

Correspondence.

The subjoined letter addressed to the Editor of the Reporter, and which we copy from the last number of that paper, is deserving of more than ordinary attention, and since it appears in a paper in the interest of the present Government, though the letter is condemnatory of their policy, we insert it *in extenso*, trusting it will not fail to attract the notice of Executive Councillors, and stimulate the sluggish current of official routine.—[Ed. STAND.]

[FOR THE REPORTER.]
MR. EDITOR,—
In matters of internal improvements—the basis of material progress—we New-Brunswickers belong to the family of long-ears, and the more concentrated the population, as for instance, in St. John, the longer the ears, just the converse of what ought to be expected. The blind lead the blind and we are all tumbling into the ditch together. But like we are blinded by a profusion of light, and see best in the dimness of twilight, when objects are distorted. Here and there are a few clear seeing men, but whose voice is lost in the din of local interests, unwisely supposed to conflict with the interests of all. Our material resources are abundant but there is a dearth of public spirit which withers every green thing. Almost every attempt at public improvement is a misconception, and consequently an abortion. The germ wants vitality and cannot vegetate. Cultivation is a waste. Everything is conceived in a spirit of localism, and therefore nothing can flourish and ripen into fruit. Leanness covers the land as a just retribution of the folly of those who lead and the lethargy of the led. A sleeping people leave their public servants to the exclusive care of themselves, and little blame, perhaps, as things go, if they take advantage of it. No one resents the wrong done to another or the public provided himself escapes. His chance of being the next victim is in the uncertain future, and he never looks beyond the present. His conceptions are limited by what is. Tomorrow is a nonentity. These appear to be leading features in the New Brunswick mind, with here and there an exceptional case.

ILLUSTRATION BY CONTRAST
A Railway from Bangor and Calais to the upper St. John, and ultimately to Quebec, is already in progress. The first section of these roads, namely, from Bangor to Lincoln on the Penobscot river, about fifty miles, and from Bangor to Lewis Island, 17 miles. The former was commenced last year, the latter recently, and connects with the Calais and Bangor Railway, 6 miles in length, making a distance from tide water of 23 miles. This road will be extended to the Ledges in St. Stephen, four miles lower down the river, thus giving a winter port to St. Stephen, Calais and Bangor. Saw-mills, a Tannery, &c., are being erected at Lewis Island in anticipation of the Railway. The junction of these lines will be at Lincoln, about fifty miles from Lewis Island, and thence, upwards, the lines will merge into one. The ultimate and not distant development of the enterprise will be a railway to the St. John's, above the Grand Falls, (with a branch to the Falls,) and thence to Quebec. The road from Bangor to Lincoln is only the first section of a line to Houlton and Woodstock, which the Houltonians, with all their might will push forward till they reach Houlton and Woodstock. When the lines from Bangor to Lincoln, and from Calais to Lewis Island are completed, the next move will be to supply the gap between Lewis Island and Lincoln, which both companies will be immediately interested in accomplishing, because each line will be an important feeder to the other. When this is effected, with an extension of the road from Lincoln to Houlton and Woodstock, St. Stephen and Calais will be put in railway connection with the great railway system of the United States and Canada, and with the upper St. John.

The St. Stephen's and Calais people have built six miles of expensive railway, and the other seventeen miles are under contract and in process of construction, all from their own resources, and to which the St. Stephen's people are the largest contributors. Railways they will have, although driven, by the short-sightedness of our public men, and the supineness of the people, into a foreign country to build them. If they cannot reach the upper St. John by going East and North, they are determined to go West and North. The increased distance will be compensated by having also a railway connection with the United States.

In consequence of the neglect, on the part of the Province, to push forward the first and the most important railway scheme, namely, postponing rival schemes abroad, and by dividing our means between two lines at home we have weakened our force, squandered our finances, and accomplished nothing as yet to any practical purpose, and have also invited our neighbours and driven a portion of ourselves to push forward rival schemes.

The Portland convention was a delusion and a folly, so far as New-Brunswick was concerned, a decoy to draw away public attention from the St. Andrews and Quebec Railway, a Railway of paramount moment to New-Brunswick. The Portlanders still a rival and made catpaws of ourselves to do it. The European and North American scheme was a misconception, and fortunately a failure, before it had become a sinking fund too onerous for the public to bear.

The Borderers will have a railroad westward and also to the Upper St. John—but where will the rest of the Province be?—it will have leisure enough to lament its solid-

ity by suffering itself to be outgeneraled by the Portlanders, and drawn off from a scheme of paramount utility to the country, to one which has proved an abortion, because premature.

If the influence of St. John in the Government and Legislature is strong enough to revive and prosecute a scheme, which it was senseless to commence, it will still be outflanked on the upper St. John, a point which is most jealous of, and which will be due to its own selfishness and want of foresight, and have no line to the United States. The only alternative which remains to it, in order to prevent or soften this consummation, is to join in pushing forward the St. Andrews and Quebec Railway to Woodstock with an extension to St. John, with as little delay as possible. This will effect a double object by placing St. John in Railway connection with the United States as soon as the Lewis Island road reaches Lincoln. What was foretold by the writer years ago is now actually occurring.

Private enterprise is building profitable railways near the borders—Legislative folly, for an ostensible like purpose, wasted the public resources and accomplished nothing.

Let us see how the Lewis Island railway contract contrasts with the 27,800, currency, per mile contract, besides the premium on Debenues amounting to several hundred pounds more per mile.

For building and completing in a substantial manner the 17 miles of road, with all the bridges, turntables, depots, and everything but the rolling stock, the contractor is to have \$225,000, or \$13,235 a mile. The whole expense including rolling stock, is estimated not to exceed \$300,000, or 17,647 dollars per mile. Cross sleepers are to be used with a rail of 55 lbs. to the yard. The line crosses the St. Croix twice and is to be finished next year. The Jackson & Co. contract price was more than double that of the Lewis Island contract, and nearly double including rolling stock. The Province alone is pledged to the amount of \$4,000 currency, a mile, being \$2,675 a mile more than the Lewis Island contract for building the road, and yet is a failure, and the Province has reason to be thankful that it is no worse. It was doubly deluded, first in the enterprise itself, and secondly in the cost of it.

Had the St. Andrews & Quebec line been taken up by the Province as it should have been, the St. Lawrence and Atlantic road had still been in abeyance, and the Bangor line scarcely thought of. Because the poverty of our spirit, and the wretchedness of our management have sunk us so low in economical degradation, as compared with other Countries and Colonies, shall we sit down in utter hopelessness and bewail our self-inflicted fate without an effort to improve our condition? It is true, the public mind is in a state of profound stupor, and we are sadly in want of leading minds to awaken and give it a right direction. With the present Government attempt anything? Better attempt nothing than read in the footsteps of its predecessor. Better remain as we are until sanity is restored, than to consummate a scheme which belongs to the future, and whose failure is our daily safety. Many a request in pace.

The borderers will laugh at our folly and triumph over our self-consuming jealousy. St. John would grasp it, and like the dog in the table is lying all.

The E. & N. A. line would have commenced at St. John and worked westward instead of eastward. This would be the good people of St. John at the time. Had this been done, the expenditure had not been lost, and what the most wants would be so far advanced. Perhaps the lesson will be learned, that an exclusive spirit is an enemy to itself—that it is best to let live as well as live—that it is not wise to be so filled with crumbs, because we can appropriate the whole of them, and reject loaves, because a neighbor may happen to share in them. St. John is our great commercial emporium, and will probably remain so in spite of herself. When the railways in progress reach the upper St. John, the city will be made to feel its isolation, and we shall see her besieging the halls of legislation for the means to accomplish that which she has steadily and unwisely opposed.

NO SECTIONALIST.

September 13th, 1855

BUSINESS IN BOSTON.—Our business friends report that trade was never more brisk with them than at present. Purchases from the West are here in great numbers, and it is quite evident that our city will have the trade of the new States of the West and Southwest to a great extent. No section of the country is now increasing with such rapidity as the free West; and there is a great field for enterprising men in the new cities on the great lines of travel throughout the whole region. Our merchants have made some efforts to secure this vast business, and they have succeeded beyond their expectations. If a Western trader once visits this market, he is generally sure to come again in a few months, and to be a regular customer, whose purchases increase every year. Possibly a few of our houses may have lost some Southern trade, owing to various causes, but such is the increase from the West, that the subject is hardly thought of. Our traders too busy with the work which presses upon them to think of markets they are not called upon to supply.—[Boston Transcript.]

FROM THE WEST INDIES.—We have Bermuda dates to the 20th Aug. The yellow fever was raging at Barbadoes and at Surinam. At the former island the deaths had reached to 30 a day, and in the latter colony

the mortality was still greater. Demerara was unusually healthy.

The new sugar crop has just commenced, and a large number of vessels were lying in the river waiting for cargoes.

The Standard.

WEDNESDAY, SEP. 19, 1855

For European news see first page.

We have this week to record the arrival of the long expected and much talked of Deputation from the London Board of Directors in our Railway, composed of Mr. Sharp and Mr. Radcliffe the Solicitor, and to express our heartiest wishes for the success of the mission in which they are engaged; but while we admit that it is only natural, and perhaps participate in the feeling that this hopes of the community, which had sunk below zero, should like the thermometer under the genial warmth of the sun, have again risen by the mere influence of their presence to the comfortable temperature of trustful expectation; we cannot avoid warning our readers against a too sanguine expectation of a more favorable reception being given by the Government to the claims and rights of the Company, when urged and pressed by these gentlemen, than has been vouchsafed to the representations and proofs which have for months past, been insisted on by the Directors and officers of the undertaking in this Province.

We are of course in ignorance of the nature of the propositions which the Deputation are doubtless prepared to submit for the consideration of the Government, but we have no hesitation in saying that if anything is to result from them, it can only be by working on the fears, and not from any proper appreciation of the importance of the subject, or any true patriotic desire for the real welfare of the Province, by the members of the Executive. All such feelings are either swallowed up by the electioneering interests of separate localities, or remain undeveloped in the ignorant self-sufficiency of intellects which will take no lessons from experience, and refuse to profit from the example of its neighbors.

Conciliation on the part of the Company is looked on by the Government merely as the offspring of fear, and therefore we think that the time has now arrived when the deference which ought to attach to high station and responsible power, should be withdrawn from men, who prostitute their office to the petty considerations of private interests and political intrigues. We wish therefore that the Deputation from England, upon whom all eyes are turned, and who are now in Frederickton, did but know, as well as ourselves, the hollowness and insincerity of the public character of the men they have to deal with; and we earnestly press upon them the necessity and propriety of so far transcending the complaisance of Government with their views and wishes, but of demanding the recognition of their rights and claims in accordance with the Law.

THE WESTMORLAND TIMES speaking of the crops in that section of the Province says that they will be abundant, potatoes, will come short, owing to frost and blight; buckwheat about half a crop, oats a good average yield—wheat and barley will give a handsome return; in fact, a week or two of fine weather would ripen all descriptions of produce, and leave plenty of food for the wants of all. By the way, we embrace this opportunity for thanking our friend of the "Times," for the latest English News through his columns. Parties desirous of subscribing for the "Westmorland Times," which is an excellent family paper, can see it at our office, and by enclosing 7s. 6d. bank note will receive a copy for one year.

DESTRUCTIVE CONFLAGRATIONS.

On Wednesday evening last, about 6 o'clock a fire broke out between Waterloo and Exmouth streets, which resulted in a great destruction of property. Considerable doubt exists as to the place of its origin; but from all we can gather we learn that it commenced in or about a barn owned by Mr. Dennis Whelan, situated between the streets mentioned above. It is said to have been caused by some boys who were smoking in the barn in question, and who carelessly threw a lighted cigar among some dry hay and other inflammable material, lying around. Another rumour attributes the origin to the depositing some ashes among dry saw dust in the yard, but the first is the generally received opinion.

After partially consuming one and totally destroying two houses on Exmouth street, it spread through the block to Waterloo street, where the greatest amount of damage was done, eight large dwelling houses being reduced to a heap of smoking ruins. On Rich-

mond Street, running east and west of Waterloo, the loss sustained was small. Two houses, one partially and the other completely destroyed, sum up the damage.

The firemen though early on the ground, and working with the energy that characterizes the department, were anticipated by the rapid progress of the flames, which had attained considerable headway before any effective opposition could be offered. A delay was caused, also, by the distance from which the water had to be led from the Company's plugs; but, although, the supply was small at the commencement of the fire, owing to the elevation of the ground, it increased in a short time, and aided materially in confining the destruction to its limits. Several large wells, containing a bountiful supply, could not be reached as they were situated on the immediate neighborhood of the conflagration.

The houses were all wooden, dry as tinder, and the flames consumed them with astonishing rapidity. At one time the scene was very picturesque. The large mass of flame as it rose heavenward, gave, in strong light and shadow, the magnificent proportions of the new Catholic cathedral, in course of completion in this vicinity, and lit up with its lurid glare the immense number of spectators who, from the elevation on which it stands, looked on with anxious countenances at the progressive work of destruction.

This fire is disastrous in its consequences, not only on account of the large quantity of uninsured property destroyed, but in the unhousing of a great number of families. It will also, we suppose, cause an additional rise in the already high rate of rents.—[Courier.]

SCOTCH CHURCH SABBATH SCHOOL.

It always gives us pleasure to notice acts of kindness and encouragement to the young. On the 6th inst., the children and youth of the Sab. School connected with the Presbyterian Church of St. Andrews, were assembled in the beautiful grove on the farm of David MOWATT, Esq., together with the Minister, Sab. S. Teachers, and a goodly number of their parents and friends, in all about 150. Early in the afternoon from 9 to 100 young people were led to the tables, and after a short address sat down and cheerfully partook of the well assorted and excellent entertainment provided for them by the Ladies of the Congregation. Much delighted with their rambles, innocent amusements, and the society of each other, they were with reluctance drawn homeward when the sun had gone down.

From the London Morning Post.
A CANADIAN LEGION.

It gives much satisfaction to announce that the failure of the attempts which have been made to raise a Foreign Legion in British North America, has at length induced Her Majesty's Government to give a cordial response to the loyal offers of the Canadian people. It is intended to raise two battalions in Canada—a force consisting of two thousand eight hundred men. We believe that the regiment will bear the name of the "Royal British North American Regiment," and that the colonel in chief will be given to His Royal Highness the Duke of Cambridge. The commissions will be conferred upon Canadian gentlemen, or officers settled in the province, and the corps therefore will be national. It will be composed of men of British and French origin, and it will be a representative of the two great Powers who are now battling side by side in the Crimea. The numerical strength of such a corps is nothing in comparison with the moral effect which its embodiment will naturally produce. It is only due to the gallant gentleman who now so worthily fills the office of Prime Minister in Canada, to say that he has brought to a satisfactory termination the negotiations with the Imperial Government on the subject in spite of official routine and that rapid ignorance which hitherto have ignored the loyalty and devotion of the colonists of British North America.

The London "Times" of August the 16th, says—
A singular discovery has been made at Aix-la-Chapelle. In a bale of cotton shipped from the United States to Warsaw, by way of Antwerp, there were found several six barrel revolvers and a quantity of powder.

The same Journal, of the 17th of August, adds:—

A letter from Aix-la-Chapelle of the 11th instant, contains the following remarkable statement:—"Yesterday a quantity of Russian arms, in course of transmission to the Russian government, were discovered here and confiscated. One hundred and forty five bales of cotton from Antwerp for a house at St. Petersburg, had been detained. There were reasons for entertaining suspicion, and the bales were opened, when the arms were found. They were at once seized and a prosecution was commenced against the resident parties concerned in the affair. Every bale contained twenty four revolvers with mould and caps. The cotton has been declared a forfeit to the crown, and a heavy fine has been imposed upon the sender of the bales."

On the 12th inst., Charles Edgar, son of Mr. George F. Stickney, aged 2 years.

On the 13th inst., James, infant son of Mr. James Sierenson, aged 14 months, and 13 days.

At Digdequash, on the 9th inst., Mrs. McCallum, wife of Archibald McCallum, Esq., in the 35th year of her age.

In Brooklyn, on the 30th ult., Hannah H. wife of Mr. Robert Walton, aged 40 years.

At St. John, on the 13th instant, after a protracted illness, borne with resignation to the Divine will, Jane, the beloved wife of Richard Whiteside, Esq., departed this life in the 76th year of her age, highly respected by all her friends and acquaintance.

Shipping List.

Sch'r Alma, Waycott, cleared at New York 8th inst. for St. John, Newfoundland

Clearing out Sale.

THE subscriber will sell at Public Auction, on SATURDAY, the 22d instant, at his Sales Room, a great variety of Dry Goods, suitable for the season.

Household Furniture, stoves, Fenders, Boxes, Paper, shoe brushes, and a great variety of other articles too tedious to mention. Terms cash; the sale will be positive, and of course great bargains may be expected.

Also—On Wednesday the 19th, at 12 o'clock on the premises, that well known FARM in the occupation of William Chase, near the Rolling Dam, it is in a high state of cultivation, cuts ten tons of hay, has good buildings and fences, and contains about seventy acres.

JAMES BOYD, Auctioneer.

St. Andrews, Sep. 14.

Cottage & Land for Sale.

TO be sold, a convenient Cottage residence, owned and occupied by the Subscriber, with about seven acres of Land, adjoining the Town Plot of Saint Andrews. The House contains: Dining room, Parlor, entrance Hall, five good bedrooms, Kitchen &c. There are also a new barn, and other outbuildings on the premises. The house is pleasantly situated, commanding good views of the bay and river.

For particulars apply to Messrs. Odell & Turner, St. Andrews, or to the subscriber, Sep. 18.

Soap and Candle Factory AGAIN.

THE subscriber in returning thanks for the extensive patronage received for the last twelve years, respectfully informs his friends and customers, that since the late disastrous fire in Water-street, he has erected a new Factory in Princess-street, a very short distance above the Post Office, and next adjoining Dunn's Sausage Mill, where he will be happy to receive and execute all orders from his old customers and the trade generally; and by manufacturing a good article at a fair price and light profit, to give satisfaction.

GEO. WOODS, (Patent Sm.)

St. John, Sept. 15, 1855.

Cherry Brandy, Whiskey, &c.,

One case Cherry Brandy, One case best Cambleton Whiskey, Two do. do. Malt Aqua, Fifty cases "Hennessey" and "Martell" Brands, vintages 1850 and 1851. Just received.

J. W. STREET.

Spt. 19, 1855

LIST OF LETTERS.

REMAINING in the St. Andrews Post Office, 15th Sept., 1855.
Bill, Cuth R. M. Leod, Wm. Myres, Nichols. Chambers, Wm. Millar, Mrs. M. J. (2) Maloney, James. Connelough, James. Murray, Wm. Helm, Capt. Hudgeron, Mr. Hartshorn, Robert. Kelly, Charles E. Myers, Nancy. M. Millan, John. Marsh, R. M. Donald, James B. Ragan, James. M. Intere, James. Richardson, Sarah. M. Keitham, Richard. Robinson, A. H. (2) M. Carry, James. Russell, Wm. M. Lean, William. Ricker, James. M. Kinley, Robert. Sands, Robert D. M. Cressell, John. Sutherland, Robert. M. Vicker, John.

Persons calling for any of the above will please say "advertised."

GEO. F. CAMPBELL, P. M.

Notice to the Public.

THE MAILED FOR ENGLAND will close at this Office on Sunday 23d instant 9 A. M., via Halifax; on Thursday 27th inst., and Tuesday 2d Oct. at 6 A. M., via New York. The Postage for the United Kingdom, via Halifax, is 7d single rate, and via New-York is 5d, pre-payment optional.

By Order, G. F. CAMPBELL, P. M.

Post Office, St. Andrews, Aug. 29, 1855.

SCHOLASTIC.

THE Subscriber begs leave to acknowledge his gratitude, for the liberal patronage he has received in his capacity as a Teacher, since he opened in this Town; and in solicitation of its continuance, wishes to apprise parents and guardians generally, that he is prepared to teach a course of literature, calculated to prepare youth for Mercantile or Mechanical pursuits as well as for the Learned professions, viz:—Reading, Writing, English Grammar, Geography, Book-keeping, English Composition, Natural History, Agricultural-Chemistry, and Mathematics comprising:—Arithmetic, Algebra, Geometry, Trigonometry, and Conic Sections, together with the French, Latin, Greek and Hebrew Languages.

JAMES PETERSON.

N. B.—That the school is void of all exercises, interfering with the religious opinion of any Denomination, with the strictest attention to the inculcation of moral habits and intellectual improvement.

For terms apply to the Teacher after or before school hours.

J. P. St. Andrews Sept. 5th, 1855.