

## SUMMARY OF NEWS.

**RAILWAY MEETING AT QUEBEC.**—At a meeting of the citizens of Quebec held on Saturday, the 9th inst. at 2 o'clock in the afternoon, in the City Hall, pursuant to notice, duly given in the city newspapers, "to take into consideration the project of constructing a Railroad from Point Levy to the boundary line of New Brunswick."

His Worship the Mayor, N. F. Belleau, Esquire, was called to the chair, and the undersigned acted as secretary.

The Chairman, having stated the object of the meeting, read the following letter from Captain Rhodes:—

QUEBEC, Oct. 9, 1852.

Sir,—I regret exceedingly that I cannot attend the meeting, called for to-day, but as I leave with my family for England, by this afternoon's steamer, I can only request you to express to the meeting the sympathy and interest I take in all measures calculated to improve and benefit that portion of our population familiarly known as the French Canadian.

I have the honor to be, Sir, Your obedient servant, W. KNOX.

To His Worship the Mayor, G. O. Stuart, Esq., M.P.P., on the chair, man resuming his seat, requested that the notice calling the meeting should be read, which was accordingly done.

The Hon. Wm. Walker, moved, seconded by—Tache, Esq., M.P.P., and it was—  
1.—Resolved, That it has been incontrovertibly established, that a Grand Trunk line of Railway must, at no distant period, be carried through the whole extent of the British possessions in North America from the western extremity of the same, to the Atlantic Ocean.

J. B. Forsyth, Esq., moved, seconded by U. J. Tessier, M.P.P., and it was—  
2.—Resolved, That whilst several sections of this country are already engaged in the construction of considerable portions of this line, it is incumbent upon the citizens of Quebec, and district of Kamouraska, that they should, without delay, engage in the execution of this great undertaking.

William Potvin, Esq., Seigneur of Saint Thomas, moved, seconded by F. R. Angers, Esq., and it was—

3.—Resolved, That it has therefore become necessary, that a company should be formed for the building of a railway from Point Levy to Trois Pistoles, if it is found advisable, and from thence to the frontier line of New Brunswick, to form a portion of the main trunk line, and for that purpose to obtain an act of incorporation, and the guarantee of the Province for one-half of the cost of such road, with such other assistance as may be deemed necessary.

Chas. Chapais, Esq., M.P.P., moved, seconded by Sir H. Caldwell, Bart., and it was—

4.—Resolved, That for the purpose of more effectually ensuring the success of this undertaking, it becomes necessary that an appeal should be made to the corporation of the city of Quebec, with a request that that body should lend its assistance to the work in contemplation by engaging the credit of the city to the extent of one hundred thousand pounds, in order to give confidence to capitalists.

G. O. Stuart, Esq., M.P.P., moved in amendment, seconded by Dr. Rousseau:—  
"That all after the word 'Resolved' be struck out, and the following substituted in lieu thereof:—

"That a meeting of the citizens of Quebec, after at least two days notice be held for the purpose of deciding whether it will lead its assistance to the work in contemplation by engaging the credit of the city, and if so, to what amount," which motion in amendment being put to the vote, was lost on the following division: yeas 42, nays 48.

The original motion being then put to the meeting, was carried—53, nays 43.

H. LeMessurier, Esq., seconded by—Lectellier, Esq., moved and it was—  
5.—Resolved, That for the purpose of carrying out the preceding resolutions, and to accelerate operations with respect to this undertaking, a provisional committee be appointed, and that the Hon. W. Walker, Sir H. Caldwell, J. T. Taschereau, P. R. Angers, Dr. Morrin, E. H. Simard, H. LeMessurier, and J. B. Forsyth, Esquires, do compose the said committee, with power to add to their number; and that a subscription be opened to raise the funds necessary to carry out the undertaking in question.

The meeting then adjourned.

C. ROGER, Secretary.

An accident occurred on Thursday last, on the Champlain and St. Lawrence Railroad, about a mile from Lapraire. A train of sand cars, the cars being for levelling the road, ran off the rail, and of six laborers who were riding upon them, three escaped unhurt, one, Nicholas Bateman, was instantly killed, another, John Hastings, had his left ear and part of the cheek torn off, and his lower jaw fractured, and the third, Walter Webb, had his left foot so severely bruised (crushed) as to require amputation of three of his toes.—Quebec Chronicle.

This River du Loup scheme is one on which all are united, in which Quebec has a deeper interest than any other locality, and which will eventually do more to increase the importance of British America collectively, than any other measure which has yet been on the tapis. We repeat, yet the road be completed to the Province line, and it will be continued to Halifax, and make all the colonies of England on this continent, one country.

try. We are now increasing three times faster than the Union; and if the same rate of increase continues, we take it that in fifty years, the population of Canada will exceed thirty millions; so situated, we are especially bound to be up and doing, and to let population outstrip the development of our national powers.—[Quebec Mercury.

## COMMUNICATION.

To the Editor of the Standard.

Sir,—In a few days our Legislature will meet to deliberate upon one of the most important measures that has ever engaged public attention, viz.—to confirm the provisional bargain for a line of Railway from the Nova Scotia boundary through this Province to the American frontier at Calais a distance of some 200 miles. Having lately visited Fredericton, and being informed of the principal details of the contract entered into by the Hon. Messrs. Pardon and Chapdelain, on behalf of the Government and Messrs. Jackson, Feto, Bassie & Co., English Railway contractors, I have no hesitation in expressing my admiration of a scheme which deserves the obligations of every Provincialist and the unhesitating support of each member of our Legislature.

The contract made with these Gentlemen, denuded of minor detail, presents the following as the basis for Legislative discussion:—"That the Province of New Brunswick take Stock in the line to the extent of £1200 per mile and loan the Company £1800 per mile—the repayment of the latter amount to be secured by a lien on the road."

It does not think it necessary, Mr. Editor, to enlarge upon the merits of this great and glorious project, worthy of the noble minds of those who have conceived it, or of the noble spirit of the Province which has adopted it. New Brunswick as his home or feels one throbb of patriotism for the advancement of his country.

I therefore trust that the members of the provincial Assembly will be at their respective posts on that important occasion and with one voice assent to this great measure, and that a vote of thanks be given to the Executive for the wisdom and prudence that have guided their counsels to these important results—but more particularly should the Honorable J. R. Partelow and E. B. Chandler (the master spirits of this great work) be distinguished by some mark of Provincial gratitude for the adjustment of a contract which hinges the destinies of New Brunswick.

I entertain no fear Mr. Editor of the result of Legislative action, and I confidently trust that our Charlotte representatives will acquit themselves as men, and give their unequalled support and approbation to a plan which has no sectional policy in it but stands upon the broad pedestal of Provincial aggrandisement.

In concluding these remarks I would beg leave to suggest that the encouragement of railways generally a law be passed giving to any railway in the Province exceeding 50 miles in length the same facilities that are granted to the European and North American Railroad whenever it should appear to the satisfaction of the Executive that means could be procured from Capitalists to furnish the balance of funds.

A FRIEND TO RAILROADS. St. Andrews, 15th Oct. 1852.

## THE LATE PROVINCIAL EXHIBITION.

The *Grand Quarters* of Wednesday contains the Premium List of the Exhibition, which the Editor says has been prepared with great difficulty, and is published at the risk of committing some errors, but it is offered as the most correct which could be had from the returns received.—[New-Brunswick.

From the list we copy the following, as more immediately interesting to our readers in this County:

Honorary Diplomats. Charlotte.

Truss, Dr. Fletcher, do.

Beets, Charles Carson, do.

Flannel, John M. Gill, do.

Mixed Homespun Cloth, C. Carson, do.

Dry Pollock, Jas. Brown, Charlotte (Isles).

Pickled Herring, Jas. Brown, do.

Smoked Fish, W. Fisher, do.

Oatmeal, C. Carson, do.

FOSSIL REMAINS DISCOVERED IN CONNECTICUT.—We are informed that the bones of a veritable Mastodon, one of the "ancients of the Earth," have been discovered in New Britain. They were found in the land of Mr. Churchill, a jeweller, and not far from the main street of that flourishing village. The entire skeleton of the Mastodon has not yet been found, but a sufficient number of the bones have been dug up to determine the character of the animal to which they belonged. The discovery is attracting much attention in New Britain, and it has been decided to deposit the remains at the Norma School in that place, where they can be seen by those attending the exercises at the anniversary of the school on the 28th and 29th inst.

MONTREAL AND KINGSTON RAILWAY.—The company organized to carry out this work, have agreed to surrender their charter, in order that no impediment shall remain in the way of the arrangement made between Mr. Hinde and Mr. Jackson and his associates, to build the entire line. The government to aid the work to the extent of £3000 sterling per mile.

His Excellency the Governor General has commuted to imprisonment for life the punishment of death passed upon Thomas Thier, and John Cole, convicted of murder, the one at Three Rivers, and the other at St. Francis, at the last assizes.—[Quebec Chronicle.

HORSE POLICE.—By an Extra of the Canada Gazette, we perceive that a horse police may be established along the line of the Quebec and Richmond Railway for the preservation of the Public peace, and to prevent injury to the works.—[Id.

## THE STANDARD.

WEDNESDAY, OCT. 20, 1852.

**QUEBEC & NEW-BRUNSWICK JUNCTION RAILWAY.**—In our columns to-day we copy from the Quebec Morning Chronicle, the proceedings of a Public Meeting held in that city on the 9th inst., "in order to take into consideration the project of constructing a Railroad from Point Levy to the boundary line of New-Brunswick." Our contemporary of the Chronicle in his paper of the 9th inst. points out the importance of uniting the North American Colonies and the Mother Country by means of Railways, and alludes to the praise-worthy efforts of the people of New-Brunswick and Nova-Scotia to obtain these means of transit. And the Chronicle of the 11th inst. noticing the proceedings of the Meeting held on the 9th, says:—

"Possibly, perfect unanimity of opinion is a more unfavorable omen for the success of any scheme than the most bitter opposition. The first implies either doubt, indifference, or distrust—doubt that the project is practicable; an utter indifference as to whether the Union, or genius, or information of those who recommend the undertaking, but of the means to carry it out, however necessary or desirable the enterprise may be. The second implies either jealousy, lively interest, or confidence—jealousy of those who move in the scheme, or of the undertaking itself as being likely to interfere with other projects; lively and energetic interest according as the belief is more or less powerful that it will interfere with some pet project, or be of more benefit to other sections of the country than that in which the interests of the opposition lie; confidence, inasmuch as, benefit whom it may, the public feel assured that the scheme will be entered into and completed, sooner or later. To very general schemes there is no opposition manifested.

Railways beget railways as surely as any thing is begotten in this world, as surely as one mite begets another mite in cheese. They increase and multiply immediately after their first introduction with marvellous rapidity, and there is great tumbling about for locations in a very little time. Of this we were forcibly reminded by the proceedings at the railway meeting on Saturday afternoon.

All acknowledged the great advantages which were sure to arise from the construction of a line in continuation of our main Trunk Lines from Point Levy, to the New-Brunswick boundary, but some were exceedingly jealous lest that new road should go ahead before theirs—the North Shore, to wit: indeed so very rabid were these Lilliputians that some of them mounted upon the table to the infinite amusement of the Galliverters around it, and loudly protested against the steps then being taken by the majority.

Next let us be particular. At the River du Loup Railway meeting there were upwards of a hundred persons present, many of whom were of the highest respectability. The project was favorably entertained by the majority and was opposed by the minority with an energy which, had it not been so violent, would have perhaps been more creditable. Attempts were made to postpone the meeting, to misrepresent the intentions of the promoters, to deceive, humbug, or cajole the ill informed. There was indeed no stone unturned which could create a feeling against those to whose intelligence this enterprise is due; but it would not all do."

70 shares were taken up immediately after the adjournment.

£10,000 PER MILE.—Messrs. Jackson & Co., have concluded a contract to build a Railway in Denmark, over a dead level country for £10,000 per mile! The contractors to enjoy an exclusive right in the line for the conveyance of goods and passengers for 100 years from the date of the opening of the road. The track is to be a double one.

FIRE.—Mr. Thomas Parker, informed us on the evening of the 5th inst., his fishing establishment at Welchpool, consisting of a smokehouse, containing 1000 boxes of herrings, and a large quantity of fishing tackle, was totally consumed by fire. Estimated loss \$1500.

NEW RIVER STEAMER.—On Tuesday morning the new and beautiful Steamer "J. Porter" Capt. A. Michener, entered our harbour. She was built at Esport, and her engine is from New York. This steamer is said to be the fastest boat ever on this river, and will ply daily between Calais and Esport, calling at Robbinston and St. Andrews.

Capt. Michener is an old favorite, and deserves to be well patronized. On leaving our harbour the "Aquasque" which was some distance ahead, was soon overhauled and passed by the "J. Porter."

COMPLIMENTARY DINNER TO MESSRS. JAS. SYKES & CO., RAILWAY CONTRACTORS.—On Saturday last, according to advertisement,

the Sub-Contractors and others in the employment of Messrs. Sykes, King, & Co. gave those Gentlemen a Complimentary Dinner in the large building recently erected at Indian Point, as a mark of respect for their uniform kindness and attention. The room was tastefully decorated with evergreens and flags, and the tables well arranged. At 6 o'clock a large and respectable company sat down and partook of a most substantial dinner.—The Chair was ably filled by the Hon. H. Hatch, assisted by G. F. Campbell, Esquire, croupier. After the cloth was removed, several loyal and patriotic toasts were given, speeches delivered, and songs sung. Owing to circumstances, over which we had no control, we were not present on the occasion. We learn that the utmost harmony prevailed from the commencement to the close. The company separating at an early hour, much pleased with the entertainment.

THE LEGISLATURE will meet to-morrow, Thursday, in Special Session, to confirm or reject the arrangement entered into with Messrs. Jackson & Co. for the construction of a railway, which has been aptly termed "the highway between Great Britain and the United States." There can be no question, that the Government measure will be carried by an overwhelming majority. The large, growing, and wealthy city of St. John, the emporium of the Province, cannot remain any longer without its "iron avenue." All that is required is unanimity. In days gone by, the majority of the St. John representatives opposed the St. Andrews & Quebec railroad—for reasons best known to themselves—but notwithstanding their opposition, our railroad is moving forward. We feel confident the Members for Charlotte will not allow any local jealousy to actuate them, but will unite as far as is prudent, and by their votes assist in obtaining railroads for St. John, and any other part of the Province where they may be really required and will pay.

The Special Session.—The Session of the Legislature, summoned for Thursday next, will be the most important ever assembled in this Province. Its work will not be based on shadows, hollow promises, and false representations, as was the Railway Legislation of the last Session, but on plain, substantial reality.

Sensible of the great importance of this Session, and believing that there must be among all classes, and in every section of the country, a deep interest in its proceedings, should be fully and fairly reported, we have determined to publish a complete report of the same. These reports will be as full, complete, accurate and early as those that have been formerly published. The reports in the FREEMAN will, probably, be the only full reports of the proceedings of this Session—as the contract with the Queen's Printer will not be renewed.—[Weekly Freeman.

The man found at Leavitt's Slip, on Wednesday evening, has since been ascertained, was Mr. Joseph Harding's Cabinet Maker, of Fredericton. He came down the river on Saturday evening, in the Union. He was under the influence of drink and left Indian Town in company with a young man, with whom he was to go to a boarding house in the city. All further trace of him was lost, and it is not known how or when the accident occurred, though it is probable he was not long in the water. His trunk was left on board the Union, and on her return to Fredericton, was delivered to his family. It was thought to contain much property.—[Id.

## European Intelligence.

### LATER FROM EUROPE!

The American steamship *Arctic* arrived at N. York on Saturday evening, bringing Liverpool dates to the 6th instant, and 160 passengers.

The Flour market was rather firmer, and prices are quoted at 21s. 6d. per bbl. Cotton was without material change.

The news generally is unimportant. Advices from France lead to the belief that Louis Napoleon will soon be declared Emperor.

THE ARMY.—Captain David Green, Unattached, has been permitted to retire from the Army by the sale of his commission, he being about to become a settler in New Brunswick.—[Army Gazette, Aug. 17.

SALE OF HORSES.—We learn that upwards of 400 Horses have crossed from Bedeque to Shediac, since the opening of the Navigation, and a considerable number, recently purchased at the Fair, are now on their way to Bedeque for New Brunswick. Some of these horses have realized £40, and we understand none less than £20. This will have circulated, in cash, amongst our Farmers, and others, something like the handsome sum of near £10,000.—P. E. Islander, Oct. 1.

TO REMOVE GLASS FROM OLD SASHES.—American potash, three parts and one part unslaked lime; lay it on both sides with a stick, and let it remain twenty-four hours; the putty will then be soft enough to cut out easily.

MARRIAGES.—On the 18th inst. by the Rev. Wm. Temple, Capt. W. Snellgrove, to Miss Sarah

Matia Sinson, daughter of Mr. Edward Sinson, all of this town.

On the 12th inst. by the Rev. Jerome Akley D. R. Esq., Sergt. Alexander MacKenzie of the 72d Highlanders, to Hannah, youngest daughter of the late Mr. Wm. Hetherington of this place.

## DEATHS.

On the 14th inst. SAMUEL GEORGE, only child of Mr. Geo. F. STICKNEY, aged two years and five months.

On Sunday last, 17th inst. at the residence of his son, Mr. Robert Clarke, aged 83 years, a native of Dumoch, Scotland, and for upwards of 33 years a resident of St. Patrick, leaving a numerous circle of relatives and friends to lament their loss.

At Weymouth, County of Digby, on the 15th ult. Mr. John V. Cahill, a native of Franore, County Waterford, Ireland, aged 54 years.

## THE CHARLOTTE COUNTY Agricultural Society's ANNUAL CATTLE SHOW.

Will be held on TUESDAY NEXT.

In the field adjoining the Deputy Treasurer's Office, St. Andrews, at 10 A. M.

Domestic MANUFACTURES, ROTTS and GRAIN, at the Town Hall.

The Officers and Committee will meet immediately after the Judges have finished their examinations.

Tenders will be received till 12 noon, of same day for keeping the Society's Ayrshire Bull, for one year from 8th November next, within two miles of this Town.

Subscriptions for the "Albany Cultivator" for 1853, will be received by the Subscriber, till 1st December next.

ALEX. T. PAUL, Secretary.

St. Andrews, Oct. 19, 1852.

## VETERINARY SURGERY.

MARI A. CUMING, Veterinary Surgeon, Member of the Royal College of Veterinary Surgeons of London, and Graduate of the Edinburgh College, begs to intimate to the proprietors of Horses and other domestic animals in St. John and New Brunswick generally, that he has just commenced the practice of his profession in the City of St. John, and hopes to merit the support of those who may have occasion for his services.

M. A. C. will have always on hand a stock of VETERINARY MEDICINES, selected by himself, and compounded upon the most approved British formulae. Particular attention will be paid to the treatment of those who may have occasion for his services. He will also have a full stock of all the kinds and sizes of animals, with full directions for use.

N. B.—Should it be desired, arrangements will be made for instructing a few well educated young men in Veterinary science and practice.

Residence, Charlotte-street, head of Bedford-street. St. John, Oct. 16, 1852. 3 ms.

## ART UNIONS SUPERSEDED!

Gratias! Gratias! Gratias!!!

EVERY Subscriber to any of the undermentioned Works will, on their completion, be presented with a choice of one of the top following Steel Engravings:

The *Descent from the Cross*, from the original painting by Daniele Ricciarelli.

Our *Saviour bearing the Cross*, from the original painting by R. d'Urbino. The original plate cost £2,000.

The *Familial Devotional Bible*, by the Rev. M. Henry.

*Familial Devotions* for every Morning and Evening throughout the year, translated from the German of Sturm and Tiede, by T. Gaspey, Esq.

*Life of our Lord and Saviour Jesus Christ*, by the Rev. J. Fleetwood.

The *Complete Works of Francis Joseph Foxe's Book of Martyrs*, edited by the Rev. J. Kennedy.

*Bryan's Pilgrim's Progress, the Holy War*, and other select Works of the author, with his Life written by himself.

The *People's Scripture Gallery of Engravings*, by THOMAS SHERIDAN, Agent.

St. Andrews, Sept. 25, 1852.

## Steam Boats for Sale.

THE Subscriber being desirous of closing up his present business, offers for sale, the Steamers COMMODORE, FAIRY QUEEN, and HERALD.—The Commodore had Six Hundred Pounds laid out on her last winter, and with a little outlay can be put in good condition. The Fairy Queen had about Three Hundred Pounds expended on her also last winter, and a very small sum will put her in excellent condition. They would make first rate Night Boats between this City and Fredericton, or are suited for any route outside, or for the Grand Lake or the St. Croix, being well supplied with bedding, &c.; or they would make admirable Tow Boats for the River.

Also, the Steamer HERALD, now lying at Carleton. This Boat, with some repairs, would make a good Tow Boat.

These Boats have all first rate Engines, made by FAWCETT, PRESTON & Co., Liverpool, and will be sold low, on a long credit.

If not disposed of by private sale on or before the 25th November next, they will be offered by Auction.

Also for sale, an ENGINE, suitable for a Mill or Boat.

The Subscriber would solicit from parties desirous to purchase, a thorough inspection of these Boats.

JAMES WHITNEY, St. John, 9th October, 1852.

## To Let,

A COTTAGE of 4 Rooms, a good Cellar, and Wood Shed, about a mile from town. It has been newly double plastered, and put in good order:—might suit two families. Enquire at the Standard Office, Oct. 11, 1852.

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