
Charlotte, and the Town of St. Andrews.—
Mr. Boyd fought to the last; but in Military
phrase, he was "forced to yield to numbers."
—New Brunswick Reporter.

March 10.
The Committee of Trade, submitted a second
Report.
No. 34 The Petition of Samuel Abbot and
others of the County of Charlotte, praying
for the abolition of the Imperial Duty on
Wheat Flour imported into this Province.
As this matter is more especially for the con-
sideration of the whole House in Committee
of Ways and Means, your Committee think
it unnecessary to express an opinion on the
subject.
No. 46. The Petition of Robert Watson,
Deputy Treasurer at Saint Stephen, praying
reimbursement of expenses incurred in pro-
ceedings had against John Marks, for refusing
to execute a bond to the Crown under the Act
of 7 Vict. c. 18. The Committee recommend
that £6 6 s be granted him.
No. 53. The Petition of Thomas Sime,
Junior, praying a Grant for Return Dues
paid on Corn Broom Brush for the manufac-
ture of Brooms, imported from the United
States. The Committee recommended that
a Grant of £5 5 s 2 p be in favour of the Pet-
itioner.
To His Excellency the Lieutenant Govern-
or or Administrator of the Government for
the time being, a sum not exceeding £236-
5- to discharge and cancel certain Bonds
given by Thomas Watt, Alexander Campbell
and G. D. Street, to the Crown, and on which
an Extent has been issued; to be drawn when
the costs due on said Extent have been paid
by the said T. Watt, A. Campbell, and G. D.
Street, agreeably to the recommendation of
the Committee thereon.
To Alexander Campbell and G. D. Street
the sum of £78 15s, to reimburse them for
that amount paid in cash at the sale of the
Property of the said Thomas Watt, under an
Extent from the Crown, agreeably to the re-
commendation of the Committee thereon.
To William Ker, for Trustees of the Creditors
of the Estate of the late James Bait, the
sum of £18 15s, being a portion of the sum
of £255 paid by the deceased in his life time
to the Crown, and not credited to him agree-
ably to the recommendation of the Committee
on Watt's Petition.
Review of Legislative Proceedings.—On
Saturday last the House was occupied for
some time in discussing and defeating a Ry-
der to the St. Andrews and Woodstock Rail-
way facility Bill. This Ryder—whatever
might have been the opinion or intention of
its movers and supporters—would, had it been
carried, rendered the Bill a nullity. What
Company, whose outlay may for aught we
know be £150,000, or £200,000, would thank
any Government to guarantee an interest of
£5,000 per annum, upon the condition that it
shall be repaid the moment their receipts ex-
ceed £10,000. It would be a perfect absurd-
ity. It is remarkable how the opposition to
this Bill (for it was opposition in point of fact
whether intended or not) grew and increased
as stage after stage had to be passed. At first
there were but two members who openly and
fairly opposed it.—Dr. Wilson and Mr. Smith,
and the latter did not even rise on the motion
for postponement. Two days afterwards the

Committee divided upon the first section
which was opposed by Messrs. Wilson, Ba-
berie, Landry, Smith, and Stevens. Messrs.
McLeod and Wark then started another pro-
position, viz. to guarantee three per cent
 (£3,000) only, and for sustaining this motion
there were Messrs. Wark, McLeod, Wilson,
Landry, Barberie, Smith, and Stevens. Mr.
R. D. Wilmot made the next movement, in
the shape of a proviso that the money which
may be advanced should be repaid whenever
there should be a surplus in the receipts over
and above £5,000 a year. This proposition
gained two more in opposition, viz. Messrs.
R. D. Wilmot and Rankin. The next move-
ment was the Ryder above alluded to, which
was supported by all the gentlemen already
named, and by Messrs. Ritchie, Woodward,
Harrington, and Read. The opposition may
therefore be set down as follows; 1st stage
two, 2nd stage five, 3rd stage seven, 4th stage
nine, and 5th stage thirteen. It is well the
Bill had no more stages to go through, or it
would undoubtedly have been strangled in the
birth.—So much for the consistency of our re-
presentatives!

The Bill relating to Jurors was brought in
by Mr. Carman. It proposes to abolish the
property qualification, and to substitute in-
stead thereof that to be eligible to serve on a
Jury a man shall be able to read and write
the English language, &c. It proposes, in-
stead of the Sheriff summoning Jurors, to
put the name of those qualified into a box,
and 60 to be drawn by ballot, giving the Sher-
riff the power of rejecting 6 out of 30. It
contains no provision for the payment of Jurors,
although Mr. C. stated that he was in-
formally to the principle, and had an objection
to the introduction of a section to that effect.
The bill was stoutly opposed by Mr. Ritchie
and Dr. Earle. The debate in a great in-
stance turned on the payment of Jurors. We
fully concur with that appeared to be the gen-
eral disposition of the House, that Jurors
should be paid, and by those who go to
law. If in a community of fourteen persons
two of them are litigants, there is no justice
in making the other twelve spend their time
in adjudicating between them gratis.—Lyn-
xist March 12.

On Wednesday last the House of Assem-
bly, while in Committee of Ways and Means,
passed a resolution to re-nact the Revenue
Bill of last year.—They then passed a resolu-
tion to pass a bill authorising the Execu-
tive to abolish duties on produce from any
British Colony whenever such Colony shall
reciprocate. They next passed a resolution
approving of the principle of protective duties.
—Id.

Liberal Donation.—The hands employed
in a Lumbering Camp on the North West
branch of this river comprising 12 persons,
one day last week wrote to their employer,
stating that they had ungraciously subscribed
to the list for the relief of the destitute Irish,
and wished him to pay over on their account
the liberal sum of Twenty one pounds. Their
request was promptly attended to. Such a
mark of liberality commands the admiration
of the community.—Meremich Gleaner.

County Gloucester.—We have much satis-
faction in being enabled to state that the sub-
scriptions in this County, for the relief of the
destitute Highlanders in Scotland already ex-
ceeds one hundred pounds.—Id.

An Extensive fraud has recently been
practised upon the Boston Custom House.—
Some enterprising adventurers, pretending to
be servants of Lord Elgin, came over in the
last steamer and claimed to have their baggage
passed free through the Custom House. This
baggery, it is said, consisted of valuable lace
and the scheme succeeded so far as to pass
through all but one case, which was seized up-
on by the suspicious gentlemen connected
with the revenue.

Western Legislation.—On the 13th inst.,
a flare-up took place in the hall of the House
of Representatives of Missouri, between Mr.
White, the Senator from Stoddard, and Mr.
Sawyer, the Representative from Mississippi.
Mr. Sawyer, attacked Mr. White, but they
were immediately separated, and a few mo-
ments a repetition of short words, caused Mr.
Sawyer to make another attack on Mr. White
and they exchanged blows with much fer-
rency till separated.—(New Era).

MARRIED.
At St. John, on the 4th instant, by the
Rev. Robert Irvine, Mr. George M. Craig, to
Miss Margaret M. Andrew, both of that City.
On the 10th instant, by the same, Mr.
Joseph Byas, to Miss Mary Brathwaite, both
of that City.
On the 22nd ult. by the same, Mr. John Pe-
cker, of the Parish of Petersville, Queen's Co.,
to Miss Jane Christie, of the Parish of West-
field, King's County.
On the 6th inst. by the Rev. K. C. Gall-
away, Mr. William Bagellion, to Miss E.
Quigley, both of St. John.

DIED.
On the 11th inst., after a short illness, Mrs.
Mary Hays, widow of the late John Hays,
aged 36 years, leaving 6 orphan children to
lament their irreparable loss. Mrs. Hays
was left a widow nearly four years—during
which she bore an irreproachable character
and supported her large family by her own
exertions.
At St. John, very suddenly on Thursday
afternoon, Mr. Richard Newlan, Painter, aged
52 years, leaving a wife and six children to
mourn their unexpected bereavement.

Spoken, Feb. 26th, 1st 31 43, long 76 10,
brig Caladonia, 15 days from Matamoras, for
St. Andrews—the Captain sick.

Mrs. Deborah Williams, who is the wife of
at New Sharon in the State of New York, is
removal with her husband to St. Andrews.
Mrs. W. appears to be a sensible, dispo-
sable, and sociable; never 1788
few years previously to
converted to God a
religion is no coun-
of this divine change
uniformly exhibited
per, and general de-
accuse her of any in-
character. Her dom-
with the utmost de-
bring up her children
of the Lord. Fears
contrasted by attend-
a certain portion of
of her youthful char-
The people of Ge-
others and nothing is
be favored, with in-
versation. To be vi-
pel, she considered
her part was done, to
ing and possible.
years woman lived a
voted life until a my-
Providence, thought
happy and more so
which terminated her
tion, which she bor-
tear and resignation
mourning—no dis-
her, although she a
kind husband and fi-
val to the writer—
since she was mar-
unpleasant expression
sly, and he who is in
that he had never been
impatiently on any
before she was called
arrangement of the
and seldom was the
the ease left, than on
tion. On Saturday
her 22nd, after a
around, she quietly
the testimony behind
to enter into the para-
most numerously at-
proved, by the Rev-
in a discourse grow-
() may I
When all
And dying
Under my
St. George, N. B.

PORT OF
March 15, Sch. M
port, Prov
16th, Sch. Defia
Maze &c.
Nancy, H
Ed. Dimon
March 16, Sch. M
port, Balla
Charlotte, Ma
Liverpool—sailed
That Cottage
Robert Ker—
St. Andrews, Merch
Ed. Sch. Defia
Ger has returned,
3 Pantheons
which he will sell to
March 17th 1847.
PORK
On C
5 BBLs. Prime
3 Do. Mea
25 Do. Up
3 Do. Rye
March 17, 1847
LEC
A Meeting of the
city, will be held
row (Thurs
MR. J
will deliver a lectu-
ker at half past 7.
The members of
the generally, are in
Admittance 7s
door. By on
March 17.
M. HO
TAI
BEGS to intimate
tic in general, to
from England, rec-
ter Street, opposit
more & Wason's
age. Mr. H. wou
all who may do him
with their comman
wanting on his pa-
and having during
many opportunities
that establishments
self that he will giv
St. Andrews Mar
LONDON P
Es "Duke of B
via St.
The subscriber ha
40 Casks & do
5 Do 6
11/2 Do Boxes L
Jan. 30, 1847