

Correspondence.

[FOR THE STANDARD.]

Mr. Editor.—Had David Clayton projected a Canal for any other route than the one chosen, the project would have been a failure. Success depended on the points connected. As it was, it was thought to be premature by some of the principal men in the country, among whom was Mr. Jefferson. At that time the population of the West was small, but the projector had the judgment to foresee that the realization of the project would speedily create the population and the resources which would justify the cost—and he was not mistaken, as the event proved.

In about seven years after the completion of the Erie Canal in 1825, railways began to be constructed in the U. S. The example of the Clintonian project, the consequences of which he had the sagacity to foresee, and its success furnished an unerring index to the direction, which those railways should take from the different points on the seaboard. A rivalry at once sprang up for a participation in the vast and rapidly increasing trade of the almost boundless Valley of the St. Lawrence. Every railway connecting the Atlantic with the St. Lawrence, is at once an effect and a cause—an effect giving additional stimulus to the development of the unlimited resources of that great country, and thereby creating new means for its own supply.

Those who give direction to the legislative action of New Brunswick, have hitherto had a vague, undefined sentiment that something of the kind might be beneficial to the country; but they have miserably floundered whenever they have attempted to give a practical solution of their ideas on the subject. In spite of observation, experience, example, and common sense, they have been totally blind as to where to begin, or what points to connect, as being first in order, in order to secure to the Province the greatest benefits, sustain its credit, prevent financial embarrassment, and make the subsequent construction of secondary lines easy and rapid—although as one, it is to be entrusted with the guardianship of the public interests, should be at a moment's loss on the subject. A commercial connection by railway of the Bay of Fundy by the shortest route with the St. Lawrence, is of paramount interest to the Province, both in a political and economic point of view. This is too obvious not to be seen at once by those who can see at all. This accomplished, other railways would follow in quick succession, because the difficulties which beset the first enterprise, however judicious, would be removed. This is the experience of other countries, and would be the experience here. A mistake at the outset, as to the first great line selected would postpone and embarrass the construction of any railway at all, and involve the country in fiscal difficulties. The original scheme is the only one of any extent that can yet be followed up with advantage to the Province; any other, as is already seen, will be abortive.

Our public men, by nature, education, habit, and prejudice, seem to be endowed with a capacity, not to create public resources by their wisdom, but to waste them by their folly—and this is the history of legislative management for the last quarter of a century.

What the Province ought to have done, after the guarantee of interest on the £100,000, and this guarantee was transferred to Class A Shareholders as an inducement to take half the stock in the first section of the line to Woodstock, was, to loan the credit of the Province to Class B on a mortgage security on Class B's half of the road, to enable Class B to pay pound for pound with Class A. If this had been done, no land, except the first 20,000 acres, would have been asked for—the line had long since been completed to Woodstock with an extension to St. John, and the Province would have had the benefit of the increased value of the land, which would be equal at least to half the cost of the first section—and the investment would be remunerative beyond any reasonable doubt. It was thought that the magnificent bonus in land would induce the Class A shareholders to take the Class B stock, that is, all not taken in this country, and that the road would go on without any further appeal to the legislature for aid—nor can the friends of the enterprise account for this not being done.

The rapid increase of the trade of the country bordering on the St. Lawrence, is constantly demanding new facilities of transportation of its productions to the Atlantic seaboard. If the project of a Canal from the city of Ottawa, some fifty miles from Montreal, to Lake Huron, be realized, it will open up a vast tract of country for settlement, the trade of which would centre at Montreal and Quebec—and consequently furnish a great additional amount of business to the St. Andrews & Quebec Railway, if built. This railway would be the most convenient for the Saguenay country and for two or three hundred miles of the lower St. Lawrence, and it would command a portion of the transport business from the upper St. Lawrence.

The St. John and Shediac scheme, as a railway initiative measure, was wild and senseless. Was it to draw its treasures from the fisheries of a Gully navigable only for about half the year, and from Prince Edward Island? Whatever portion of the produce of the fisheries of the Gulf, did not find its way by water to a market, and the portion could be small. Would the most of it go to Halifax, and not to St. John, as would also much of the trade of the Eastern coun-

ties—Halifax is nearer an export market; is situated on or contiguous to the open sea, and the winter navigation of the Bay of Fundy would be avoided. Halifax, then, and not St. John, would be the natural depot of any export trade supplied by the Gulf and the Eastern countries. All that is wanted to give the greater part of it to Halifax, is a railway, and this will doubtless be supplied whenever there is a railway to St. John from the Nova Scotia line, or from near it. In a few years thereafter, the Nova Scotians would have a continuous railway from Halifax to the United States—the only parts wanting being between St. John and the St. Croix, and the St. Croix and Bangor, which last is now being supplied.

The good people of St. John, not being content with inviting the Halifaxians to drain off their trade on one side, have, by their want of foresight, brought into the field a foreign competition for the trade of the upper St. John, on the other—the effect of which they are shortly destined to feel. St. John is one of any participation of others in any portion of the trade of the upper St. John, that they close their eyes to the possibility of any such event—even to the fact, that a railway from Bangor in that direction is already commenced and in progress. Will not the Portlanders and Bangorians think, and justly, that the Bluesoes are, of all civilized communities, the most obtuse to their own greatest interests?

The Portlanders had for years an agent in Calais to keep them posted up in all the phases of the St. Andrews & Quebec Railway, through which channel they were perfectly aware of the wrong headedness of our public men—and we may conclude, that the Portland Railway Convention was suggested to give fixity to the wrong headedness, by putting them on the scent of the Eu. & N. American scheme. How must the original supporters of this Convention have laughed in their sleeves at the gullibility of the New Brunswickers, and the facility with which they were turned from a work of the first importance to themselves, to aid their neighbors to carry forward and perfect rival schemes!

In order to make some compensation for fixing us to a wrong scent, they tickled our vanity by puffing the superiority of Bluesoes oratory, from which all judgment and common sense were excluded. A few Deputies from the Province there were, who went, not to talk, but to observe—not to make fools of themselves by a display of weakness and have it dubbed eloquence by courtesy, but to note a development of Yankee shrewdness and Bluesoes simplicity, not to say stupidity. Our neighbors took the kernel and threw us the husks, at which we were greatly pleased at the time, but have since found them creative of an economic dyspepsia. A sort of private language was given to the Provincial Deputies commingled with oysters, and the honor of extending invitations to his fellow Deputies was committed to one of themselves, who took care to magnify the importance of his office by insisting on the other side some of his followers, who had sense enough to see, so far as the Province was concerned, the folly of the whole affair. For the mimic clatter of the moment of the Deputies, the country has already paid a heavy penalty—and this is but an instalment, and a small one, of what is to come. The country will see by and by, how easy it is for people to make asses of themselves, and at the same time think themselves, and be thought by others, men of discernment and importance. Time will strip off the false glare, when our Lilliputian statesmen will sink to their proper dimensions. It is true, as Mr. W. once said, that a little enanymy produces little men, we find an ample illustration of it in New Brunswick. Patriotism is indignant at their self-complacent obduracy of vision, which disqualifies them to see any interest beyond the little enanymy that surrounds them. Like jet lap dogs, snuffing with glee to stint their growth, the growth of our public men has by some means become stunted and distorted, like every great effort for the public advancement that proceeds from them.

We have a new, and as yet untried Government in the matter of public works. It would be premature to pronounce against the scheme of public works, which it is expected they will be prepared to propose at the next Session of the legislature. I have misgivings as to its competency, as a whole, to extricate itself from the mire of sectionalism in which the people are everywhere involved, and do justice to the country. We shall see.

It is idle to talk of developing the resources of the country—of inviting a healthy immigrant population—and of retaining its own sons at home, without first providing the most efficient means known to modern art for their accomplishment, namely, a judicious system of railways, to be executed in order and as far as practicable, without creating fiscal embarrassment.

I am, Sir, Yours, MONITOR.

To the Editor of the "Standard."

Mr. Editor.—I venture to trespass on your columns, in order to express how much pleasure was afforded last evening, by the Concert given by the Amateur Band, under their able conductor Mr. Foster.

We were alike surprised and delighted at the progress they have made; in fact it altogether surpassed our expectations. In the first part of the programme, the "Ella Waltz" and "Nepoleone Polka," were especially well performed, and we overheard the younger portion of the audience declaring, as spirited was the time, and so true the harmony. The 2d part of the programme was executed with greater confidence, and the Galop, Schottisch, and the

beautiful March from "Il Paritani," were admirably played.

It is to be regretted the audience was not equal in number to the merits of the performers, but in vehement applause we are glad to say there was no deficiency. A public Band is so much wanted, and so much credit is due to the young amateurs, not only for giving up their only leisure time to music, after the avocations of the day, but for the solid and surprising progress they have made during so short a period as four months, that they deserved a larger share of patronage.

But those only who have studied Music for years can fully understand and sympathize with the host of difficulties attending its commencement, and the amount of steady practice necessary to attain even moderate excellence. And therefore we would say to the Amateur Band, "Courage and Perseverance!" and as St. Andrews now feels justly proud of your success, let it be said in a short time, (and we prophesy it will be said,) that we possess the most superior Band in the Province.

Only let there be no relaxation of practice, for there is no remaining stationary in Music; one must either advance or retrograde.

I am, Mr. Editor, Yours, most obediently, SEMI-QUAVER.

The Standard.

WEDNESDAY, OCT. 24, 1855.

First Page.—Correspondence, editorial, news, &c.

The letter from our correspondent "Monitor" which will be found in another column, contains so enlarged and just a view on the subject of Railways generally, through our Province, that on the whole we heartily commend it to the serious attention of the public, and of our Legislators in particular,—but at the same time, we are anxious to guard ourselves against being thought to agree with him in the belief expressed in the last paragraph of his letter, that "it is idle to talk of developing the resources of the country by a judicious system of railways without creating fiscal embarrassments;" nor, can we subscribe to the conclusions he has come to on one or two points referring to the St. Andrews & Quebec Line on the one hand, and the character of the Executive Government on the other. On the contrary, we are of opinion that it is perfectly easy and practicable to construct all our Railways, by a judicious employment of our wild lands without causing any disarrangement of the fiscal economy of the country; and we think that the error he has fallen into on the points alluded to, can only be attributed to the one case to a want of a thorough knowledge of the peculiar constitution of the Company, and in the other to a forbearance and generosity of disposition towards the Executive, which they do not deserve, and which it is dangerous and improper to give way to, when reviewing the actions of men upon whom the whole welfare of the country depends.

Holding the opinions, however, which he does in these particulars, we are not surprised to find our correspondent maintain that it would have been wiser for the Legislature to have loaned the credit of the Province to the St. Andrews & Quebec Company on the class B half of the Road, after the transfer of the guarantee on £100,000 to class A, instead of granting them a tract of land; and that he is still willing notwithstanding all the disclosures and experience of the past year, to regard the Government as a new and untried one, and against whom it would be premature to pronounce.

With the exception of these points, which scarcely interfere or detract from the full scope of our respected correspondent's ideas, and on which, after a little reflection we think he will admit we are right—we entirely coincide in his views and sentiments, and beg to assure him of the gratification we shall always feel in giving insertion in our paper to any future correspondence with which he may favor us.

CONCERT.—On Thursday evening last, the St. Andrews Amateur Band, recently formed, gave a concert in the Town Hall. The Programme was a good one, and the performance of the young men did great credit, not only to Mr. Foster their accomplished teacher, but to themselves; for it must be borne in mind, that with the exception of two or three of the members, the Band is composed of young men who four months ago, did not know a note of music, and had never played on any musical instrument. The time, harmony and rapid execution, would do no discredit to more practised musicians. We trust that the Band will give some more concerts. Our correspondent "Semi-quaver" in another column, pays the Band a well merited compliment.

THE CHURCH WITNESS published at St. John by Messrs. Barnes & Co. at 10s. per annum, in advance, is one of the best weekly papers published in the Provinces. The selections are good—the editorials are ably

written, and the letter press is superior. Specimen copies may be seen at this office, and subscribers names received.

ECLIPSE.—A total eclipse of the moon will take place on Thursday the 25th inst., which will be visible in North and South America.

LAUNCHED at Head Harbor, Campobello, on the 11th inst., a Barque called the Neilly, of 243 tons O. M. and 176 N. M., built by Mr. George Fontaine, under Lloyds Inspection, for Capt. J. J. Robinson, R. N. This vessel was launched with sails bent, about 50 tons of ballast in hold and ready for sea.

The Cattle Show and Fair of the Charlotte County Agricultural Society, was held in this Town, on Tuesday, according to previous notice. The Stock generally was excellent, and the samples of grain, roots &c. was superior in quality and quantity to that exhibited last year. A detailed report will be published in our next number.

The WEEKLY NEW BRUNSWICKER is a well filled sheet, and is furnished at the low price of 7s. 6d. per annum, in advance.

The subject of Railways being one of paramount interest to the people of New Brunswick, and as the future prosperity of the Province, in a great measure depends upon their immediate construction within its limits, it is unnecessary for us to apologise for occupying so much space in our columns, week after week, upon so important a subject. As a powerful argument in favor of Railroads and to show the vast benefits they confer—we copy the following from one of our exchanges—merely adding that like causes (in this Province) would produce corresponding benefits:—

RAPID GROWTH.—A more striking illustration of the beneficial influence of railways can scarcely be adduced, than the sudden rise and marvellous growth of the town of Collingwood, situated at the head of Georgian Bay, Canada West, and which is the western terminus of the Ontario, Simcoe, and Huron Railroad. The town has had an existence of about twelve months only, the first train having been cut in September 1854, where then stood the unbroken forest, yet it already contains nearly 1000 inhabitants, can boast of two or more superb hotels, and even now sustains a flourishing weekly paper. An American gentleman who recently passed through it, writes to the Baltimore Clipper that "Building lots in the most eligible parts of the town are held and sold at prices varying from fifty to two hundred dollars per foot front," and adds: "Those witnessing the obstacles already overcome by western enterprise, risk little in predicting a city of considerable magnitude in a few years." We have only to remark that the Ontario, Simcoe, and Huron Railway, the opening of which has produced such magical effects, is not the work of the Canadian government, but of a joint stock company.—[Tribune.

ONE WEEK LATER FROM EUROPE.

The Collins steamer Atlantic arrived at New York on the morning of the 18th.

The news by her is not specially important.

The Allies had blown up the remnant of Sebastopol in their possession.

Large divisions of the Allies were threatening to attack the Russians at Baidar and Eupatoria.

The fleet had sailed on a secret expedition—the destination is supposed to be Nicolaioff or Odessa.

The Russians seem determined to meet the Emperor was at Odessa. He has issued an encouraging address to the Russian people, and will shortly be in the Crimea.

Some commercial uneasiness was experienced in England. Consols were quoted at 88½. Markets generally dull.

Wheat and flour in good demand, but with slight change in price.

SECOND DESPATCH.

Sebastopol was certainly to be blown up by the Allies, and mines were being sunk for that purpose.

Gortschakoff was threatened by large forces of allies from Eupatoria and Baidar. On the 27th Sept., some Russians were defeated near Eupatoria by French Cavalry, with a loss of 50 killed and 105 prisoners; the French loss was three killed and 25 wounded.

A collision is anticipated between the Western Powers and the King of Greece, on account of the Russian propensities of the latter.

The Bank of England had still further advanced its rate of discount to 5 1-2 per cent.

The Allies had mounted a large number of mortars at Sebastopol, preparatory to bombarding the north side.

Danish Constitution had been promulgated at Copenhagen. Prince Ferdinand having refused his signature, was dismissed from the command of Zealand.

The Russians had captured a Turkish convoy at Kars with provisions for the garrison, together with 100 horses and 300 men.

The restriction of the importation of salt into Russia has been abolished.

The Revenue returns of Great Britain

shown an increase of nearly £5,500,000, owing chiefly to the income tax.

Kars still holds out, but its provisions were nearly exhausted; it is anticipated, however, that the snow would compel the Russians to retire.

The correspondent of the London News asserts that the Russians are making preparations for the evacuation of the north side of Sebastopol. Gortschakoff has issued a hopeful address to his soldiers. He admits the loss of 500 to 1000 men for thirty days previous to the termination of the siege, but he says in conclusion, "we are now free, and a new war commences."

A letter from Revel estimates the Russian marine losses in that part of the Baltic last year at 40,000 tons.

The Africa, from Boston and Halifax, arrived at Liverpool on Saturday.

Delisle, Janvria & Co., merchants of London failed for £400,000. They were engaged principally in the Canadian trade.

Seizure of a Supposed Russian Vessel.

The United States authorities at New York have taken possession of a ship called the Maury, together with her cargo and tackle, on suspicion of her having on board arms and ammunition for the Russian government. The officers found, under a quantity of cotton, twelve large canisters, and a quantity of ammunition, together with a number of muskets. It is rumored that this craft was to have cruised under false colors in the Atlantic, for the purpose of capturing British and French vessels proceeding to Europe, with valuables from the United States.

The seizure was made, it is said, on complaint of the British Consul, who alleged that her owners were about to sell her to the Russian Government for the purpose of intercepting and capturing the Cunard steamers.

Holloway's Ointment and Pills, an astonishing Remedy for Erysipelas.—Mr. Henry Turner, of Milborne Bay, N. S., was afflicted with Erysipelas, large purple blotches came on his face and neck, and all parts of his body, and despite of the many remedies he tried he was not benefited. At length, he had recourse to Holloway's Ointment and Pills, and made up his mind to persevere with these remedies, which he did. The result was, that in a few weeks, he was perfectly cured, and his general health wonderfully improved. This case has created quite a sensation in Nova Scotia.

SHIPPING DIST.

On the 16th inst. at St. George, by the Rev. J. McGivern, Mr. Charles McLean, of Popolagan, to Miss Charlotte Shaw, of Leppau, Parish of Penfield.

Shipping Dist.

PORT OF ST. ANDREWS.

ARRIVED.

Oct. 16th.—Schr. Julia, Waycott, New York, flour, &c.

Arrived at New York, Oct. 20th, schr. Almon, Waycott, (of this port,) from Newfoundland.

Notice to the Public.

THE MAILS FOR ENGLAND will close at this Office on Friday the 26th inst., and Tuesday 30th inst., at 6 A. M., via New York, and on Sunday 4th November, at 9 A. M., via Halifax.

The Postage for the United Kingdom, via Halifax, is 7½ single rate, and via New York 1s. 5d. pre-payment optional.

By Order, G. F. CAMPBELL, P. M.

Post Office, St. Andrews, Oct. 24th 1855.

THE UNION STORE

At Robinsonston,

Has just received a full stock of desirable

FALL AND WINTER GOODS.

Which are now offered at the lowest prices, above the cost of production, for cash. Particular attention is invited to our new and fine invoices of

Stuffs and Dress Goods,

Comprising a great variety of styles, entirely new, and never before offered in this market.

GROCERIES & WEST INDIA GOODS

as usual, complete, and sold on truly Protective Union Principles.

RUFUS GATES, Agent, Robinsonston, Oct. 23d. 1855.

WEST INDIA GOODS AND GROCERIES.

HAVING purchased from HALL & FAIRWEATHER, their entire STOCK of West India Goods and Groceries, the undersigned now offers for sale low—

45 Chests and 20 bbls. Congo TEA, the following brands—Chebeco, Chalenger, Eagle Wing, Horatio, Golden Gate, Wild Pigeon and Huzzar.

18 lb. chests Orange Pekoe } favorite brands

20 do. Oolong

25 chests from 15 to 20 lbs each;

30 bbls. Muscovado MOLASSES;

19 do. Clayed do.; 5 do. SUGAR;

6 boxes TOBACCO;

210 bags Coarse and Fine Salt; 3 bbls. Pine Oil;

2 casks Pickles; 2 cases INDIGO;

1 bbl. VITRIOL; 120 lbs. NITRATES;

40 boxes common and pale Yellow Soap;

10 do. Candles; 40 qts. ROSEMARY;

35 Green Woodstock PIPES;

150 lbs. Clays; 2 REDWOOD;

1 cask ANNOTA;

2 cases Colman's No. 1 STARCH; 3 bales Candle WICK; 2 bags COFFEE; PAINTS, OILS,

Glass Dye Stuffs, Spices, &c., with a large variety of other GOODS.

St. John. W. E. STRONACH.