

# THE STANDARD.

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# The Standard.

OR RAILWAY AND COMMERCIAL RECORD.

Exarist sunchdum est optimum—Cic.

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[Vol. 16]

## ENGLISH MAILS.

Days on which the steamships sail from Europe and America.

Europe	Dec. 10	New York
America	Dec. 20	For Boston.
1849.		
Canada	Jan. 13	New York
Niagara	Jan. 27	For Boston.
Europe	Feb. 10	New York
America	Feb. 21	For Boston.
Canada	Mar. 10	New York
Niagara	Mar. 24	For Boston.
Europe	April 7	New York
Canada	April 14	For Boston.

## DEPARTURES FROM AMERICA.

Europe	Jan. 10	New York
America	Jan. 21	From Boston.
Canada	Feb. 7	New York
Niagara	Feb. 21	From Boston.
Europe	Mar. 7	New York
America	Mar. 21	From Boston.
Canada	April 4	New York
Niagara	April 18	From Boston.
Europe	May 2	New York
Canada	May 16	From Boston.

## MARINE AND FIRE INSURANCE.

Protection Insurance Company of N. J.  
CAPITAL, \$200,000.  
Canadian Insurance Company of N. J.  
CAPITAL, \$100,000.  
WITH A SURPLUS OF OVER \$30,000.

HARTFORD FIRE INSURANCE COMPANY OF CONNECTICUT.  
CAPITAL, \$150,000.

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E. D. GREEN, Agent.

Refer to Wm. Kerr, Esq., Agent, St. Andrews N. B.

## PUBLIC LECTURE.

DELIVERED BY  
THE REV. C. CHURCHILL,  
Before the Public Mechanic Institute.  
Tuesday Evening, Dec. 19.

ON THE IMPORTANCE AND ADVANTAGES OF INTER-COLONIAL COMMUNICATION.

MR. PRESIDENT, LADIES AND GENTLEMEN.

It will, I believe, be admitted by all present this evening that we live in a day when the diffusive light of general knowledge has attained a brilliancy which no previous day in the annals of the world has ever witnessed. When mechanical ingenuity and scientific skill have reached an eminence, which the most sanguine expectations of previous generations never conceived or contemplated, and in which a maturity has been given to previous germs of thought, and an impulse acquired by general science, which a short time ago would have been deemed the utopian expectations of minds which had not developed the bounds of proper calculation, and lost the balance of serious consideration.—There is also this peculiarity—it has been an impetus not acquired by one section of the habiting tribes of humanity merely—but which has been participated in by nations, that a few years ago were in the very infancy and adolescence of civilization itself.—A mighty development of intellect has taken place as by a common impulse, and the countries hitherto the slowest to acknowledge and profit by the lucubrations of scientific men, have started into activity and overtaken in their progress, the very pioneers of science, as they have advanced into the different fields of speculative enterprise.—This fact has accelerated the momentum of those first engaged, and it is now a vigorous strife of mental powers to supply the desiderated material for advancing knowledge as fast as the demand shall be created.—In this energetic enterprise British skill has done much for the world at large.—British manufactures first pushed their way into every market—then arose the competition of labour, and British mechanism became demanded by those who had before been contented with merely British manufactures, until an emigration of scientific mechanics was sought after, and established under every European government.—Then where the strife had been confined to commercial enterprise merely, and was shared in by every country of the globe.—Britain took another impulse in the extension of scientific research and invention. The elements of nature which had slumbered for ages in their own dominion, or only brought their contribution to the laboratory of the chemist or the platform of the lecturer on science, were aroused from their dormant state to advance and assist the labour of the artisan, and effect a more rapid communication between distant points of observation.—With the developments of the underment of power of steam to assist labour, and to diminish distance, a new field of enterprise was opened, in which every nation of the world now shares, and where England was soon

destined to find competitors and originators in other lands, and from the energy of other minds than its own.

England and America have become two grand foci of illumination to the world, compelling, yet combining their energies, and producing conjointly a thirst for general information and general knowledge, which their advancing energies have unitedly hitherto been scarcely able to satisfy.

One peculiar advantage of this mental attraction has been a better knowledge of the mutual resources of each other, and a better acquaintance with each other's position.—Contrast the miserable ignorance of the two continents, respecting each other's commercial capabilities and general resources, even fifteen years ago, with that possessed at the present time—and you have the most valuable tribute paid to the results of scientific ingenuity and enterprise, which has ever been laid at the feet of genius.—Steam has shortened, almost annihilated, distance—and the subjugation of the subtle electric fluid to the purpose of commerce, has apparently left room for little advancement to be made in these two great trophies of the enterprise and genius of the 19th century.

Yet there is very much remains to be accomplished to perfect the details of that knowledge which has thus been acquired—the nations of the earth have yet mutually to perfect their knowledge of each other, and what is of more importance, the knowledge of themselves.—It is a race where even the energies of the sun may outstrip the energies of the fire—and in which, for those terms I think will not be misunderstood—England has to put forth all her latent energies, lest other countries bear away the palm of social and general progress—and outstrip here in the race and competition of general knowledge and national success.

England requires generally a better knowledge of her colonial possessions, and her colonies require a better knowledge of each other.—Hitherto the knowledge of the colonies has been till within a few years, covered in the records of the Colonial Office in Downing street, when it ought to have been published to diffusive through the country, that the operatives in every factory, and the learners in every academy should have been familiar with these colonies as with the history of the adjoining country or shire.

A stronger proof of the little correct information possessed at home, even respecting the British North American Provinces—we need not wish for, than will be found in consulting late directories for general use.

I have no wish to detract from the general usefulness of Chamber's Information for the People—but in referring to a rather extended notice of these provinces in that work, I read that in Nova Scotia, the chief towns are Halifax, Pictou, Lunenburg, and Ouellet; whereas in fact, the first mentioned only is not town at all; Truro is an insignificant though beautiful village; while the other two are neither towns nor villages—but townships.

Then a little farther back, Goldsmith's Geography makes no mention whatever of Nova Scotia, New Brunswick, Newfoundland, or Prince Edward's Island. But in speaking of Canada, it tells us that the maritime provinces, which is the only town mentioned, is well supplied, that the carts made of are drawn by dogs, and that the French ladies are very superior to the gentlemen, as they can both read and write.

We can look back a little farther, and find school books which were used in this country only a few years ago, in which we are very gravely told that the Indians amuse themselves in floating in their canoes down the Falls of Niagara!

Then again, the colonies themselves adjacent to each other, at least, ought to have been, and must now be made better acquainted with each other, and be united in a bond of co-partnership, to which they have been almost utter strangers, and which alone can consolidate their continued connection and general prosperity.

As an illustration of our meaning, let us observe, that one great reason of the prosperity of the neighbouring Union, even amidst political and social elements of opposing force, has been the general information possessed by all classes of the community, even from their childhood, of the geographical position and natural capabilities of the several States. It has been the study of their world.—We have seen it in the very Atlas of the school-boy, and while we have been deprecating in these books, the apparently undue prominence given by them to the several States of the Union, compared with other parts of the world—we have overlooked the fact that this has been one great element of their success. The minds of their youth have been made well acquainted with the world in general, but particularly intimate with every feature, commercial, political, national, and social, in their great confederacy. It would have been well for G. Britain if its wide spread colonies on which the sun never sets, but through which the morning sun and the roll call of her bugles form an invisible belt of communication round earth and sea; if, I say, its colonies had been placed less as a terra incognita before the youth of the last generation; and it would have been well for her colonies, if a geographical prominence and precision had been secured for them in their books and atlases of elementary instruction, and their rising youth had been better instructed in the knowledge of our British Colonial possessions. It is true that some of these have only lately developed their importance, but there are others that are venerable in the history of their connection with Great Britain, and yet but little known, even to their immediate neighbours.

Newfoundland was a possession of the British Crown in 1583, and yet still but little known. The youth of Nova Scotia and New Brunswick know little of Canada; and the rising generation of this Province, little of their immediate neighbours. Even the governmental departments and the merchants themselves, have been limited in the knowledge of each other's resources and interests. It is only a very short time since the produce of these colonies was permitted to be brought duty free into this province, while the claims of free trade were heard above the clamour of "protectionists" over every part of the world.

There was a day when a literary protective duty, if I may use this expression, seemed to exist in the high price of books as though it were to act as a barrier against the acquisition of knowledge by the poor. What a wonderful revolution has been witnessed in this department. One cheap publication a day—Chambers' Edinburgh Journal, has done more by the diffusion of cheap, useful, and interesting information, for the people to break down this monopoly of knowledge by the higher classes during the last fifteen years, than the previous literature of a whole century has done. And with this acquired momentum, what a host of auxiliaries has started into existence. There has been a complete revolution in the whole extent of the educational department, and our province is largely sharing in the benefit; while, to fill up interstices the required amount of information suited to the age, the establishment of literary societies, public reading rooms, Mechanics' Institutes and popular lectures, have been the supply created by the demand.

If these lengthened remarks have been but introductory, they have arisen still out of the consideration of the subject which we have proposed to examine, and it is from a belief in the truth of the principles we have advanced, that we have conceived that every additional item of information respecting these colonies is an important matter in their advancement in the scale of general progress, and which has made us now willing to offer this very humble tribute for the furtherance of so interesting and laudable a design.

Time was, and not long since, when no such imperative demand was made. There is not much greater difference, considering the age in which we live, between the character of the communication between the northern counties of England and its metropolis, where a fly, as it was called, took three weeks to accomplish a journey that now occupies but 20 hours, and the difference between the old method of monthly communication between England and British North America by the old sailing packets, and the now regular weekly communication by elegant and successful steamers.

Scarcely ten years have elapsed since then, and what a difference exists! Go back to the old system, and it was my privilege in Halifax to bid farewell to the one, and to hail the appearance of the other. A passage of 90 days was by no means uncommon. I have seen three of them through passages of different length in port at once. And then recollect the delay of a proportionate length in the transmission of a letter from Halifax to Toronto, when in addition to the 25, 9d. transatlantic postage, there was the addition of 2s. 1d. to Montreal and 2s. 10d. to Toronto, and the difference will be seen. Great was the boon towards the advancement of Colonial communication with the mother country, when the charge of postage was changed to one general sum, whether Quebec or Port Sarria was its ultimate destination—but even in this little was done towards Inter-Colonial Communication, and much remains to be accomplished. Do we doubt that such will be effected? No! let an intelligent mind contemplate the introduction of the New Postage system in England, when from John O'Grass in the north of Scotland to the Land's End, or from the Giant's Causeway in Ireland to Dover, one penny per letter yields a revenue already nearly equal to the former system. See the same system on a less liberal scale, still admitting the principle, in the adjoining Union. Already see the young French Republic and the older Empire of Russia, taking the same mighty stride of advancement in their efforts for general improvement; and who can doubt the extension of the system, and its ultimate success in the Colonies of Britain on this continent. Whether the scheme of O'Grass Penny Postage be adopted or not, the time cannot be far distant when we shall hail similar if not so liberal advantages in these

colonies, and an uniform rate of postage open up a wide field of improvement in every other department of communication.

With this there must be a corresponding demand for other improvements. Need not say that communication by letter will not secure all the advantages we contemplate in our views of Inter-Colonial Communication. There must be a personal explanation of the different colonies by individuals—a mingling of the communities by personal interview, and there must be facilities afforded for this far beyond what at present exist. Do we ask the full reason of the intelligent information possessed by the inhabitants of the United States, of their different territorial advantages, we shall not find the full reason in their early education. Much has unquestionably been effected thereby as elementary and fundamental but it has been fully accomplished by opening up vast lines of communication by land and water, which has brought the wide extremities of that country within visiting distance of each other: New Orleans and New York were 20 years ago—though one be but 25, and the other 2000 miles. The isthmus of Panama is already bridged by mail transit, and steamers from New York in Chagres in the Gulf—and from Panama to Oregon in the Pacific have belted the entire sea coast of the Union by means of steam. Ocean steamers are shortly to double Cape Horn faithfully for the Western Coast of South America, and every intermediate port. Railroads are built in almost every state—about the full extent of the Northern Frontier then to the Southern extremity, with every intermediate position, where traffic either exists or can be created. The only blank on this great Continent is in the British Possessions, and the time must soon come when this anomaly must cease; then, and not until then, shall its deep forests echo to the reiterations of the axe—its stillness give way to the busy hum of commercial enterprise—its plains be filled and fringed by the hardy sons of toil, its real position be understood—and its energies and capabilities be fully developed. The utterance of popular opinion will not must hasten the time, while a somewhat indolence may shut up our prospects, till every opportunity of a venture be realized by others, and our position in the scale of progress become a state of paralysis or nonentity. Already we see the eye of our neighbours scanning our prospects and attempting to circumvent our policy.

The carrying of our British Mails over American territory, was hailed as a boon, but its interruption was a greater. This may appear strange to some, but our views may be explained.

Until the interruption of this arrangement, the practicality of a rapid carriage of the mail, especially the letters, through British Territory, had never been properly tested, but the result has been most satisfactory with very few exceptions, and these owing to the breaking up of the roads in Spring and Fall.—The English mail has been in Canada, fully as early as it had come through the States. Then the contractors for its transit by British Colonies, employing more than 200 horses; the men employed are ours, the produce consumed is ours, the money expended is British money, spent in British hands for a purely Colonial object. There is at the present moment under the aspect of a New Postal arrangement between Great Britain and the United States, an effort making on the part of the latter Government again to procure the transmission of the mails through the United States. Our most ardent wish is that it may never succeed. Let there but be a new arrangement of this character consolidated, the next effort would be to procure the direct passage of the steamer to an American Port; with a branch steamer to Halifax and Newfoundland; and with this arrangement, what would be the result? Not only would all the honor accruing to Halifax, as the residence and native place of the originator of this successful enterprise be lost, but the commercial gain of the United States, in its four speculations be secured to our disadvantage: the necessity of the establishment of a railroad from Halifax to Quebec, be no longer thought of, nor telegraphic communication with the lower Provinces be a matter of necessity at all.

It will be in the recollection of all, that prior to the establishment of Railways to their present extent in the adjoining States, a Military road from Halifax to Quebec was felt by the British Government to be a consideration of no small magnitude, especially considering the then unsettled question of the Maine boundary, and its survey was actually entered upon, and its outlay estimated.

Never has this project been lost sight of, and never has its importance diminished, nor while these Colonies remain an integral portion of the British Empire, and such a scheme ultimately be abandoned; a means of communication of some kind must exist, through purely British Territory, between the upper and lower provinces, whether this shall ultimately be a Railroad or not cannot exist as a matter of uncertainty; if our present mail arrangements continue in force, the scheme of such road may be a legitimate subject

for difference of opinion; indeed, whether at first, such may be projected from Halifax direct may be a matter of question.

There is at present a scheme in operation for a railway from St. Andrews to Quebec, which deserves our consideration; but before we enter upon this subject, there is another matter which calls for one pressing notice. A scheme has lately very lately been presented to the public, which has already claimed the serious attention of this community. I allude to the possibility of an almost entire water communication between the city of St. John and the city of Quebec; through the waters of the St. John, and Madawaska Rivers, and Lake Temiscouata, to the Barks of the St. Lawrence; at the debouchure of the River des Trois Pistoles.—I am aware, that the great arguments will not fail to strike the intelligent observer.

1st. A more direct route than this presents to us has never yet been projected. As the Niagara will show us, from a very short distance above the city of Fredericton, the River St. John, for a very considerable distance, runs nearly parallel with and only at a very short distance from the boundary line. 2nd. This river, unlike the St. Lawrence, is not under the influence of tidal interruptions to prevent its being bridged with ice at a very early period of the season of winter; it is always frozen early; the temperature of Fredericton, closely assimilating with that of Quebec; and this ice bridge acts in the full burst of spring to that at the mouth, scarcely ten days would elapse between the time of the summer actually entering and the time when the ice would be made available for a winter road which at the present time used for the transmission of the Mails by Express.

3d. A winter ice road on the very route of the steamer in summer, in the hands of active and enterprising contractors, would be as speedy as that of the steamers in the summer season, and almost as rapid a mode of communication as a railroad itself, considering the obstacles presented in such a road to water by the accumulations of snow.

Here, then, we dispose of this great objection to the route itself, and may proceed to consider some of the reasons which press the immediate consideration of this project, on the ground that it may be made available in a single season; whereas a period of at least three years must elapse before a railroad could possibly be placed in active operation.

The subject of a water communication between the city of Quebec in Canada, and of St. John in New Brunswick, has already engaged the attention of the public.—The Editor of the New Brunswick newspaper, published in St. John, was the first to moot the subject in print, although a communication of the same nature was actually made in this city, by the intelligent manager of the Reading Room, and since then been taken up in a very spirited manner in an able article in the Fredericton Head Quarters newspaper, which article was copied into the columns of the Morning Chronicle published in this city. To this article I have been indebted for some matters of intelligence connected with parts of the route with which I have been personally unacquainted.

The route contemplated for an almost entire Steamboat communication between St. John and Quebec, will be seen upon the Diagram. The main feature is the river St. John, where it unites with the Madawaska, which runs from Lake Temiscouata, and falls into the St. John, at

The great interruptions on this route are what are termed the Grand Falls of the St. John, with a descent of 75 feet, the Little Falls—which are merely a succession of rapids—and a distance between the head of Lake Temiscouata and the navigable part of the river Trois Pistoles, difficult only estimated at 15 to 25 miles. What the character of the country is in this distance, I have been unable correctly to ascertain; but the impression upon my mind, in conversation with persons who have visited this part, is that the lands are high and the face rugged; so be it.—A survey has already been ordered of these distances, to be laid before the New Brunswick Legislature in its next session, and then all doubts will be removed.

Let us, meanwhile, look at the feasibility of the plan, according to the best estimate we can form at present.

I am disposed, in the remarks I have to make, to differ from the plans pronounced by the writer of the article in question.—There are two great difficulties there proposed, to be overcome in a way which would permanently injure the interests of the operation of this plan. The first proposed what he himself alludes to is to almost a insurmountable difficulty, viz. locking the Grand Falls; or failing in that, he would erect at a