

COMMUNICATION.

To the Editor of the Standard.

Sir,—The St. Andrews railroad has encountered discouragements of various descriptions from its commencement to the present operation of its locomotive, which daily whistles its long train of cars heavily laden with the materials for further extension, over ten miles of railway already fitted for its flow, despite the party feeling of some who ought to have been its natural protectors, and the sectional jealousy of others, who have indulged unsparingly in their denunciations and malevolent productions, published editorially and anonymously, in different parts of the Province. This hostility was calculated to alarm the unreflecting, and induce them to consider a railroad from Canada through New Brunswick via Woodstock and St. Andrews to British shores, watered by the Atlantic, as an inroad for "plague, pestilence and poverty," instead of a thoroughfare for commercial interchange and improvement, which are so much needed in our Province. The St. A. and Q. railway involves a general as well as a particular—Provincial as well as a County interest, inas much as the accomplishment of it by promoting directly the prosperity of a part of New Brunswick, would indirectly contribute to the prosperity of the whole. The undertaking has, nevertheless, been condemned as an extravagant chimera by many, who are loud in their approbation of conventions, meetings, organizations and bank-parlour resolutions to promote the more gigantic proposition of the E. and N. A. railroad to connect Great Britain and the U. States by the shortest route through New Brunswick, regardless of the minor consideration of the development of Provincial resources in the weightier matter of rapid communication between Great Britain and the American Republic.

The principal objects contemplated in the construction of the St. A. & Q. Railway are among others the following:—

A New Brunswick Sea-port for Canada: The consequent commercial interchange and traffic:

The development of the agricultural, mineral, and lumbering resources of the County along the line, which are now unproductive, owing to the want of railroad facilities:

The rapid and easy transmission of supplies and returns to and from lumber districts by a short route and at a very reduced expense:

The particular benefit of the country through which the line would pass, especially Charlotte County, and the general benefit of New Brunswick, of which that County is a part.

The principal objects contemplated in the construction of the E. & N. A. railroad are:

The rapid transmission of passengers and letters to and from Great Britain and the United States, and Provincially:

The incidental facilities of communication between Shediac, St. John and the United States; and perhaps:

Our contribution to build up Portland as the great Depot for transatlantic steam communication, and Canadian exports via the Montreal and Portland, now the Jackson railroad.

Both roads present their peculiar claims, but every reflecting man must admit that the St. A. & Q. railroad promises the greatest amount of Provincial advantage, and is therefore entitled to a corresponding amount of Provincial protection and encouragement.

The hostility to which I have alluded, suggests the following questions:—Is a communication with Canada by railroad through New Brunswick desirable? The agitation in favor of a North Shore route furnishes a reply. Would Canada reach the Atlantic more speedily and cheaply by the St. Andrews than by a North Shore route? Competent judges assert that it would. Is it important to establish an immediate intercourse? The answer is obvious, and it is equally obvious that many years must elapse, judging from R. R. progress at Shediac, before a Northern route could be accomplished, even if should ever be commenced, admitting the doubtful question for argument sake, that this route would be most conducive to the general interests of the Province. If an immediate connexion with Canada is desirable, this connexion would be soonest effected by a general effort to complete the road which is already in progress, and which promises many advantages.

Several years have now elapsed since the agitation in favour of the E. and N. A. railroad was commenced; hopes and fears have been created in frequent succession: In 1852 we were cheered with the promise that a locomotive should wheel its rapid course from Shediac to the Bend in the fall of 1853: the promised vessels laden with labourers and the necessary materials have not arrived: the summer is nearly passed, and hope is again withering like a summer flower: the locomotives at present are the feet of the surveyors, but not a foot of railway is yet completed. We are told, however, that a part of the contemplated line is "staked out" and our drooping spirits are again enlivened with a promised Demonstration on the 14th Sept.—of tradesmen—Firemen—Temperance-men—Mechanic Institute men, et alii, in St. John, to dig a road—where? Echo answers—where? and the public prints say—where there is no line as yet surveyed. I hope Mr. Jackson will attend, and witness the enthusiasm which he has excited, and give us a demonstration of pick axes and spades, tenders for railroad timber; of iron rails, cars and locomotives, these proofs positive that the promised railroad is actually commenced, and that hope

so long deferred, will then be hope satisfactorily realized.

Your's, &c.

A NEW BRUNSWICKER.
N. B.—I may probably address you again upon this subject after "the Demonstration."

THE STANDARD.

WEDNESDAY, SEP. 7, 1853.

AN Election is still talked about freely in other parts of the Province. Whether those who circulate the report, desire it or no, we cannot say; but we learn from a source likely to have the key to unlock the mystery, there will be no election this fall.—This may be correct, still it is none too soon "to be up and doing." The constituency should prepare itself at once for the emergency. Four respectable, talented, independent men, of strict integrity, should be selected at once; that is, if a majority of the freeholders can agree upon four men with the qualifications we have stated.—There will be lots of Richmonds in the field, and if we are correctly informed, an excellent choice can be made from among them. Let the people hold themselves in readiness, and, to borrow the advice of a Fredericton paper, "choose their men wisely, and stick to them firmly."

ANOTHER LOCOMOTIVE for the St. Andrews & Quebec Railroad, was shipped in the ship El Dorado, Morrison, which sailed from Liverpool on the 17th ult. for this port. We learn that the new locomotive was built for Messrs. James Sykes & Co., the spirited Contractors of the Great Trunk Railway between St. Andrews and Quebec, and is lighter than the locomotive "Pioneer" at present in use on the road.

In another column we have given insertion to the letter of our respected correspondent "A New Brunswicker." The writer is well acquainted with the facts which he has laid before the public, and the policy he so ably advocates, is sound, and one adapted for the general interests of the Province. We will be happy to hear from "A New Brunswicker" again.

COST OF COLONIES.—From a Parliamentary paper, recently published, it appears, that the expense of the North American Colonies to the British Government last year was as follows: Canada, £322,203; Nova Scotia, £32,570; New Brunswick, £2,615—less than one tenth of the amount paid for Nova Scotia; Prince Edward's Island, £3245; Newfoundland, £31,100.

The above paragraph has appeared in several of our Colonial exchanges, without note or comment: for our part we should like very much to see the credit side of the account. Will not some Parliamentary paper furnish statistical information, showing the large balance in favor of the Colonies.—New Brunswick has contributed more to the British Government, than three times the amount charged against her.

ACCIDENT.—On Saturday afternoon, Thomas Steadman, one of the hands employed in the Steam Saw Mill, trimming deals, met with a serious accident: his left hand came in contact with a circular saw, cutting off his thumb and two fingers and lacerating his hand in a shocking manner: the poor fellow thinking to save himself, threw out his right arm, which was also cut nearly in two between the elbow and wrist. Medical aid was immediately obtained, and Dr. Gove assisted by Dr. Sinclair, V. S., dressed the wounds. Thus, in an unguarded moment, has a widowed mother been deprived of her sole support—and an industrious and steady man been maimed for life.

INQUEST.—An Inquest was held before Dr. Gove, coroner, on Monday last, on the body of Mr. James Mugford, who had been missing for three days. It appears that deceased had been labouring under temporary fits of insanity; and that on Thursday night last, about 5 o'clock, he left his house, on the Commons, and his family, finding he did not return, went in search of him, at once, and with others continued their search during the night; a large party scoured the fields and woods, until Friday night. His body was discovered on Saturday evening on the shore, with his throat cut. The jury returned a verdict of "Suicide—from temporary insanity."

FIRE AT CALAIS.—We learn that a fire took place in a Barn near the Bridge at Calais, on Sunday morning, which destroyed seven or eight large buildings, occupied as dwelling houses and stores. The loss is estimated at about \$8,000—one half insured. Two men were burned so severely that they died shortly afterwards. The origin of the fire was said to be caused, by these men smoking pipes.

CABLE'S SERENADE.—We have been informed that this troupe of young men, gave one of their miscalled Soirees, last evening in the Town Hall, and that a more miserable attempt at singing could not be conceived.

In fact, the "Quartette Club" of the town is superior in every respect to those "humbugs," as the self-styled "Seraunders." A St. John audience will hiss them from the stage. In truth, to conclude with the words of their bill, the whole was a "burlesque" on singing.

FREDERICTON, SEPT. 2.

In consequence of our being disappointed in not receiving a promised communication, we regret to say that we are unable to give such a detailed account of the ceremonies connected with the opening of the Cathedral as we would desire.

On Wednesday, about half-past 11, a. m. the procession formed at the Province Hall and moved in order to the Cathedral. A number of boys carrying banners led, and were followed by the Members of the Legislature present, the Officers of the 76th, the Members of the Bench and Bar, the Clergy with banners, the citizens and strangers.—As the procession approached the new building, some verses of the 24th Psalm were chanted, and on entering the Cathedral, the music of the Choir, assisted by a fine Organ, was said to be magnificent. The Consecration services then proceeded. The Rev. Mr. Pymore commenced the morning service. The first Lesson was read by the Rev. Dr. Haight, of New York, and the second by the Rev. Mr. Ketchum. The other parts of the service were conducted by the four Bishops, and others of the Clergy.—The sermon was preached by the Right Rev. Dr. Southgate of Boston, who took for his text, Psalm 123d, 8th and 9th verses. A collection was then taken up amounting to about £230. The music during the various parts of the service was placed under the superintendence of Mr. Hayter of Trinity Church, Boston, who presided at the organ, with the assistance of several excellent Amateurs from St. John and Carleton.

The evening service commenced at 6 o'clock and was conducted by the Rev. Mr. Mountain and others; and the sermon was preached by the Right Rev. Dr. Mountain, Lord Bishop of Quebec, whose text was 1st Chronicles, 23d chap. and part of 1st verse. A collection was taken, the amount of which we have not ascertained.

The service was closed by the singing of the Hallelujah Chorus, with beautiful effect. Yesterday His Lordship the Bishop delivered the triennial charge to the Clergy, all of whom we believe were present; and last night the Rev. Doctor Haight preached to a crowded congregation.

The numbers present during the whole services were exceedingly large, and the sermons preached, which we suppose will hereafter be published, are said to be exceedingly appropriate and eloquent.—(Reporter.)

LORD JOHN RUSSELL'S NOTE.—The New York Herald contains the note of Lord John Russell to the British Minister at Washington, in relation to Mr. Everett's letter concerning Cuba. "The note is firm, and at the same time conciliatory. We will give the introductory and closing paragraphs, which are all that have any direct bearing upon the subject matter of correspondence.—(Boston Atlas.)

"It is doubtless perfectly within the competence of the American government to reject the proposal that was made by Lord Malinsbury and M. Turgot in reference to Cuba.—Each government will then remain as free as it was before to take that course which in its sense of duty and regard for the interests of its people may prescribe."

"Finally, while fully admitting the right of the United States to reject the proposal that was made by Lord Malinsbury and M. Turgot Great Britain must at once resume her entire liberty; and upon any occasion that may call for it, be free to act, either singly or in conjunction with other powers, as to her may seem fit."

Gold is said to have been discovered in the vicinity of the Beckagumioik, in the County of Carleton. Numbers of people are flocking thither in search of the precious metal. We hope they will not be disappointed.—(Woodstock Reformer, Sept. 1.)

NEWFOUNDLAND.—By the Mail Steamer Osprey, at Halifax, we have St. John's papers to the 24th ult.—The weather had been fine and crops of all kinds were flourishing. The potato disease was prevalent in some parts of the island, but in the neighbourhood of St. John's it had not been noticed. The accounts of the progress of the fishery will continue discouraging.

The sudden suspension of work on the Newfoundland Electric Telegraph was likely to cause serious loss to the numerous parties who were thrown out of employment; as there would not be a demand for so much disbanded labour in the neighbourhood of St. John's during the autumn.—It is stated that Mr. Gisborne had left the Island for New York to ascertain the cause of the company stopping payment, and to endeavour, if possible, to make arrangements to resume the work.

The Mayor of Montreal Arrested.—A despatch from Montreal states that Hon. Charles Wilson, Mayor of the city, was arrested on Saturday, on a charge of murder, having given orders for the troops to fire on the people in the Gavazzi riot. He was held on bail in the sum of \$8000 to appear on the 13th October next, to answer at the Criminal Court of Queen's Bench. Three more of the rioters of the 9th of June have been arrested, namely, Garret Barry, Pierre C. Brozelle, and M. Moses.—(Boston Jour.)

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Rapid Increase of Population in Oregon.—At the late election for Delegates in Oregon, eight thousand votes were thrown. This shows a great increase of population. In 1849, the vote did not exceed 700; in 1851, 2500. Since 1851, Washington Territory has been taken from Oregon. Such an increase is unexampled in the history of any State or Territory except California.

We have heard this week, and we are really curious to know whether Dr. Candlish and some of his friends have approached Her Majesty's Prime Minister, the Earl of Aberdeen, and made overtures to be taken back to the Established Church of Scotland, receiving salaries from the unendowed Tithes! If this be so, and penitence and contrition duly offered to the supreme judicatories of our land, why then, we say, and we say it cordially, let there at once be a good shaking of hands and

"Man to man, the world o'er
Shall brothers be for all that."
—(Glasgow Reformer's Gazette, Aug. 16.)

RAILROAD MATTERS.—The Philadelphia North American says that the statements respecting the instructions to Gen. Gadsden, our new Minister to Mexico, to negotiate for a right of way through Mexico for the road about the parallel of thirty two degrees of latitude, prove to be substantially correct. The line is described accurately in a letter from Secretary Davis to the Governor of Arkansas.—(Boston Traveller.)

RAILROAD COLLISION.—The Telegraph reports a collision on Monday night on the Schenectady and Saratoga Railroad, near Saratoga, by which Daniel Ostrander, a fireman, was instantly killed. A passenger, belonging to New Hampshire, was badly hurt, and several others more or less injured.

CURIOUS ACCIDENT.—On Friday evening, when the Boston train was near Taunton, an intoxicated individual who was standing on the platform of a car, fell through the space between that and the succeeding vehicle, upon the track. Everybody supposed that he would be instantly and horribly killed, but to the astonishment of all, the train passed safely over him, and he was not in the least injured. The opinion was expressed, by all the spectators, that if the man had been sober, his fate would have been inevitable.—(New Bedford Mercury.)

Louisville and Lake Erie Railroad.—A strong movement is on foot to construct a direct line of railway from Louisville to Lake Erie, at the nearest south western point. A proposition is before the City Council of Louisville to subscribe liberally in aid of the enterprise. The route proposed passes Easton and Piquette, intersecting the Mad River line at Huntsville, there connecting by other lines with Sandusky and Cleveland.—(Baltimore Times.)

BROCKVILLE, August 26.
The Brockville and Ottawa Railroad Company have closed with Sykes & Co., for the immediate construction of the road. The Surveyors are now on the line, and the terms of the contract have been settled. Stock was subscribed to day to over three hundred and fifty thousand pounds.

CONDUCTOR COMSTOCK ACQUITTED.—The case of the State vs. Chas. Comstock, which has been on trial at Danbury for several days, has resulted in a verdict of acquittal. The testimony of Messrs. Whistler and Burrall, officers of the road proved conclusively that it was no part of the conductor's business to look out for signals, or govern the movements of the train, except to make stops at the proper stations.—(New H. Journal Tuesday.)

EGYPTIAN RAILROAD.—On the 6th of June a locomotive was run for the first time five miles on the Egyptian railroad, much to the astonishment of the Bedouins, who galloped alongside on their fleet horses for some until they found they had no chance of keeping pace with the locomotive.

The Western Hog and Cattle Crop.—The prospect of the coming season, throughout Kentucky, and we believe Ohio and Indiana, are favorable for an increase over last year. In Kentucky, it is said the number of hogs is unprecedented, and as the corn crop will be a full average one, they can all be fattened. A letter from a farmer in Mason County, Ky., says:

Stock hogs are \$3 per hundred, gross, and freely offered. Fat hogs refused at same price. The amount of old-corn is considerable at \$1 50 per barrel in the crib. New corn is selling at \$1 25 per barrel in the field.

Cattle coming into winter and fall beef are more scarce than I ever knew them. I am now grazing 700 cattle—only 100 of them will be fit for killing this fall, whereas usually one half would have been good beef. I found it utterly impossible in Kentucky to get aged cattle for grazing fat. Beef is six cents per pound here now, and must advance with the fall demand.

The California trade has taken off most of the extreme Western cattle, and oxen have been brought in this county for that market.

Tennessee has even been hunted over for all oxen to feed for the New York market, by Kentuckians and Olinans.

The humbug about our New England fishermen arming themselves for hostilities off the Canadian Coasts, is about exploded. We have heard of but one man who took a dandy weapon with him—which weapon was in the shape of a jug, loaded with Rum. He will be liable to get "shot" himself.—(Argus.)

GIANTIC STATUE.—A gigantic equestrian statue in bronze of Charles XVI. of Sweden (Bernadotte) has just been cast in one jet, with the exception of the head and right arm of the king and of the head and tail of the horse, in the Royal Foundry at Munich. It is seventeen feet high, and between twenty and thirty tons in weight, and yet the horse is made to stand on its hind legs. The statue has been designed by M. Fogelberg, a Swedish sculptor of note, and is destined for Stockholm.

A GOOSE NOT ALWAYS A GOOSE.—The following story we take from the Dundee Warrier.—Sagacity of a Gander.—A gentleman on whose veracity we can rely, related to us the other day a most singular circumstance, illustrative of extraordinary sagacity in one of the feathered tribe. One day last week a gander "on duty" near the Canal Basin, was keeping guard over a flock of goslings, which he did with all the pride imaginable. But presently a pugnacious cock attacked the goslings, which led to a rencontre between his roosterhood and the gander. The contest, however, was of short duration, for the gander seized the cock by the neck, and straightway flew into the canal, where he thrust his antagonist under the water, and there held him till he was dead! We have read of wondrous instinctive acts of dogs and horses, but we question if any more summary proceeding was ever adopted by man or beast to vanquish a foe than this.

RUSSIA.
Circassian coast by order of the Emperor, is blockaded, to prevent importation of articles from Smyrna. It is stated that the Circassians had taken by storm several Russian forts.

DEATHS.
At St. Andrews, on the 3d inst., after a short illness, in the 68th year of her age, JANE, wife of Col. A. W. Light, late commanding H. M. 25th Regiment.

Collector's Notice.

ALL those interested are hereby notified, that unless their Rates and Taxes are punctually paid on or before Monday the 3d day of October next, suits will be commenced without any distinction of persons.

HUGH MORRISON,
Collector of Rates, St. Andrews.
St. Andrews, Aug. 29, 1853. 2m
BEST SYDNEY SCREEN'D COAL,
100 Chaldrons
To arrive.—Apply to
J. W. STREET.
Aug. 24, 1853.

Dentistry.

DR. R. B. PATTERSON has visited St. Andrews, and taken rooms at Bradford's Hotel, where he will remain for two days only. He will be happy to wait on all who may require his services. All operations warranted to give satisfaction.
R. B. PATTERSON,
Surgeon Dentist.
St. Andrews, June 22, 1853.

LONDON PORTER, STOUT AND PALE ALE.

To arrive per ships "Miramichi" and "Caros" from London:
100 Casks London Bottled Porter & B. S. out.
26 Do Pale Ale.
6 Hhds Barclay Perkins & Co's. Sto
3 Do Do Pale Ale.
J. W. STREET.
May 16th 1853.

STEAMER J. PORTER.

The splendid new Steamer "JAMES PORTER," Capt. A. Michener, WILL run every day (Sunday excepted) between EASTPORT and CALAIS, Touching at

ROBINSTON and ST. ANDREWS. The James Porter runs in connection with the Eastern City, and takes passengers to and from her. Weekly notices will be issued of her route and time of leaving Eastport and Calais. Passengers ticketed by the Eastern City and Admiral.

Tickets and full her information may had of JOHN D. WILSON, Agent.

FOR SALE.

MOLASSES, in Bond or Duty paid, ex Brig SARAH, from Cuba, Apply at our Office. F. A. BARRECK & CO.
March 20, 1853.

THE undermen will be on Tuesday the 6th by the respective greatly to the sale on credit v so indebted to the (Purchasers will the right to cut tin ber Bertha at pre day of May next (No person is at hundred acres pay

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