

THE GRAND TRUNK RAILWAY COMPANY OF CANADA.

The first meeting of this company was held at Quebec on the 27th ult., when very interesting reports were presented by Sir Cassock Roney, the Manager, Mr. Alexr. Ross, Chief Engineer, and Mr. S. P. Bidder, the Superintendent of Traffic.

These reports give most interesting statements of the Great Trunk Railway. The section between Montreal and Toronto is progressing very satisfactorily, as well as the section from Toronto westward toward Port Sarnia, on Lake Huron. The section from Quebec to Richmond is being pushed with great vigour, and every exertion is making to finish the superstructure of the permanent way, so that the line may be opened for traffic early in September. The masonry throughout this section is stated to be of a very superior description. Some few of the iron bridges remain to be finished; but they are in such a state of forwardness that it is thought the line will certainly be opened at the time named. When opened, trains will proceed from Portland and Quebec direct in about 12 hours, the same time now occupied in passing from Portland to Montreal.

But the most interesting portion of these reports as regards this Province, relates to the progress of the railway from Quebec eastward, along the St. Lawrence, toward Trois Pistoles, that being the line intended to connect with the railways of New Brunswick and Nova Scotia.

It appears that this road has been finally located from its point of departure, at Quebec, to River du Loup, a distance of 113 miles, and the right of way has been secured for 80 miles. The construction of the first 40 miles (from Quebec to St. Thomas) was commenced early last spring, and one-third of the grading is now completed. The masonry for the large bridges is progressing; the whole of the iron work is finished in England; and will immediately be shipped. The whole of the ties are provided, as also the whole of the fencing. The iron rails for this section, 4000 tons have been purchased in England, and 1000 tons have already arrived. On this line 1142 men are now employed, and 84 horses; with the exception of two large bridges, the whole of the grading will be completed the present season.

This is important information for New Brunswick, as it now seems positively certain, that railways will hereafter be continued to meet this railway to Trois Pistoles. It is absurd to suppose it will be allowed to stop there, when a comparatively short link will connect these lower Provinces with the Great Railway system of Canada.

On the line from Toronto to Port Sarnia, there are now at work 1930 men and 240 horses between Toronto and Montreal, 7,597 men and 1,258 horses. At the works on the stupendous Victoria Bridge at Montreal, 1152 men, 74 horses. On the Quebec and Richmond Railway, 2000 men and 200 horses. These, with the men and horses on the Trois Pistoles railway, make an aggregate of 13,821 men, and 1,856 horses.

These reports evince great energy on the part of the Grand Trunk Railway Company, and an anxious desire to fulfil all their engagements, even in the face of a depressed money market, and various adverse circumstances, all which however they seem firmly determined to overcome.—*New Brunswick.*

Many of our readers will regret to learn the sudden death of William Watts Esq., Barrister at Law, of this City.

For general intelligence, sterling talent, and that genius which refines and elevates the man, our late lamented friend and fellow citizen had but few equals in this Province; and while we pay him this brief but sincere tribute, all who had the means of knowing the noble capacity of his mind, will readily acknowledge the correctness of our estimate.—*Fred. Reporter.*

The Equitable Insurance Office, of which Mr. Joseph Myhrall is the Fredericton Agent, has promptly responded to all the claims produced in consequence of the late fire.—We feel it justly due to this office to state, that none of the parties insured, we have already been paid every farthing of our demand, and with a willingness which enhances the promptitude of the transaction.—[*Ibid.*]

SEIZURE OF A BRITISH SCHOONER.—On complaint of Mr. Goodwin, superintendent of Alien Passengers, Mr. Sanger, District Attorney, issued a writ against the owners of British schooner Elizabeth, for violation of the laws of the state in regard to Alien Passengers. It appears that the Captain of the Elizabeth had as passengers the two deserters from the British army, Pritchard and Carey, and did not put their names upon his manifest, but landed them below. The vessel is now in the custody of Deputy Sheriff Bailey. The penalty imposed for this offence, is \$500 for each passenger so landed. The United States have a similar hold upon the vessel, for the Captain's neglecting to report his passengers at the Custom House. *Eastern Herald.*

As several prisoners were washing themselves in the yard of the jail at St. Louis, a difficulty occurred between them, which resulted in a fight. One of the jailors endeavored to vanquish the combatants, and finally after giving them due warning, fired a pistol twice among them. The balls took effect in the bodies of two of the men, wounding them in such a manner, that no hope is entertained of the recovery of either. One of the parties shot, was confined in jail for the

murder, some two years since, of a United States officer.

CANADA ELECTION.—The classification of the members of the new Canadian Parliament vary in the different papers, and it probably will not be known until the assembling of that body whether the ministry is sustained or not. There is probably much truth in the remark of *MacKenzie's Weekly Message*, that "classification as Ministerial, Reformers, Liberals, Conservatives, &c., are mere nonsense." Among the members elected is William L. Mackenzie, who is returned for the twelfth time. Malcolm Cameron, one of the ablest of the ministers, lost his election, though he will probably be returned from some borough which is without a representative.

THE STANDARD.

WEDNESDAY, AUG. 16, 1854.

ENGLISH NEWS.

The Steamship Arabia arrived at New York on the 8th inst. with three days later news.

There is but little news from the Seat of War—but enough to convince us that the Czar is determined to carry on the war. His reply to Austria is said to be unfavorable. It now appears that Austria will not join Russia, as she has given notice "that she will not disappoint the hopes of Europe." Prussia however is said to lean decidedly towards the Czar.

The Russian fleet escaped from Sebastopol and the Allies were in pursuit. The Russian War Schooner Wolga was captured by the British fleet in the White Sea.

The Spanish insurrection has proved triumphant.

France and England favor a Ministry and Expatriation, but disapprove of a Regency.

In the British Parliament Lord Dudley Stuart's motion of a want of confidence in the Aberdeen Ministry was negatived.

The government of Egypt was quietly assumed by Omar Pachá.

The Danish Government refuses to allow the establishment of a cholera hospital for the allied forces.

LATEST.—Russia asks for an armistice.—It is reported that at a recent Cabinet Council at Vienna (no date) Austria and Prussia decided that the Czar must first leave the Principalities before his proposals can be considered.

Neutral ships may leave the ports blockaded in the Baltic.

The accounts of the crops continue most favourable.

No material change in foreign or Colonial produce during the week, American Flour 27-32s.

ALPINE'S lines were omitted this week with other favors, but will be inserted in our next number.

NOT YET.—The Washington Correspondent of the N. Y. Courier & Enquirer says the incorporation of the West Indies and all British America, with the Union, is no longer a doubtful contingency. We don't believe him.

It is stated in the United States that Madame Sontag and Signor Pozzolini were poisoned.

We have been requested to call attention to the practice of youth's bathing in the public dock, at the Market Wharf, improperly exposing their persons, while passengers are landing from the Steamers. The authorities will no doubt, take measures to put a stop to bathing in such public places.

DESTITUTE ORPHANS.—With pleasure we publish the following letter of our Correspondent "Gratitude," and fully coincide with his views. There cannot be a doubt, that the Inhabitants of this Town, will heartily respond to the call, as they are bound in gratitude to do, having been spared up to the present moment, from the scourge which has almost decimated St. John. Would it not be well, that a day of humiliation and prayer be appointed to offer thanks to Divine Providence for His Mercies and blessings:—

St. Andrews, 15th Aug. 1854.

MR. EDITOR.
Sir,—I notice in the St. John Papers, that a committee has been appointed to receive Subscriptions in aid of the destitute Orphans consequent on the ravages of the Cholera in that city. I would suggest that a Meeting of the Inhabitants of this Town be called, either by the Sheriff or Magistrates, for the purpose of fixing upon the best method to assist in that laudable undertaking. As it has pleased the Giver of all Good to exempt us thus far from this fatal disease, we are surely bound to contribute to the necessities of these poor Orphans.

Yours, &c. GRATITUDE

THE RAILROAD.—In a recent number of our paper, we alluded briefly to the pleasure experienced from a ride in the cars on our Railroad. The Editor of the "Morning News," with his quick eye detected the paragraph, and has resolved to visit St. Andrews and take a trip in the cars. Come along, we have "got your ticket,"—but enough, read what the "News" says:—

"Friend Smith, as soon as our City is once more restored to health, we intend to visit St. Andrews for the first time; and we merely give this notice that a ticket may be secured for use in order that we may be able to take a ride in a New Brunswick Railroad—a real one. We cannot say when we will be able to give you a ride on our celebrated road. Our great men, the men with all the capital, Messrs. Jackson, Peto, Brassey, Beale, & Co. are gone, have all gone to sleep in St. John. There are a few men here in the swamp, to be sure, busy pitching—'dust into our eyes. Ye Gods! What a time we had about this time last year—'Horra for the Rushens'—'Horra for the Turks.' Mr. Morton, it is said, will soon be on to locate the remainder of the line—that is to say, approve of every thing that has been done by the Engineers, and so, for that matter, he might just as well stay at home and send on word—'All right, go ahead,' and thus save himself the trouble of getting sea-sick."

We fully agree with our correspondent "Hammond," that it is the greatest piece of folly that could be thought of to take the Railroad a mile back of Hampton, through a barren and unsettled country—in fact running it clear of the great bulk of the population. It may be a easier road for the contractors to build. But the interests of the people as well as the pockets of the Government should be thought of by the Government. The people of Hampton (a village of 2,000) in order to get to St. John, must proceed a mile up the river, then cross the river, where the station is to be situated on Mr. Hendricks' Farm. We shall see what Mr. Morton thinks of all this. But it is our decided opinion, he will confirm the wider, neater route, on the ground, perhaps, that it will save a bridge or two. We hope Mr. Morton will be shown Mr. Beattie's survey, before he is ready to put his foot down. But after all, our Railway Engineers will have their own way in this and every thing else. Where did the Halifax British North American get his information. Hear him—

"By the St. John Morning News it appears that Jackson is in earnest about his Railway Contracts, and intends to go ahead with his work."

Go ahead when? where? how? Explain yourself, or look out for a libel suit. In our next on Wednesday, we will open the eyes of New Brunswick to some important fact in connection with the Grand Trunk Railway of Canada; and if any of Mr. Jackson's friends in St. John can defend that gentleman's spathy in New Brunswick, after we have published the information, we shall be glad to hear from them.

A beautifully modelled and thoroughly built Ship was launched from Mr. Douglas Wetmore's ship-yard, St. George, on Saturday last. As no particulars have reached us, we cannot give the tonnage or name.

We take this opportunity of reminding our friends, that shipping lists, launches, births, marriages and deaths, will be inserted free of charge.

THE CHOLERA.—By latest accounts from St. John, we are happy to state, the number of Cholera cases were becoming less, daily, and it is to be hoped, now that the weather is getting cool, the disease will disappear from the City.

HON. MR. BROWN'S RESIGNATION.—We copy the following official notice from the Royal Gazette, of the Hon. Mr. Brown's resignation having been accepted by Her Majesty:—

Copy No. 5.

DOWNING STREET,

July 8, 1854.

Sir, I have to acknowledge your despatch, of the 14th ultimo, No. 26, enclosing a petition from Mr. James Brown, praying Her Majesty to accept the resignation of his Seat in the Legislative Council of New Brunswick.

In reply I have to inform you that Her Majesty has been pleased to accept Mr. Brown's resignation of his seat in the Council.

I have, &c. &c.

Signed, G. GREY.

Lieut. Governor

Sir E. Head, Bart. &c. &c. &c.

TORONTO, AUG. 8.—The parliamentary election in Upper Canada is completed, and the returns show the election of 31 ministerial reformers, 23 Tories, 6 opposition reformers, and 5 doubtful.

On the vote of want of confidence, the Ministers will be sustained in the new House.

CHANGE OF DRESS IN THE ARMY.—A reform in the dress of the British army is to take place. The uniform of the line has been decided upon, and that of the cavalry is under consideration. The Guards are to remain as they are—bear skins, epaulettes, coatees, duck trousers, white cross-belts, and pipe clay. The soldiers of the line are to wear a double-breasted red frock coat, with

pockets, and without epaulettes, with decorative buttons on the skirts and sleeves, shaped in at the waist like a dress coat.—The Albert Shako is to be replaced by a felt helmet, adorned with German silver. The Rifle regiments are to wear bronze ornaments. The trousers of the line are to be dark blue, the light grey having been found to soil readily, and to regressitate, in consequence, an abundant use of blue ball, quite as detrimental to the health and comfort of the men as pipeclay.

COLLISION.—During a thick fog on Saturday morning last, at 6 o'clock, off Mount Desert, the steamer Governor came in contact with the schooner Arabella, Capt. Tinker, from Machias, loaded with stone. The master, and a man named Gott, were drowned. Miss Margaret Gott, sister of the latter, was saved. The steamer put into Cranberry Island Harbour to repair, and arrived here on Sunday.—[*Courier.*]

We hear that three fatal cases of cholera having taken place among the colored population at Loch Lomond, the houses in which the parties resided were set on fire by their neighbors and burned to the ground, with the clothing, &c. of the deceased.—[*Ib.*]

A telegraph despatch from Fredericton, yesterday, states that there had not been more than one case of cholera per day in that city. Rumour had previously given out that the disease was much more prevalent both at Fredericton and Oromocto.—[*Ib.*]

BARBADOS.—The Hon. Col. Hayward and A. L. Light, Esq., Civil Engineer, arrived at the St. John Hotel last week, after inspecting the bridges on the St. Andrews road, and making arrangements for repairing and rebuilding where necessary. They left on Saturday morning for Miramichi and Bathurst, and inspected the bridges at Hampton and Hammond River, with a view to their immediate reconstruction. All the bridges between this City and Bathurst will come under their notice, and be put under repair forthwith.—[*New Brunswick.*]

By a letter received from Prince Edward Island, we learn that the Submarine Cable forming part of the line of Telegraph connecting Nova Scotia and New Brunswick with the Island, has been parted about two miles from the N. S. shore, and it is doubtful whether it can be repaired the present season. We also understand that the idea of connecting Newfoundland with Prince Edward Island by Submarine Cable, has been abandoned, and the connection with this Continent, if accomplished, will now be direct from Cape Race to Nova Scotia, at or near Cape North, to join the line of the Nova Scotia Company.—[*Halifax Colonist.*]

FROM JAMAICA.—New York, August 7.—We have Kingston papers to the 22d July. The Cholera had made its appearance, but with little progress. Up to the 17th there had been twenty deaths at Rio Bueno: the disease was subsiding.

Much excitement was caused in Jamaica by the announcement of the bombardment of Greytown. The papers are most extravagant in their denunciations and demands for redress.

The Kingston Journal states, that a subscription has been raised in that city, headed by his Excellency the Governor, for the relief of the suffering inhabitants of Greytown, and that an amount bordering on £1000 has been already received. The same paper of the 22d says:—We are happy to learn that Cholera at Barbados has considerably abated, particularly Bridgetown, not, however, without having carried off between 11 and 12,000 persons."

THE GREYTOWN AFFAIR.—It is stated that Mr. Crompton, the British Minister at Washington, has presented the protest of Lieut. Jolly to Gov. Marcy, together with a demand of indemnity for British property destroyed to the amount of nearly one million of dollars. When the Administration has settled the claims for indemnity of American and British citizens, the revenge for the insult to Mr. Borland will be found to have been dearly purchased.

Holloway's Pills, a Wonderful Remedy for Indigestion, Bilious Complaints, and Sick Headaches.—Thomas Goodman, Esq., of Baker street, Portman square, had for many years suffered from indigestion and frequent bilious attacks, and was very seldom free from severe sick headaches. He had consulted the most eminent physicians and surgeons of the metropolis, but could derive no permanent relief from their remedies; at last, tired out by their ill success, he resorted to the use of Holloway's Pills, which so renovated his system and strengthened his constitution, that he neither suffers from bile, indigestion, or headache, but enjoys the best of health.

MARRIAGES.

At Indian Island on the 2d inst. by Rev. R. Simmonds, Mr. Henry Horton, of St. John to Miss Mary E., daughter of Geo. Kay Esq. of I. I.

DEATHS.

At Mowat's Island, Le Tete, Aug. 7th, Capt. Saml Simpson, aged 77 years. Capt. S. was a branch pilot of H. M. Ship Plumper, lost years since, near point Lepreau. At Pleasant Ridge, St. Patrick, on 16th ult., after a lingering illness, Mr. Thomas Orr aged 46 years; leaving a wife and eleven children to mourn the removal of a kind husband and affectionate father. The hand

of his only brother records his death in melancholy affection to his memory.

On the 7th inst., after a lingering illness which she bore with pious resignation, Elizabeth, beloved wife of Mr. Edward Stinson, senr., aged 45 years leaving a large family and numerous circle of friends to lament their loss.

On the 14th inst., at Mascareen, Mr. John McVicar, aged 25 years, much regretted by all who knew him.

SACKVILLE ACADEMY.

Both Branches will open on Thursday the 17th inst.

CIRCULAR.

IN consequence of the excitement occasioned in various parts of the country by the prevalence of the Asiatic Cholera in Saint John and its neighbourhood, it appears to the Executive Committee of this Institution expedient to attempt to have just now a general gathering of its friends, which had been contemplated to celebrate the opening of the Branch Institution for Females. It has therefore been determined to postpone all the proposed public exercises to a more favorable time. Our friends are, however, requested particularly to observe, that the public exercises only are postponed. The Academic term in both Branches of the Institution will open on Thursday the 17th inst., according to previous notice, when all who design to become Students in either Branch should present themselves for admission.

The Committee are happy to report that the state of public health in Sackville is as usual, good, and they confidently assure parents and all interested that it is one of the healthiest places in the world.

H. PICKARD.

Secy of Executive Committee.

N. B.—The steamer "Pilot" will leave St. John on Wednesday afternoon the 16th inst., direct for Sackville.

August 10, 1854.

CROWN LAND OFFICE, Aug. 9, 1854.

THE right of Licence to cut and carry away Timber and Lumber, until the first day of May, 1855, from Berths applied for by the following persons, in the undermentioned situations, will be offered for sale by Public Auction at this Office, on Wednesday the twenty-third day of August instant.—Sale to commence at noon.

(Not to interfere with any Lots of Land located, or which may have been applied for within one year previous to the date of entry of the application for Licence.)

(In all cases of competition, the purchaser must immediately pay the amount of purchase money, or else the Berth will be again offered for sale, excluding bids from the defaulter.)

No.	Name.	Sq. miles.	Situation.
4	Alvin Brockway,	2	Magaguadavic
5	Solomon Vail,	2	Do [River]
28	James Chase,	2	Riv. St. Croix
35	Wm. E. M. Allister,	3	Monument Brk
36	W. K. Reynolds,	10	Lepre River
49	Daniel Gilmer,	2	Kedron Lakes
60	William M. Cann,	2	Canoes River
101	Alfred Gilmour,	2	Kedron

R. D. WILMOT, Sur. Gen

SURROGATE COURT.

County of Charlotte.

IN the matter of the Estate of Jane Eliza Beth Hitting, late of the Parish of Saint Stephen, in the County of Charlotte, deceased:

WHEREAS, Isaac Bonness, of the said Parish of St. Stephen, the father of the said deceased, has prayed, that Letters of Administration of the said estate may be granted to him; notice thereof is therefore hereby given to the next of kin of the said deceased, and they are hereby cited to appear before me at a Court of Probate to be held at the Office of the Clerk of the Peace, in St. Andrews, in the said County of Charlotte, on Tuesday the fifth day of September next, at noon, to take out Letters of Administration on the said estate, or show cause why the same should not be granted to the said Isaac Bonness, or such other person as the said Surrogate may see fit to appoint.

Given under my hand and the seal of the said Court, this first day of August, A. D. 1854.

(signed) H. HATCH.

Surr. Judge &c. for

GEO. D. STREET, Charlotte.

Register of Probates.

VINEGAR—EX "Utica" from Boston, 10

Bbls CIDER VINEGAR. J. V. STREET.

May 23, 1854.

BRIDGE at GRAND FALLS.

THE Subscriber will attend at the GRAND FALLS, on MONDAY, the 28th of August next, for the purpose of letting by Auction the

Erection of a Bridge over the Grand Falls,

he same to be completed by the 15th of October, 1855. Good security will be required for the faithful performance of the Contract, the work to be done under the supervision of a Civil Engineer, to be employed by the Government.

A Plan and Specification will be seen at the Secretary's Office, until SATURDAY, the 19th day of August, and at Balloch's Hotel, in Woodstock, on TUESDAY, the 22d day of the same month, and at Charles Hammond's, at Grand Falls, on Thursday, Friday, and Saturday the 24th, 25th, and 26th August, previous to the sale, when every information will be given by

A. L. LIGHT.

G. HAYWARD.

Fredericton, July 29, 1854.