

# ST. ANDREWS AND QUEBEC RAILWAY.

From the Woodstock Telegraph, Jan. 9.  
D. S. Anderson, Esq., one of the Directors of the Incorporation, arrived here from St. Andrews on Monday last, and immediately called on Mr. Whitney, Esq., and intimated his wish to lecture on the subject of Railways. A Public Meeting was called to be held on the following day (Tuesday) at the Court House.

The Meeting was called to order by Charles Parley, Esq., John D. Miller, Esq., was called to the Chair.

Mr. Whitney delivered a most admirable lecture, which was listened to with much attention by a large and respectable audience. Want of space prevents us from enlarging on the remarks of the speaker. The following abstract of part of the lecture, is all that we can find room for this week. Next week, should we have time, we intend to turn our attention more fully to the subject.

The lecturer, by way of introduction, adverted to the great and wonderful changes which have been effected by the invention of Steam-engine, and its adaptation to the propulsion of steam vessels and railway cars. The nature and construction of wood railways were then explained, with the peculiar form and properties of guide wheel carriages, which, it is evident, answers all purposes, either on an iron or wood railway, much better than the common flange wheel-car. On a wood railway, the wheels are guided by Locomotives and carriages with guide wheels, instead of flanges, is so small as scarcely to be perceptible, and from actual experience in England it was shown, that a train could pass over a wood rail a number of times, equal to that of 12 trains a day for seven years, without wearing the rails, marks out of the rails.

The lecturer next showed, that owing to the great friction of iron upon wood, a locomotive could draw down the load, or ascend a plane twice as steep as a wood railway, as was practicable on rails of iron. This necessarily reduces the cost of making a railway to a very great extent, as an iron railway would require immense excavations, where one of wood might be constructed with slight excavations, or none at all. The expense of grading would be thus reduced more than one-half. It was also clearly proved, that a curved guide wheel carriage, on a wood railway, with greater speed and perfect safety, than it was possible to traverse on an iron structure, where the flange wheel was employed. The effect of this simply is, an uncommon facility in avoiding hills and ravines, where great excavation and embankment are unavoidable, and consequently a great saving of expense in grading.

The next enquiry explained by the lecturer, referred to the cost of materials. His estimate, of which the particulars were given, made the cost of superstructure for a wood railway, amount to £200 per mile, while the superstructure for an iron road would cost from £1500 to £2000 for the same distance, showing a decided superiority in favor of wood. The capability of wood to sustain any pressure necessary, and any reasonable wear for a great length of time, was from experiments made at Vauxhall and Wimbledon Common, very satisfactorily proved. With a guide wheel carriage a wood rail will endure the wear of twenty or more trains per day, until it decays and rots from exposure to the weather. It was also stated (a fact which none can doubt) that wood exposed to the weather will last five years before it is unfit for use from rot; and if the wood be prepared by a saturation with the muriate of zinc, it will last from 10 to 15 years. It was then shown, that wood could be re-laid every five years, for less than half the interest of the money which an iron railway would cost, or every ten years for less than one-fourth the interest; which is an indubitable proof that the inferior durability of wood as compared with iron, is far more than compensated by its cheapness.

As to the expense of grading for a wood railway, the lecturer stated, that an average estimate taken from four of the railways in the United States, made the cost less than £1000 per mile for grading for an iron railway; and taking into consideration the reduction of expense in grading for wood railways, where twice the rise in a given space and much shorter curves could be overcome, it was evident, that £500 was a large estimate making the whole cost of a wood structure £500 per mile. This however must be subject to variation, according as the route is more or less favorable.

The lecturer alluded to several other points in which there seemed to be a superiority of wood over iron for railway construction. Whatever difference there might be in small matters of comparison between these rival materials, it was clear, that in the cost of the articles, in the practicability of rising inclined planes and turning short curves, and the consequent cheapness of construction, there is a superiority so decided in favor of wood, as to produce the most decided conviction in every unprejudiced mind.

In conclusion some appropriate reflections were made on the importance of bringing into general use this new and cheap method of making railways, the facilities it would give for obtaining railway communication between different sections of almost every country where land is cheap and wood abundant, and the immense advantages to be derived from the applications of this important discovery to practical purposes.

**The Railroad to the Pacific.** A grand meeting was called in New York on Monday last in the hall of the Tabernacle by Mr. A. Whitney for the purpose of explaining to the public the plan and the advantages of a railroad between Lake Michigan and the Pacific. Some of the most distinguished citizens were

present at the meeting, at which the Mayor presided, and Mr. Whitney was explaining his views to the satisfaction of all, when a band of National Reformers and Anti-slavery men invaded the hall and the room, and proposed resolutions in which Mr. Whitney's project was treated as if it was intended to be a robbery of the public lands. A confusion so great followed, that the Mayor left his seat and all those who composed the original meeting peaceably vacated the hall. The Reformers remaining masters of the ground, wished to continue their harangues, but the keepers turned down the gas. Again they illuminated, and then they shut the large tunnel-conductor. The Reformers unwilling to consider themselves vanquished, procured a box of candles and intruded in a sort of half-obscure until it was necessary for them to vacate the place. It was freedom with a vengeance. When will the days of fanaticism be passed?

## LATER FROM TAMPICO.

Our New Orleans exchanges put us in possession of intelligence from Tampico up to Dec. 25, brought to the former city, by the Revenue Cutter Ewing, which sailed on the 11th ult., and two brigades which sailed on the 25th.

The news is not very important. The alarm created by the rumor of a Mexican force advancing for its capture had subsided; and Col. Gates, the Commandant, at the time of the sailing of the Empressario, felt confident of maintaining the city against any force the Mexicans could bring against it. The 5000 Mexicans which, by previous advices were said to have shown themselves in the vicinity of the city, turned out to be a band of marauding rancheros, who left as suddenly as they came.

The Ewing came home to mount a new battery, comprising two thirty-two pound carronades and a long eighteen.

On the 17th ult. the steamer Virginia arrived at Tampico, with 350 troops on board, and on the day after, the steamer Cincinnati, with General Shields and Staff, Captain Lunden, and two companies of volunteers. In coming over the bar of that port, the Ewing met a brig with another reinforcement of 200 men, bound up from Brazil.

For some time previously to the Ewing's sailing, small parties of the Mexican horse had been seen hovering about the vicinity of the American lines, on the Altamira road, and an attack on the town had been hourly expected. Her departure was delayed through this cause two days. After the arrival of the force above mentioned, Colonel Gates considered the town sufficiently secure.

The Alabama regiment and the regular troops now stationed at Tampico, number nearly 1500 men.

No Mexican troops had been seen or heard of since the 16th, and our force felt perfectly secure from any attack by the enemy.

The British sloop of war Endymion left Tampico on the 23d ult. for Vera Cruz. The force at Tampico was deemed sufficient to maintain it against a force of 20,000 men.

The troops were healthy, and well pleased with their change of position.

Left at Tampico, on the 21st, U. S. steamers Spitfire, schooners Reeler and Nonato, and about twenty sail of merchant vessels.

Outside the bar, at anchor, British sloop of war Alarm, and mail steamer.

A gentleman direct from Matamoros, informs the editor of the New Orleans Commercial Times, that the demand for U. S. Treasury notes in that quarter is very great. Large sums are daily sought after, and one per cent. premium is readily obtained for them. The gentleman himself paid this rate for a round sum.

The following is an extract from a letter received by a commercial house at New Orleans, from a letter written by an intelligent gentleman, dated

TAMPICO, Dec. 17, 1846.

Advices, via Vera Cruz, were received last evening, of the action of the Mexican Congress. They decreed that they will not think of treating with peace until every hostile foot has cleared Mexican soil, and every vessel that lines her coast is withdrawn. I consider the war now commenced in real earnest, and I prophesy that Tampico will become an American town.

[From the New Orleans Delta.]  
Capt. Brown, of the schooner Robert Mills, was informed by Capt. Todd, of the U. S. Army, that Santa Anna, at the head of 15,000 troops, was on his way, and within four days of Saltillo—and that Gen. Worth, unable to maintain his ground against such overwhelming numbers, was slowly falling back in the direction of Monterey; and that Gen. Taylor, in anticipation of an attack upon that city was fortifying it at every available post.

It was also stated that Gen. Patterson, who was on his march from Camargo to Tampico, being made aware of the state of affairs, had counter-marched the division under his command, and was rapidly advancing, by forced marches, for Monterey.

FROM SANTA FE.—Dates from Santa Fe to Nov. 15th bring a report that sixty dragoons have been defeated by the Navajo Indians. Lieut. Noble, of the dragoons, writes that he fears and believes the report to be true.

GREAT ESCAPE. The falls at Rochester were very high and rapid last week. On Thursday the ice in the river commenced breaking up, when 150 boys were skating upon it. They all started for the shore, when the ice began to crash and in five minutes it broke into small pieces and moved with great rapidity towards the Falls. Had the skaters remained a few moments longer

the rapid current would have carried them over the Falls.

**TAKEN ON MINISTERS.** The case which was carried into the courts of Virginia, by the Rev. Wm. S. Plummer, D. D., on the part of a number of clergymen of Richmond, and which involved the question whether under the constitution and existing laws, a tax can be levied on the salaries of ministers of the Gospel, has been finally decided by the General Court against the legality of the tax.

**Population in Massachusetts.**—The whole number of inhabitants in Massachusetts in 1840 was 737,700. The number of Births in the State in 1846 was 16,456; of Marriages 5,263; of deaths 9,360. Excess of Births over Deaths, 7,136.

**War Taxes.**—In the House of Representatives on Saturday, the following resolution, offered by Mr. Tibbatts of Kentucky, was adopted:—

Resolved, That the Committee of Ways and Means inquire into the expediency of increasing the tariff of duties on all dutiable articles under the present tariff act as high as the revenue standard will permit; of imposing duties on spirits distilled or manufactured in the United States; also, on licenses to retailers of liquors; also, on pleasure carriages and gold and silver ware, as a war measure, instead of levying duties on tea and coffee.

A letter from Washington states that the Committee of Ways and Means had decided that the best mode of supplying the wants of the treasury and upholding public credit was to prepare a bill for imposing direct taxes during the war upon bank stock, mills, distilleries, carriages, plate, jewelry, and articles of that description—such a tax, in short, as would fall upon property, rather than upon persons. A property tax should be equal, if it is to be respected. The property of the South would be entirely free from taxation under the above enumeration. If slave property is not to come in under the general rule of duties, the disguise is too thin, and the Northern members had better go for the original tea and coffee scheme.

A British schooner from Green Turtle Key, (one of the Bahama Islands), has arrived at Key West with fifty white emigrants, who had fled from that island in consequence of an insurrection of the free negroes.

**SANTA ANNA'S LETTER.**—In reply to a note from Gen. Taylor, acknowledging the courtesy of Santa Anna in releasing the seven American prisoners, explaining why, according to the terms of the armistice, our government broke off the armistice, and expressing the hope that the Mexican Congress will accept the offers of the United States and enter into negotiations for the termination of hostilities and the establishment of a permanent peace. Santa Anna replied with military courtesy, and concluded as follows:—

I will conclude this note by assuring you that I entertain the hope that the sovereign National Congress, which is immediately to be installed, will act as shall be most conducive to the interests of the republic; but I believe that I do not deceive myself in assuring you that neither the Congress nor any Mexican will ever be able to listen to overtures of peace, unless the national territory be first evacuated by the forces of the United States, and the hostile attitude of their vessels of war be withdrawn.

This must be without doubt the preliminary of whatever negotiation may be opened; and it may be permitted to me to declare to you, that the nation, moved by a sentiment of patriotism, and determined to defend at every hazard and inch by inch its territory, will never cease to qualify as it deserves, and as the world has already qualified it, the conduct of the United States; and it will do whatever it can and right honorably to deserve the title which it bears of independent and free.

**Negro Insurrection.**—A gentleman at New Orleans has received a letter from Memphis, which says that a negro insurrection was planned in that neighborhood, and just discovered. Considerable excitement had taken place, and the city guard was considerably increased. On the night of the proposed insurrection a house was set on fire. Several negroes had been arrested and confessed the fact of the insurrection.

**A MONSTROSITY.**—The Boonville Bulletin says: "There is a black child in this neighborhood, with two heads, and nurses its mother with its two mouths alternately."

**Lawyers turning Soldiers.**—The lawyers of Baltimore have held a meeting, and adopted measures to raise a company of volunteers among themselves to go to Mexico to fight the enemy.

**Supreme Court.**—The Court of Oyer and Terminer and General Gaol Delivery for this City and County commenced its sittings on Tuesday—His Honor Judge Street presiding. In charging the Jury, His Honor observed that the criminal cases before the Court were of a less heinous nature than he usually had to notice—the most aggravated one being for larceny—which circumstances were highly creditable to the morals of this populous and thriving city.

His Honor took occasion to notice the recent outcry which had been made by some parties relative to the execution of a criminal for taking the life of one of his fellows, and calmly, but with great ability and firmness, explained the object contemplated by the law in such cases—the duty of the Judges and of the Executive, and the melancholy results which might be anticipated if the laws of the land could be violated with impunity. His Honor exposed the fallacy of the opinion

which has so generally obtained here of late, that the Executive could interfere with the execution of the law, or that the Judges could in so clear a case as the one under consideration, move in the slightest degree to prevent the punishment of the criminal.

There are fifty-two cases on the Civil Docket for trial, fourteen of which are marked "summary," being for demands under £20, a class of cases which we should suppose, might be as well disposed of in an inferior Court.—*New Brunswick.*

## THE STANDARD.

ST. ANDREWS, WEDNESDAY, JAN. 20, 1847.

Charlotte County Bank.

Hon. HARRIS HATCH, President.

Director next week—Robert Walton.

T. B. Wilson, Esq., Solicitor.

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.

**Salut and Work House.**

Commissioners—R. M. Andrews, R. Walton, C. W. Dimock, M. S. Hannah, John Bailey.

**St. Andrews**

Steam Mills and Manufacturing Company.

R. M. Andrews, Esq., President.

Director this week—R. R. Fitzgerald.

J. Wetmore, Agent.

**Saint Stephens Bank.**

G. D. King, Esq., President.

Director next week—Geo. M. Porter.

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, Dec. 4 Montreal, Jan. 9

London, Dec. 3 Quebec, Jan. 10

Edinburgh, Dec. 1 Halifax, Jan. 11

Paris, Dec. 1 New York, Jan. 10

Toronto, Dec. 31 Boston, Jan. 15

**MEXICO.** The accounts from Mexico are rather favourable to the Mexicans. It appears that the Congress have decreed that they will not treat of peace, until every American has left the soil, and every hostile vessel has left their coast. Gen. Santa Anna was within a few hours march of Saltillo with 15,000 men, and Gen. Worth it was said, was retreating in the direction of Monterey, not being able to maintain his ground.

**FAIRS.**—At the annual meeting of the C. C. Agricultural Society, the subject of holding monthly or quarterly fairs in the Town of St. Andrews, for the Sale of Cattle, domestic manufactures, &c. was brought before the meeting, and a unanimous desire expressed that application be made to the Legislature for an Act for the purpose.

In our advertising columns to day we publish the preamble of the Act.

The weather since Saturday last has been intensely cold. Last night the thermometer was four degrees below zero.

**PREMIUMS.**—The following is a list of the Premiums awarded by the Agricultural Society.

**WHEAT.**  
1st Premium Joseph Walton 66lbs per bushel.  
2d do J. McDouall 66 " do  
3d do David Mowat 65 " do

**BARLEY.**  
1st do John McCarthy 57lb do  
2d do J. McDouall 54 do  
3d do J. O'Neil 47lb do

**OATS.**  
1st do J. O'Neil 46 do  
2d do Wm. Ellis 43 do  
3d do Wm. Ellis 43 do

1st Premium on Grass Seed, John McFarlane.

We observe by the New York Sun that Mr. Robert Sears, the enterprising publisher in that City, has forwarded to Queen Victoria, by the last steamer, a complete set of his popular pictorial publications, he having received an intimation from an eminent divine in London, that they would be an appropriate present to Her Majesty.

**Steamer Penobscot.** This boat took fire at about 4 o'clock last Thursday morning while lying at the wharf, East Boston, and the light woodwork, furniture and bedding entirely destroyed, the deck badly injured, and the hull somewhat burnt. Loss of \$15,000; no insurance. The boiler and machinery are not much damaged. She was owned by Capt. Sanford of New York, Capt. N. Kimball of Gardiner, and R. K. Page of Lowell.

**SCENE IN A POST-OFFICE.**—"Mr. Post-Office man I want to pay the postage on this letter."—"Single or Double, Miss?" "Double, sir, (with a courtesy) I was married last week."

**WOODEN NUTMEGS SUPPLIED.**—A regular full grown grubs, weighing over thirty pounds was recently exhumed, at St. Louis from a thin coating of Beeswax, in which it had been purchased at the rate of 23c per lb.

The PRESBYTERIAN WITNESS is the title

of a new paper received by the last mail. It espouses the cause of the "free kirk."

Died of illness of the heart at her residence, in St. John the 11th inst., after a short illness, Mary, wife of Cavalier H. Joubert, Esquire in the 60th year of her age leaving a deeply afflicted husband and family, with a numerous circle of relatives and friends to mourn this dispensation. Her parting words gave full assurance that her end was peace, and that she relied solely upon a crucified Saviour for acceptance in a world to come.

**NEW SHIP.**—A fine new ship, of over 500 tons Register Tonnage, was launched on the 9th inst., from the Shipyard of Henry Eastman, Esq., St. Stephen. She is named the CHRISTINA ANNA, and built by Mr. Owen P. Hinds for Mr. Eastman. Unusual pains have been taken, and no expense spared in the selection of Materials for this noble vessel, and she is pronounced by persons well qualified to judge in such matters, and who have had an opportunity of seeing her in every stage of her building to be in every respect unsurpassed by any one of the magnificent fleet of ships now owned in the Province. We heartily wish her enterprising owner many profitable voyages of his gallant vessel.

Another fine ship of over 1200 tons has been in progress of building at the Ledge for some weeks. She is building for Messrs William Joseph & James Porter, who have already by their enterprise contributed largely to the growth of the Mercantile Marine of the County.—*CHARLOTTE-GAZETTE.*

## SUMMARY OF NEWS.

**ROME.**—On the 11th November a Great Meeting of the middle classes took place in Rome, where it is supposed the people are in a fair train for securing a popular Government. The Leaders of this new association were principally literary men whose relatives had suffered under the late unpopular administration. There was a good deal of speaking; and a free utterance was given to the popular feeling, as in England. This is a new Era in the History of modern Rome; for until lately, it is said that the middle classes were not recognized as important enough to be consulted. On the evening on which the meeting took place, Prince Borghese, a PATRIARCH, entertained a select party in opposition, as it was thought, to the people; when a large body of the latter proceeded to his palace, and were severely restrained from pulling it over his ears.

Robert Sears, the New York Publisher has sent a complete set of his publications, beautifully ornamented, to the Queen of England. This reminds us of an anecdote which we heard during the present week. It is said that last year, a farmer in Sussex Vale, for wanted to Her Majesty five gallons of fine maple honey—the produce of some good old English trees in Kent's County; and that he received in return a beautiful Gold Watch, valued here at eighty Guineas.—Sent the Father and caught the Goose.—Our friend Sears does not want a Watch, but we hope he will receive abundance of thanks.

Captain W. Brown late of the *Saxonia* North America has received a purse of fifty pounds from some gentlemen acting as a Committee in St. John, to compensate him for certain losses sustained by him during the storm in which the unfortunate *Atlantic* was cast away.

The application of the Magistrates of the County of Carleton for a Special Session to dispose of certain criminal cases on the calendar of the High Sheriff for that County, has been refused by the Law Officers of the Crown, for reasons which they state in their reply.

The conduct of the Canadian Government in granting permits to Lumberers to cut Lumber off the tract in dispute with this Province, is exciting the wonder and indignation of the Canadian themselves.

**Freights.**—At Mobile, Dec. 30, Cotton to Liverpool, 11 1/2cts to 1 1/4.—At New Orleans, on the 30th, the accounts from England, by the Cambria, having given an impulse to the markets, large quantities of produce had been brought forward for shipment, and the rates of freight had recovered—6s for Flour, and 18d. for Grain to Liverpool, &c. with large transactions. Vessels on the berths were taking cotton to Liverpool at 4d.; a ship had been engaged for Glasgow at 11-16ths, and barque for London at 7s for Flour, and 10s. per tierce and 8s. per barrel for Beef.

**Flour Market &c.**—Sales of 3000 barrels mixed Genesee and Michigan, for shipment, at New York on the 9th, at \$5.50.—Pork had taken a rise—400 barrels Mess having been sold at \$11; Prime washed held at \$9.50.

## DIED.

On Sunday evening last, Susan Elizabeth, third daughter of Thos. Watt, Esq., aged 3 years and 7 months.

At Boston, on the 9th inst., after a protracted illness aged 46 years, Mrs. NANCY B. BOWEN, much lamented by a numerous circle of relations and friends.

Early yesterday morning, at an advanced period of life, Catharine, relict of the late Mr. Patrick Hinds. Funeral to-morrow morning, at 10 o'clock.

**SHIPPING JOURNAL.**

**PORT OF ST. ANDREWS.**

ARRIVED—

Jan. 14, Schr. Mary Jane, McMaster, Son-dries.

15, Schr. Saratoga, Holland, Robinson, Beef &c.

19, " Lilly, Henry Robinson, Hides &c. J. Henly.

CLEARED—

Jan. 15, Schr. Mary Jane, McMaster, East-corn, ballast.

## AUCTIONEER, CANADA &c. by AU.

ON FRIDAY, next clock, the Subvition at his Sale Room 15 Boxes fine Congo 1

6 " Moulds 1 C

6 " Dips 1

10 " Do Liverpool 5

6 " Do Beef Blue 5

2 Bags Black Pepper

2 Boxes Pipes

2 Bags Beer Corks

5 Bbls. Sup fine flour

2 " Rye do

1 Cwt. Oatmeal

2 Cr. Casks Madeira

3 " Do Port

6 doz. Madeira

1 Basket Champagne

2 " do do 1

1 Cr. Cask best Fire

10 Bbls London B St

6 do " Pale A

ALSO A Variety

sitting of Broad Cloth,

ves. Orleans & Delaine

Ready made Clothing

Cloth, Cambrays, Boots

JAMES

St. Andrews, 19th J

A B

To amend an Act, en-

act the Laws now in

Force, and for the

ing of Fires in the

streets; and to make

alterations to the same

purposes therein con-

tained.

WHEREAS, it is

the duty of the Legis-

lature to provide for the

safety of the Town of

St. Andrews, and to

make such alterations

to the said Act as may

be necessary, and to

make such provisions

as may be required for

the better regulation

of the said Town, the

Commissioners of the

Public Works, do hereby

enact, that the said

Act be amended in the