☞ *Our Subscribers will oblige us by paying our Collector, who will call upon them with their accounts for the last year.*

THE STANDARD.

St. Andrews, Wednesday, Jan. 3, 1849

Charlotte County Bank.
Hon. Harris Hatch, President.
T. B. Wilson, Esq., Solicitor.
Director this week——*S. W. Gove.*
Discount Day—TUESDAY.
Hours of Business, from 10 to 3.
☞ Bills and Notes for Discount must be lodged with the Cashier on or before Monday otherwise they must lie over until next week.

Alms and Work House.
Commissioners—Geo. D. Street, John Bradford, Thos. Berry, John Bailey, R. Ker.

St. Andrews
Steam Mills and Manufacturing Company
R. M. Andrews, Esq., *President.*
J. Wetmore, *Agent*

Saint Stephens Bank.
G. D. King Esq., *President.*
Discount Day—SATURDAY.
Hours of business, from 10 to 1.
☞ Discount must be

[illegible]

On Wednesday, [illegible] a Public Meeting was held in the Town Hall, by the Directors of the St. Andrews and Quebec Rail Road Company, when the affairs of the company and future prospects were fully explained. Owing to the bad weather, Admiral Owen and Capt. Robinson, R. N., were not present at the meeting.

A large number of Stockholders and others from all parts of the County were present.

[From our brief notes we are enabled to lay before our readers a sketch of the proceedings.]

The Hon. H Hatch, was called to the chair, and S. H Whitlock, Esq. Secretary of the company, acting Secretary.

The Chairman briefly remarked that those present were aware that the object for which the meeting was called, was to explain the affairs of the company and its future prospects. It is a subject of the deepest importance (said the hon. chairman,) and one in which all present are interested. It is absolutely necessary that something must be done, and that quickly; all other resources are gone by, and we must look to something else to sustain us. The Rail Road was now our only hope. Numbers had left the Province, and many more would follow them to the States, unless some great public work was carried on. He then called on Mr. Wilson, who he said would give a full, and he trusted satisfactory explanation, of the affairs of the Company, and his proceedings in England relative to the Railroad.

John Wilson, Esquire, President of the Company, then rose and observed, that he would commence with his landing in England. Having arrived in London, a meeting of the Board was called, and all the Directors were present, except Earl Fitzwilliam and Lord Ashburton, who were absent from England. He gave them a full account of the operations here and the progress which had been made with the work, and intimated that he had letters to Earl Grey and other leading men. It was agreed that application should be made for an interview with Earl Grey. The interview was granted, and six of the Directors with himself waited upon the Colonial Secretary.

He at once entered upon the business of the Rail Road, having a large map of the Provinces before him, pointed to the proposed line from Halifax to Windsor which had been surveyed and presented, no engineering difficulties; the line from Windsor to Annapolis was almost a dead level. He then pointed to the Bay of Fundy and said that fast steamers might be employed to cross the Bay to St. Andrews. Earl Grey observed here is a break in your line and a very great one, this Bay of Fundy is very dangerous and subject to fogs and filled with icebergs. Mr. Wilson said that his Lordship had been misinformed, and as a proof he informed him that he had crossed it only 4 weeks before in a steamer, the Captain of which (Mr. Brown) informed him that he had been 10 years employed as master of a steamer on that route, and that he had crossed 2 and 3 times a week and never been detained exceeding 24 hours during that time. And as a further proof he would beg to inform Earl Grey that 5,000 sail of vessels entered the Bay of Fundy annually, and that not more than 24 sail per ann. were lost for the last 10 years. He then pointed to the Gulf of St. Lawrence and said here your lordship there have been 50 sail lost in one night, and a large number during the year, Earl Grey said I know the Gulf of St. Lawrence to be dangerous. Mr. Wilson then commenced with the line at St. Andrews, pointed out the numerous advantages it possessed over other lines, that West India produce could be transported by this line at a saving of 1,000 miles, and consequently in a shorter time and at a lower rate than by the St Lawrence; stated that in former years 300,000 barrels of Beef, Flour and Goods, for the supply of both sides of the river, found their way to the upper country by the circuitous route of the river St. John, a distance of 210 miles, while by the proposed line from St. Andrews, it would only require to be transported 80 miles.

He informed his lordship that the work had been commenced, and considerable progress made, and that a number of emigrants were employed in the construction of the road.—Earl Grey said, I am convinced of the importance of the undertaking: build the road by all means. Mr Wilson replied, "we cannot make bricks without straw": the people of the Province are poor and require assistance to proceed with the work; if your lordship will grant us aid from the government we will do so. Earl Grey said, that if government granted aid, which they were unable to do at present, it would be opening a door to a dangerous precedent: innumerable applications would be poured in from other Colonies, the Cape of Good Hope, Mauritius, Australia, would ask for aid to build railroads. Mr. Wilson urged, that if the small sum of £20,000 was granted to the Company, they would be able to employ large numbers of the poor of the Mother Country, who might afterwards settle along the line on excellent land; that New Brunswick abounded in great natural resources, which only required capital to enable the people to develope them; that there were minerals, such as coal, iron, &c. and abundance of excellent land in the Province. Earl Grey made the objection of the road being too near the American frontier, and that the Americans might easily destroy it. Mr. Wilson in[illegible] American citizens in East[illegible], and Houlton, were [illegible] instead of destroying, [illegible] protect it; and that if [illegible] was any objection, the same objection [illegible] itself in the construction [illegible] line from Halifax to Que[illegible] close to the river St. Francis, and [illegible] early 60 miles within 10 or 15 miles of the U. S. territory.—After further showing the necessity of government aid, and finding that none could be given at present, Mr. Wilson asked Earl Grey to write the Directors a letter stating that the Province of New Brunswick was free from debt. His lordship had done so, and the letter had been published by the English and Colonial press. He had visited Earl Fitzwilliam, whom he described as a noble-hearted man of a kind disposition, and extensive information. The Earl had taken and still continues to take a deep interest in the railroad, and had written letters respecting it to upwards of 50 noblemen, some of whom have taken stock.

Mr. Wilson then informed the Meeting, that about half the stock had been taken up in England by monied men, and that the Directors expressed their opinion, that no doubt the remainder would be taken up in the spring, provided no untoward circumstances in commercial affairs intervened, always supposing that the stockholders in this country would do their part. He had interviews with five of the leading Engineers, and Capt Laws, who is intimately acquainted with the construction and management of railroads, suggested to him to advertise for iron of the description called "flat rail," which he had done and ascertained that it could be had for £5 10 a ton. Capt Laws, also recommended strongly a wood superstructure, with a flat or bridge iron rail, and that half a mile from each station, was all that was necessary to be made a dead level, that afterwards there might be 30 or 40 feet rise in the grading in a mile, without any injury; that in England it costs a large sum for ballasting or filling up, which could be lessened very much in America by a wood superstructure of longitudinal logs.—Mr Wilson explained to him his plan of laying sleepers and rails, which he approved of.

A company in England, had offered to supply iron and other materials required, taking in payment a fair proportion in Stock and giving a reasonable credit for the remainder.

Mr. Wilson then said, it now rests with the Stockholders in this Country to say whether the road shall go on or not. He had been twice to England, and had visited Canada and the United States upon business connected with the Railroad, and had not charged the company a shilling; he believed he was by far the largest Stockholder in this country, and had paid his 10 per cent, and was willing to pay another 10 per cent and even a further instalment if required in order that the work should be proceeded with; and called upon the Stockholders to come forward and put their shoulders to the wheel, with a hearty good will, even to half the amount of their property. The people were leaving the country, and they would continue to do so, unless there was some inducement held out to them to remain. Let us, said he, build 15 miles of the road next season, (Cheers) it will cost £8,800, and I propose to make a call upon each Shareholder for his 10 per cent, giving them the notice prescribed by law.—The road at a cost of about £500 per mile, according to the following estimate which had been made up from the best sources.

For clearing out per mile		£ 50
Grading	do	250
Hemlock logs	do	44
Filling up	do	44
700 Sleepers	do	26
Carpenter work	do	100
Amounting per mile to		£514

That it was evident, that if this road was built, all the timber from Grand Falls on which there was a loss of one fifth on (every 100 tons, in the present road of transportation) would be brought by railway to St. Andrews, where vessels could be loaded much cheaper than at St John, and would save 120 miles in their voyage.

He concluded by inviting the Stockholders to take hold, and push the work forward, and by the latter end of the next season, we will have built 15 miles of the road. [Mr. Wilson sat down amidst cheers.]

James Boyd, Esq. M. P. P. next addressed the meeting, and said that the explanation of the affairs of the company given by Mr. Wilson, was most satisfactory. It was plain to all, that if the the Railroad was made, property would advance at once to a great extent in value. We must put our shoulders to the wheel, as was said by Mr. Wilson, and use every effort to carry on this great work; as far as he had means, he was willing to spend one half the amount he possessed to forward the undertaking. It depends now upon ourselves. There were several other lines proposed, and some of them would perhaps be carried on if we were lax; let us then carry on the work—our line is only half the distance of any other, and if once in operation, would be the means of preventing others being commenced. Let us then build 15 miles of the road at once.—(cheers.)

J. W. Chandler, Esq., in moving a vote of thanks to Mr. Wilson said he was sure it embodied the sentiments of all persons who heard him. The present was a time of unparalleled difficulty and distress, arising out of the depression of the Lumber trade, and the failure of the Potatoe and other crops. That day after day exhibited the melancholy spectacle of our most industrious and energetic people, moving away from the Province, and seeking in a foreign land, the support which was not to be obtained in their own.—That the only salvation from impending ruin in this part of the country that he saw, was the erection of the contemplated Railway. That our position in relation to this great undertaking, was to be ascribed, mainly, to the persevering, and indefatigable personal exertions, of Mr. Wilson, to whom all present owed a debt of gratitude. We must come manfully forward and assist Mr. Wilson to carry out his views.

James Brown, Esq M. P. P., next addressed the meeting, in a short speech, after which a vote of thanks was given to the Chairman, and the meeting was adjourned.

RAIL ROAD MEETING

At a general meeting of the Stockholders of the St. Andrews and Quebec Railway Company, held at the Town Hall, in St. Andrews, on Wednesday the 27th day of December A D. 1848, pursuant to Public Notice.

The Hon. Harris Hatch, having been called to the Chair, and S. H. Whitlock Esq acting Secretary.

The Chairman, opened the meeting, by adverting to the present state of the affairs of the Company, and that the great object of this meeting, was to afford the President, Mr. Wilson, an opportunity of reporting to the Stockholders, the result of his mission to England, as also the future prospects of the Company, that the Stockholders might take such action thereupon, as should be deemed most advisable.

Mr. Wilson then rose and addressed the meeting at length, giving a very clear and lucid statement of the different interviews and negociations with the heads of the Government, the London Board, and a number of the nobility, who have taken great interest in the undertaking, and particularly several interviews with some of the leading Engineers in England, on the construction and cost of the road, He gave a detailed account of the costs per mile, with the probable expence of the whole line.

On motion of J. W. Chandler Esq. seconded by James Boyd Esq.

Resolved, That the thanks of the Stockholders be given to John Wilson Esq. for his zealous and able efforts, in behalf of the St. Andrews, and Quebec Railway.

On Motion of James Boyd Esq., seconded by Wm. Mahood, Esq.,

Resolved as the opinion of this meeting, that fifteen miles of the Rail Road be proceeded in, upon the principle laid down by Mr. Wilson in his speech, and that the Stockholders be notified that they will be called on for 10 per cent of their Stock, receiving the notice required by Law.

On motion of G. F. Campbell, Esq. seconded by Mr James Kyle.

Resolved—That a Committee of three be appointed to examine the accounts and report thereon.—James Boyd, G. F. Campbell, and Edward Wilson Esq's were appointed a Committee for this purpose.

The thanks of the meeting having been given to the Chairman, the meeting adjourned.

S. H. WHITLOCK,
Secretary

St. Andrews, Dec. 27, 1848

We beg leave to call attention to the Rail Road Company's "Notice for Tenders" in to-days paper. We have devoted a large portion of our sheet to Railroad matters this week, being convinced, that it is a subject of the deepest interest to our Readers.

English Mail.—The letter portion of the English Mail by the Steamship Europa, which left Liverpool on the 16th Inst. was received here on Monday night, but no papers up to Tuesday night. We are told that the price of Deals had advanced £8 per standard.—Young Napoleon had been elected President in France.—Large quantities of grain were arriving in the mother country—and business generally was improving.

The Electric Telegraph from Calais to St. John is completed, and was put in operation on Friday last and was perfect.

Snow Storm.—Our readers all know as well as we do, that we were visited by a regular old fashioned snow storm during Wednesday night and Thursday, which completely blocked up the roads in such a manner as to impede travelling the Mail stages however, have been quite near their time as could be expected. The roads are now open and travelling performed in the usual time.

Education of the Young for Agricultural Pursuits.

We recommend to the serious attention of parents, who wish their children to be properly trained for, and attached to, the employment in which they are engaged; to the following extract from an address delivered by Mr. Ives, before the Jefferson County, N. Y. Agricultural Society;—

"Where an ardent thirst is begotten in the minds of youth, to become thoroughly prepared for an honorable and useful disharge of the active duties which make up the sum of a happy life, the great first step is taken towards the accomplishment of so glorious an end. We turn our attention to parents, the natural guardians of the young possessing power to mould and fashion the tender mind, to lead and direct aright the early inclinations as they are first developed. To parents we appeal, assured that their influence will be exerted, to lead the children under their care to contract an attachment to the employment in which they are engaged. Let the son be thoroughly instructed in every branch of labor to be performed upon a farm, and in its management in general, and no doubt, with proper opportunities for instruction from suitable books and well-regulated schools, he will fall in love with the science, and delight in the practice of agriculture. In the successful prosecution of this highly honorable and peaceful pursuit, female effort and influence are indispensable to lead to auspicious results. I am aware that some persons of near-sighted and contracted views, have expressed the opinion that the female mind ought to be occupied altogether in the contemplation of unreal things of ideas that float in a feverish or excited imagination, and of outward accomplishments, and be content to dwell upon the surface of subjects, without an attempt to dig deep in the mine of knowledge. No one honored with the title of mother, can for a moment listen to any such suggestion, but will, I am sure, put forth their utmost exertion for the fullest expansion and enlargement of the intellectual and moral capabilities of their daughters as well as their sons.

From the New York Sun.

Interesting from the Gold Region.—Extract of a letter received by Mr. Arnold Buffum, of this city, from his son, Edward Gould Buffum, dated Pueblo de los Angelos, Upper California, July 31:—

"About three months since a gold washing, or placer, as it is here called, was discovered on the banks of the Sacramento river, and which has now been found to extend over a region of about one hundred square miles. The soil for a foot or two in depth, is filled with particles of pure virgin gold, varying in size from a pin head up to six and eight ounces in weight. As the news of the discovery spread, the people began to flock there. The merchant left his counting room, the mechanic his shop, and the farmer his grain; all went to make an easy fortune. All California is deserted. There are but few people in St Francisco. Both the newspapers are stopped, and all business suspended. There are now at work on the plain 5000 people, and more are flocking there every day. The amount of gold procured by each one daily varies from sixteen to two hundred dollars. None get less than the former, and many have got the latter amount for days in succession.

Persons who have been there say that there is ample room for fifty thousand people to work fifty years. It is doubtless the richest place in the world. Within a week or two past, diamonds and platina have also been found. These stories strange as they may seem are strictly true. I know them to be so. The rush will probably be a great emigration to the country as soon as the news get spread home, and I wish you would show this letter, and recommend to him to *come I all means*. There is no humbug about it. New places are being discovered every day, and Peru and Mexico, will ere long sink into insignificance compared with California. Every thing connected with mining, as well as all goods and provisions are selling in the mining region at most exorbitant prices. Pick axes are worth fifty dollars a piece. Shovels twenty five dollars. Hoes ten dollars. Flour $100 a barrel. Cotton cloth $1.50 a yard, and everything else in proportion."

Mr. Bodlum is one of the oldest and most respectable citizens of New York, and he assures us that the statements of his son may be implicitly relied upon.

Gold.—The gold of commerce is generally found in grains of dust, in the formation called by geologists, diluvial. Very little if any of the gold of commerce is obtained from the original place of its deposit. In California it is said that the original veins of gold are in the mountain of the Sierra Neuvada and in the course of ages, have been worked from the mountain, on both sides, upon the plains below.

The existence of this Gold has been known for more than a century. Spanish jealousy and Mexican indolence have guarded it from view. In Ward's History of Mexico there is an account of a Spaniard who had a mine in California. He would never allow the mine to be worked, but he used to go and take from it as much money as he wanted occasionally, and when he died he let his secret die with him. The extraordinary abundance of gold in California is scarcely yet credited by the public but still it is perfectly consistent with facts that we do know. We know that many Spanish families acquired vast wealth from mines, the locality of which they hid.

Temores, for instance, came from Spain with some capital. He spent nearly the whole of it in searching for gold. At length, he of a sudden became vastly rich having an income of a million of dollars a year, and was created Conde de Regia.

The Obregon family presents a similar instance of luck of discovering a Mine. The original Obregon came from Spain, discovered a mine in Guanajuanto, made a vast fortune, and presented a line of battle ship, fully armed and equipped, at one time, to the king of Spain. He was created Conde de Valencina.

The richest man in America, at this moment, is a Mexican miner, the fortunate proprietor of the Mellader at Guanajuato.

Perez Calvez, by and

United States Congress.—The New York Journal of Commerce contains the following notice of two important subjects now before the Senate:—

The resolution offered by Mr. Miller, calling on the President for any instructions to our Minister to Spain, or any correspondence between him and the Spanish government, relative to the *purchase of Cuba* by the United States, came up to day, and its passage was opposed on the ground that it would interfere with the President's prerogative, &c; and advocated, on the ground that the public mind was much agitated on the subject, and that it was necessary to give it repose. The subject was passed over. There has probably been some offer from our government to negotiate on the subject, and refused by Spain.

The bill to admit the articles of the growth or production of *Canada* into the United States free of duty, upon the condition that like articles of the growth and production of the United States be admitted into Canada free of duty, is before the Senate. It passed the House last session, and, as the business of last session was continued over at the same stage where it was left, it will become a Law as soon as the Senate pass it and the President approves it.

It is important that the bill should pass soon, because the Parliament of Canada is about to meet, and must act on this subject.

Fire at Pembroke Iron Works.—The large dwelling house belonging to the Iron Works estate, formerly known as J. W. Jones's hotel, occupied by Lewis L. Wadsworth, was totally destroyed by fire on Saturday morning last, together with most of the furniture. No insurance. Loss about 1500 dollars.—[Eastport Sentinel.

Mr. S. N. Dickinson, the distinguished printer, and well known as the publisher of the Boston Almanac, died at his residence at Roxbury, on Saturday 16th, aged 47. He was a victim of consumption.

Annexation of Cuba.—The alleged attempt of Mr. Saunders, the American envoy at Madrid, to open negotiations with the Spanish Government, for the purchase of Cuba is exciting much attention just now, both in the old and new world. The London Times is inclined to believe the story, on the strength of an assertion made by its Madrid correspondent; while, on the other hand, the Spanish Government has officially pronounced it an unfounded rumour.

The Irish Sympathisers.—The Washington Union of Saturday contains the announcement that information has been received at the State Department, probably from Mr. Bancroft, that James Bergen and Richard F. Ryan, who have been imprisoned in Ireland, being charged with aiding and abetting the rebellion, have been liberated.—They will probably soon return to this country.

Canada.—It is distressing to read the accounts published in the Canadian Journals, of the depressed state of trade in that Province, and the fears entertained with regard to the present winter.

The following is copied from a Montreal paper, it furnishes a deplorable picture of the condition of that city:

The number of closed stores and empty houses in all quarters of our city must strike every observing citizen with concern, especially when it is remembered that, in addition to the stores closed, many now open have only passed through bankruptcy, and not a few of the remainder on the brink of insolvency, struggling against heavy rents and expences, will shortly have to yield to the pressure of the times, unless improvement in business comes to their relief.

The Flour Market is very dull—24s 9d a barrel. Nothing is doing in grain.

The Quebec Gazette of the 15th inst. contains the following gratifying paragraph.

The Halifax and Boston Mail Route.—It was only yesterday that we received a Boston paper containing the news by the Britannia; which appeared also in the Montreal papers of Tuesday, received at the same time after it travelled all the way up from Halifax; we had it the day before in the Halifax papers. Our files of European papers arrived here on Sunday overland from Halifax, and, the letters had been received on Friday by the same route: so that we had the news by the Halifax route sooner than by way of Boston. This is highly creditable to the present arrangments of our Post Office.

Montreal, Dec. 16th.—Attempt to rob the Quebec Mail.—We understand that when the Quebec Mail was within about a mile of this city, at an early hour yesterday morning, the passengers observed several men standing near the side of the road, one of whom called to the driver to stop, and immediately after attempted to fire either a gun or a pistol. The weapon missed fire. There were about £400, currency in the stage.

Execution of McFadyan.—The Pilot Chronicle says that the unfortunate man McFadyan, was executed on the 20th ult. vast concourse of people assembled to witness his untimely end. The Chronicle remarks:—

We have been told that during the first two days after he was informed of his fate, he displayed a kind of nervous uneasiness and anxiety, and once or twice refused to take his accustomed food; but he afterwards regained his usual indifference, which he maintained till the moment of his death. During his confinement in prison he was visited by se-

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