

The St. Andrews Standard.

PUBLISHED BY A. W. SMITH.]

E. VARIIS: LUMEN EST OPTIMUM. - Cic.

[12:64. PER ANN. IN ADVANCE.]

No. 8

SAINT ANDREWS, N. B., WEDNESDAY, FEBRUARY 22, 1860.

[Vol 27.]

Legislative Proceedings.

FREDERICTON, Feb. 14th, 1860.
Several local bills and petitions submitted talk about municipal institutions. Smith expressed hostility—they had failed to accomplish good claimed on introduction.

McIntosh and others charged him with inconsistency as a liberal.

Forlock, House went up with a bill. Afternoon, Lawrence's resolution taken up. Tilley spoke over an hour and a half. Read letter of 29th January, and other correspondence appended, likewise letter of 29th Dec. referred to by Lawrence, to show nothing of importance in them. Charged Lawrence with prejudicing Railway management, same time seeking position of Chairman of Committee. Lawrence said he would not act as Chairman.

Wilmot expressed want of confidence in Lawrence; intimated letter read had been withheld because contained false statement, that road would cost £5,000 per mile; heard Lawrence tell Gray could not sign report because evidence did not warrant it either before or after.

Shotsford justified conclusions of Committee; no evidence of fraud, impressed that Lawrence had other objections that reference to publication.

Dr. Vail said heard Lawrence say he had other objections, but did not explain what they were, special in yesterday's report.

Lawrence went into Railway Report, should read into Railway Commissioners Report and correspondence.

House adjourned 4:30.

Feb. 15th.
Mr. Campbell moved an amendment to Mr. Lawrence's resolution to have a Committee elected by ballot, as under the election law. Mr. Smith opposed the amendment, and contended in strong terms the language used by Mr. Wilmot yesterday, with reference to Mr. Lawrence, was unwarranted and ungenerous. Mr. Wilmot said he would not retract one word.

Mr. Lawrence then spoke, referring largely to the Jackson Contract, and read extensively to prove the superior character of the men. He reflected upon the course of the Government in giving up the Contract. He believed the contract would have been carried out if the months extension of time asked for had been granted.

The Attorney General said that when in England Mr. Robertson became satisfied that they did not intend to carry out the contract.

Mr. Gray referred to Canada's success in Railroads as a guarantee of ours, had the old law again been allowed to stand.

Mr. Mitchell said our road which built would be owned by ourselves, while those of Canada were owned abroad.

Mr. Tilley made a long speech on the general questions involved in the debate, referred to the statement that Mr. Jardine had put up posters to injure Mr. Wilmot, and said that from reliable information Mr. Jardine was perfectly innocent of the whole transaction.

Adjourned at 5:15.

Feb. 16.
Progress was made on Gray's bill to provide for summoning and swearing witnesses by committees of House. Principle of bill approved of but general opinion, it should not apply indiscriminately to all committees but be left to the House to decide on what particular occasions it should operate.

Cudlip's amendment lost, five for it.

Lawrence's resolution passed without division. Talk about having a member of Govt. on committee. Tilley said he was not anxious, but thought it advisable to have a member of the Govt. in the room during the proceeding to note the same, as contractors would appear as witnesses, and statements might be taken down which would form basis for claims that could not be equitably established. McIntosh spoke condemnatory of present railway system and opened up a discussion which embraced the whole railway policy of the Province from the beginning. Conell and Mitchell urged the striking of committee and deprecated the unusual delay of public business which had, by the long debate, no immediate prospect of discussion being concluded.

Adjourned 5:41.

INSPECTOR OF SCHOOLS.—The government has filled up the office of Chief Superintendent of Schools very promptly. Mr. Bennett the new head of the Educational department has been for the last two years Inspector of Schools for the Northern district, and a resolute believer of Campbell. Mr. Bennett was at one time teacher of a Superior school in Westchester, and is a man well qualified for the situation, having an excellent education. He is also a man of activity and energy. Judging from what we can learn from those who know Mr. B., a more suitable appointment could not have been made. —Globe.

We copy the following passages from an excellent article in Blackwood's Magazine, which are worth a careful perusal:

THE PUBLIC SERVICE.

"It is to be borne in mind, in *finis*, that government is of two kinds—Political and Administrative. The one includes such weighty matters as the making of war and peace; the conduct of our relations with foreign states; the reform of the constitution; the system of taxation, &c.; matters greatly affecting the interests of the country, and supposed to be dependent upon the views of the dominant party of the hour. The other is the current executive business of the nation, which flows on with very little apparent change, whatever may be the vicissitudes of party. The first is shaped entirely by the will of a small body of fluctuating ministers, who owe their position to a parliamentary majority; the latter is done by a staff of permanent officials who are not affected by the fluctuations of party. The parliamentary minister is, however, supreme in all matters of administration as well as of policy. He may direct the business of the department, over which he presides, in the most trifling matters of detail, and regulate the smallest points of procedure. Here, indeed, he is the real autocrat. In matters of policy he may be restrained and overruled by other members of the Cabinet; but in the executive business of his office he is absolute, alike over measures and men. No autocrat can be more complete. His decision may be of the most arbitrary and eccentric character, but there is no appeal against them. He may interfere in the most vexatious manner, but there are no means of preventing or avoiding his interference. Men who have been all their lives at the pen, or to tie a piece of red tape, by a parliamentary statesman, who has been pitched into office by a happy speech and a casual majority, but who has no more departmental or official knowledge than the coachman who drives him to Whitehall."

Such being the case, a grave question arises, and one which it is not altogether desirable to discuss, although we shall not attempt to pursue it to a conclusion. The question is, whether in the regulation of the administrative machinery of the country, undue importance is not attached to party position? When a new Government is to be fashioned, no one asks who is the best man to fill a certain post—but who is the best member of Parliament, on the winning side of the House, to fill that post? It is assumed that the heads of all the great departments of the State must occupy seats in either the upper or the lower legislative chamber. Such has been the custom of the country for two hundred years. "From the time of Charles II. down to our own days," says Macaulay, in his off-hand, unhesitating way, "parliamentary talent has stood in the place of all other acquisitions. It has covered ignorance, weakness, rashness, the most fatal maladministration. This is the talent which has made judges without law, and diplomats without French; which has sent to the Admiralty men who did not know the stern of a ship from her bowsprit, and to the India Board men who did not know the difference between a rupee and a pagoda;—which made a Foreign Secretary of Mr. Pitt, who, as George II. said, had never opened a Vattel; and which was very near making a Chancellor of the Exchequer of Mr. Sheridan who could not work a sun in long division."

That the case is so hardly to be questioned. There is rarely a change of Government which does not witness the introduction to the highest situations in the State, of members of the two Houses of Parliament who require to be instructed by the permanent officials of their department in the very A B C of their business. Able men they doubtless are—a good general knowledge of passing events and the principles and practice of modern statesmanship; but men whom no one in the world would select from among their contemporaries as the fittest men to fill certain places, by reason of their special knowledge of the business to be done. Every body knows the reason of this apparent anomaly, and is ready with answer or an explanation. It is necessary that there should be a minister responsible to Parliament for each department of the State—responsible in the lesser and in the larger sense; responsible in the matter of responding to questions put to him in Parliament, and responsible to the country, through its representatives, for the proper conduct of the business entrusted to him. Now, it is very certain that no one out of Parliament can respond to questions put to it. The necessity therefore, of every department having a parliamentary mouthpiece may be admitted."

The London Athenaeum states that Lord Macaulay's publishers paid him very large amounts for his works.

THE STANDARD.

We have much pleasure in copying the following account of the Railway meeting at Richmond, from the Carleton Sentinel:

Railway Meeting at Richmond.

At a highly respectable meeting of the people of Richmond, called by the High Sheriff of this County for the expression of opinion with regard to the junction of the St. Andrews and Quebec Railroad with the Grand Trunk Road of Canada, the following resolutions were passed unanimously.

Whereas, the junction of the St. Andrews and Quebec Railroad with the Grand Trunk Road of Canada, now completed, to the River du Loup, would be an event of the first consequence to this Province, developing our material resources, extending and increasing our trade, attracting emigrants to our unoccupied but highly productive soil, bringing us into a direct but speedy communication with the Canadian and American markets and giving us a consequence and an importance in the mother country, extremely beneficial to all our interests.

Resolved—That it is the opinion of this meeting, that in the event of the Grand Trunk Railway buying out the St. Andrews Road, (nearly 65 miles of which is completed), and pushing forward the same to a junction with the Canadian Road, Executive and Legislative aid commensurate with the Provincial importance of the work, should be granted them by this Province; or, in case of the St. Andrews and Quebec Company resuming operations and completing the Road as far as the Grand Falls, they should receive the same encouragement from the Legislature of the Province.

Whereas, the people of eastern and northern Maine have so readily availed themselves of that portion of the St. Andrews Road completed, for facilitating the carriage of supplies of all kinds, and whereas they so keenly appreciate the advantages of the Road to their traffic, and are so anxiously looking forward to its completion.

Resolved—That it is the opinion of this meeting, that the completion of the St. Andrews Road to Grand Falls, would, in a great measure, and for a length of time, obviate the necessity for the Bangor Road into Aroostook county.

Resolved—That the Secretary be directed to transmit the minutes of this meeting signed by the Chairman, to the two members for this County, requesting them to lend their influence in carrying out the views therein contained.

Resolved—That the minutes of this meeting be published in the Journal and Sentinel newspapers.

Resolved—That the Sheriff leave the chair whereupon Mr. H. Montgomery took the same.

The thanks of the meeting were then unanimously voted to Sheriff Dibble, for his fair and manly conduct in the chair.

(Signed) F. R. J. DIBBLE, Sheriff.

I. KILBURN, Secretary.
Richmond, Feb. 6, 1858.

The Directors of the steamer Admiral and Eastern City met at Calais on Tuesday of last week, and concluded arrangements for running the two steamers in connection during the coming season. By the arrangement each boat is to make 36 trips, the Eastern City to commence on Monday, March 19th, the Admiral on Thursday April 5th. Both boats, it is said, will be in excellent condition, all needed repairs having been made during the winter. We are indebted to the Sentinel for this information, and wish the steamers an increase of patronage.

We learn by the St. John Globe that an association has been formed in that city, the object of which is to assist such of the poorer classes as may desire to emigrate, to go to the country and settle on Government lands. This is a wise and philanthropic movement, and one which provided that class

whose immediate benefit is aimed at is wise must result in much good. With the conductors of the press of St. John inform the association, and through it any one interested in knowing, that here in Carleton County we have a few thousand acres more of that land so often described as being the best in New Brunswick, if not in the world, to which the right kind of settlers will be heartily welcomed. —Sentinel.

WANT HUSBANDS.—They certainly are a droll as well as a plain spoken set of people in the western part of Maine, as may be seen from the following paragraph taken from the Belfast Journal. The practice of advertising for husbands, is by no means of recent date, nor confined to the Western hemisphere,—but the fair sex have a peculiar method of their own for supplying these "wants," without rushing into print, and informing the public of their desires to be tied by the silken knot of Hymen. But to the paragraph:—

"Want Husbands." "Euphemia, 19 years of age, weighs 138 pounds, and Rose, aged 18, weighs 143 pounds," advertise in the Damariscotta papers for husbands. What is the lowest figure per pound to close out the lot? A friend of ours wishes to know. —Belfast Journal.

The people of Calais are preparing to erect a HALL, for Lectures, Public meetings &c. A good move—and one worthy being followed by the inhabitants of St. Andrews—there is much need of such a building.

The people of Portland are about to build a line of Steamers to run between that city and St. John.

An exchange gives the following as the origin of the use of the thistle as the national emblem of Scotland: "When the Danes from England invaded Scotland, they attacked themselves of the pitch darkness of night to attack the Scottish forces unawares. In approaching the Scottish camp unobserved and marching barefooted to prevent their tramp being heard, one of the Danes trod upon a large prickly thistle, and the sharp cry of pain which he instinctively uttered suddenly apprised the Scots of their danger, who immediately ran to their arms and defeated the foe with great slaughter. The thistle was thenceforward adopted as the national insignia of Scotland."

Arrival of the "Bohemian."

PORTLAND, Feb. 14.
"Bohemian" from Queenstown 2nd, arrived at Portland at 11:30, A. M.

New York Packet Endymion was burnt in the Mersey with a valuable cargo.

Great efforts have been made in France against the commercial reform.

Grand Duchess Baden is dead.

Spanish fortifications before Tetnan progressing.

Bank raised rate of discount to four per cent on the 31st.

On the 1st February Moors attacked the Spanish and were repulsed. Spanish then attacked Moorish lines, took three positions, and won a complete victory with loss of two hundred. Moorish loss two thousand.

Consols 94 1/2 for money.

Cotton unchanged. Broadstuffs and Provisions unchanged.

ARRIVAL OF THE PRINCE ALBERT.

DEPART OF THE MINISTRY.

The steamer Prince Albert arrived at Newfoundland yesterday morning, from Galway, bringing dates to the 14th inst.

Lord John Russell announced in Parliament that the Government could not produce any correspondence relative to the rumoured annexation of Savoy to France, but said that Count Walowski had assured Lord Cowley that the Emperor of the French had no intention of proposing annexation.

The British Government had sent a despatch expressing their satisfaction of this assurance.

On the question of appointing a Committee to investigate the miscellaneous expenditures, Ministers were defeated by a majority of 28.

Mr. Cooper will be Minister of Public Works, vice Fitzroy, deceased.

The Hanover Cotton Mills at Manchester have been destroyed. Loss £23,000 stg.

The Patriot announces that efforts have been made in Sardinia to prevent the Savoy-

ards from expressing their desire for annexation.

The London Post prominently announces that England and France are allied on the Italian question, and firmly determined that no intervention shall be committed.

It is rumoured that the two Governments are determined to recognize annexation to Sardinia as the only true solution. Increasing discontent.

In Hungary matters were daily growing more serious.

An engagement had taken place between the Moors and the right wing of the Spaniards. The position of the Moors was carried. They lost 2000, and the Spaniards 200.

MARKETS.
Flour dull. Consols 94 1/2 for money and account.

Wheat steady. Corn firm. Beef dull. Bacon firm.

JOHN BELL AND BROTHER JONATHAN.

—An interesting article in Blackwood on the fight at Pelho has the following passage:

An American boat visited one of our vessels, and on wishing to leave her, the officer found all his men had got out of the boat. After some delay, they were found looking very hot, smoke begrimed, and fightish.

"Halloa, Sirs," said the officer, with assumed severity, "don't you know we are neutrals! What have you been doing?"

"Beg pardon," said the gallant fellows looking very bashful; "they were very short-handed at the bow-gun, Sir, and so we give'd a help for fellowship sake;" they had been hard at it for an hour.

Gallant Americans! you and your Admiral did more that day to bind England and the United States together than all your lawyers and pettifogging politicians have ever done to part us.

COURTS-MARTIAL. SENTENCE OF DEATH.

Two courts-martial were held, on the 11th on board the flag-ship Improbable in Hamoaze to try James Martin, gunner, Royal Marine Artillery. The charge was that he, being in actual service and full-pay in her Majesty's fleet, and serving on board her Majesty's ship Royal Albert, did, on or about the 5th day of January, 1860, while Lieutenant Cuthbert Featherstone Duly, Royal Marines, serving on board the said ship, was going the usual night round between the hours of 10 and 11 p.m. on board the said ship, rush from under cover on the main deck and did attempt to strike the First Lieutenant, Cuthbert Featherstone Duly, his superior officer, in the execution of his duty and did make use of threatening and disgusting language, saying, "Let this—have it, or words to that effect, meaning him, said First Lieutenant, Cuthbert Featherstone Duly." Also on John Dillon, private, Royal Marine Artillery, for violently striking the said Lieutenant Duly in the mouth and knocking him down. In both cases the prisoners jumped out from between the guns and committed the assault. The courts-martial assembled at nine o'clock in the morning, Sir Thomas Pashley, president and sat until two o'clock p.m. The sentence on James Martin was that he be hanged at the yardarm of one of her Majesty's ships; and on John Dillon that he receive 50 lashes, be imprisoned two years, and lose all pay. —*Evening paper.*

THE HERO WHO WAS AFRAID OF HIS BANNERS.—An amusing anecdote is told of the late Duke of Wellington. It seems that he had employed an eminent artist to paint a picture, and that on the occasion of the latter's calling for payment, the Duke to his surprise, commenced counting the notes out in separate hundreds. He had not gone far when the artist respectfully intimated that a cheque would do. Wellington, however, continued; and so too, did his visitor—the one putting down the paper, the other exclaiming, from time to time, "A cheque will do!" Presently the sum of £1,200 had been counted. Gathering this up in his hands, the painter, for the last time, expressed his regret that the Duke had not saved himself trouble by resorting to a cheque. The answer for such a man, was certainly extraordinary. "Oh!" said the hero of a hundred fights, "you should have had a cheque, had I not been fearful of making my bankers think I was inane, in giving so much money for a picture!"

Honesty is the best policy.

Why do white sheep eat more than black sheep?—Because there are more of them.

What word is there of five letters that by taking away two leaves but one?—Stone.

What is shorter for having a syllable added to it?—Short.