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1849.	
Canada	Jan. 13 New York
Niagara	Jan. 27 For Boston
Europe	Feb. 10 New York
America	Feb. 24 For Boston
Canada	Mar. 10 New York
Niagara	Mar. 24 For Boston
Europe	Apr. 7 New York
Cambria	Apr. 14 For Boston

DEPARTURES FROM AMERICA.

1849.	
Europe	Jan. 10 New York
America	Jan. 24 For Boston
Canada	Feb. 7 New York
Niagara	Feb. 21 For Boston
Europe	Mar. 7 New York
America	Mar. 21 For Boston
Canada	Apr. 4 New York
Niagara	Apr. 18 For Boston
Europe	May 2 New York
Cambria	May 16 For Boston

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Counting-House
ALMANAC,
1849.

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Robert F. Hazen.

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The Standard,

OR RAILWAY AND COMMERCIAL RECORD.

E caris sumendum est optimum.—Cic.

No 141 SAINT ANDREWS, N. B., WEDNESDAY, APRIL 4, 1849. [Vol. 16]

From the New Brunswick, March 27. THE GREAT RAILWAY DEBATE.

The public are already aware that one of the most important debates which ever occurred in this Province, took place last week in the House of Assembly. On Tuesday last, the House went into Committee of the whole upon the subject of Railways, the particular matter before them being the Report of the Select Committee as to the St. John and Shediac Railway. The debate lasted 5 entire days, to the almost exclusion of every other business; on Saturday at one o'clock the divisions commenced. The various Resolutions and Amendments, and the divisions on each, we give below. We have only time to day to offer a few observations.

The first Resolution was moved by the Attorney General, Mr. Woodward, and Mr. Boyd instantly after moved his amendment. Although the debate was nominally upon this resolution, and the amendment, yet it took a wide range, and eventually included every point which could affect the construction of Railways in this Province.

Immediately after Mr. Boyd had moved his amendment, Mr. Woodward stated to the House his views on the subject, and propounded his plan. He proposed that the following sums should be given to Railways—

From Shediac to the Bend,	£25,000
" Hampton to St. John,	25,000
" St. John to Woodstock,	50,000
" St. John to meet St. Andrews line, 35,000	
Cross line to Fredericton and St. Stephen, 45,000	
From Woodstock to Canada	170,000
	£350,000

These sums Mr. Woodward proposed to give as a clear bonus to any Companies that might undertake those lines; the amounts to be paid over at the rate of 2 per cent. per annum, and to be raised by a duty of 2 per cent. under the Loan Act. If this 2 per cent did not pay off the principal and interest in 25 years, a new arrangement to be made.

The Hon. Charles Fisher in the second day's debate denounced the Shediac Railway as a "gambling speculation"—and as "a gigantic humbug"—he warned the Province solemnly, that if they entered upon it, they would end in "lamentation, mourning and woe." Mr. Ritchie replied to Mr. Fisher in a withering speech and advocated the Shediac line in the most powerful and energetic manner.

In the third day's debate, Mr. R. D. Wilmot advocated the line from Shediac to the Bend only, and, if necessary, he would go for making it a Ship railway. He deprecated the construction of the rest of the line (from the Bend to St. John) and declared, that it would be dangerous to bring money into the country under our present system, as it would only be wasted. He said, that the St. Andrews line should be sustained, because a line could be made from St. John which would intersect it, and be only 25 miles farther to Woodstock; and that means might be provided by circulating Treasury notes, as there would be no more trouble in circulating £100,000 of these every year, than specie.

The Hon. Mr. Parlow made a very able and straight-forward speech in favour of the Shediac line, and adduced the most powerful arguments in its favour. He said that ever since he was a child, he had heard of the favourite project of connecting the Gulf of St. Lawrence with the Bay of Fundy by a Canal; that had been found impracticable, and now came up the project of a railroad, which was in every respect superior. He called upon the House and the Country to sustain a measure, which would be fraught with such incalculable benefits to the Province.

The fourth day's debate was commenced by Mr. Jordan, who, at very considerable length, went into the merits of the Shediac line, and advocated it heartily, cheerfully, and to the uttermost. The first round of speeches was concluded on this day by the Honorable Attorney General, who in one of the most brilliant and most powerful speeches he ever uttered, advocated the Shediac line, and the great advantage which would accrue to the country by its being at once undertaken by the Provincial Government, at the public expense, and as a Public Work.

On the fifth day, and just as the first division was about to be taken, Mr. Ansley addressed the House very briefly. He spoke of the incidental advantages of railways in promoting the growth of towns, and the increase of population. His speech was very indistinctly delivered, and was concluded, by his stating, that he should oppose placing £500,000 or any other sum, in the hands of the Provincial Executive, for the purpose of constructing the Shediac line, he having no confidence in that body as at present constituted.

There was so much mismanaging in putting the several resolutions and amendments, that without a full explanation, the votes of the Members can hardly be understood fairly.

For instance, the Hon. Attorney General, after Mr. Parlow's Resolution was negatived, moved, that the House should sustain the Report of the Select Committee as to the Shediac

as Railway; he was instantly met by Mr. R. D. Wilmot with an amendment. The most earnest entreaty was used to induce Mr. R. D. Wilmot to withdraw his amendment, in order that a single vote might be taken, but he steadily and sternly refused. The Attorney General finding that he could not obtain a fair vote, withdrew his resolution; in consequence, the amendment of Mr. R. D. Wilmot then stood as original resolution, to which Mr. Ritchie moved a resolution, similar to the Attorney General's as the amendment.

From this brief and hasty sketch of the debate, it will be seen that of the St. John representation, Messrs. Parlow, Ritchie and Jordan advocated the Shediac Railway, and fully acted up to the wishes and feelings of the constituency—that Messrs. R. D. Wilmot and Woodward went off on crochets of their own, adverse to the Shediac line, and seriously damaging the cause—and that Mr. Ansley, at the last moment, "damned it with faint praise," and sought to expiate the final blow of its destruction, by voting for it!

We verily believe, that if the members for the City and County of Saint John had been unanimous, and pulled heartily together, the Shediac Railway would have been carried at the present Session; but their disunion caused discussion among other members, and destroyed the whole affair.

Late on Saturday evening, when the Speaker resumed the Chair, Mr. Brown moved, that the House should at an early day go into Committee of the whole on the State of the Province. Mr. Ritchie gave notice, that on going into such Committee he should move an Address to the Governor, setting forth that the Assembly had, by a large majority, sustained the principle of public works, and the construction of a Railway in the Province, but had been unable to agree on the application of that principle; and therefore praying His Excellency, at the close of the present session, to dissolve the House, in order that the feeling of the country might be fairly tested on the subject.

The two last resolutions relative to the Trunk Railway, it will be observed, passed unanimously. The Hon. Mr. Fisher jeeringly observing, that the Trunk line was "a vagary"—and "mere moonshine," so that the House would be wise in passing resolutions in favour of that!

The Delegation that proceeded to Fredericton, have addressed a requisition to the High Sheriff for a public Meeting, in order that they may submit a report of their proceedings, when the public will have an opportunity, of expressing their views on this all important matter.

Moved by the Hon. the Attorney General—

Resolved, as the opinion of this Committee, that the present condition of the Province requires immediate action to be taken by the Legislature for the introduction of foreign capital to be expended in some great public work; and that the most eligible work for such expenditure would be a RAILWAY.

To which Mr. Boyd moved an amendment—

Resolved, as the opinion of this Committee that the construction of Railways for the purpose of opening up a communication between some port or ports in the Bay of Fundy and Quebec, or the valley of the St. Lawrence, is of great importance to these Colonies; and in order to embrace the interests of different parts of the Province, it is further resolved, that a Railroad be commenced from Shediac to Petitoctia; also, that the line from St. Andrews to Woodstock, now in progress, be proceeded with; also, that the line from St. John by Douglas Valley, to connect Fredericton with the line from St. Andrews to Woodstock, be expedited and surveyed; and that the above purposes be raised by the issue of Provincial Scrip, on the faith and credit of the Province, to be issued in sums of equal amounts, as soon as each of the Companies organized for that purpose prove to the satisfaction of the Government that £10,000 have been absolutely expended by each Company on said Railroad respectively; and in the same proportion for every £5000 so expended by them, not to exceed in the whole the sum of £—

For the amendment.—Yeas—Brown, Boyd, Porter, Thomson, Baillie, Connell—6.

Nays—Hon. the Speaker, Parlow, Wilmot, Hannington, Fisher, Ritchie, R. D. Wilmot, Woodward, Ansley, Jordan, S. Earl, Vail, Gilbert, J. Earl, Hayward, Miles, Taylor, Tibbitts, Smith, Steves, Wilson, Botsford, Landry, Wark, Street, Carman, Cranney, Read, Barberie, Montgomery—30. (Mr. End absent.) It was therefore decided in the negative.

The question was then put upon the original Resolution of the Hon. Attorney General, when the House divided as follows—

Yeas—Hon. the Speaker, Parlow, Wilmot, Hannington, Messrs. Jordan, Ritchie, R. D. Wilmot, Woodward, Ansley, S. Earl, Vail, Smith, Steves, Wilson, Botsford, Landry, Street, Carman, Cranney, Read, Barberie, Montgomery, Hayward, Porter, Brown—25.

Nays—Hon. Mr. Fisher, Messrs. Baillie, Taylor, Miles, J. Earl, Gilbert, Tibbitts, Wark, Thomson, Boyd, Connell—11. (Mr. End absent.)

The principle of constructing a Railway being affirmed by a large majority, the Hon. Mr. Parlow then moved the following resolution:

Resolved, as the opinion of this Committee, that so much of the Report of the Select Committee on Railways as recommended the construction of a Railway between St. John and Shediac, should be adopted by this House; and that stock to the extent of £250,000, the estimated one-half cost of such construction, should be taken by the Province, and the remainder be left open for public subscription; and that before any part of any such stock to be taken by the Province be expended thereon, at least £50,000 of the remainder be bona fide subscribed, and that ten per cent. thereon be paid in, as may be directed by any Act or Acts that may hereafter be passed to facilitate the building of such Railway.

To which the Hon. Mr. Fisher moved the following amendment—

Resolved, as the opinion of this Committee, that to encourage the internal improvements, and for the construction of public works in this Province, the sum of £—should be raised by the issue of Provincial Scrip, for the purpose of being appropriated towards the improvement of the navigation of the river Saint John, and in aid of individual enterprise in the construction of Railroads, in the ratio of £—to every £— that any Association or Company of persons may expend upon such object.

Upon the question of sustaining this amendment, the House divided as follows—

Yeas—Hon. Fisher, Wilmot, Messrs. Baillie, Boyd, Thomson, Tibbitts, Brown, Gilbert, Miles, Porter, Taylor, Connell—12.

Nays—Hon. the Speaker, Parlow, Hannington, Messrs. End, Wilson, Montgomery, Read, Steves, Woodward, S. Earl, Smith, Landry, Ansley, Ritchie, Barberie, R. D. Wilmot, Street, Vail, Jordan, J. Earl, Wark, Carman, Cranney, Botsford—24.

It was therefore decided in the negative.

The question being then put on the Hon. Mr. Parlow's Resolution, the following division took place—

Yeas—Hon. Parlow, Hannington, Messrs. Steves, S. Earl, Ansley, Barberie, Ritchie, R. D. Wilmot, Woodward, Jordan—10.

Nays—Hon. the Speaker, Wilmot, Fisher, Messrs. Montgomery, Read, Wilson, End, Landry, Smith, Botsford, Vail, Connell, Street, J. Earl, Taylor, Porter, Baillie, Hayward, Miles, Gilbert, Tibbitts, Thomson, Cranney, Brown, Carman, Boyd, Wark—27.

The amendment and the resolution being both negatived, Mr. R. D. Wilmot moved as follows—

Whereas that section of the line of Railroad contemplated between the City of Saint John and Shediac, which will connect the waters of the Gulf of Saint Lawrence with those of the Bay of Fundy, would be of great commercial importance—

Therefore Resolved, That the Executive Government be authorized to commence and complete the same, and that the necessary funds be provided, either upon the issue of Provincial debentures, or by Treasury notes.

To which Mr. W. J. Ritchie moved the following amendment—

Resolved, As the opinion of the Committee, that the House should adopt so much of the Report of the Select Committee, as relates to the construction of the Railway from Saint John to Shediac.

Upon this amendment the following division took place—

Yeas—Hon. Mr. Speaker, Parlow, Wilmot, Hannington, Messrs. Ritchie, Jordan, Woodward, Ansley, S. Earl, Vail, Steves, Botsford, Montgomery, Barberie—14.

Nays—Hon. Mr. Fisher, Messrs. R. D. Wilmot, Taylor, Baillie, Tibbitts, Connell, Hayward, Miles, Gilbert, J. Earl, Brown, Boyd, Porter, Thomson, End, Read, Smith, Street, Cranney, Carman, Wilson, Landry, Wark—23.

The amendment being decided in the negative, the following division then took place on Mr. R. D. Wilmot's resolution—

Yeas—Hon. Mr. Parlow, Hannington, Messrs. Ansley, Woodward, R. D. Wilmot, Steves, Smith, Landry, Wilson, Read, Baillie, Miles, Hayward—13.

Nays—Hon. Mr. Speaker, Wilmot, Fisher, Messrs. Jordan, Ritchie, S. Earl, Vail, Botsford, Wark, Street, Carman, Cranney, End, Montgomery, Barberie, Boyd, Brown, Porter, Thomson, Connell, Tibbitts, Gilbert, J. Earl, Taylor—24.

Mr. Boyd, then moved as follows:

Resolved, That the consolidation of the Upper and Lower Colonies, and the permanence of British sympathy, requires Railway facilities of trade and mutual intercourse by the shortest and most direct line between the Bay of Fundy and Quebec. That the St. Andrews and Quebec Line already in progress is by far the shortest line, and combines much more effectively than any other, national, intercolonial, and Provincial interests, and with other undertakings, ought to receive such immediate aid from the Province, as will secure an early completion of its first section to Woodstock.

When the following division took place—

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Yeas—Fisher, Boyd, Brown, Thomson, Tibbitts, Porter, Baillie, Taylor, Woodward, Street, Connell, Hayward—12.

Nays—Speaker, L. A. Wilmot, Parlow, Hannington, Wilson, Ansley, Montgomery, Reed, J. Earl, Steves, Smith, Landry, Botsford, Vail, Jordan, Barberie, Ritchie, S. Earl, R. D. Wilmot, Miles, Gilbert, Carman, Cranney, End—24.

It was therefore decided in the negative.

The Hon. Attorney General moved the following resolution, which passed unanimously—

Resolved Unanimously, As the opinion of this Committee, that the construction of a Trunk Line of Railway, from Halifax to Quebec, is of paramount importance for the consolidation of the Colonies, and further preservation of British interests on this continent.

The following resolution moved by the Hon. Attorney General, also passed unanimously—

Resolved Unanimously, As the opinion of this Committee, that the Legislature should secure to the Queen's Majesty, all the ungranted lands through which the said Road may pass, to the extent of five miles on each side of the said road, to be disposed of in such manner as may be deemed most advisable, and that a breadth of way, and the necessary stations through and upon private property shall be secured at the public expense.

CANADA.

IMPORTANT NEWS.—From the following telegraphic despatch, received by the N. Y. Courier and Enquirer, it will be seen that the Indemnity Bill, which has created so much excitement among our Canadian neighbors, has now received the sanction of both houses of Parliament. The despatch is dated Montreal, March 29.—

"The bill to pay the rebellion losses has passed the upper house of Parliament by a majority of four, after encountering a very violent, though ineffectual, opposition."

Great anxiety is felt about the probable course of the Governor General. A rumor is current to-day that he will reserve the bill for the assent of the Queen.

Addresses were pouring in from all parts of the Province, and the tone of some of them is very violent. Many plans are proposed for redress if the bill should be sanctioned.

The Metropolis is quite at present. No movement will be made till the Governor's course is known.

The following remarks from the Toronto U. C. Patriot, will show to what a pitch of excitement the public mind has been raised. "The rumor that his Excellency will reserve the bill is more rife than ever, and if it does this, the Ministry must resign, and if he should sanction it, and it become the law of the land, what then? Why, to hazard a prophetic reply on so fearful a question, we should say, a CONVENTION AT KINGSTON!"

The Liberal journals allege that the Loyalists (English party) entertain a deliberate purpose annexing Canada to the U. States, although the same party were but recently accustomed to speak so disparagingly of the American people and their institutions. The Toronto Examiner, a Liberal paper, says:—

"A portion of them [the Loyalists] have a strong dislike to the existing union of the Provinces, and insuperable objections to its continuance. Annexation, they argue, would dissolve the existing union, and make Upper Canada a sovereign, independent State of the American Union. A great deal is said by these parties about the superiority of the Anglo Saxon race, while the most ridiculous tirades are vented against the imaginary and non-existing domination of the French in Lower Canada over this boastful Anglo-Saxon of Upper Canada."

The accession to power of the whig regime, under General Taylor gives them assurance or strong hope that the policy of the federal government will give ascendancy to principles not dissimilar to those embraced in their own political creed, which they see no hope of carrying into effect under the existing circumstances of their colonial position. The protectionists allege that the American tariff would insure them ample protection.

"The public mind, as excited by this question, appears to be in that state of indecision when a very slight circumstance turns the scale and decides the most momentous questions.—Many, looking at our position, geographical and political assure themselves that destiny has in fact rendered invariable a consummation which the speeches of orators, the arguments of writers, or even the volition of the public mind cannot prevent or long delay. For our part, we pretend not to the gift of prophecy, and can only await the fulfilment of our political destiny, without dogmatically predicting to what goal it will lead."

CALIFORNIA.—Sir D. L. Evans, in his place in the House of Commons, asked the First Lord of the Admiralty, whether it was the intention of Her Majesty's Government to sanction a ship of war at San Francisco, California, for the purpose of protecting the interests of the merchants who resorted thither; to which Sir F. Baring replied, that although the subject had not been overlooked, yet he could not hold out any hope that a ship would be stationed there at present.