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Subscriber an assort
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&c. which will be

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Fredericton.

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MAS HARDY
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NSWICK
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Raw Linseed, O
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Fea,

Cognac Brandy
from Boston:
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MES W. STREET

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IS PUBLISHED EVERY WEDNESDAY, BY
A. W. Smith.
At his Office, Water Street, Saint Andrews, N. B.
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12s. 6d per annum—if paid in advance.
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No paper discontinued until arrears are paid.
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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 undermentioned vessels are appointed to sail as
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FROM LIVERPOOL.
Asia April 12—For New York.
Niagara April 19—For Boston.
Europe Apr. 25—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. 23—From New York.
America Apr. 26—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
JAN.	1	2	3	4	5	6	7
FEB.	1	2	3	4	5	6	7
MARCH	1	2	3	4	5	6	7
APRIL	1	2	3	4	5	6	7
MAY	1	2	3	4	5	6	7
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JULY	1	2	3	4	5	6	7
AUGUST	1	2	3	4	5	6	7
SEPT.	1	2	3	4	5	6	7
OCT.	1	2	3	4	5	6	7
NOV.	1	2	3	4	5	6	7
DEC.	1	2	3	4	5	6	7

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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
71 Tierce Rice 153lbs. Fibbert nuts,
320 lbs. Cheese. —via St. John—
16 Boxes Fresh RAISINS
16 half do. Ditto, 16 Quarter Ditto,
200 lbs. Cooking ditto 300lbs. Currants,
180 lbs. Almonds 103lbs. Fibbert nuts,
150 lbs. Figs 100 lbs. Currants,
which together with a large stock of Provisional
and Groceries, he will sell at the lowest market
prices.
Fresh ground Coffee every morning.
DONALD CLARK.

The Standard.
OR RAILWAY AND COMMERCIAL RECORD.

OR RAILWAY AND COMMERCIAL RECORD.

E variis sumendum est optimum.—Cic.

No 23] SAINT ANDREWS, N. B., WEDNESDAY, JUNE 4, 1851. [Vol. 13

COMMUNICATION.

[FOR THE STANDARD.]

HALIFAX AND QUEBEC RAILWAY.

Mr. Editor, As there seems to be a present
and deal of discussion respecting Rail-
roads the following ideas may not be without
their use. The question at issue is, whether
it is most proper to construct the Halifax and
Quebec or the North American and Europe-
an road. We will begin with the former.
The great features of the country through
which this line must pass—its mountains,
run Northeast and Southwest. Of these
there are two principal ranges, both begin-
ning in the high lands at the head of the
Chaudiere and extending the one near the
St. Lawrence to Gaspe, and the other on a
parallel range further South and terminating
on the North East, upon the south west end
North west branches of the Miramichi, and
lower part of the Nipisquit, which rivers are
formed by the drainage of this mountain.

Between these principal chains is a contin-
uous valley in which flows the upper St.
John and the Restigouche, the Bay de Cha-
leau occupies the lower part of the same val-
ley. The highest ground between the St.
John and Restigouche in this valley does not
much exceed 100 feet above the former riv-
er. The St. John turns off, at the Grand
Falls, to the South, but the banks and rock
strata exhibit the appearance of a breach
across the mountain range. There is in the
southern range, a valley or trough, in which
flows the lowermost 60 miles of the Restock,
the Tobique, and the Nipisquit; and a few
miles south of this another parallel valley,
not so well defined indeed, as the former, but
still a distinct valley, in which flows the St.
W. Miramichi above Boiestown, and which
continues to the St. John by Brown's Port
age road, as hereafter described.

The Northern ridge—that between the St.
John and Restigouche on the one side, and
the St. Lawrence on the other, contains no
lateral valleys of any consequence; but there
is a depression across it at the Metapedia,
thence across the country to Howard Settle-
ment, and thence upon the river St. John, and
by Temiscouata Lake, to Quebec.

It is evident that any direct line across N.
Brunswick towards Quebec must cross these
ranges of mountains and valleys almost at right
angles. Major Robinson tried and failed, and
was obliged to turn them on the North, and
cross the Northern ridge through the Metep-
edia pass. I propose to turn them on the
South, to the river St. John; cross the south-
ern ranges by the pass of that river, and the
Northern by Temiscouata Lake, should no
better occur further West. I proposed this
in 1846 to Capt. Phipps, but he rejected it on
account of its proximity to the United States
frontier, as unfitted it for Military purposes
in case of war, perhaps this objection may
still condemn it, but it is 60 miles shorter
than the Northern route and not more expen-
sive in proportion to distance.

This description is drawn principally from
my own explorations at different times. In
1837 I made a preliminary survey for the
Railroad from St. Andrews to Woodstock,
having the previous year explored the country
from Mars Hill to the Restock. In '38 I car-
ried a course of levels along the Royal Road
from Fredericton to the Grand Falls (100
miles), and examined the country to the right
and left; and at this time remarked the de-
pression through the high lands at Brown's
portage alluded to further on. In '39 I cross-
ed the country twice between the Grand Falls
and Bathurst, taking Barometrical measure-
ments with reference to the Boundary ex-
ploration, and '40 was engaged in the same
service between the Grand Falls and Metis.
'46 I made the reconnaissance from the Mir-
amichi to the Upsalquich mentioned further
on. Also in the winter of '47 was in the
office during the time of making up the plans
of the other parts of the surveys connected
with the Halifax and Quebec Railway.

One line that has been tried across the
middle of New Brunswick, is from Shediac
to Boiestown, thence upon the S. W. Mirami-
chi, crossing a range of high lands south of
the Tobique by the valley of the Waphegan,
and thence to the Restigouche at Jordan's
Brook, about twenty miles below the Wagon
Portage, about that river and the Saint
John.

Another line crosses the Miramichi above
Newcastle, thence by the N. W. branch to
the Nipisquit, then by a detour to the East-
ward to the head of the middle river, and
thence Westwardly towards the same point
on the Restigouche. This line was carried
no farther than the Upsalquich, the country
then becoming impracticable. It has been a-
dopted as far as the Nipisquit. There is yet
another line which might be taken, that is,
to diverge from the last mentioned at the
Nipisquit, follow that river up stream to the
lake, thence by a valley between mountains
of fourteen hundred feet in height above
their base, about two miles to the Nictor lake
of the Tobique; and thence, (judging by the
appearance from emigences,) by a pretty di-
rect route to the same point on the Restig-
ouche. The valley between the Nipisquit
and Tobique lakes is only about 500 feet

above the sea. This route would afford good
grades, but along the Nipisquit it would be
expensive, and moreover through a rocky,
and barren country. All these routes con-
verge to the same point on the Restigouche.
Between the Restigouche and the head of
Temiscouata lake the country is impracticable,
and these routes must either be abandoned
or drawn into the valley of the St. John a-
bove the Grand Falls.

The next route I shall notice is to follow
the S. W. Miramichi, as in that first men-
tioned, but instead of turning off up the North
branch towards the Tobique, continue up the
main stream to "Brown's Portage," leading to
the St. John. This Portage is in a de-
pression between the Miramichi and St.
John, the highest part of which is 500 feet
above, and 12 miles distance from the latter
river. The distance of the pass from the
mouth of the Tobique is about 25 miles,
and although there will be difficulties to en-
counter, a considerable part of this distance may
be occupied in the descent to the St. John.
From the mouth of the Tobique there will be
no difficulties of a very formidable nature in
following the river to the foot of Temiscouata
lake—81 miles. Then follows about 25
miles of difficult country, which has never
been properly examined, after which the de-
scent to the St. Lawrence will be compara-
tively easy.

There is, however, another aspect in which
this work may be viewed. The North Amer-
ican and European road is proposed to run
across the southern part of New Brunswick
into Maine, and another road—the St. An-
drews and Quebec—is in course of construc-
tion from St. Andrews to Woodstock, on the
upper Saint John, and it is proposed to carry
it ultimately to the St. Lawrence. Can these
several projects be made to coalesce in
some measure into one? I think they can.—
The means by which this can be done, I
will endeavor to point out.

1st.—Commencing at Shediac, a line may
be carried over a very level country to the
St. John at the mouth of the Oromocto,
thence across the country to Howard Settle-
ment, and thence upon the river St. John, and
by Temiscouata Lake, to Quebec.

2d.—The same as before to the mouth of
the Oromocto, thence up that river, and con-
tinued onwards to meet the St. Andrews and
Quebec Railroad at about 28 miles from St.
Andrews, and thence by the same route as
before to Quebec.

3d.—From Shediac to St. John, thence to
intersect the St. Andrews and Quebec line
in the same line as before to Quebec.

The first and second of these routes would
leave St. John 50 miles to the left; the third
would take it on the way.

The distances upon these several routes will be
as follows:
No. 1.—From the Province line to the mouth of
the Oromocto, 140 miles
To Howard Settlement 50
To Woodstock 90

Woodstock to Quebec 215
Province line to Quebec by Bay Chaleur 408

Difference in favour of No. 1, 13
No. 2.—Province line to the mouth of Oromoc-
to, 140 miles
To St. Andrews and Quebec R. road 58
To Woodstock 98
Woodstock to Quebec 283

Line by Bay Chaleur 511
Difference against No. 2, 23
By St. John.

No. 3.—Province line to St. Andrews R. road,
at Digdeguash 193 miles
Thence to Woodstock 70
Woodstock to Quebec 263

Line by Bay Chaleur 568
Difference against No. 3, 35
To complete the whole system add the length of
the European and North American R. road up to
Baring, on the frontier of Maine. Then it will be

No. 1.—Province Line to Quebec as
above 498 miles
mouth of Oromocto to Baring 73
St. Andrews & Quebec road 50
621

No. 2.—Province Line to Quebec
Additional Digdeguash river to Baring 30
St. Andrews & Quebec road 18
572

No. 3.—Province Line to Quebec by
St. John 546 miles
Digdeguash to Baring 13
St. Andrews & Quebec road 10
569

Whole length of Northern route 511
Difference 57 miles
But No. 1 and No. 2 would require a branch of
50 miles to St. John in which case the numbers
will stand for the whole system of roads.

No. 1.—as above with 50 miles
additional 671 miles
No. 2.—do do 629
No. 3.—do do 569

The distance from the Province boundary
direct to Quebec is—
By Bay Chaleur, 611 miles
By upper Miramichi and Grand
Falls, 450
By No. 1, above 498
By No. 2, 534
By No. 3, 546

Thus we see that the route to Quebec by
St. John, is only 35 miles longer than by the
North Shore, while it includes 262 miles
of roads already chartered and partly in pro-
cess of construction, leaving only 283 miles
to complete the line to Quebec, even if the
St. Andrews & Quebec road should not be
carried beyond Woodstock. Of these distan-
ces, the northern route to Quebec and that
from Shediac via St. John to Woodstock, are
found by the preliminary surveys, and from
Woodstock to Quebec, I have taken the length
of the present roads; the other distances have
been measured upon an accurate Map of the
Province, and ten per cent. allowed for loss
of distance by bends.

The source of revenue of this line will be,
1st. The traffic that will grow up between
St. John and the Gulf of St. Lawrence, and
through this channel, with the upper Lakes,
as shown in a former paper.

2d. The travel and traffic over the North
American & European road, as shown in the
reports of that company.

3d. The travel and the carriage of light
goods between 200,000 people who will at no
distant day occupy the valley of the upper
St. John, and the commercial capital of the
Province, will naturally take this route. The
distance from Woodstock to St. John by the
river is 150 miles; cost of passage and two
meals about 3 dollars, time, a day and night.
The distance between these points by the
road will be 130 miles, fare three dollars,
time, six hours. This difference in time will
give the preponderance to the road even in
summer; and the further we go North from
Woodstock the preponderance becomes the
greater. Besides this, immense quantities of
sawn lumber for the United States market,
ship timber &c., would be carried to St. An-
drews, from the country between Howard
Settlement and the Restock, and possibly fur-
ther North.

4th.—The travel between the frontier of
Maine and Bangor will be likely to take this
route—the time and expense will be less than
by the roads.

5th.—The supplies of provisions from the
West for the timber regions, on the upper
St. John and its tributaries, will be carried in
from the St. Lawrence by this road.

6th.—The travel and intercourse of 60,000
people on the St. Lawrence below Quebec,
the city of Quebec, and a part of the country
above that city.

Without attempting details it may be pass-
ingly remarked, that the population contigu-
ous to the road between the Nova Scotia
boundary and Quebec, amounts at present to
two hundred thousand; and allowing from
them only three-fifths of the gross income de-
rived from an equal population in the United
States, it will amount to six hundred thou-
sand dollars per year for local business, with-
out considering the probable increase of in-
habitants, through travel, mails, &c.

This line will not open the central range
of the east of New Brunswick for settlement;
but it will open a tract on the upper St. John
of about 100 miles in length by 30 in breadth,
with several lateral offshoots, containing near-
ly four hundred square miles of land generally
acknowledged to rank with the best north of
the Hudson. About half of this tract is un-
granted, and might, if monopolies be pre-
vented, be settled by a hundred thousand
people by the time the road could be finished.

The whole distance from the Province line
to Quebec is 608 miles, which, with 12 miles
between Digdeguash and Baring, will, at
thirty thousand dollars per mile, amount to
three millions and a half sterling. The funds
already provided are:—
By New Brunswick, £20,000
sterling, per year for 20 years,
(present worth at 6 per cent.) £230,000
Grant to North America & Eu-
ropean road 250,000
Do. to St. Andrews and Que-
bec do. 50,000
Guarantee to Do. £6,000 cur-
rency, for 20 years, present
worth in sterling 57,000
Provincial Guarantee of Cana-
da, present worth 230,000
Land in New Brunswick, two
millions acres 1,000,000
1,517,000
1,683,000
£3,500,000

Remains to be provided
568
511

This, to afford a dividend of 31 per cent.,
will require a gross income of 1,200,000 dol-
lars; probably half of this would be paid by
the existing population; Will the remainder
be paid by the through travel to and from
Europe, Maine, increase of population, &c.?
I think it probable that it will. The ques-
tions of ways and means, ownership, military
and political bearings, &c., I do not presume
to touch upon; they are questions for the ex-

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GEORGE WIGHTMAN.

POETRY.

FOR THE STANDARD.

TO A FRIEND.

An Infidel! O let him stand
Amidst the "Choir," and join the "Band";
Some simple strain may prove a dart,
To pierce the unbeliever's heart.

An Infidel! yes, let him sing
The praises of our God and King
Jehovah's hand may touch a cord,
And make the scoffer cry, "My Lord."

When Christ, the "Saviour" walked the earth,
Mankind despised his lowly birth;
But Heaven's high Angels hailed the "Son,"
And owned Him God and Man, in one

When, crown'd with thorns, Immanuel bled,
Men gloried in the blood He shed;
But joy th' unnumbered Hosts shall share,
When ransom'd man the crown shall wear.

Christ daily sat with sinners here,
And won their hearts to love and fear;
Now, saved by Him who once was slain,
In heavenly courts they live and reign.

Christ preached, and men the word received;
The doubting, when they heard, believed;
And to his ministers He said,
"Preach!" trusting to the Spirit's aid.

Then let the scoffer stand and sing
In Zion's courts, to Zion's King;
A word may prove th' Almighty's power,
To save him at the eleventh hour.

St. Andrews May 26th 1851.

WE WERE BOYS TOGETHER.

BY GEORGE P. MORRIS.

We were boys together,
And never can forget,
The school-house near the heather,
In childhood where we met—
The humble home, to memory dear;
Its sorrows and its joys,
Where woke the transient smile or tear
When you and I were boys.

We were youths together,
And castles built in air;
Your heart was like a feather,
And mine weighed down with care.
To you came wealth with manhood's prime,
To me it brought alloy;
Foresworn in the prime of time
When you and I were boys.

We're old men together,
The friends we loved of yore,
With leaves of autumn weather,
Are gone for evermore.
How blest to age the impulse given—
The hope time ne'er destroys—
Which led our thoughts from earth to heaven
When you and I were boys.

In learning, the true order is, first, things nec-
essary; next, things useful; and lastly, things
ornamental. The farmer must look first to his
corn-field, then to his kitchen garden, and af-
terwards to his flower-beds. "Woe," says a
good writer, "floweth from want of order."
The whole distance from the Province line
to Quebec is 608 miles, which, with 12 miles
between Digdeguash and Baring, will, at
thirty thousand dollars per mile, amount to
three millions and a half sterling. The funds
already provided are:—
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Provincial Guarantee of Cana-
da, present worth 230,000
Land in New Brunswick, two
millions acres 1,000,000
1,517,000
1,683,000
£3,500,000

RELAND.—The salary of the chief Secre-
tary for Ireland is to be reduced from £5,500
to £3,000 a year.

It is said that the census, nearly complet-
ed, shows a diminution of two millions of in-
habitants in Ireland since 1841.

The Corporation of Limerick is the oldest
in the United Kingdom, being twelve years
older than that of London.

The population of Limerick numbers on-
ly 16,000 males to no less than 28,000 fe-
males!—There has been a decrease in the
population of 4000 since 1841.

The northern papers bring accounts of the
destruction by fire of Downhill Castle, seat
of Antim, the residence of Sir Harvey Bruce,
and considered to be one of the finest private
mansions in the province of Ulster.

The master of Rolls is about to introduce
two bills into the House of Commons, renew-
ing the commission for the sale of Irish en-
cumbered estates, and for the advance of
loans on the security of landed property in
Ireland.

The Queen's Royals have embarked at
Cork for the Cape of Good Hope, and will be
followed by the 12th Lancers, should the
Caffre insurrection not be speedily suppress-
ed.