

THE RAIL ROAD SYSTEM OF THE UNITED STATES.

Rail Roads have already become of such great utility, and the centre of so much capital, that their condition, profits and progress, in the United States, have become a matter of general interest. There is another point of immense and, at present, incalculable importance. They are the chief means (in connection with steamboats) by which the whole commerce of the earth—its movement and its population—are to be connected together, and the ends of the world literally united. In this point of view, no man can over-estimate their value. A vast amount of the ignorance—the ill-will—the jealousies—and the hostilities of mankind, in ages past, have been the result of a want of social intercourse. Steam steps in, under the influence of Science, to break up this great source of evil, by bringing men and brethren together. The differences which divide mankind—so long and so greatly exaggerated by distance and imagination—become less, as men learn that they are made of the same flesh and blood, and are subject to like infirmities, and are capable of the same great achievements. The powerful influence of an intelligent Christianity is made to have its just effect, in illuminating the darkness of ignorance, and stimulating the stupidity of indifference.

In this aspect, steam applied to locomotion is a great moral instrument. If it lends some aid to evil, it lends more to good. By fine, its great social result is to bring the dispersed parts of humanity together, and so far as intercourse can go, to make brotherhood of the human race. So its effects on commerce are equally great. It diminishes the time and expense of carriage, and therefore renders the produce of distant climes more easy of access to the masses of people. Consumption is increased, and the merchant and producer both find their interest in the result.

Science, also, finds new problems to solve in the various experiments and wants, occasioned by the demands of steam machinery.

Such is the general effect of the introduction of steamboats and railroad locomotives—both in principle the same thing—one being used on water and the other on land. The construction and increase of Rail Roads in the United States, during the last fifteen years, exceeds, by far, anything heretofore known in the world, as to Public Works or Monuments. "Doggett's Rail Road Guide," for September, 1847, has a table of Rail Roads now in operation, and, by comparing those Tables, we arrive at the following summary of the amount of Rail Road construction in each year, and the amount capital invested:

Year.	Miles completed.	Capital.
1830	155	\$2,510,000
1831	17	1,472,966
1832	29	500,000
1833	151	4,090,000
1834	561	2,528,638
1835	287	11,750,000
1836	316	7,559,114
1837	237	6,682,578
1838	571	14,508,693
1839	840	12,726,090
1840	279	4,350,000
1841	183	5,108,000
1842	277	6,613,654
1843	509	11,090,000
1844	410	19,094,294
1845	481	9,156,000
1846	205	2,410,000
1847	5740	\$122,525,937

The amounts are set down to the year in which the Rail Road was opened for use. This does not show to what years the work was done. Thus in the year 1844 there is no new road set down; but in that year a great deal of rail road work was done. The year 1847 is not yet complete.

The grand result shows, that in seventeen years 5,000 miles of Rail Road have been constructed in the United States, at an expense of \$126,000,000! This is unprecedented in the History of Civil Constructions. It demonstrates, beyond any other fact, the gigantic growth, the unceasing industry, and Cumulative Power of Capital, in this new and vigorous nation.

The present Annual Investment, in Rail Road Constructions, is about \$15,000,000.—The actual saving, in many expenses of transportation, probably greatly exceeds this. In this way, rail roads on good routes, (and in our new country nearly all are good,) thus act as Savings Banks. They cannot explode, and they thus both save and accumulate property, with little danger of waste or dissipation. [Cincinnati Chronicle.]

THE COMMERCIAL CRISIS IN ENGLAND.

From the London Correspondent of the Boston Daily Advertiser.

In the present state solicitude, in regard to things in England, a few remarks may not be inappropriate. The great drain of specie for food—the great increase of engagements to pay money for Rail Roads, and the consequent diversion of the surplus floating capital of the country to that object from the ordinary uses of trade—and the temporary derangement arising from the changes in duties and the removal of restrictions—have, together, caused an unusual scarcity of money for a long period of time. The severity of the pressure has created alarm and panic, lessened confidence, and occasioned a searching scrutiny into the concerns of individuals, and revealed the condition of many unsound houses to themselves and to the public.

That the great fall in bread stuffs should have produced the corn failures is natural enough—and it is not surprising that so long continued a scarcity of money and prevailing distrust, should have brought down large houses who were extended, and whose means were inconvertible, and whose active capital bore no proportion to their engagements.

This state of things, had in itself, been made much worse by exaggerated statements in letters and newspapers, and by the crude and contradictory views put forth as to the causes and appropriate remedies of the commercial difficulties. By some, and among whom are highly respectable names, the embarrassments are attributed mainly to the operation of the Bank Restriction Law of 1814, by others, to the large expenditure for rail roads—and by many it is believed to be in a great degree, owing to the effects of the free trade measures.

While we can find in the plain and undeniable causes first mentioned above, sufficient to account for all that has occurred, it is singular that the evil should be charged with so much confidence on the operation of the Bank Law of 1814—a measure which has secured the perfect safety of the Bank—and the soundness of the currency, and deprived the Bank of the exercise of a great and dangerous power, which all experience has fully shown to be productive only of evil.

For the information of those who have not attended to the subject, it may be stated, that the Bank Law of 1814, divided the Bank of England into two departments. The one, the issue department, is so constituted as to do nothing but furnish Bank notes, on the deposit of government and other securities to an amount limited by law, and on the deposit of gold to any desired extent—and to furnish gold on deposit of Bank notes. Any person having Bank of England notes, can always have gold for them on demand—and any person having gold, may have Bank of England notes for them, so that the great desideratum is accomplished, of the convertibility of Bank notes, whenever desired in preference to specie, and the certainty always of their immediate convertibility into specie at the pleasure of the holder.

The discount department and the Bank, is that which we usually call the Bank of England. It has a capital, owns stocks, receives deposits, and keeps the account of the Government, but it has nothing to do with the currency. It cannot get gold out of the issue department without paying for it in Bank notes, received by it in the course of business; nor can it get Bank notes from it, with the exception of the fixed issue, without paying for them in gold, the same as any other person must do. Its power, therefore, is simply its ability to lend, from the resources thus limited. Ordinarily it can only lend what it has coming in, reserving sufficient to meet its depositors. Its actual power cannot be great, because its money being usually lent, it can only relax what it receives. Still so great was its power under the former constitution of the Bank, where it had no limit but its own discretion in its issues—that the people of England retain the habit of looking to the Bank for aid, as if it were in their power as formerly, to increase the currency at pleasure by the issue of its notes. The raising or lowering its rate of interest, of which much is said, is not a matter of great importance any way, as whatever may be the rate of interest, its ability to discount is restricted within the same limits.

A large party, however, in England, think that the Bank should possess the power to issue money at will, and furnish means, in a time of scarcity to relieve the public. They say, that the Bank has seven millions of gold, which is of no use, and might be employed for the relief of the public. They seem to lose sight of the fact, that the Bank would not have had the gold at all, but for the act of 1814, which was made for the very purpose, to draw sufficient specie to the Bank, and keep it there, so that under no circumstances should there be a possibility of suspension of payment—and if the existing state of things in England had occurred under the former constitution of the Bank, it would not only have had no specie to loan, and no means of relieving the public, but would almost certainly long ago have been unable to sustain itself. As now constituted, it is always safe—nobody has any fear of its suspension, and the public mind is always at ease from the entire security of holding the notes. Without going into any reasoning about it, we may state, that the present and former ministry, and some of the best practical minds in the kingdom, are agreed, that the Bank act works pretty well, and answers admirably every purpose for which it was intended.

Still, there is a great cry for a change, or for the Bank to have the power given to it to increase its issues—and it is by no means certain, that if the Bank could have the power of increasing its issues at the present moment, the public mind would not be quieted, and confidence in a degree restored—because, it is confidence that is wanted, and not money. There is money enough, but people are in a panic-struck, and they hold on to their money. Something is wanting to act on the imagination and feelings—it is not a matter of reasoning—and if the power were given, it would not probably be much used, because commercial engagements must have lessened greatly in England, within six months, and they are continuing to lessen, so that the actual demand for money for use in making payments, cannot be very great. Still, we would by no means recommend the interference of government—we think it would be unwise to make even a temporary relaxation at a time when it might might not do harm, because it might be hereafter done again at a time when great harm might ensue. We should consider it a calamity to the world at large, to repeal the Bank Law of 1814—and especially important to Great Britain that it should be maintained. The aid of government, if any aid be required, may be applied in a form less objectionable, and equally effective. In this country, we have gone through various crises, with numerous and large failures, and never considered that government would do any thing but harm by its interference—nor has it ever been thought of for a moment.

In the existing state of things in England, the stop to engagements, and their liquidation, must necessarily bring case so far as money is concerned. A great fabric of credit will have been broken down by the failure of many extended and great Houses. Its effects will be felt more or less all over the world—there will be difficulty of negotiation in distant places—and a tendency to decline in prices generally—subject of course to the operation and modification of the laws of supply and demand. The world however is in a state of progress, peace, and industry, and there appears to be no great over production of any leading articles of commerce. The money price of commodities may be lower, but their exchangeable value will remain without great difference. It is important to our merchants to realize that the tendency of this state of things, while it continues, is to lower prices, and the quantity of money remains its relative proportion to the demand for its use, in circulating and exchanging the commodities of the world, and carrying on its business. Those who have to pay money ahead, will as a general fact be obliged to give more commodities for it than heretofore, and it will be wisest not to be largely indebted.

In regard to England, such is the feeling of distress and want of confidence, that we may expect more failures of individual houses, and still more among standard houses—and some failures of those who would otherwise have escaped. The whole effect cannot now be measured. It cannot be seen how, and when, confidence will be restored—one thing is certain, that what is violent cannot be lasting—engagements have lessened immensely, and will more and more lessen. The fire will burn out for want of material—money will gradually accumulate—people will look round and see the sky clear—panic will cease—small houses will resume, the unsound ones wind up—and business go on, on a sounder basis. The world has gold, crops, and abundance of food. Food is the great riches of the world—and abundance of it is the basis of wealth and prosperity. With plenty of food—the world at peace—the public mind awake—and industry, economy, and intelligence at work—present losses will soon disappear. We grow wise only by suffering. We had our experience in the United States ten years ago. Let us not forget it. England has had fifteen years of comparatively great prosperity. She has now her reverses. It will have its course and will not be without its advantages—and among them will be the formation of habits of caution, prudence, economy, and industry.

In connexion with the general subject, we would offer one or two suggestions for consideration:

1. Within ten or fifteen years the quantity and value of the products of the world have more than doubled, while the quantity of money has not materially increased. This shows that owing to the quickness of intercourse and other facilities, only half the money is required to perform the same offices which it did formerly. Consequently, any pressure on the money market by removing large masses of specie operates with a much greater intensity than formerly, and produces a much greater effect on prices. This may account for the severity of the pressure a few months ago in England—and should be kept in mind here.

2. We hear much of the high rate of interest in England, and of the pressure now existing there. This high interest is only 5, 6, or 7 per cent. per annum, which is here considered a low interest. High and low interest are comparative terms. A high interest cannot be permanently sustained unless by a corresponding profit from the use of money. In a pressure, whether a merchant has to pay for a few months 3, 6 or even 8 per cent. per annum, is not material. It is only important that he should have something convertible with which to buy the money. It is evident that at the present time, the difficulty in England, with those who require money to meet their payments, is not the rate of interest, but the want of that which will buy money. Coffee, sugar, tea, iron, lead, cotton, gold, real estate, &c. will command money, and will fund all kinds of short paper and currencies.

Sir H. Vyse Huntley.—It will be seen by the despatches which are published below, that the present Lieut. Governor of P. E. Island only continues to administer the Government of that colony until his successor shall arrive.

We have never seen public despatches written in a less ambiguous style. The Colonial Secretary comes at once to the point—re-announces the six years' principle as applicable under ordinary circumstances, to the Governors of British Colonies, and disposes of the case of Sir H. V. Huntley without needless ceremony or circumlocution. The style of these despatches must convince every rational mind that the present Colonial Secretary yields to none who have previously held the seals of office in determination to administer the duties of his office in the spirit and to the letter of the Constitution. These documents will be useful for future reference, and may yet from the text of some public disquisitions be delivered within New Brunswick Head Quarters.

Downing Street, 12th August, 1847.

I have received your Despatch of the 14th July, No. 96, transmitting three Petitions to the Queen from numerous Inhabitants of Prince Edward Island, praying for your continuance in the Administration of the Government of Prince Edward Island.

I have to instruct you to acquaint the Petitioners, that I have laid their Petition before the Queen, and that Her Majesty was pleased to receive the same very graciously; you will add, that it has been extremely satisfactory to me, to have it in my power to lay before the Queen these proofs of the favorable opinion which you have obtained of so large a portion of Her Majesty's subjects in Prince Edward Island, but that I have been unable to advise the Queen to accede to the prayer of the Petitioners; a compliance with their request would defeat one of the principle objects for which the rule for restricting Governors of Colonies under ordinary circumstances, to a period of six years' service in their Government was established; the advantage of which rule is, that it prevents officers holding the highest authority in the Colony, from becoming involved in the disputes of local parties, which it is frequently difficult for a Governor to avoid, if allowed to remain for a longer period than six years in the same Colony. Having carefully reviewed your correspondence with this Office, I regret to say, that I am of opinion, that there is no special reason for departing in your case from the ordinary rule of the Colonial Service; and I shall therefore feel it my duty to recommend, that you be relieved in your Government at the termination of the usual period for which your Office is held; you may accordingly expect the arrival of your successor before the conclusion of the present year.

I have, &c. GREY.
Lieut. Governor Sir H. V. HUNTLEY.

Downing Street, 29th August, 1847.

I have received and laid before the Queen the Petition to Her Majesty which you have transmitted to me from certain Inhabitants of Prince Edward Island, praying for your continuance in the Administration of the Government of the Colony; and I have to inform you, that Her Majesty was pleased to receive this Petition very graciously, and to command me to instruct you to return an answer to the Petitioners, in conformity with the terms of my Despatch to you of the 12th instant.

I am, Sir,
Your most obedient Servant,
GREY.
Lieut. Governor Sir H. V. HUNTLEY.

SONS OF TEMPERANCE.—The Fredericton Head Quarters says:—On Monday last the Sons of Temperance, belonging to this city, chartered the steamer Carleton for the purpose of proceeding to Sheffield, in the County of Sunbury, to open a new Division in that part of the Province. About 50 individuals left in the Carleton, and we understand that a new Division was organized, called, "Sheffield Division," No. 13, and that between 20 and 30 members joined the Division the same evening. The Carleton returned with her passengers about 2 o'clock on Tuesday morning.

THE STANDARD.

ST. ANDREWS, WEDNESDAY, NOV. 3, 1847.

Charlotte County Bank.
Hon. HARRIS HATCH, President.
T. B. WILSON, Esq., Solicitor.
Director next week—Robert Walton.
Discount Day—TUESDAY.
Hours of Business, from 10 to 2.
BILLS AND NOTES for Discount must be lodged with the Cashier, on or before Monday otherwise they must lie over until next week.
Ains and Mott's House.
Commissioners—R. M. Andrews, R. Ker, Jacob Paul, Thomas Berry, John Bailey.

St. Andrews
Steam Mills and Manufacturing Company
R. M. ANDREWS, Esq., President.
Director this week—S. T. Gove
J. Wetmore, Agent.

Saint Stephens Bank.
G. D. KING, Esq., President.
Director next week—Wm. Todd.
Discount Day—SATURDAY.
Hours of business, from 10 to 1.
BILLS AND NOTES for Discount must be lodged with the Cashier, on or before Friday, otherwise they must remain in his hands until the following discount day.

LATEST DATES
Liverpool, Oct 5 Montreal, Oct 30
London, Oct 4 Quebec, Oct 20
Edinburgh, Oct 1 Halifax, Oct 22
Paris, Oct 1 New York, Oct 23
Toronto, Oct 6 Boston, Oct 25

ST. ANDREWS AND QUEBEC RAILWAY.
It is with much pleasure we direct attention to the advertisement of the Engineer of our Railroad, for proposals for the "earth work, masonry, and bridging" of this Road, from Saint Andrews to Chatham.

We understand that it is the intention of the Directors to "break ground" in the course of a few days, and that the work shall proceed as rapidly as possible. In our last number, we published the able report of the Company's Engineer, (James Laurie, Esq.,) from which it may be observed that the terminus has been fixed at the Eastern end of the Town near the Light House, and that the route by Katy's Cove and Chatham Lake has been adopted.

We would also recommend to the notice of our readers, a well written article in our present impression on "the rail road system of the United States," which is taken from the Cincinnati Chron-

icle. It demonstrates clearly, the utility, importance, and benefits resulting from the construction of these great moral instruments.

The Courier of Saturday says:—We learn that at the recent meeting in Montreal of Delegates from Canada, Nova Scotia and New Brunswick, upon Postage affairs, a rate of three pence per half ounce which under six pence when over 200 miles, was agreed upon.

By an official notice from the Post Office Department, we learn that "no Letters or Newspapers from the United States, upon which the Foreign postage has not been paid, will be received at any of the Post Offices in this Province, after the 16th November."

The British mails for Canada after that date will pass through this Province as formerly—instead of via Boston—these changes having been brought about through some difference between the British and American governments upon postal matters.

The Fredericton Reporter of the 29th contains the following important paragraph:—"It is currently reported in Town to-day, that Sir William Colebrooke is promoted to the Government of a Colony in the West Indies, and that a new Governor, in the person of Sir Edmund, (not Sir Francis) Head, is now on his way to this Colony. We give this piece of news on no other authority than that of a general rumour, which we think is true."

Arrival of the



FRENCH
Steamship Philadelphia.

FOUR DAYS LATER FROM ENGLAND.

The French Steamship Philadelphia, from Quebec, for New York, put into Halifax, on Friday last, in consequence of her machinery having got out of order. She was 19 days out, and 128 passengers on board. During the passage she encountered a continuation of violent gales and heavy head seas, London dates by this steamer are to the 8th of October, four days later than by the Cambridge.

The mercantile panic appears in a great measure to have subsided. The London Times of the 8th instant states in its city article:

The improvement which took place yesterday has been maintained to-day, and the fluctuations in the English funds have been comparatively moderate.

No failures have occurred to-day, except one, which, although it is much regretted, is of no importance as regards amount. The party is Mr. F. J. Van Zeller, the Portuguese Consul.

Great anxiety prevails in the city to ascertain whether any announcement will result from the interview which took place yesterday between the Governor and Deputy-Governor of the Bank, and the Chancellor of the Exchequer.—London Sun, Oct. 6.

THE COMMERCIAL CRISIS IN ENGLAND.—We have copied from the Boston Daily Advertiser, a lengthy, but able article on the Commercial Crisis in England, which will be found worth a perusal.

SONS OF TEMPERANCE.

The installation of St. Andrews Division, No. 16, Sons of Temperance, by Alex. Campbell Esq. D. G. W. P., assisted by the other officers of the Grand Division of the Province of New Brunswick took place on Tuesday evening, the 26th October, in the Hall of the Charlotte Division. The solemn and beautiful ceremony, was performed in such a manner, as to leave a deep impression upon the minds of all present—as well as the pleasing and instructive remarks of the Brethren who spoke immediately after on the progress of the Order, in their respective localities. The following brethren were installed for the present term.

J. E. Cummings, W. P.
A. W. Smith, W. A.
C. W. Dimock, R. S.
John Bolton, A. R. S.
W. Gellie, F. S.
T. Sampson, T.
J. Bradford, C.
W. H. Simpson, A. C.
T. Hardy, I. S.
J. Maen, O. S.
Geo. P. McMaster, was appointed P. W. P.

LAUNCHED at St. Patrick on Tuesday last a fine Ship called the "Home" about 1000 Tons measurement, built by Mr. Stephen Fountain. This splendid Ship is owned by Lachlan Cameron, Esq., and is said by competent judges to be one of the best vessels ever built in the County.

St. Andrews and Quebec Railway.—A meeting of the Directors of the Company was held at St. Andrews on Monday last, when an admirable report from Mr. Laurie, the Company's engineer was read. The term-

nus was fixed at the St. Andrews, near it was agreed that the ly commenced in the of the first four and ten miles more, of vey has been made, tract for next spring, materials to be prepa A Railway may now tively been commene and our spirited neig have undoubtedly car us on this occasion.

DR. WISTAR'S CHIEF.

This is a chemical ex Tar.—Every body know assess important medic Water has always been a tion, and Jung affection, and safest physician. V have been offered and l eyes of diseases of the found no doubt very usef been discovered, it is ad all who have witnessed proved as successful as th tness of Breath, and sin pronounced a positive cr in many cases of ten an after physicians had dea reach of medicine. This Balsam is made i ture has placed in all r tide for diseases causd. Nature is but the Who cause is God let us not neglect her pl None genuine, unless i wrapper. Sold by Thomas Singe

ST. ANDREWS.

On Sunday evening, Pickles, Mr. John J. Dickson, both of this T. On the 2nd inst. b A. Grey, to Miss Mar Cerryfield, State of Ma

DEATH.

At St. Stephen, on years—Mr. James T. respectable resident of th and five children to lan At Boston, Mass., o WENTWORTH, Esq., on the (Boston) Evening

SHIPPING.

PORT OF ST. ANDREWS.

Oct. 28, Cutter Matilda Flour &c.
29, Schr. Nelson general cargo, I Ship Midas, A to order.
Nov. 1, Ship Sea Ki mdze, E. & J. Bge Westmin sons Bay, bellas
Nov. 3, Bge Ivy Green Deals by Steam

ST. ANDREWS & Q.

Proposals will be rec WORK, MASONRY of this road from St. A from the 8th to the 11d PLANS & PROFI examination on the 6 every information may ing at the Rail Road t JA

ST. ANDREWS, OCT. 30.

NOT.

ALL Persons having Estate of the late S. can of St. Andrews, are same duly attested with date, and all persons inde quired to make immediate

ST. ANDREWS, OCT. 28, 1847.

MOLASSES.

Now Landing ex from Boston 20 Hds Prime m do 50 Bags K & D. Bo 8 Half Pipes W deira Wine, for

NOV. 2, 1847.]

BUCKWHEAT

JUST r and sale by th 30 Half & Qr Barrels 1 5 Boxes and 1 Cask N 50 Bags Corn M F A L 10 Doz. CHAIRS, Roc Chairs.

NOTI

ALL Persons having an Estate of the late Stephen, are requested to attested within three mo all persons indebted to s to make immediate paym St. Stephen, Aug. 1, 184 N. B. All kinds of Cou ken in payment of debt within three months.