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Expositum est optimum. - Cic.

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From Herapath's Journal, April 4.
New Brunswick & Canada Railway and Land Company.

Mr. Editor, - My attention has been directed to a communication with which you favored your readers in your Journal of the 21st March, the subject of which perhaps was not fully understood by them in all its aspects. Allow me, therefore, to put you in possession of a few important facts relative thereto.

It is true, as your correspondent "A. B." says, it would be a capital thing for the Shareholders to have a Railway which would cost them nothing; but if they are to part with that which may pay them more than even the dividends from the railroad, they would be paying too dear for their whistle. The timber on the Company's land is well adapted for ship-building purposes, and from this source and cord wood alone, a very large profit for a long period will be made. The land of this Company must and will be as valuable as the Canada land.

It may be fairly asked what has made the Canada Land Company go up from a heavy discount to £100 premium? Why, the making of the Great Western Railway of Canada, and which, by the by, only taps the Canada Land Company's territories here and there, while the New Brunswick and Canada railway will go through the heart of their land, which is situated five miles on each side of the line, or 10 miles in all.

The advantages of New Brunswick as a field for emigration enterprise to the English settler might be pointed out; but it is a topic far too extended to be amplified in a letter, necessarily limited in extent. I may be allowed, however, to glance for a moment at the statistics of emigration. It will be found that the preponderance lies towards our North American colonies. Keeping this in view, it will be important to consider what are the comparative claims of the colonies in question to warrant this preference. Take, for example, East and West Canada. They are both, no doubt, fine fields for emigrant enterprise, but with essential drawbacks. To put the question hypothetically, it would be one and the same thing to tell a man that he could reach a certain place in a given point of time, in defiance of all absence of facilities, or those only which would leave him half way towards the end of his journey, or to point out a circuitous route which trekked on other and greater obstacles, and greatly diminished the means needed for his well-doing when he reached his place of ultimate destination.

This appears to be the dilemma in which the advocates for emigration to the Canadas are placed. It is very well known, that to reach Canada by ship route, as at present, the sole means of access is the river St. Lawrence, which is frozen over, and consequently, a dead letter for emigration purposes, at least during 6 months of the year. This, however, may be avoided by a direct course of lengthened transit (300 miles at least) via the United States of America. The advocates of Canadian colonization, in their laudable zeal to attract emigrants to that quarter of the world, shut out the fact that there is a medium line of approach by which these two great drawbacks would cease to exist. Thus, to give full effect to their efforts to people an important section of a vast continent, and give due prominence to the nationality of the object, it follows, as an inevitable consequence, that a sister colony, namely, New Brunswick, must be brought into the category of appliances for perfecting so gigantic a scheme, where a railroad (the New Brunswick & Canada railroad) is in the course of formation through its entirety which will meet the extended trunk Canada line, that is to say, from the town of Saint Andrews to Trois Pistoles. By this route, all the difficulties on the one hand, and objections on the other, namely, an unapproachable river, and a means of transit through a country which might cease at any moment, would be entirely out of place.

The first great advantage which will arise from the vast project embraced in the New Brunswick and Canada Railway and Land Company will be to throw the Canadas open to Europe, and, as stated before, supersede the circuitous and uncertain passage by the river Saint Lawrence, and which will be open at all seasons of the year for traffic open at all seasons of the year; and, finally, sealed for six months in the year, when the Halifax, Windsor, and Annapolis lines in Nova Scotia shall have been completed, that important province will be traversed and placed also in immediate connection with the Canadas, by means of the New Brunswick and Canada line.

The facilities afforded by the harbor of St. Andrews as a means of approach from Europe and the West India colonies are unrivalled, which would thus be in immediate communication with the important cities

of Quebec and Montreal, and which would serve as grand depots for the merchandise intended to be distributed through the provinces of East and West Canada. This, as well as the produce of these important colonies, which is now conveyed by means of the American railways and lakes to New York and Boston, would thus reach its ultimate destination without the necessity of its being transmitted through a foreign channel. But I will not dwell more on this, as also on the indisputable fact, which must be obvious to you, that the New Brunswick and Canada Railway is the shortest route to Canada that can by any possibility be constructed through the British territories.

In reply to some further inquiries in reference to this undertaking, the importance of which can scarcely be over estimated as being one of the most important links for the permanent consolidation of our North American colonies in the British empire, I would beg space in your valuable columns to afford some information on the subject. The direction the New Brunswick and Canada Railway will take, by reference to a map of New Brunswick, may be easily traced. Thus, from the port of Saint Andrews, situated in the County, it will proceed in a straight line to Woodstock, on the River St. John; from thence it will follow the course of the river along its right bank to the Grand Falls, where it will cross to the left bank, and again pursue the direction of the river to where it receives the Madawaska, from which point the road may be traced in an almost direct line to Quebec.

With regard to the remunerative prospects of the line, and the sources from whence its revenue will be derived, allow me to remark that the great preliminary step will necessarily be the establishment of a steam communication between this country and British North America, and for which the port of St. Andrews, with a harbor unsurpassed in any part of the world, and capable of receiving ships of the heaviest burden, and open at all seasons of the year, is, in relation to the whole of the British North American provinces, eminently fitted. It is not too much to expect that steam communication will, in the course of a few years, materially help to place two millions of British subjects in a position of self-reliance and independence in those colonies, and at the same time will afford employment to the population of this country, in the supply of manufactures as well as implements of husbandry, &c., in exchange for our native produce. The various colonies connected with this country now absorb an amount of manufactures equal to three-fourths of those exported to the densely populated countries of Europe, and more than double the quantity consumed by all the rest of the world. The imports into New Brunswick alone amount to £600,000 annually. Indeed, it is evident that by a judicious concentration of capital and labor in the colonies, through the obvious agency of railways and other modes of communication, and a well organized system of the colonization this country may, at no distant period, be rendered independent of the fluctuating markets of foreign countries, and create, out of elements at her perfect command, a wealth transcending in value her present commercial intercourse with all other nations. In the instance of the British North American provinces, will be realized a community of interests, social, moral, and political, whilst, as regards the northern country, will be maintained the preservation of perhaps the richest colonial gems in the British crown. Another source of revenue will be derived from emigration, for which the province of New Brunswick, eminently productive as represents agriculture, abounding with timber of large growth, and rich in mineral and other products, in conjunction with the other provinces of British North America affords a wide field in order to give immediate and profitable employment to the various classes of artisans and others seeking employment in the colonies. It is a thing of the utmost importance that the most ready means of access should be afforded them to reach their ultimate place of destination, not only in the shortest space of time, but also at the least expense. To further this object this railway will be eminently available, and from this source a large revenue may be anticipated. From railway experience at home a large amount of labor will be necessarily called into exercise in the construction and maintenance of the line itself, and a permanent and expansive reproductive source of employment established in the whole district through which it will pass. But these and other means of employment will be provided for a large number of emigrants in the first instance, and a large extent of land rendered at once more accessible and available for settlers.

It may be fairly anticipated that the New Brunswick and Canada line will form the emigration highway into the Canadas. The influx of population to these four fishing provinces now exceeds 100,000 annually. If only half this number pass on this line, it would yield for the new constructing section of the line, viz., from St. Andrews to Woodstock, a large per cent. on the capital of the Company.

In reference to the amount of traffic, and other purposes for which the line will be made available, it is somewhat difficult to apprehend, to form a correct estimate of the enormously increased traffic that will flow along this line. The population of North British America exceeds 2,000,000; its imports have for some years exceeded £1,000,000 per annum, and its exports over £8,000,000. The amount of trade is annually increasing at an incredible ratio.

The actual traffic between the Bay of Fundy and Woodstock by the circuitous route of the river St. John is about £100,000 per annum, which may be safely doubled as soon as the line into which this trade will be diverted is completed to Woodstock. Instead of flour and provisions being imported from New York and Boston into the provinces of New Brunswick and Nova Scotia, they will undoubtedly be sent from the Canadas, which are, as is well known, capable of supplying several staple commodities for exportation.

The amount of traffic, even in connection with New Brunswick alone, at one-third of the rate of charge by water and other communication, will realize a very large per cent. on the capital. The Canadas are now for the first part supplied with West Indian produce by the river Saint Lawrence. The tonnage arriving at Quebec from Europe and the West Indies averages 600,000 tons per annum, and taking it at one-fifth, (that is to say, the provisions and timber likely to be diverted into the railway,) it will yield a large revenue. The ships employed in the West India Trade pass Cape Sable within 130 miles from St. Andrews, and through the gulf and river St. Lawrence to Quebec, 1,200 miles. The vessels which make the voyage in consequence of the river St. Lawrence being unnavigable during the winter season, deposit their cargoes at Halifax until spring, when they are reshipped and conveyed to Quebec and Montreal, thereby necessarily incurring heavy charges for re-shipment. In addition to these advantages, the line affords peculiar facilities of communication for the transmission of the mails, for which upwards of £60,000 is now annually paid, and for other Government purposes which will necessarily require the line.

But the traffic is by no means the most important feature of the undertaking. The profits to be derived from these sources are of little moment compared with the revenue that will arise from the lands comprised in the Government grant—a quarter of a million of acres. These lands, when disposed of, will alone more than realize the whole capital to the Shareholders.

An efficient mode of communication by the construction of a Trunk railway, ultimately to connect the whole of the British North American provinces, and form a continuous steam transit from the western ocean to Lake Huron, offers the most palpable advantages, both as respects the trade of Europe and the West Indies.

The New Brunswick and Canada line will constitute the shortest practicable route across British North America to California, and be best adapted for successful connection with similar means of transit in the United States. Again, this line must form an essential part of any railway intended to connect the British North American colonies, whether across the Bay of Fundy, or by a circuitous line round its head, and it will pass through the flourishing town of Woodstock and the Grand Falls, and thus afford a stimulus to New Brunswick colonization and progress. It is not with regard to this province or to its local interests that the subject solely applies. It assumes a deeper, more momentous aspect, and one that applies with full force to the mother country. It is self-evident that, so long as the produce of the colonies finds its way more readily from the Canadas, especially to Europe and the West Indies, by means of transit through the United States, or by the difficult and impeded navigation of the river St. Lawrence; so long as Boston and New York continue the sole places of debarkation for merchandise to be transmitted by railways through the whole length of the northern states of America, and onward to the Canadas, so long will the merchandise of Europe and the products of the West Indies flow in a channel injurious alike to the mother country and to her North American colonies.

In conclusion, in December, last, on the return of the deputation from New Brunswick, this company confirmed the arrangements made by them for constructing that portion of the line from about 25 miles from St. Andrews, the Atlantic terminus to a place called Tobique Gorge, or 40 miles. Since then a contract has been entered into for clearing the next 20 miles, and by last mail orders were sent out to invite tenders and

contract for the construction of that portion also.

The manager writes:—"I very safely, assure you, by the end of June the road will be completely finished to the 40th mile at the Tobique Gorge." A large quantity of rails has been contracted for in this country, some of which are now shipping for the works. The engines and passenger cars, &c., have been ordered at Boston. It is contemplated to open 60 miles of this railway in the course of this year, thus progressing the works to completion more in one year than the old Company were able to accomplish in five years.

New Brunswick is waking up to the importance of railways through the country, and already direct offers have been made to this Company to take up other lines in connection with this.

J. W. BYRNE.

Charlotte County Agricultural Society's CATTLE SHOW AND FAIR.

The Annual Cattle Show and Fair of the above Society, for 1857, will be held in the Town of St. Andrews, on Thursday, the 20th OCTOBER next, at 11 o'clock, A. M., when the following Premiums will be offered upon articles to be exhibited subject to the Regulations hereinafter mentioned.

CATTLE & STOCK.

On Breed Mares.

1st premium 15s; 2d do 12s 6d.

Colts, Geldings or Fillies, under 3 years old.

1st prem 12s 6d; 2d do 7s 6d.

Spring Calves.

1st prem 10s; 2d do 7s 6d.

Bulls over 2 years old.

1st prem 11 0 0; 2d do 10s.

Cows.

1st prem 10s; 2d do 7s 6d.

Heifers, under 3 years old.

1st prem 12s 6d; 2d do 10s; 3d do 7s 6d; 4th do 6s.

Spring Calves.

1st prem 7s 6d; 2d do 5s.

Yoke of Steers under 4 years old.

1st prem 10s; 2d do 7s 6d.

Rams, under 3 years old.

1st prem 12s 6d; 2d do 10s; 3d do 7s 6d.

Ewes.

1st prem 7s 6d; 2d do 5s.

DAIRY PRODUCE.

Butter, in samples not less than 30 lbs.

1st prem 12s 6d; 2d do 10s.

GRAIN CROPS.

In samples not less than one bushel each.

Wheat.

1st prem 10s; 2d do 7s 6d.

Oats.

1st prem 7s 6d; 2d do 5s.

Barley.

1st prem 10s; 2d do 7s 6d; 3d do 5s.

Smooth Buckwheat.

1st prem 7s 6d; 2d do 5s.

Rough Buckwheat.

1st prem 7s 6d; 2d do 5s.

Bush Beans, (unmixed).

In samples not less than one bushel.

Peas.

In samples not less than one bushel.

1st prem 7s 6d; 2d do 5s.

ROOT CROPS.

Carrots.

1st prem 7s 6d; 2d do 5s.

Mangold Wurzel.

1st prem 7s 6d; 2d do 5s.

Parsnips.

1st prem 7s 6d; 2d do 5s.

White Blue Nose Potatoes.

1st prem 7s 6d; 2d do 5s.

Other Potatoes unmixed.

1st prem 7s 6d; 2d do 5s.

Swedish Turnip Seed.

not less than 10 lbs exhibited as a sample.

1st prem 7s 6d; 2d do 5s.

Straw Hats.

not less than one dozen as a sample.

1st prem 10s; 2d do 7s 6d.

Straw Bannets.

not less than one dozen as a sample.

1st prem 10s; 2d do 7s 6d.

Iron Ploughs.

1st prem £1 0 0; 2d do 15s.

Iron Cultivators or Gribbers.

1st prem 10s; 2d do 7s 6d.

REGULATIONS.

1st. All animals must have been the bona fide property of the person entering the same and have been kept in this County not less than six months, and raised in this Province.

2d. All crops, dairy produce, domestic manufactures, &c., must be bona fide the property of the person entering the same, and the growth and production of this County.

3d. Persons entering stock, or any other article for competition at the Show, must hand in to the Secretary a list thereof before 11 o'clock, A. M., on Fair Day. No entries

will be received after that hour. No persons except paid up Members of the Society, will be allowed to compete.

4. No person shall receive more than one Premium on the same kind of live stock, nor on the same kind of any other article exhibited by him.

5. Cattle and Horses competing must be provided with suitable halters.

6. No Judge on any description of articles entered, to enter an article of the same kind for competition.

7. Judges have the right of rejecting any or all of the articles entered, should they think them unworthy of premiums; and the Judges are particularly requested to strictly enforce this Rule.

8. A bushel measure has been provided for measuring grain, root crops, &c., and their relative values will be adjudged, according to the weight per bushel.

9. In future, all persons receiving Premiums from this Society, and who may be found to have accepted them in violation of the Rules of the Society, will be prosecuted by the Society to recover back the amounts received by them.

A suitable field will be provided for the reception of the Cattle.

By Order of the Board,
A. T. PAUL, Secretary.

St. Andrews, May 20th, 1857.

European Intelligence.

The Niagara, from Liverpool, arrived at Halifax on the 19th, inst.

Duke Constantine will visit England.

It is reported that the East India Company has decided to take a limited part in the operation in China, and will place a division of its fleet under Admiral Beke, under Admiral Seymour's orders.

FRANCE.—The Ministers of Marine has given orders to suspend the preparation for the despatch of troops to China. A communication from Persia has been read stating that the Russian minister at Teheran is making efforts to prevent the Shah from giving his assent to the ratification of the treaty of peace with England.

The statement respecting the proposed extension of the capital of the Bank of France is believed to be incorrect.

Paris advises report specie in Bank of France which had distinguished to extent of ten millions francs the sum shown in the Monthly Balance Sheet for April. Return for month ending May 7, would be published in Friday's Moniteur.

Americans in Paris have tendered Senator Sumner public dinner which he declines.

Spain.—Malaga is placed in a state of siege, and clear here country is disturbed. Ship of Line Donna Isabella, second Frigate Baylen, Filago, Steamer Francisco, Dana, and two transports, are under orders to sail from Cadix with troops for Havana.

Italy.—Colonial Government of Tarentum of Italy.

Introduce woman cultivation into Italy.

NEAPLES.—From Paris it is stated that the King of Prussia has instructed Count Hatzfeldt to resign his Italian Treaty.

ITALY.—Report of grain from Naples is again authorized. It is reported that French Government has received from Sardinia a communication which renders probable the early resumption of diplomatic relations between Sardinia and Austria.

TURKEY.—Constantinople, April 23th.—Dates say that Commissioners of all Powers who signed the Treaty of Paris, met at Constantinople on the 21st., to deliberate on their report.

GABON.—Atheus, dates 29.—Chambers were discussing the budget; Minister of France had presented a Customs tariff.

RUSSIA.—Telegraph from St. Petersburg announces the return of mild weather with South winds. The navigation of the Gulf of Finland may, therefore, be expected to be generally reopened in a short time.

PERSIA.—Further hostilities had occurred in Persia. Despatch announced that the City of Mohammerah, captured by the British, April 26th, the enemy lost 100 killed and wounded, among whom was Arzehluf, Brigadier, besides 17 guns and a large amount of ammunition and military stores. Persian army under Shah Shooah retreated towards Ahwaz and Shuster in great disorder. British forces are encamped near Mohammerah; loss in killed and wounded is about ten. Arab tribes are friendly and are sending in their communication.

The following telegraphic message from Sir James Outram, says the flying expedition to Ahwaz returned to Mohammerah on the 4th instant (April) completely successful: the large Persian army retired from their position and retreated rapidly towards Dyafel before the British force, not far hundred strong; one gun was captured and extensive military stores were seized and destroyed.