

## KNOWLES.

his friend's and the that he has opened a MARKET WHARF lately Charles Gilliland, more he stantly on hand a com-

and PROVISIONS, neral selection of Choice hich he will sell at the e for Cash only. 221



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Lucan Street, occupied by

ing Street at present in- C. Ingram. Terms li n given on the 1st day of

F. E. PUTNAM.

1919, 1835.

SPECTUS.

lish National Committee la et the title of "The Poles in erica," to be prefaced by a history of the late Polish E- accompanied with authentic h the residence of the Poles in e. Subscription price only.

g sensible of the advantages a settlement in this favoured ework, after defraying the , will be applied in aid of the rer, state of Illinois. TIN ROSINERIEVICK & GWINCZEWSKI, CHARLES KRAITSIR 835.

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ILLIAM KER, AGENT.

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n on the 1st of November ree tery DWELLING upation of Henry Beam- the Old House, STABLES ings are in perfect order

JAMES BOYD.

2, 1835

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the first quality, at C hem

JOHN WILSON.

at 11, 1835.

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r 16 years of age, of good who has a good English ken as an Apprentice to

the STANDARD OFFICE.

LASSES &c.

is Rum, h Molasses, prime Sugar, rice, and for sale by JAMES RAIT 1835.

AFLOAT.

Salt, per Ship Princess

For Sale by

JOHN WILSON.

at 25, 1835.

TICE.

any demands against Henry Davis, for R- rendered their acc- the Subscriber within date, and all those in- iving are requested to nent to Albert G. Foster receive the same. BERT G. FOSTER.

1835

ST.

of Jacob Allan Esquire ret Wharf; a LACE VEIL, and the same, will please and office.

THE

'S STANDARD.

EVERY THURSDAY;

1, New Brunswick, N

N. SMITH.

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12 lines ad per line, 1s 3d

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Moore Esq., Dennis Mills,

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## WEEKLY ALMANAC.

1836.	SUN	MOON	High
MAR.	lines	h m	h m
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2	4 16 34	5 26	7 25
3	5 16 32	5 24	8 39
4	6 16 30	5 30	9 54
5	7 16 29	5 32	11 11
6	8 16 27	5 33	12 2
7	9 16 25	5 35	12 40

MOON'S PHASES.  
Full - 3d. 55 13 A M New - 17th 4h 25m A M  
Last Qr 10th 4h 45 A M First Qr 25th 3h 45m A M  
Mean Equation - Watch fast - 5 minutes.

# SAINT ANDREWS STANDARD, NEW-BRUNSWICK.

Volume 3. SAINT ANDREWS, THURSDAY, MARCH 3, 1836. Number 16.

## ROYAL MAIL.

St. John, departs—	Mon. Wed. and Fri.	at 3 p. m.
arrives—	Tuesdays and Saturdays	12 p. m.
St. Stephen, departs—	Tues. and Thursday	at 10 a. m.
arrives—	Wednesday and Friday	at 5 p. m.
St. John, departs—	Monday Wed. Friday	at 10 a. m.
arrives—	Monday Wed. Friday	at 2 p. m.
Geo. Fred. Campbell,		Post Master.

**SMITHSONIAN BEQUEST.**—The following passage is from the report of the select committee of the House of Representatives, on the bequest of James Smithson, for the establishment of an institution at Washington, "for the increase and diffusion of knowledge among men," prepared by Mr. John Quincy Adams. It recommends the acceptance of the bequest.

The father of the testator, upon forming his alliance with the heiress of the family of the Percys, assumed, by an act of the British Parliament, that name and under it became Duke of Northumberland. But renowned as is the name of Percy in the historical annals of England, resounding as it does from the summit of the Cheviot Hills, to the ears of our children, in the ballad of Chevy Chase, with the classical commentary of Addison, freshened and renovated in our memory as it has recently been from the purest fountain of poetical inspiration, in the lotter strain of Alwrick Castle, tuned by a bard of our own native land; doubly immortalized as it is in the deathless dramas of Shakespeare; "confident against the world in arms," as it may have been in ages long past, and still may be in the virtues of its present possessors by inheritance; let the trust of James Smithson to the United States of America be faithfully executed by their Representatives in Congress; let the result accomplish his object "the increase and diffusion of knowledge among men"; and a wreath of never fading verdure shall entwine itself in the lapse of future ages around the name of Smithson, than the united hands of tradition—history and poetry—have braided around the name of Percy, through the long perspective in ages past of a thousand years.

## New-Brunswick. PROVINCIAL PARLIAMENT. HOUSE OF ASSEMBLY.

Wednesday Jan. 27.  
Mr. L. A. Wilnot reported, that the Committee appointed to present an Address to his Excellency, praying him to lay before them a statement of Crown Lands sold and leased, of money loaned, and others matters specified in the address, had attended to that duty and had received an answer. His Excellency's answer stated that he could not comply with their request to the full extent, as some circumstances in it were now under the consideration of the House of Lords, and therefore not under his control; but would cause to be laid before them, a statement of the amount and expenditure of the Casual Revenue.

Thursday Jan. 28.  
On motion of Mr. Hill the House went into a Committee of the whole, to consider the bill for incorporating the St. Stephen's Rail Road Company, and on the question of limiting the responsibility of Stockholders, some difference of opinion arose.

Mr. Robinson would make them liable for all debts, like private individuals. It was the duty of the house to protect the public against such speculations.

Mr. End was of the same opinion with the hon. Member for St. John. He thought it was neither politic nor consistent with the general good to encourage such speculations to an immoderate extent. It was like the application of too much stimulus to the soil, which made it for a while very productive, but caused it very soon to become impoverished and exhausted. Let us look (said Mr. End) at the Message of General Jackson—let us look at the Special Message of Congress—and we will find that it censures the undue countenance which was given to a spirit of monopoly—to advance the interests of a few at the expense of many. The Joint Stock Companies tell us we are not satisfied with the ordinary mode of usages of trade, and we are resolved, let the consequences be as it will, to make speculation, and you must protect us from responsibility; you must give us great immunities and not hold us liable for our contracts. He was perfectly of the same opinion with the hon. gentleman from St. John, because in the event of such speculations involving the embarrassment of the country, the public would look to that house. There would be no doubt a great deal of excitement and expectation created by these Joint Stock Companies, but by and by, when the bubble would burst, we would be held responsible for giving them power to rob the public. He would grant them acts of incorporation but he would not protect them from responsibility.

Mr. Chandler, in the course of his remarks on the subject, said Rail Roads were great national undertakings, wonderfully calculated to benefit the country, and that legislative encouragement should be given to those who embark in them, as far as might be consistent with the public safety. He thought it was their duty to extend to them every privilege, and to protect the stockholders, so far as it could be effected without any danger or inconvenience to the public safety. He thought it was their duty to extend to them every privilege, and to protect the stockholders, so far as it could be effected without any danger or inconvenience to the public. It was the duty of every Legislature, and particularly in new countries, (continued Mr. C.) to afford legislative co-operation to these great national un-

dertakings, growing out of a spirit of enterprise which he would always countenance. Some individuals might be injured by them. They had to run great risks, and even though the speculation should not prove to be fortunate, we must admit, that the public were benefited by them to some extent.

Mr. SPEAKER thought it was well worthy of the Committee to give every reasonable privilege to Rail Road Companies, and all public bodies of the same nature. These schemes said he, were put into operation for the welfare and advantage of the public. It is true, (said the hon. Speaker) there might be great profits, but there were certainly great risks. The Rail Road Company might be situated in some measure by considerations of gain, and so were those who credited them. A trader went into business and his creditor was willing to run a risk with him for the profit expected from his custom, and those who advanced money to stockholders were acting on the same principle. Companies of this kind gave a great impulse to public prosperity, they circulated money and furnished employment. He was disposed from experience to sanction and encourage such companies—he would grant an act of incorporation to any set of individuals whose schemes were likely to produce prosperity to the country. The great prosperity of the United States was owing to the numerous incorporate bodies starting into existence and creating a hum of business which otherwise could not exist.

Mr. PARTELOW who was of opinion that the property of a stockholder should be liable to be taken for the debts of the corporation, considered that the Charter to be given to the Company, was a very liberal one. It was a transcript of one drawn by the Attorney General.

Mr. CHANDLER said, it appeared to him, to be a very difficult matter to come at the private property of stockholders, and wanted to know how it could be carried into effect. The Sheriff is to go and take his goods and chattels, and after that is done, there may be another creditor, who may have another execution, and can he get nothing? And there is another difficulty—a stockholder may be a non resident, and the Sheriff cannot go out of the County, therefore a non-resident in Hantsport, is safe. It would be necessary to give the Sheriff power to embark for England and other parts of the world, wherever a non resident might have taken up his abode. He was therefore of opinion that the Corporation only should be liable. To make stockholders individually liable, would involve difficulties for which the common law, with all its Sheriffs and Juries, could prescribe no rule. He did not think the House ought to sanction the Charter, merely because it was a transcript of one drawn by the Attorney-General. There is a great difference between Banking Companies and Rail Road Companies. The Banks produce a quick return. Rail Roads did not; besides, every person who makes a contract with the Rail Company, is a volunteer who trades with them for the purpose of profit.

Mr. PARTELOW did not wish to sanction the charter merely on the ground of its being drawn by the Attorney-General, but he thought the house ought to give it the more attention from that circumstance. He was a high authority, and it was his duty and his province to point out any defect in the law.

Mr. L. A. WILNOT was at a loss to know how the doctrine of individual responsibility could be made tenable. A night-hawse two shares, B might have three shares, C might have four or more shares, and how was it to be ascertained whose property was to be put under execution, or which of them was to be made liable for debts due by the company. He could not think of any reasonable mode by which individual property could be made liable; and moreover, such a law would prevent persons from becoming shareholders in the company.

Mr. STREET thought there was a wide difference between Companies of this kind and Banks. Enterprises of this description he considered as highly beneficial to the country, and this being the case, (said Mr. S.) we are bound to give them all the legislative encouragement which we can bestow. Even if the enterprise should fail, the country is benefited—the public at large were gainers, and individuals only were injured; they had put money into circulation, improved the character of the country, whose valuable resources would be greatly benefited should the undertaking be fortunate. He would therefore give every reasonable encouragement to undertakings of this kind, and limit the responsibility of stockholders, keeping at the same time in view, the security of the public.

Mr. CRANE, did not agree with the hon. member from Gloucester, who seemed to think that private property ought to be made responsible for all the debts of the Corporation. He was disposed to be as liberal as possible towards enterprises of this nature, which could not proceed without a considerable degree of public spirit. It required a great number of persons to join, in order to promote the undertaking and many who did not assist in it, would term it a monopoly if it succeeded. He thought it was quite enough to make parties responsible for

double the amount of their stock. The Company was bound by the provision of the charter, to pay one half of the capital stock, but as a great portion of it might be taken up in foreign countries, this fact presented a circumstance of rather a complex nature; however, he did not profess to be intimately acquainted with the subject.

Mr. STREET hoped that as the decision which they would come to on this bill would determine the consideration of others, it would be rendered as perfect as possible. He wished to limit the responsibility of stockholders as much as possible, he would not make their private property liable; no man can doubt for a moment but these undertakings were highly beneficial to the country.

Mr. PARTELOW said it was the most liberal act of incorporation ever passed in a British or American Legislature.

Mr. ROBINSON read an extract of an Act relating to incorporate bodies in the State of Massachusetts, where they were made liable to all debts like private individuals.

Mr. SPEAKER said it appeared to him there was no difficulty whatever in the business; if there was money advanced it was by individuals, and if the corporation failed these individuals could take an execution against the Rail Road, if the stock was paid in and expended on the Road. The country was improved by the undertaking, and the road would be sufficient protection for the public. There was a great difference between this company and public Banks, indeed there was hardly any analogy between them.

Mr. STREET would make the property belonging to the Corporation liable for debts but not the individuals.

Col. WYER thought the Rail Road an undertaking of the most arduous nature—one too which would prove highly beneficial to the country, as it would call resources into action which now lay dormant, and the legislature ought to give it every possible encouragement; too much responsibility he thought would cramp the exertions of the company.

Mr. McLEON thought that in the event of the Company's failure, a Rail Road of a local nature like that at St. Stephen's being of no general utility that was no security to the public.

Mr. CHANDLER hoped at least that the Law would be of such a plain construction as to be understood by the Public.

Mr. JOHNSTON would refer the subject to a select committee. Let us suppose (said Mr. J.) that the company went into operation with only five or ten per cent of the Capital Stock paid in, and that they failed after having expended all this money, the value of the road would afford no protection to the community. The Chairman now reported progress, and the further consideration of the bill was postponed.

Monday Feb. 15.  
On motion of Mr. Hill the house went into a Committee of the whole, to consider a bill to incorporate the St. John and St. Croix Rivers Canal Company. Mr. Taylor in the chair of the committee.

Mr. HILL in his explanation of the principles of the Bill, said the distance from St. Stephen's to Woodstock, where the canal was intended to run, was about 100 miles. Some people considered it a visionary undertaking, but it appeared to him to be perfectly practicable, and nature's hand had already done much towards the accomplishment of the great purpose; in fact nature had almost made the canal, and there was not more than three miles in any one place where she had not assisted the undertaking by preparatory steps. £100,000 was to be the Capital Stock. The principal object in view was to get lumber on the line of the canal and the adjacent countries brought to market—it would cause an opening of the country and a great inducement to its settlement and cultivation. Mr. Hill read from a paper in his hand a statement of losses sustained by the decay of lumber which it was impossible to convey to market in due time, owing to the want of Navigation. The estimate loss was £30000 annually. The learned and hon. gentleman stated that settlers in the interior never succeeded in getting their lumber to market the first year, and by being obliged to keep it on hand so long, suffered heavy damages. The object was to improve the navigation, and by that means enable persons in the timber trade to get their article to market, and be favored with facilities in the prosecution of their business which they do not now enjoy. An increase of the Revenue would no doubt be effected by the bill, and many other advantages which makes the undertaking intimately connected with the prosperity of the province. It would be the means of locating many families along the canal line, where Mills would be erected and other improvements carried on that would never otherwise be attempted.

Mr. PARTELOW said it was a bill different from any other that had come before the house during the session. The object of it was to join the Rivers St. Croix and St. John, by making a canal from St. Stephen's or Calais, to Woodstock, and by that means to open a channel through which a great portion of the timber that now comes down the river would be conveyed to the United States market in American ships. That would be the result.

If the United States market were open to the British trade he would not consider the Bill as calculated to do any injury, but so long as we are excluded, and subject to duty it would be wrong to incorporate such a Company. He could not for a moment think of furnishing such an artificial conveyance to the United States market, for the timber that ought to go home to the mother country in British vessels. The bill would have a bad tendency in a commercial and political point of view, and he would oppose it. The trade of the Province could not be prosecuted on any thing like an even balance,—there would be an undue preponderance of commerce in one part of the Province, while the other was bound up in prohibitory duties.

Mr. JOHNSTON wished to know from the hon. mover of the Bill whether the canal would change the natural course of timber, or whether it was intended to remedy the evils now endured by persons who had no navigation at all, and thus afford a conveyance to market for timber and lumber which must otherwise remain in the wilderness. If the design of the bill was to remedy these hardships, he saw no objection to it.

Mr. BROWN did not rise to make a speech, but simply to say that as the bill was a very important one, he would wish to have it discussed in a full committee, and many hon. members were not in their places.

Mr. HILL said that the hon. member for St. John asserts that the river St. John is the natural highway, and that he will oppose an artificial one. That expression reminded him (Mr. Hill) of the King of Spain, who, when the junction of two Spanish Rivers was contemplated, said when his opinion was asked on the subject, that if nature had intended such a union she would have joined them herself. Such was the objection of the King of Spain,—and the objection to the canal is on the same ground. But nature has done it, at least she has begun it, and she asks but little assistance from art to finish the undertaking. And even though the timber should go to another market, a great number of the people, and a great portion of the province would be benefited by it.

Col. WYER said whenever a bill was brought in from the County of Charlotte, the hon. member for St. John opposed it as a measure which seemed to invade the rights of his constituents. The object of the bill was to give the privileges of navigation to a very great portion of the province suffering much loss and inconvenience from the impossibility of getting their timber to market. There were very large tracts of land lying contiguous to the canal line, whose value would be greatly improved by the operation of the bill. He (Col. WYER) had heard it objected that it would furnish a communication with the American market, but that was no objection at all. The Americans might derive some benefit from it but the province generally would derive much more.

Mr. SPEAKER thought if the company could command the lumber at St. Stephens or Calais they had a right to do so and let St. John take the consequence. Even if the bill should prove injurious to any particular section of the country, that section should not oppose it. The city of London has expended four millions of money endeavoring to take the trade from Liverpool, by constructing Rail Roads, and the latter place had never murmured nor objected. If some people object to the bill merely because it may effect their private or their local interests,—that circumstance ought to have no weight with the committee. For instance the St. Andrews and Quebec Rail Road may in some measure affect St. John, but it would not be reasonable to oppose it on such grounds. The general good arising from it is too heavy when put in the scale with local considerations. Halifax might object to a Rail Road from Peticodiac to the Bay de Verte from the same selfish motives. If a canal would serve the province generally, St. John should not oppose it. It was their duty to pass the bill.

Mr. PARTELOW said, it might be inferred from the hon. Speaker's speech that the intercity was not just. It was impressed on his mind that the bill was of a local nature, and that it would be very wrong to sacrifice the general interests of the Province to the prosperity of a small section of it. He would not consent to the opening of any artificial channel which would give additional supplies of timber to the American market. If the New Brunswick vessels were not clogged and restricted by duty he would support the bill,—but to divert the timber from its ordinary course for the benefit of the Americans—while the New Brunswick trade was excluded by a heavy duty—appeared to him very unsound policy. He would therefore move that the bill be postponed for three months.

Mr. BROWN did not blame the hon. gentleman for St. John, by opposing the bill, as he no doubt did so conscientiously, thinking it would only produce local advantages, but the arguments of the hon. mover would go to show that it would benefit all parts of the province. It was shown that £30000 annually were lost to the Province by the decay of lumber which could not be brought to market, and in that calculation interest was not reck-

oned. The opening of the canal would afford great facility in getting lumber to market, and would not at all interfere with the resources of the river St. John. If the bill should pass it will open a communication between the two rivers and both will derive mutual advantages. The increase of population and the improvement of the soil will follow as a matter of course. There will be always a good market for lumber, furnishing encouragement to the settler and a reward for industry; he thought it was a species of encouragement above all others, desirable on account of the facilities which it would afford to the commerce of the country in connexion with agricultural advancement and the settlement of the country, and he hoped no groundless fears would prevent the bill to pass.

Mr. J. M. WILNOT was entirely opposed to the idea of sending the timber of the Province by such artificial means, to the United States, and therefore seconded the motion for postponing the Bill for three months.

Mr. GILBERT would be favorable to any bill for the General Improvement of the country, but when he considered how the timber would float down the Canal into the American market, he thought it was suffering them to take the corn altogether out of our hopper. He would wish to defer it for a few days to give time for mature deliberation on the subject.

Mr. BURNS opposed the bill and wished to postpone it for three months.

Mr. STANLEY thought it was no argument to bring up the American market as an objection to the bill. He thought that was the wisest policy they could adopt. The New Brunswick timber would be sold as a foreign article without paying duty, and as that circumstance would procure the lumber a better price, he considered such policy as beneficial to the Province, and hoped the bill would pass. The Legislature ought to encourage the undertaking, as it would no doubt increase Commerce and improve the wilderness.

Mr. STREET thought there were no positive argument against the bill; the object was—if he understood it right, to open a communication between the river St. John and the river St. Croix, and to export the timber to market. He agreed with the mover of the bill that it would improve the country, and bring to market an immense quantity of timber which remained quite useless as a dead letter in the wilderness. He would say however, that when he first heard of the Bill, he was against it, but after giving it serious consideration, he altered his opinion. The bill was entitled to every consideration, and in a political point of view, he saw no objection to it. There might be a provision made to ascertain every foot of timber which would go down the Canal; and if the American party would have duty on the timber of our Province that difficulty could be obviated by keeping an account. The member for St. John complains of the duty in the American market on our lumber, but if, by means of this canal, that duty could be eradicated, the advantage would be in our favor. That circumstance would enable the manufacturers of the lumber to get a better price, and the trade would thereby be encouraged: As to the argument that the timber would be carried by American vessels, it lost its weight, especially when it would be manufactured and brought to market by British subjects. But every objection was overbalanced by the consideration of the wide and wild wilderness lying unproductive, which this canal would bring into action and improvement. If the timber could be got down the River St. John he would oppose the Canal, but the timber above the Grand Falls required navigation not existing at present. The bill was one of great importance and from his views on the subject he was inclined to go with it, but not hastily. It ought to be postponed for a few days.

Mr. JOHNSTON thought it was useless to oppose the bill after the satisfactory explanations given of its utility and importance. He felt quite satisfied that the canal would not force the timber from its natural course, and that a certain quantity of it would still find its way to the river St. John. It appeared to him there was an insurmountable difficulty in getting timber to market where the canal was contemplated,—it sometimes required two years to do so. And as a few individuals could never accomplish the requisite alteration it was right to grant them a corporation, and he did not know why the Company should be prevented from going into operation. With regard to the timber going to the American market, he did not consider that objection as much in the way of the Bill, all the Boards would go to the British Isles in British vessels.

Col. WYER said, the timber would come to St. Stephens where there was a great number of large British vessels, and a good market for lumber. It was very well known that the river St. Croix was subject to the Americans—but he got more lumber from the Americans than they get from us. He thought it would be a hardship to deprive them of the Act because the Americans were partly interested.

Mr. MOREHOUSE spoke in favor of the Bill. Mr. Parelow had heard no reasons to induce him to pass the bill,—therefore, Speaker himself had not answered his (Mr. P's) as