

Standard ALMANAC FOR 1846.

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
JANUARY	1	2	3	4	5	6	7
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FEBRUARY	1	2	3	4	5	6	7
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MARCH	1	2	3	4	5	6	7
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MAY	1	2	3	4	5	6	7
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JUNE	1	2	3	4	5	6	7
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OCTOBER	1	2	3	4	5	6	7
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NOVEMBER	1	2	3	4	5	6	7
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DECEMBER	1	2	3	4	5	6	7
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Agricultural Education.—In leaving the subject of Education, one is led to make the remark how singular it is, that, in a country so purely agricultural as Canada, which may fairly enough be compared to one great farm, the trades and professions being but the employed agents of the farmer, there is not in one of its educational institutions, means provided for any instruction either in the theory or practice of agriculture. The obvious consequence is, that this important art suffers—it is indeed far behind in Canada—and being more carried on at haphazard than otherwise, its legitimate dignity is greatly lost in mere drudgery, unenlightened, and prejudiced. People, whose circumstances will at all allow it, are led to give their sons what is termed a liberal education, which most frequently means spending some years upon Latin & Greek, and their being able, in most cases, in after life, to decline pens and congregate and, instead of much more honourably as well as interestingly, employing those most precious years to investigate the properties of the hidden wealth which a bounteous Providence has scattered around them for their benefit and pleasure, and country's prosperity—in its soils and appliances, plants, flowers, forests, rocks and minerals. Geology and agricultural chemistry, with their stores of wonders and wealth-producing facts, the ever-interesting and healthful details of rural husbandry enlightened by science, are all as yet overlooked, when we might most expect they would hold prominent station. It may be, and every friend of Canada may well wish that the day will arrive soon, when professors of agriculture will be considered indispensable in the Universities model farms become common in every District, and these elements be taught in the schools, which the future farmer will carry through life, to dignity and make him useful, as well as more prosperous the occupation in which depends the permanent welfare of his country. We may then see farming, in a great measure, relieved from being so mere a drudgery, and the admiration which overflows the minds with successful farmers, doctors and shopkeepers, be more naturally and successfully directed to the pursuit of an enlightened agriculture, healthful and interesting, as it is calculated to be honoured and dignified, and on which so much of the future existence of the community, either as wealthy, happy, or great, must surely depend. *Four years in Canada, just published.*

SUMMARY OF NEWS.

FRANCE. His Majesty Louis Philippe opened the session of the French Chambers on the 30th Dec. with the usual formalities. **ITALY.** The great events in Italy of late, have been the movements of the Emperor of Russia. The principal has been, that he has had an interview with the Pope, in which the latter addressed him in terms of strong remonstrance, against the cruel and abominable treatment of Catholics in Russia, and particularly in Poland. Nicholas is represented to have been much moved by the earnest manner of the venerable old Pope, to have protested his ignorance of the brutal tyranny that had been exercised in his name, and to have promised to punish by exile to Siberia the person guilty of it, should he find on investigation, that the Pope's statement was correct. **IRELAND.** The present state of Ireland is still most unsettled—outrages and murders not abated. The Repeal Association continues its weekly meetings, and the projection of railways and other works are among the more prominent and important events that have lately occurred therein. The Repeal Association, at its meeting on the 15th ult. was attended by Mr. O'Connell, who made a long speech, in the course of which he pledged himself to support the Corn law league. **INDIA AND CHINA.** Two over-land mails had been received in England, bringing dates from Bombay to Dec. 1, Calcutta to Nov. 21, Madras to Nov. 22, and China to Sept. 30. The affairs of Panjab have not lost their interest, though in late atrocity is recorded. The situation is most extraordinary: the troops have murdered all the Prime Ministers or Waziers, as well as all the Kings that do not act as they please. The British army remains collected on the frontiers of Panjab, and will speedily be ready to march on Lahore, if necessary. The news from India is highly important. The prospect of a collision between the British and Sikh was becoming every day more imminent. It was thought, however, that any attempt on the part of the enemy would be attended with overwhelming defeat.—Nothing of importance from China.

Apprentice Wanted.

Wanted a BOY from 14 to 16 years of age, as apprentice to the Printing business. Apply immediately at the
STANDARD OFFICE.

Notice.

It is hereby given, that the following Non-Resident property, in the Parish of St. George, has been assessed as under for the present year, and that the amount together with cost of advertising, are paid within three months from this date, the same will be sold according to law.
James Birchall, senior 5s 10d.
GUY CLINCH, Collector of Taxes.
St. George, Nov. 10, 1845.

Lord Metcalfe, whose name is so dear to every British colonist, is rapidly improving, and there is every reason to hope that he will eventually be cured.

THE STANDARD.

Saint Andrews, Monday, February 2, 1846.
ST. ANDREWS AND QUEBEC RAILROAD.

We were furnished with the following report of the proceedings of the Meeting held at St. George, on the 17th inst. early last week, but the important news by the English Mail prevented our giving it insertion in our last number.

We have been informed, that George R. Young, Esq. of Halifax, has, since his return from his late visit to Quebec, written a gentleman in this town, saying, that although the Halifax Railroad will inevitably be accomplished, that the *St. Andrews line*, will be the one that will pay the Stockholders.

A large and respectfully attended Public Meeting was held at Constantine's Hotel, in St. George, on Saturday the 17th instant, for the purpose of taking into consideration the best means of promoting the contemplated line of Railway, between Quebec and St. Andrews.

The Meeting was called to order by A. J. Wetmore Esquire, who moved that Robert Thomson Esquire M. P. P. take the Chair, which having been seconded by Gideon Knight Esquire, was unanimously agreed upon.

The Chairman, in a neat and classical speech, stated the object for which the Meeting had been convened, and pointed out the advantages that must result, from the consummation of a work whereby the interests of this Province with those of our sister Province of Canada would be united.

Moved by Henry Seely Esquire, Seconded by Daniel Gilmore Esquire.
Whereas a Public Meeting was held at St. Andrews on Saturday the 27th day of December last, having for its object, the establishment of a Railway from St. Andrews to Quebec, at which Meeting the following resolutions were moved and passed that is to say:

Resolved—That in the opinion of this meeting every possible exertion should be made to forward operations for commencement of the Railway from St. Andrews to the Province Line, as authorised by the Law passed for that purpose in 1836.

Resolved—As the sense of this meeting, that the objections raised against the termination of the Railway being at St. Andrews, on account of the proximity of the line to a Foreign state, is without foundation, in as much as all the Routes will be equally exposed at points where they will be most vulnerable, and that it can in no way affect the general utility of the enterprise.

That the acting committee of the St. Andrews and Quebec Rail Road Association be requested to use every possible exertion to forward the undertaking.

Therefore, **Resolved**, that this Meeting unanimously approve the reasons and opinions expressed in the aforesaid resolutions, and do accordingly adopt the same. And whereas inasmuch as the line from St. Andrews to Quebec has been surveyed, and the levels taken by a competent Engineer employed by Government, and no impediments found to exist throughout the whole line to the construction of a Railway—

Therefore, further **Resolved** as the unanimous opinion of this Meeting, that every facility and encouragement should be afforded by the inhabitants of this County to the objects of the St. Andrews and Quebec Railway Association, either by subscribing Stock or otherwise.

Moved by Samuel G. Andrews Esquire, Seconded by K. G. Robinson Esquire.
Whereas the proposed line from Quebec to Halifax being fully double the distance of that terminating at St. Andrews, or at any other point in the County of Charlotte—Therefore **Resolved** as the opinion of this Meeting that the Halifax line never can in a commercial point of view compete with the proposed line from St. Andrews to Quebec.

Moved by Peter Clinch Junr, Esq. seconded by Simon McCarrel Esq.
Resolved—That a Committee of five persons be appointed for the purpose of carrying out the views of the Association, and soliciting subscribers to take Stock in the same and further—**Resolved**, that the following gentlemen do compose the said Committee.

- Henry Seely,
- Samuel G. Andrews,
- Joshua Knight,
- Daniel Gilmore,
- George McKenzie.

Moved by Simeon Howe Esquire, and seconded by Richard McGee Esquire.

Resolved—That a subscription paper be drawn up at once, that an opportunity may be afforded persons present of taking Stock in the above mentioned Association.

Moved by A. J. Wetmore Esq. and seconded by Arthur H. Gilmore Esq.
That Robert Thomson Esquire, do leave the chair and Patrick Clinch Esquire occupy the same.

Whereupon it was moved by Joshua Knight Esquire, and seconded by Henry E. Seely Esquire, and carried unanimously.

That the thanks of this meeting be presented to Mr. Thomson for his able and dignified conduct in the chair.

PETER CLINCH, JR., Secretary.

Immediately after the first resolution had been moved and seconded, PATRICK CLINCH Esquire, rose and said:

It is now about ten years since the project of a Rail Road from St. Andrews to Quebec was first started, and although strenuously advocated by public spirited gentlemen of the former place, yet it met with but little support from the Province generally: whether owing to a belief that the undertaking was premature, or that the minds of men at that time were not prepared to grapple with an undertaking of so gigantic a nature or whether there might not have been some feeling of jealousy at the bottom, is hard to say: but certain it is, that our Legislature were disposed to look coldly at it, and their country extended no farther than the mere passing of an act incorporating the St. Andrews and Quebec Rail Road Association, which, as it caused no outlay of money on their part, was no great stretch of generosity.

Under this law it is now proposed to operate, and he hoped, and trusted, under more auspicious circumstances. The present time seemed to be most favourable—Rail Roads were the order of the day—and such was the earnestness in the old country for adopting lines and investing money in them as to give rise to what is termed the 'rail mania,' or species of madness; and much money had been lost or squandered in these wild schemes, but it was only a little to such as had been got up in the first instance by designing individuals with a view to deceive, and this had been effected in some instances by the grossest falsehood and misrepresentation. But this was not to affect the main principles of rail roads—yet remained in full force—wherever by a conveyance commerce and the transport of passengers, between any two given points could be increased or created to an unbounded extent, then was the utility of the plan proposed. It was to connect a vast, fertile and populous region of Canada presenting an unbounded field for Agricultural and Commercial enterprise, but inaccessible in a manner for six months of the year, with the nearest winter port in the Atlantic. This was the main feature of the plan which stamped it as totally different from those which go by the name of speculation, and rendered it pre-eminently worthy the attention of the great capitalists of England, as well as of its high minded statesmen, who was needless for him to attempt going into details, but would refer them to the report furnished by gentlemen from St. Andrews (the first movers,) the zeal and ability with which this had been drawn up, were worthy of the highest commendation, and not a single position advanced in which it could be controverted.

But unhappily this, like all other projects was to meet with opposition, and that at the very outset, rivalry had shown itself from two quarters—Halifax and St. John—each wishing to make their own place the terminus. The great length of the proposed line from Halifax to Quebec almost precludes the idea of its being seriously entertained.—St. John's, it must be admitted, stood on better ground, although then the distance would be far greater than from St. Andrews. He would not, however, go into the comparative merits of the two lines: all he would say is this: Let each party state their claims fairly and without misrepresentation, and lay them before the public in England, when they would be decided on. Then, with the map of British North America before them; the report of the engineer who has already surveyed the line, and information furnished by the committees who have the matter in charge; they will have all the means of arriving at a just and proper conclusion.—Should unfortunately that conclusion be adverse to our friends in St. Andrews, they will still have this consolation: that, by their perseverance, public spirit and uniring zeal, they have deserved success although they could not command it.

He would revert to the immediate object of the present meeting. It was called for the purpose of co-operating with St. Andrews in giving effect to the proposed railway; this he hoped would be done cheerfully, and with unanimity. Whatever diversity of interests

there might be between this place and St. Andrews, as regarded smaller matters, on the present occasion, none whatever could be supposed to exist, the object in view embraced not only the county of Charlotte, but the whole province, not a man of which but would feel the good effects arising from a consummation of the work, in the expenditure of capital, the increased value of property, and employment afforded to the labouring population, independently of the more high and exalted gratification of seeing a closer connexion between the North American colonies, and the whole drawn by yet closer ties towards the Mother Country.

He therefore hoped the proposed resolution would pass unanimously, and afterwards followed up by subscriptions for stock, according to their ability. These of course would be small in comparison with what would be required, and for which the main look to the capitalists of the province would seem as a proof of the utility of the undertaking.

Several other spirited gentlemen on the subject, but we are not able to report out the whole proceedings, but one feeling, viz. that the undertaking, being a subscription paper, stock to the amount taken.

Employment, and account from whence his wife

Lyons, but one person

Lord, and a majority of 1000

A western editor asks—Why not navigation to Europe? Why not plain reason—man is not a fly. [Excess] Would a man be a fly if he flew. [Joke]