

Hery, &c.
describes an assortment
ERY, CUTLERY,
&c. which will be

Spring CLOCK
critical Watches
r, and commo-
German dials,
Watch Guards,
and Fancy Set
old, Silver, and
Silver mounted
Pencil-case Cigs,
and Pen Knives,
et, and Tail's
ous, Hot Water
Sea Tea Trays,
ey Toilet Soap,
d Rifle Powder
cles.
JEWELLERY, &c.
Quadrants, Com-
adjusted. Cash
STICKNEY.

Supplied by Mr. Wm.
miles from Saint
attached. Apply to
Mr. D. McCullum
this Paper
EL TURNER,
Printer.

STAGE.

STEPHEN,
BAKING
contracted to run
ST. ANDREWS
LITTON, and
week, according to
viz:
on Mondays
at 6 o'clock, A
thursdays and Sa-
l and St. Stephen
days.
of the Sub
has driven pro-
attention to th
of Passengers, will
share of publi
remain open a
otel, St. Andrews
hen; and Ray's
MAS HARDY
1850.

MOVES!

ed on consignment
a large supply of
OVES,
store, in the Market
V. MacLEAN,
1850.

SWICK
ING SOCIETY
S FUND

30th Sep 1847

Robert F Hazen

ns. Geo. D. Street

ns. J. G. Stevens,

Public.

Office, f

11 1850.

inconvenience ex-
tent arrangement
age of Letters and
and land to be paid
up the Postmaster
need to direct them
on correspondence
swick and New-
paid or not, at the

E. D. P. M. G.

S. OIL, &c.

1850.

pool, via St. John

Law Linseed Oil,

int, 14, 28 & 56lb.

Kegs.

14 & 28lb Kegs,

gnac Brandy

16 half do

200 lbs. Cooking

200lb Cuzars,

100 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,
10 PUBLISHED EVERY WEDNESDAY, BY
J. W. Smith.
At his Office, Water-Street, Saint Andrews, N. B.
TERMS.
12s 6d per annum—If paid in advance.
15s, if not paid until the end of the year.
No paper or discontinued until arrears are paid.
ADVERTISEMENTS
Inserted according to written orders, or continu-
ed till forbid, if no written directions.
First insertion of 12 lines and under 3s
Each repetition of Ditto 1s
First insertion of all over 12 lines 3d per line
Each repetition of Ditto 1d per line
Advertising by the year as may be agreed on

The Atlantic Steamers.
The undernoted Vessels are appointed to sail as follows:
FROM LIVERPOOL.
Asia April 12—For New York.
Niagara April 19—For Boston.
Europe Apr 26—For New York.
Cambridge 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 25—From New York.
America Apr 30—From Boston.
Asia May 7—From New York.
Niagara May 14—From Boston.
Europe May 21—From New York.
Cambridge 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
JANY.	6	7	8	9	10	11	12
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	29	30	31				

FLOUR.
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
1 Tierce Rice, 8 Bbls. Pork
250 lbs. Cheese, —via St. John—
16 Boxes Fresh RAISINS
16 half do "Ditto" 16 Quarter Ditto,
200 lbs. Cooking ditto 200lbs Cuzars,
100 lbs. Almonds 100 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.

Evans sumendum est optimum.—Cic.

No 25] SAINT ANDREWS, N. B., WEDNESDAY, JUNE 18, 1851. [Vol. 18

QUARANTINE REGULATIONS

PORT OF SAINT ANDREWS.

Established by the Justices in Session, April, 1851, under an Act passed, 13 Victoria, Chap. 30.

No vessel arriving in the County of Charlotte having on board the small-pox, yellow fever, or other pestilential or contagious distemper, or coming from any port or place infected with any such distemper, or at or near which any such distemper at the time of her departure was known to prevail, or from any port or place in the West Indies, or South America, the United States of America, from Boston, Bermuda, Africa, or the Mediterranean, or having passengers on board from any port or place in the world (except and except in this Province, Canada, Nova-Scotia, Prince Edward Island, Newfoundland, and the United States of America to the northward of Boston), between the 1st day of May and the 1st day of November in any year, or on board of which any person had been sick or had died of any distemper during the voyage, shall proceed or be navigated and anchor between the eastern end of Saint Andrews Island and the Sand Reef outside of the harbour of Saint Andrews:—

And the master or commander of any such vessel shall not go, or put on shore, or on board any other vessel, any person or goods out of said vessel, or allow any boat to go along-side the said vessel, until such vessel shall have been inspected by the Visiting Physician, and his license for that purpose obtained, under a penalty of one hundred pounds.

II. The master or commander of every such vessel, shall cause the said vessel's ensign, or such other colour as shall be on board, to be hoisted in the larboard main rigging before the said vessel shall come abreast or in a line with Head Harbour Light, and continue the same until leave be granted by the Visiting Physician to remove the same, under the penalty of twenty pounds for every such offence.

III. All vessels detained by the Visiting Physician, or ordered to quarantine, shall hoist a yellow flag, or such other flag as shall be deemed necessary by the Visiting Physician, and continue the same hoisted during the day time, in such part of the vessel as may be directed, so long as detained, in order to give notice of the detention of the said vessel under these regulations, under a penalty of twenty pounds for each and every offence.

And the Visiting Physician shall have power under the direction of the Justices, to send any vessel to the Quarantine Island for the purpose of observation and purification, and the landing, cleaning, and taking on board again, all persons, articles, and things belonging to the said vessel, under a like penalty. And in case the master, owner, or consignee of the vessel cannot be found, or shall refuse or neglect to obey the order of removal, the said Justices shall have power to remove the vessel at the expense of such master, owner or consignee, and no vessel or person, or any goods or chattels so ordered, or sent to Quarantine shall return, or be brought back to, or within any part of the said County from which they had been sent, without a written order from the said Justices, and if any cargo or part of a cargo, or matter, or thing, within the said County, shall be found putrid, or dangerous to the public health, the same may be destroyed or removed, such removal when ordered, shall be to the Quarantine ground, or to such other place as the said Justices may order, under a penalty of twenty pounds for each and every offence.

IV. No master or commander of any vessel arriving in the Bay of Fundy, and having on board any pestilential or contagious distemper, or on board which any person has been sick, or has died during the voyage, shall land, or suffer, or permit to be landed, any person or persons whomsoever, or himself land, from the said vessel, on any part or place whatsoever within the County of Charlotte, until he shall bring the said vessel outside of the harbour of Saint Andrews between the said Reef, in order that he may comply with the several regulations established by law, and the rules prescribed by the Justices, under a penalty of one hundred pounds.

V. Whoever shall land from any vessel liable to quarantine under the foregoing regulations, or from any vessel detained for observation by the Visiting Physician, or from any vessel placed in quarantine by order of the Justices, unless by direction or leave of the Visiting Physician, shall be apprehended and sent back to such vessel, and shall be liable to a penalty of twenty pounds, and if a Pilot, thirty pounds.

VI. It shall be the duty, as well of all masters of vessels, on board of which the Visiting Physician may proceed, as of every other person found on board, full, true, and particular answers to make to any question or questions which the said Physician in the discharge of his duty may think proper to put; and if any master of a vessel or other person found on board shall neglect or refuse fully and particularly, to answer the said questions, or any of them, or shall give any false or untrue answer to any of the said

questions, such master or other person shall be liable, in addition to any other penalties, to a penalty of twenty pounds.

VII. The Pilot who shall board any vessel coming into the Port of St. Andrews, subject to the foregoing regulations, shall read such regulations, or communicate the purport thereof, to the master or commander of every such vessel, under the penalty of ten pounds, and shall be subject to such further penalty and forfeiture as prescribed by Act of Assembly.

VIII. A sufficient number of copies of the following directions for the Visiting Physician, with questions annexed, shall be printed in such a form that the answer to each question may be inserted opposite thereto; and the Physician shall retain the original, in order to be produced whenever necessary, and shall immediately transmit an exact copy to the Clerk of the Peace, with his report thereon.

REGULATIONS FOR THE VISITING PHYSICIAN AT THE PORT OF SAINT ANDREWS.

It shall be the duty of the Visiting Physician to go on board all Vessels arriving, subject to the Quarantine Acts or Regulations of the Sessions to put the following questions to the Masters or Commanders of such Vessels, and to annex the reply in the same; to summate between decks or any part that is necessary, on board of said Vessels, in order to ascertain the state of cleanliness, &c.; and the Masters of all Vessels, on board of which the Visiting Physician may proceed, as well as every other person found on board, or coming in said Vessel shall give a full, true and particular answer to the several questions, as set forth, to be put by the said Physician, in the discharge of his duty, may think proper to put; and if any Master of a Vessel shall neglect or refuse fully and particularly to answer the said questions, or shall offer any obstruction to the said Physician in the performance of his duty, he shall be liable in addition to any other penalties, to which he may be subject, to a Penalty not exceeding Twelve POUNDS or less than FIVE POUNDS.

Questions to be put to the Masters or Commanders of Vessels:

What is the name of your Vessel, Owner, or Consignee? ..
Master's Name? ..
Port of Departure? ..
Date of same? ..
Have you any Passengers on board of said Vessel? ..
At what Port or place did you embark your Passengers? ..
Have you touched at any other Port or place since you left the last Port? ..
Did any unusual malady, such as Small-Pox, Asiatic Cholera, or any other contagious or malignant disease, exist at the Port of your departure, or at any place you may have touched at or on-board of any vessel you may have communicated with? ..
Have you had any sickness on board during the passage: if so, state the symptoms and other particulars connected with such? ..
Have any deaths occurred? ..
Of what disease do you suppose such person or persons have died? ..
What number of Deaths have occurred? ..
Have any Births occurred? ..
Number of Births? ..
Number of Cabin Passengers? ..
Number of Steerage ditto? ..
Number of Crew? ..
Description of Cargo? ..

Questions to be put to the friends of any person who may have died on board said Vessel:

Of what disease do you conceive your relative died? ..
Had she or he any cramp or vomiting or any eruption similar to the Small-Pox? ..

IX. The Visiting Physician shall render a weekly return, on the last day of each week, to be laid before the Justices.

X. A sufficient number of Copies of these Quarantine regulations shall be printed; and it shall be the duty of the Clerk to furnish to each of the Branch Pilots copies of the same to be by them delivered to the master or commander of any vessel which they may board; and the Visiting Physician will report to the Board any neglect of duty in this respect, on the part of the Pilots, which may come to his knowledge.

XI. That the Physician shall for each and every visit, on the arrival of any vessel subject to the before-mentioned Rules and Regulations, be entitled to receive and demand from the Master or owner of such Vessel the sum of Thirty shillings.

XII. That a Committee of not less than three Justices shall have power and authority to carry out these Rules and Regulations, and enforcing the same, and that an order made by them or a majority of them, and signed by the Clerk, shall be a sufficient notice to end all parties.

Ordered, That W. C. McStay and Edwin Bayard be appointed Visiting Physicians for the Port of St. Andrews.

A true Copy.

W. HATCH,

Clerk.

Mr. Crawford, a free-trader, has been elected for Harwich.

IRELAND.—Labourers are said to be scarce in many of the agricultural parts of Ireland, owing to the vast emigration.

COMMUNICATION.

[FOR THE STANDARD.]

RAILROADS.

The rejection by the House of Assembly of Earl Grey's proposition, was predicated on the supposition that the Despatch referred solely to the Halifax & Quebec line, as surveyed by Capt. Robinson, with some unimportant alterations. If the tenor of the Despatch had been more maturely weighed, it would have been found in harmony with the system of provincial and inter-colonial railroads, recently suggested in a communication to your journal by Mr. Wightman. The Resolution of the Assembly might, and probably would, have been modified so as to embrace the scheme of Mr. Wightman, had more time been taken for consideration. The adoption of the Halifax & Quebec line, as then understood by the Assembly, would have necessitated an abandonment of the other lines, to which legislative aid had been given, and progress had been made in the construction of one of them. The Assembly, as then advised, had no alternative but the rejection of the offer. The system of railroads proposed by Mr. Wightman, which is identical with the previous suggestion of the writer, satisfies all the conditions of Earl Grey's despatch, with only a trifling increase of distance of 35 miles, and at the same time identifies itself with the other two lines. To carry out the three railroads, without bringing them all into one, would require an additional length of road of some 500 miles, and be quite beyond the ability of the parties interested to accomplish—nor is there any occasion, as the interests of all the parties would be better consulted, without compromising the interest of either, by adopting the system of Mr. Wightman.

To suppose that Earl Grey would refuse to adopt the line through Saint John to the St. Andrews & Quebec line, and thence to Quebec, as the Halifax & Quebec line, would be to suppose, either that he would impose a burden on these Colonies which they are unable to bear, and thus diminish their ability to meet the interest on the proposed loan punctually, or that he would compel them to abandon the other two lines, which, to two of the Colonies at least, are of far greater importance than the Robinson line. If the upper and lower Colonies agree on this blending of the three roads, there will be no difficulty about the loan as proposed in the despatch—and there will be a stronger assurance on the part of the imperial government that the annual payment of interest will be punctually met, for the very obvious reason that their ability to pay will be less severely taxed. The Robinson line was a military conception. It was this element that gave birth to it. The Colonies are thinking of peace and the development of their great natural resources—not of wasting their strength in preparing for the possible, but very improbable, contingency of a war with their neighbours.

Unless the System here proposed, in its essential features, is adopted, the meeting of delegates at Toronto will be an abortion.—New-Brunswick, at least, cannot be a party to the Robinson line: It demands too much, and yields too little. It is difficult to conceive what possible objection, on the part of any Province interested, can be urged to the plan above indicated. Of course the military element is excluded, as entitled to no consideration. If England will build a railroad to connect the Colonies, she may fuse into her line as much of the military element as she likes, and all parties will be grateful for the boon.

The obtaining of a loan at 24 per cent. interest, would of course enable the parties concerned to expend a much larger amount than they could do at the usual rates of interest, without pressing hard upon their revenues available to meet the interest, and is a matter of great moment to the borrowers.—At this low rate of interest, the scheme indicated would probably be brought within the ability of the parties to accomplish, without a resort to any extraordinary means of raising a revenue to pay the annual interest. Canada wants an outlet through British territory to the nearest seaboard towns on the Atlantic (Bay of Fundy,) open at all times to navigation. St. John, as well as Charlotte, wants a railroad communication with the Upper St. John, before they are anticipated by the Bangoreans, and Nova Scotia wants a railroad to her northeastern coast and the western limit of New-Brunswick, and to Quebec—all which are satisfied by the scheme proposed, better than by any other that can be devised, and at the least possible cost.

Mr. Wightman's estimate of the average cost per mile of constructing the road, with all the apparatus, may be reduced at least one-third, or to £5,000 per mile. The general character of the line proposed is understood to be very favourable. There will be no tunnelling, or very expensive embankments, or bridging, except across the St. John. The right of way will cost comparatively nothing. The wood for sleepers, &c., nothing, except the expense of cutting it from the forest along the line of road. The present low duty on rails and other imported furniture of the road, would of course be re-

LAW RESPECTING NEWSPAPERS.

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Suppose the average cost per mile to be £5,000 cy., and the distance 670 miles, (adding to the length of the Robinson line the 35 miles)—the whole cost would be £3,350,000 cy., and the annual interest hereon, at 24 per cent, would be £1,172,500. Suppose this sum to be divided equally between the three Provinces, the annual amount of interest to be provided for by each Province would be £390,833. Although the railroad might be expected to earn more than the working expenses before completion, the amount of interest to be provided for illustrates the impolicy, on the part of the Province, of assuming any further responsibility in aid of the Robinson line.

Q. C. D.

POETRY.

To the "Fair friends of Temperance."

In honour of a "Band of Brothers" true,
Some gentle hand has penned a tribute rare,
I boast no Painters skill or Poets power,
But be the privilege mine to sketch the "Fair."

What would our influence be if matrons frowned;
Or youthful hands without their friendly aid;
Our hearts beat high, when in the "noble cause,"
A galaxy of beauty stand arrayed.

New Brunswick boasts her mild and blue eyed
[blonde]

Her bright brunettes—a good and lovely race;
Their care and friendship all our joys enhance,
And from the troubled heart dispendence chase,

In sumptuous Halls or at the frugal hearth,
Their presence lends a power—their voice a charm;

In all that beauty or that worth can claim;
New Brunswick's Daughters bear no second "Palm."

Saint Andrews,
June 5th, 1851.

ROS ROY.

ARRIVAL OF THE AMERICA.

The steamship *America* arrived at Halifax on the 9th inst., in a little less than 94 days from Liverpool, bringing Liverpool dates to the 31st of May. She brought 61 passengers, and reports having experienced heavy weather.

The Niagara arrived home on the 25th ult.

The commercial news is devoid of any exciting feature. Cotton remained firm at previous rates. Sales of the week 51,050 bales. The market for Broadstuffs was firm, but without any change, except a slight decline in Indian Corn. In Provisions not much doing. Freights remained stationary, with some flatter. The Money Market was active, and Consols had advanced one eighth. Trade was reported dull in the manufacturing districts.

PARLIAMENTARY.—The first clause of the Ecclesiastical Titles Bill passed the Commons on the 30th May, by a majority of 244 against 62. The debate on Mr. Baillie's motion relative to the Government of Ceylon terminated in a majority of 80 for Ministers. That being the last motion of importance on the books, the Russell Ministry is therefore safe for the remainder of the session.

On the evening of the 27th, the Protectionists held a banquet at Tamworth, the residence of the late Sir Robert Peel, when the people of the town rose up en masse and dispersed the gathering. Windows were broken, and finally the military were called out to quell the riot. Several persons were injured.

The crops present a promising appearance. The Great exhibition continues to attract its thousands. Upwards of fifty thousand persons passed through the doors in one day. The receipts at the doors on the 30th, amounted to £2839, and the sale of season tickets to £61 19s.

The United Service Gazette states, on high authority from the Cape of Good Hope, that the cost incurred in the first month of hostilities was about £260,000, and that it has been between £30,000 and £50,000 per month since.

Three failures were announced on the London Stock Exchange on Friday, in connection with the Share settlement, the parties being Mr. Legrande, Mr. Stephenson and Mr. Mortimer, the latter being compelled to suspend payment on account of the default of a principal at Nottingham.