

# Jewellery, &c.

Subscriber an assort  
JEWELLERY, CUTLERY,  
&c. &c. which will be

ch spring CLOCK  
Vertical Watches  
Silver, and common  
Silver, German ditty,  
ber Watch Guards,  
ld. and Fancy Set  
Gold, Silver, and  
Cases, Gold and  
adies' Companion  
s, Pocket and Needle  
blots, Paper Mach  
Screens, Hat, Nail  
ing Brushes, Silver  
hemian Glass Scent  
Letter Clips, Thero  
lental and Brass Cand  
Trays, Razors and  
gs. Tea Bells, Pocket  
s. Telescopes, Silver  
man Silver number-  
Lad Pencils, Cigs,  
and Pen Knives,  
Pocket, and Tailor's  
s. Irons, Hot Water  
gs, Sets Tea Trays,  
Fancy Toilet Soap,  
g and Toilet Powder  
articles.  
JEWELLERY, &c.,  
ld. Quadrants, Com  
sses, adjusted. Cash  
Silver.  
E. F. STICKNEY.

# LET.

ow occupied by Mr. W.  
nine miles from Saint  
MS attached. Apply to  
misses, Mr. D. McCallum  
ice of this Paper  
ACHAEL TURNER,  
Fredericton.

# STAGE,

ST. STEPHEN,  
ANDERBARK

has contracted to run  
een ST. ANDREWS  
MILLTOWN, and  
s a week, according to  
ment, viz: Mondays  
ndrews on Mondays  
days, at 6 o'clock, A.  
ys, Thursdays and Sa  
k A M and St. Stephen  
s same days.  
disposition of the Sub  
y years has driven up  
ve every attention to th  
ence of Passengers, wit  
a full share of publi

is will remain open a  
nce Hotel, St. Andrews  
Stephens, and Ray  
THOMAS HARDY  
e 4, 1850.

# Stoves!

received on consignment  
Boston, a large supply of

TT, STOVES,  
his store, in the Marke  
st.  
W. MacLEAN,  
tober, 1850.

# BRUNSWICK BUILDING SOCIETY VINGS FUND.

John 9th Sep 1847  
right, Robert F. Hazen

Andrews, Geo. D. Stree  
tephens, J. G. Stevens,

# the Public Post Office,

December 11 1850.  
ate the inconvenience ex  
the present arrangement  
e Postage of Letters and  
Newfoundland to be paid  
Lordship the Postmaster  
n pleased to direct that  
stage on correspondence  
Brunswick and New  
e pre-paid or not, at the  
ter.  
HOWE, D. P. M. G.

# ENTS, OIL, &c.

C. 3, 1850,

Liverpool, via St. John  
ed and Raw Linseed Oil,  
ite Paint, 14, 28 & 56lb  
Kegs.  
Yellow 74 & 28lb Kegs  
gou Tea,

best Cognac Brandy  
CA from Boston.  
ght Muscovado Sugar,  
ALSO,  
"SULTAN" from Liverpool  
e Starch.

JAMES W. STREET

**The Standard,**  
PUBLISHED EVERY WEDNESDAY, BY  
**A. W. Smith,**  
At his Office, Water-Street, Saint Andrews, N. B.

**TERMS.**  
12s 6d per annum—*if paid in advance.*  
15s, if not paid until the end of the year.  
No paper or discount until arrears are paid.

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Each repetition of 12 lines 1d per line  
Advertising by the year as may be agreed on

# The Standard, OR RAILWAY AND COMMERCIAL RECORD.

*Ex quo est mundum est optimum.*—Cic.

No 23]

SAINT ANDREWS, N. B., WEDNESDAY, JULY 9, 1851.

[Vol. 18]

## The County of Charlotte to D. W. Jack, Treasurer,

1850.	DR.		£	s.	d.
April 13—To paid	Thomas Turner, for blank books		10	6	
18	Andrew Elliott, constable, for services, April Seas. 1850		3	10	9
	William Henan, do do		9	3	
	Richa. Haddock, do do		9	6	
	Robert Shaw, do do		6	8	
	Constables attending Supreme Court in 1849		6		
	Do last Sessions		12	6	
	James McMarth, for carpenter work		4	4	5 1
	James W. Street, Esq., sundries per account		1	5	
	John Watson, blacksmith work		1	3	7 1
	Thomas Turner, Goods, &c.		13	9	
	Dr. McStay, attending prisoners		1	5	7 1
19	J. D. Cameron, Mason work		10	3	
	C. R. Hatheway, Esq., Justice's fees		12	10	
	Andrew Elliott, services as town clerk		1		
	Thomas Henry, carpenter work		1	8	9
	Thomas Jones, Esq., for head-cuffs		2	9	3
20	John Austen, constable, for services		42	10	
	W. R. M. Law, gaoler, for services		27	17	
22	Thomas Jones, Esq., Sheriff, do		38	16	3
	Wellington Hatch, Esq., Clerk of the Peace, do		10	3	
	John Lynott, constable, for services		10		
	William Hawkins, do do		10		
	Thomas Brown, do do		19		
24	William Henry, do do		1	1	6
May 9	John Dougherty, for fuel		1	9	
11	William M'Kewen, constable, for services, April 1850		2	13	3
June 22	Dennis Leary, for bread		20	2	
July 1	James W. Street, Esq., for coal		5		
23	William Henan, for removing lunatic to St. John		27	5	6
Aug. 5	John M'Lachlan, painting Court House, April 1850		3	16	11
Sep. 16	Note to David W. Jack, with interest		2	8	4 1
21	John M'Lachlan, for printing Seps 1850.		2	11	3
23	Dennis Leary, for bread		19		
Oct. 3	William Henan, constable for services, Sept. 1850		10		
	Richa. Haddock, do do		10		
	Robert Shaw, do do		10		
	Peter Doran, do do		4	10	
	Constables attending April Circuit Court, Sept. 1850		2	14	9
	Do Sept. Sessions		4	10	
	C. R. Hatheway, Esq., for services		42	10	
	Harriet Law, whitewashing		3	18	6
13	W. R. M. Law, Gaoler, for services		39	14	4 1
Dec. 6	David A. Rose, Esq., coronor, do		22	10	
7	W. Hatch, Esq., Clerk of the Peace, do		5	13	3
10	Thomas Jones, Esq., Sheriff for services		2	9	10 1
26	Thomas M'Kewen, constable, for do		3		
1851.	Dennis Leary, for bread		3		
Jan. 22	Dr. McStay, medical attendance,		6	6	
	Charles Kennedy, glazing, &c.		1	16	6
24	James W. Street, Esq., locks		7	18	6
	Estate of Thomas Turner, sundries		1	0	3
	Patrick Clough, Esq., coronor, for services		2	10	
Mar. 24	Dennis O'Leary, for bread		20		
Apr. 7	Randal Smith, constable, for services		57	7	5
	Salary for the past year		556	16	5
	Balance in hand		497	13	8

1850.	CR.		£	s.	d.
April 8—By Balance in hand,			497	13	8
	Amount received from W. T. Rose, auction tax for 1849,		3		
	per W. Hatch, Esq.		9	6	9
9	Do	Andrew Clindison, collector, St. David	2	10	
10	Do	Do	4		
18	Do	Do	3		
22	Do	Do	58	10	
Sep. 23	Do	C. R. Hatheway, for fines	1		
Oct. 16	Do	James Albee, Esq., do	4	10	
29	Do	Robert M. Todd, Esq., do	5	5	
Dec. 6	Do	Wellington Hatch, Esq., for licences	54		
14	Do	C. R. Hatheway, Esq., fines	2		
26	Do	Do	4		
1851.					
Jan. 16	Do	Joshua Knight, Esq., do	2		
22	Do	C. R. Hatheway, Esq., do	2		
Mar. 8	Do	Do	3		
	Do	Do	3		
24	Do	Do	3		
31	Do	Do	3		
Apr. 1	Do	Do	3		
4	Do	Do	1	7	9
7	Do	Do	3		
	Do recd. from Parish Collectors, on acct. of assessment for 1850,				
	W. T. Rose, £75		75		
	St. Stephen, 85		85		
	St. David, 24		24		
	St. James, 15		15		
	St. Patrick, 22		22		
	St. George, 25		25		
	Pennfield, 11 10 9		11	10	9
	West Isles, 10 2 6		10	2	6
	Campbello, 8		8		
	Grandmanan, 10		10		
			285	13	3
			£ 556	16	5

St. Andrews, 7th April, 1851.  
D. W. JACK,  
County Treasurer.

## Waggon & Cart for Sale.

ONE light double WAGGON, suitable  
for one or two horses—elastic springs  
—warranted; and HARNESS for the  
horses.  
One good HORSE CART, quite new.  
Apply to  
J. W. STREET,  
St. Andrews, 27th June, 1851.

## NOTICE

THE Sale of Doctor DeWolfe's Cham-  
cook Property advertised in the  
Charlotte Gazette, for the 17th instant, is  
unavoidably POSTPONED until  
TUESDAY, the 12th NOVEMBER,  
next, then to take place at the same hour,  
on the premises without reserve.  
For terms see the Charlotte Gazette.  
W. McLEAN, Auc'r.

## POETRY

### GOD'S BLESSING ON THEM!

BY CHARLES WILSON.  
God's blessing on them!—those old sages  
Who battled hard and long;  
Who cleft in twain a stubborn chain,  
And conquered might and wrong  
O, Time! reverse their age;  
Nor let their glory cease;  
For by a mortal victory,  
They sealed immortal peace.

God's blessing on them!—those stout hearts,  
In these advancing days,  
Who seek to guide the progress stride,  
From error's countless ways;  
O, by their track a track of light;  
The onward march of man;  
The wise to shape our steps aright—  
The good to lead the van!

God's blessing on them!—one and all,  
Of every rank and clime,  
Who strive to aid the stern crusade  
Against the gross crimes;  
O, be their names a rallying cry  
For ages yet to come.  
A word whose echo shall not die  
Till Nature's self be dumb!

### THE GREAT RAILROAD.

Toronto, 3th June, 1851.  
MY DEAR SIR,—As the questions of con-  
necting the interior with the Atlantic, through  
our own territory, will soon come under the  
consideration of the Legislature, I will feel  
obliged for your opinion, as to the probable  
distance from Green Island Harbour to the  
point where the Quebec road will likely pass  
in the rear of it, with the relative distances  
from this latter point to the Atlantic at St.  
Andrews—and to Halifax by this route, and  
to Halifax by the St. Lawrence route—or any  
other information on this subject which your  
time will permit.

Truly yours,  
WM. HAMILTON MERRITT.  
THOS. C. KEEFER Esquire,  
Chief Engineer, Toronto Kingston, R. R.

Coburn, June, 12th, 1851.

Sir,—Being much engaged in a Railroad  
Survey, I can, at present, give you but a  
brief opinion on the question of the proposed  
Railway from Quebec to Halifax.  
The Survey of Major Robinson between  
Quebec and the Bend of Penicodine is a point  
common to all lines—is about 100 miles longer  
than a route in British territory, passing  
through the Madawaska settlement, and ter-  
minating at the same points.

This Survey passes about 4 or 6 miles  
from the shores of the St. Lawrence at Trois  
Pistoles. From the point where it crosses  
this river, to the Bend of the Penicodine,  
the distance by Major Robinson's line is only  
about 24 miles shorter than by descending  
the St. John to Woodstock, and thence by  
the route of the Y Woodstock and St. An-  
drews, and the European and N. Ameri-  
can line, through St. John city, to the same  
point. By descending the St. John direct,  
the distances would be about equal on the  
two routes.

New Brunswick, since the Portland Con-  
vention, will not support the "Eastern shore"  
route, as surveyed by Major Robinson, be-  
cause nearly all New Brunswick is upon the  
Bay of Fundy and the River St. John; nor  
could Canada and Nova Scotia, with any  
grace, ask her to agree to a line which ac-  
commodates their respective capitals, princi-  
pal towns, and settlements, and is yet com-  
pletely removed from the corresponding por-  
tions of New Brunswick.

Nova Scotia is indifferent about the route  
through New Brunswick—and Canada would  
be most benefited by a line which would  
connect the River navigation of the St. Law-  
rence with a winter port on the Atlantic by  
the shortest route through British territory.

I think, therefore, that a route, leaving the  
St. Lawrence at Green Island or Trois Pis-  
toles, and descending by Lake Temiscouata  
and the St. John, to a junction with the  
European and North American line, where-  
ever that route crosses the St. Andrews and  
Woodstock road,—or at the city of St. John,  
—would unite the best interests of the three  
Provinces, and have only to contend with  
the "Military considerations" of the Imperial  
Government. But, it is probable that the  
same rule which obtained with reference to  
the Beauharois Canal may be applied here.

Green Island Harbor (opposite the mouth  
of the Saguenay) is the only low tide har-  
bour upon the South shore of the St. Law-  
rence, below Quebec. It is also just at the  
foot of the River navigation. Any well  
found boat plying on the upper St. Lawrence  
or the Lakes, can run down there, im-  
mediately below this point, the Gulf navi-  
gation commences. If Green Island Har-  
bor were connected by Railway with the  
Bay of Fundy, Western produce could be  
sent there by this route as quickly as by Por-  
land or Boston. The railway carriage would  
be about the same or a less distance,—the

summit to be overcome only one half,—and  
one trans-shipment would be avoided, be-  
cause the same vessel, which discharged at  
Montreal, might continue on to Green Island.  
For the supply of the interior and lumbering  
districts of New Brunswick it would have no  
competitor. The summit to be overcome be-  
tween the waters of the Saint Lawrence and  
those of the Atlantic is lower on this route  
than at any other point east of Lake Cham-  
plain, and is nearly 150 feet less than on  
Major Robinson's line at the Metapedic.

By Major Robinson's survey, a barrel of  
Canada flour from Green Island would not  
reach a winter shipping port in less than 500  
miles, or double the distance of the St. John's  
route.

The route between Quebec and Green Is-  
land includes the wealthiest and most popu-  
lous portion of the settlements below that city,  
and the whole route I have alluded to,—from  
Quebec to the Bend of the Penicodine,—passes  
through a settled country, the seat of an ex-  
isting business, with the exception of an ag-  
gregate of about 50 miles in two detached  
sections between the Madawaska and the St.  
Lawrence, on the route of the "St. Andrews  
and Woodstock" road. I believe there is an  
unsettled tract, but if the line should strike  
the Bay of Fundy at St. John, it would  
traverse a settled country with good roads  
and agricultural capabilities, from the outlet  
of Lake Temiscouata to that city.

New Brunswick would probably have  
a longer tract through her territory by this  
route than by that of Major Robinson. But  
she has already endorsed and aided the Euro-  
pean and North American and the St. An-  
drews and Woodstock lines, so that there on-  
ly remains for her the section between Wood-  
stock and the "disputed" boundary line—say  
100 miles, and as she gets two roads she will  
doubtless consent to the Imperial proposition,  
if extended to the St. John's route.

The "St. Andrews and Quebec Co." have  
built ten miles of their road from the Port of  
St. Andrews on the western boundary of  
New Brunswick, northward toward Wood-  
stock, and have their iron and locomotive on  
the spot. They have lately received impor-  
tant aid, and hope to extend to Woodstock  
on the St. John, 90 miles from St. Andrews,  
in two years. The European and North  
American Line from this road, through St.  
John's to the Bend of the Penicodine, is sur-  
veyed and an organization effected. The  
general features of the St. John's route—its  
existing settlements, agricultural and mineral  
facilities—the markets of New Brunswick  
and Maine lumber trade—its short con-  
nection of the St. Lawrence and the Atlantic—  
its junction with the great American lines  
to Halifax—and above all, its union of the in-  
terests and influences of the three Pro-  
vinces—in my judgment, recommends it to  
serious consideration, and removes much of  
that air of impracticability which has un-  
doubtedly hung around this vast project.

Having given you my views with regard  
to the route most suitable to our interests, I  
now beg to state what I consider to be our  
position relatively, with respect to the pro-  
posed Halifax and Quebec Railway.  
To the Lower Provinces, which have no  
public works or public debt of importance,  
that air of impracticability which has un-  
doubtedly hung around this vast project,  
is a matter of the last moment—yet, with a full appreciation of all the benefits  
which may accrue to us, I do not see how  
Canada with her Canal debts and her own  
six hundred miles of Trunk Railway (al-  
ready taken up) can at present come into im-  
perial proposition; but, if Great Britain will  
change the amount from seven to ten millions  
sterling, and include the whole Canada  
Trunk line, she would not increase her risk  
by extending it over a paying section, and  
we could then afford to come into the pro-  
position, and even to consent to important  
modifications of the route through New Brun-  
swick.

I can see no objection to this course be-  
cause the road may, as well stop at Rimouski  
as at Montreal or Quebec, for thus far it mere-  
ly connects independent sea-ports, and until  
the extension of our trunk line from those sea-  
ports into the interior is secured, the road  
cannot be justified or maintained. Detroit  
must be reached before the "through" travel  
from Halifax to the valley of the Mississippi  
can be obtained for the Northern route.

I remain,  
Very truly yours,  
THOS. KEEFER.  
Hon. W. H. MERRITT, M. P. P., Toronto.

The Wesleyan Conference in Canada re-  
cently held its session at Toronto, about 120  
ministers being present. The Rev. Enoch  
Wood, the president appointed by the Eng-  
lish Conference, presided. When the name  
of the president was announced, it was re-  
ceived with a strong expression of gratified  
feeling, which was renewed when he accept-  
ed the staff of the Conference, and rose to  
address the assembled ministers. This ex-  
cellent address is printed in the Guardian of  
the 18th ult., which paper remarks:

"The conference closed on Friday after-  
noon. The session was remarkably harmo-  
nious, and the much-loved president discharg-  
ed his onerous duties with satisfaction of all.

## LAW RESPECTING NEWSPAPERS.

Subscribers, who do not give express  
notice to the contrary, are considered as  
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of their papers, the publisher may continue  
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papers to be discontinued.

If Subscribers remove to other places,  
without informing the publisher, and the  
paper is sent in the former direction, they  
are held responsible.

**A Settlement about to be made.**—A very  
large portion of the settlement of St. An-  
drews, Cape Breton, including their Pastor, the Rev.  
Norman M'Leod, of controversial notoriety,  
will embark for Australia about the latter  
end of this month, in a large bark-built by  
themselves, for the purpose of bearing them  
to the antipodes. The class about to leave  
have always been respected for their moral  
conduct and industrious habits, and we regret  
that men of such a stamp should leave our  
shores for another land. [British American.

**Extension of the Chaudiere Line.**—The Ber-  
mudian River Gazette states; that on the last  
trip of the Propeller Merlin, there were ten  
passengers shut out at those islands, and  
thirteen persons were disappointed in getting  
a passage from St. Thomas. The fact is, the  
facility afforded for transit and traffic, in the  
case of the Merlin between New York, Ber-  
muda and Saint Thomas, has been attended  
with the usual result; the vessel at first  
thought by many to be too large, turns out  
generally too small for the service in which  
she is at present engaged; and the public are  
already clamorous for increased accommo-  
dation.—It is stated that a steamer at least  
double the tonnage of the Merlin is now ac-  
quired to perform the service. [Halifax  
Chronicle.

**THE RECENT DEFECTIONS.**—It will be seen  
by the following paragraph, which we copy  
from the New York Mirror, that the nine  
soldiers who deserted from this Garrison a  
few weeks ago, and reached Eastport, in a  
boat, are in a fair way of being captured. [New Brunswick.

**Extradition Case.**—A warrant was issued  
yesterday by U. S. Commissioner Brigham  
on the application of the British Consul, ag-  
ainst John Wals, and eight others, under  
the provisions of the treaty between the United  
States and Great Britain, charging the de-  
fendants with an assault on Richard Daise,  
of the city of St. John, New Brunswick, and  
taking away from him a quantity of firearms  
and accoutrements, the property of her Ma-  
jesty, Queen Victoria. At a late hour last  
evening only one of the parties was in cus-  
tody.

An old Dublin beggar woman asked a lady,  
for a half-penny. "I have nothing for you,"  
said the lady; "but if you go to the soup  
kitchen, you'll get a pint of excellent soup."  
Soup is it ye money? bawls the indignant  
mendicant; "do you call that soup? Sure  
and I'll tell you how they make it! They  
get a quart of water, and then boil it  
down to a pint to make it strong."

**RUSSIAN EXCLUSIVENESS.**—A London cor-  
respondent writes: "No American can now  
get into Russia. The Russian ambassador  
refuses."

The celebrated General watches came out  
in great force at the London Exhibition.—  
There are watches for the deaf and blind—  
a watch which runs with one winding three  
hundred and seventy-four days; one smaller  
than a fourpenny piece, to hang in a serpent  
brooch; one still smaller, in the top of a gold  
pencil-case, tells the hour, day of week, and  
month.

A fat cow was recently slaughtered in  
Prince Ed. Island, the four quarters of which  
weighed 967 lbs., and having 140 lbs. of  
tallow.

**NEWFOUNDLAND.**—It is asserted by some  
of the St. John's papers that Sir Caspard Le  
Marchand is about to retire from the govern-  
ment of Newfoundland.

**A CLOCK BOAT.**—A clock boat, manufac-  
tured of India-rubber from the design of Lieut-  
enant R. A. Hakett, R. N., by Mr. Mat-  
thews, of Charing Cross, has been thus ex-  
perimented with:—A blue clock, of the  
Mackintosh make, was laid on the floor of a  
shed, the outside being next the door, and a  
wicker sort of mat was deposited on it,  
which formed a flat bottom, the clock having  
an air-proof cylinder; and within one minute  
it was thoroughly inflated, and thus sudden-  
ly metamorphosed into a boat, glided into the  
water, a gentleman being seated in it, and  
rowing at different intervals with a couple of  
hand-paddles, shaped like looking glasses.—  
This boat is extremely serviceable to persons  
travelling, for the purpose of crossing rivers  
or streams where no other means are at hand.  
It is instantly available, and can, in case of  
necessity, be converted into an excellent bed.  
The weight of this kind of boat, with bellows  
and paddles, is about nine pounds. An um-  
brella, to act as a sail, can also be furnished  
if required.

**ARISTOCRACY.**