

interested in it—regarded it as worthy of confidence, and were satisfied of its success.—While the people at home are told that this is a rich country, inhabited by independent and prosperous farmers, they reasonably enough may say: "If these men want a railroad or believe that it will pay, why don't they give some evidence of their interest in the undertaking, by taking stock, or at least giving us the right of making a railroad without opposition through their land?" And it was reasonable enough that they should say this.—The truth was, however, he believed, that there was not a man in Carleton who was not interested in the success of the work, or did not believe that it must succeed. In some measure he had only to add, that success depended on themselves. If they freely gave the desired right of way, and by becoming stockholders reassured and gave confidence to stockholders in England, (a work in the progress of which they were interested more than any others,) might be speedily and successfully completed. In conclusion he had only to say, that if any explanations relative to matters connected with the railroad were required, he would be most willing to give them, or to answer any questions which might be asked by persons present to which, as President of the Railroad Company, he might be expected to reply.

A. K. S. WETMORE, Esq., then spoke as follows:—
Mr. Chairman,—It appears to me the St. Andrews & Quebec Railroad Company have abundant reason to be thankful that the people of this County have not openly opposed this Railway, that they have not en masse petitioned the legislature from time to time against the passing of the Facility Bills, and the holding out other encouragements for the prosecution of this enterprise.

Sir, I happened to be in the Legislative Chamber last winter when the Bill for the great Trunk Line was undergoing discussion before that Hon. Body, and well do I remember the speech that was made by an Hon. Member, Mr. GILBERT, (who was opposed to all railroads of every description). I never shall forget the pathetic appeal, that Hon. Gentleman made to their Honors at the conclusion of that memorable speech: said he,

"We don't want this railroad, and we shall have no use for it when we have got it. Mr. Hinks and some others of the people in Canada may perhaps take a ride down to have a look at the blue waters of Saint John, and the people of St. John may, perhaps, have curiosity enough to pay a visit to Quebec, and after that the railway will be no longer wanted. There will be nothing to keep up the line: nothing to pay the daily expenses, which can't be less than £1,000 a day.—Your Honors, (continued he) I have worked hard all my life-time under the expectation that when I arrived at the decline of life I might draw up my legs to the fire in comparative ease and comfort—but if this Railroad comes into operation all my hopes will be blasted; I shall have to begin the world new. I do beseech your Honors to let this matter stand over, if it be but for another year, and in the mean time let us pour forth our supplications to the Throne of Grace, that he may be mercifully pleased to avert so direful a calamity from our country."

Now, Mr. Chairman, it would seem as tho' the people of this County actually sympathized in the fears and forebodings of that Hon. Member, as if they really felt that this railroad was about to inflict a dreadful scourge and calamity upon this County, for I cannot understand all this apathy and indifference on the part of the people of this County. There are a large number of individuals among us who could just as well as not, take a share or two in this railway stock, without any inconvenience to themselves and so become identified with this important enterprise—this great undertaking, but they perhaps want faith.—They don't see the cars in motion and they can't realize to themselves a sense of their utility and greatness, nor can I account for the inconsistency of some people. Sir, if you converse with an individual upon the subject of this railway and talk of the benefits it is likely to confer, he will unhesitatingly tell you, I shall consider my property enhanced in value from 50 to 100 per cent.—Supposing his property to be now worth £5000, he would not then take for it less than £10000! Then why this demur about giving the right of way, if he acknowledges that his property will be thus increased in value, will do nothing whatever on his part to ensure that result. Some people too, attach great, very great importance to their interval lands—they can't bear to part with it all, the more especially for nothing.—I would ask with the 50 or 100 per cent increased value to the remainder, be no equivalent or compensation for the paltry 100 feet they are now called upon to dedicate as a right of way? Sir, I remember hearing a very shrewd Yankee once say,—(that the people of this Province were a curious kind of people—that their eyes were so covered with coppers that they couldn't actually see a guinea at the end of their nose.)

Well now let me ask, whether there be not really more truth than poetry in the assumption: here we are all expecting vast benefits to be derived to us from this Railway, and yet, forsooth, we can do nothing, nor can we make even a seeming sacrifice for the furtherance and accomplishment of this grand object. Some may perhaps imagine, that the road is to be no immediate use or benefit to persons living along the line. But as I understand it, (and if I be in error in this respect, I will feel obliged to Capt. Robinson if he will set me right), these railroads have stopping places at certain stations every 5 or 6 miles in districts where the population is dense, for the purpose of receiving passengers and freight, and if so, supposing the terminus to be established there, or at the up-

per Corner, will not my neighbours below me be in the very spot to avail themselves of the cars, and with the surplus produce of their fine farms, to embark for market?

Sir, Capt. Robinson has told us that the capitalists of England, the stock-holders there feel a distrust in the undertaking, because, as they say, the people of this County afford no evidence whatever that they have any confidence in it, or even that they desire it, either by taking stock, or otherwise advancing it, and that this is an argument he is unable to answer. Sir, we ought not to leave him longer in this embarrassed position, but on the other hand enable him to return with the full assurance and conviction, and fortified with evidence, that we really do feel an interest in this matter. But if it be really true that we are too poor to assist it by subscribing to its stock, in the name of all that is desirable, let us at least not become obstructionists. Sir, I am proud to see many of the men of Richmond here to-day: I trust they will all manfully come forward and liberally pledge a right of way over their lands.—Many of my neighbors have already done so; some few, however, remain, I regret to say, who have not yet been able to bring their minds to cultivate this good example. I hope they will soon become of a better mind. If our plea of inability can be sustained; if we can really do nothing to advance, let us at all events do nothing to hinder, or impede its progress, and if we can truthfully declare that of silver and gold we have none, let us at least testify our good-will in the matter by cheerfully and freely granting a right of way over our lands in furtherance of an object in which we are all confessedly so deeply interested.

The Hon. C. CONNELL now moved, that a Committee should be appointed for the purpose of obtaining Stockholders in the County. Messrs. Robertson, Tupper, Grier and Currie, were appointed such committee. It was then resolved that the thanks of the Meeting be given to Capt. Robinson for his attendance and conduct thereof, and for his well known and persevering efforts on behalf of the Railroad.

Capt. ROBINSON, while acknowledging this mark of attention, disclaimed any title to praise for what he had done for the road: if praise was due, it was to his predecessor in the office of President, JOHN WILSON, Esq., to whose untiring exertions and persevering energy the Company was chiefly indebted for the progress they had made.

The thanks of the Meeting having been given to the Chairman and Secretary, the proceedings terminated.

We had omitted to notice, that a general expression of willingness to grant the "right of way" was given at the Meeting, and there is little reason to doubt but that it will be universally conceded.

COMMUNICATION.

To the Editor of the Standard.

Sir,—The present metropolitan ministry appear to be in a condition much like that of a man lost in the wilderness. The peril of moving or not moving is almost equally balanced. A movement forward is almost certain to be in a wrong direction, and thus an increase of the dangers he seeks to escape. The rejection of aid to the recent colonial delegation on railroad matters is an apt illustration. Coming as it does from a Tory ministry, which, it was supposed would be more favorable to the perpetuation of a colonial empire than the Whigs, it will help to unseat the eyes and untie the ears of the colonial mind, and teach it the value of metropolitan sympathy with the material interests and progressive advancement of the Colonies. It was an egregious blunder, and as stupid as it was egregious.

The Colonies are manifestly in a process of weaning from the mother country, and singularly enough Tory-nurses seem destined to be the instruments of consummating the process. The delegates seem to have left England in as good humor with the official courtesies received, as with the result of their mission. There was much delay before they were favored with the civility of a rejection.—If the colonies are not endowed with a passivity which nothing can disturb, they will learn from the issue of the negotiation, what they much need—less of self-reliance—that their advancement must depend upon their own efforts, wholly irrespective of any paternal care on the part of the mother country. This care, instead of aiding them to improve their internal condition would draw them into profitless had embarrassing enterprise for military purposes, by the lure of a cheap loan. It was offering them a stone, when bread was asked for, and they had the wisdom to reject it. The idea of constructing a military railroad to connect the upper and lower colonies at colonial cost, enterprise confessedly profitless as a commercial speculation, and comparatively useless as a commercial connection between them by reason of the great distance—could scarcely have been entertained by any set of men beyond the seas, without supposing a humiliating estimate on their part, of the intelligence and sagacity of the people who were to bear the burden.

Mr. Hinks' parting letter to Sir John Packington was a manly document, and demanded by occasion. The neglect of which Mr. Hinks complains has in it a graver import than even the failure of the mission. Injury is often borne with more placid thankfulness or indifference, and when whole communities, as in the present case, are the subjects of the neglect, it will be likely to furnish an index to guide future movements.—No occurrence relating to the Colonies for a long time has inflicted a deeper wound on colonial pride than this—none more convincingly defines their position in reference to

the parent state—and none will be longer felt, if indeed it be not a premonition of new relations.

As long as the colonies stand in the relation of children, they have some claim to be treated as such. They have in times past known the price paid for it. The nursery has spoiled them. Recent events however are tending to force them into a manhood of thought and action, and none will give a stronger impulse in this direction than the one above alluded to.

An overweening sectionalism, which squanders resources and obstructs progress, needs to be corrected before the united ability of the country can be concentrated and made available for the advancement. We want patriots who are statesmen to guide the helm of affairs. Unfortunately, the few who have the clearest perception of the public wants, are precisely those whose voice is not heard in its councils.

THE STANDARD.

WEDNESDAY, SEP. 8, 1853.

RAILROAD MEETING AT WOODSTOCK.—On our first and second pages to-day will be found a report of the proceedings and speeches at the Meeting held at Woodstock on the 26th ult., for which we are indebted to a respectful correspondent. We learn that a large number signed the deed giving a free right of way, and that a considerable amount of stock was taken.

We were pleased to notice in the last number of the "London Illustrated News," a view of the "Turning the first sod on the St. Andrews & Quebec Railroad" on the 4th of June last, with a brief letter press description.

ENGLISH NEWS.—In another column we have given a summary of the news by the Steamship America.—The statement published in some of the English and American papers, that the Imperial Government had agreed to settle the Fishery question, by allowing the Americans to fish anywhere in British waters three miles from land, which would give them the privilege of entering most of the small bays and recesses of the ocean,—we learn from the most authentic sources, is incorrect, as the present Government would never agree to such terms without at least consulting the Colonies. The fact is we must have a *quid pro quo* before any arrangement of the kind is entered into.

GREAT THUNDER, AND SMALL BEER.—By a most "fortunate accident," a copy of the Fredericton pamphlet, "HEAD QUARTERS," has reached us, in which powerful, but unmerciful chronicle of current events, we notice a somewhat indefinite article, headed "St. Andrews-Railway," and one we must acknowledge that does alike honor to the heart and head quarters of its intrepid pilot. We have to express our ignorance of such a scheme as the "St. Andrews Railway," which would imply a line of rails extending as far as turn back; nor are we aware that any line is being made in the suburbs for the purpose of circumventing our seemingly enviable town. We are not altogether so selfish or vain as to appropriate a railway to our own immediate use and purposes; on the contrary, the works comprising the "mile or two of dist" which is now in the course of being "grubbed up," will be extended as far as Woodstock having no connection whatever with Fredericton, and thence on to Quebec: it is therefore styled the "Saint Andrews & Quebec Railway."

We regret exceedingly that the "Head Quarters" has not sufficient time on hand to "enunciate his railway policy," such as it may be; however, it is gratifying even to suppose that it is undergoing the process of incubation, and will come out of its shell when least anticipated or cared for, and we hope that whenever he makes a point of "trying back" to gain a point, he may be able to conjure up the past, and all "live railroad" associations, with feelings of indescribable pleasure.

However, our present position with regard to the railroad, may remind our "contemporary" of a bull in a china shop, or a "trip hammer in a meeting-house," and giving him all credit for the witicism and truthfulness of his assimilation, we, in return, will doubtless be excused if we here potentially remark of our contemporary's position and "railroad policy," that he reminds us of a Jerusalem pony dancing among the Jericho chickens—alho' he wishes to personate the prophet and fatalist, and pronounce the power of the Fredericton faith destined to receive increased strength, from the success of a scheme, which in the beginning appeared "very unpromising," but by the aid of "freedom," and "charity" at home, is now assuming an undeniable reality.

With respect to our contemporary's observations upon our markets, and home consumption, which we suppose he alludes to as another description of "railroad grubbing"—we leave the subject to him and our butchers, as it concerns them more than us at present—but we may add, that we have no doubts as to his digestive organs being in as healthy a state as ours, at all events may good digestion wait on his appetite, and health on both. Well done Fredericton—you "don't believe," now don't you? you "never did believe"—did you never? but you "rejoice to acknowledge our faith"—do you? now will you "sorrow over our success,"—pray do—it will be so generous and philanthropic, and you "will try industriously"—(you did well to say so) to realize such "a strange idea as a railway whale,"—try hard by all means, blow upon your own penny trumpet, and when you have arrived at the end of your industrious trials, it will be consoling to you to feel, and know, that after all, you have borrowed the idea from—Saint Andrews.

THE HARMONISTS.—This popular troupe of Vocalists, gave two entertainments this week in the Town Hall, to crowded houses. We regret that want of space prevents our giving an extended notice—suffice it to say, that they continue to maintain their popularity.

European Intelligence.

Trade generally is in a sound condition, and producers are pretty well engaged at remunerative prices, the only exception being in heavy domestic, for which however more enquiry is looked.

In the Money Market Consols have fluctuated but slightly, ranging from 93 1/2 to 93 3/4 in the Bank of England, £21,501,000 for market quiet. Flour—Decline of 5/11 a 1s. per lb. Coffee in steady demand. Sugar market inactive through the week.—Fair demand for common bars at 45/- free on board, in walls; rails 45 17s 6d. &c.

ST. ANDREWS AND QUEBEC RAILWAY.—The ordinary half-yearly general meeting of the Class A shareholders in this Company took place in London on the 19th ult., Mr. Featherstone presiding, when the report, embracing the transactions of the past half year was read, from which it appears, among others which must be familiar to our Canada readers, that as the interests of the Class A shareholders are more directly engaged in the completion of the first section of the now commenced line of Railway to Woodstock, the attention of the Board of Directors has generally been more exclusively directed to the furtherance of this object. The report also states, that "there appears not the slightest probability of any rival scheme being sanctioned in New Brunswick; the St. Andrews and Quebec Railroad will therefore be the Great Trunk Line of communication between the Mother Country and the Canadas, and be the commencement of a line of Railway, which, after traversing the whole extent of the latter, can be continued on British territory to the Pacific, and will then constitute by far the shortest route which has hitherto been devised to that ocean and the Indies. That this idea may not appear chimerical, it may be as well to state, that a proposal to carry it out has recently been laid before the public by an officer of the Royal Engineers." The report further states, that "the whole of the Class A shares have been subscribed for, and that application for several hundred more have been made, which the Directors have been compelled to decline." A call will be made on the proprietors, who will also be allowed the option of paying in advance, receiving six per cent. for such sums as they may pay in like manner as for their calls.

The statement of accounts shows a balance in hand of £5345 10s 2d. Mr. Thompson, the Manager, recently arrived from New Brunswick, having addressed the shareholders, the Meeting broke up.

The Ministerial Journals, per Washington, announce with perfect confidence the satisfactory termination of the Fishery dispute, which is likely, indeed certain, to be adjusted on terms of absolute reciprocity, so far as the right of fishing is concerned—Americans to be at liberty to fish in all British waters, subject on both sides to the restriction of three miles from the shore of any country to which they do not belong, the three miles to be measured from the nearest land, without distinction of bay or headland.

It is reported that the screw frigate, Ter-magant, 24 guns, now being fitted at Portsmouth, is to join Admiral Seymour's squadron.

Harvest is proceeding favourably both in England and Scotland.

G. P. R. James, the Novelist, is appointed British Consul at Norfolk, Va.

The Duke of Hamilton is dead.

In the case of the inquest on those who were shot in the late election riot at Six-mile Bridge, County Clare, the Coroner's Jury have returned a verdict, that the deceased were unjustly murdered by John O'Donnell, Justice of Peace, and eight soldiers of the 51st Regiment. Five jurors dissented from the verdict.

Accounts respecting the potato crop are satisfactory. The least favorable statements estimate that in the infected districts at least one half the crop will be saved.

More gold has arrived from Australia.—The sum now amounts to about twenty millions within the past twelve months.

MARRIAGES.

On Thursday 2nd inst, by the Rev. Dr. Alley, Mr. James Q. Jenks, of Cumberland, N. S. to Miss Elizabeth A. Hurley, of this County.

DEATHS.

At Mount Pleasant, near Greenock, on Friday, the 13th August, Miss Margaret Jane Rodger, youngest daughter of the late Mr. John Rodger, of Greenock—and sister of John Rodger Esq. of this Town, where she resided for the last few years, and was much and deservedly esteemed for her many virtues and amiable disposition.

AUCTION SALE.

On SATURDAY, the 11th instant, at 12 o'clock, will be sold at Public Auction at the Sales Room of the Subscriber: One eighth of the Barque "Lady of the Lake," 457 tons register. Also 1400 Acres of Land, through which the Railroad passes, 27 miles from St. Andrews.

Together with any other effects of the Estate of Robert Walton, in order to close said Estate.

—Terms at Sale.—

By order of Trustees,
W. WHITLOCK,
Auctioneer.
St. Andrews, Sep. 7, 1852.

ST. STEPHENS BANK.

ST. STEPHENS, September 1, 1852.
A DIVIDEND of Five per cent. will become payable on the 30th instant.
D. UPTON, Cashier.

Meeting of Courts.

The Courts of General Sessions of the Peace and Common Pleas, for the County of Charlotte, will sit at the Court House in St. Andrews, on Tuesday the 21st day of September, at 12 o'clock.

The Courts of Oyer and Terminer and General Jail Delivery and Nisi Prius for the said County will be held at the Court House in St. Andrews, on Tuesday 22nd day of November next, at 12 o'clock.
At which time and place all Magistrates, Coroners, and Constables of said County and all persons required to be at these Courts are hereby Publicly Notified to give their attendance.

By Order of Her Majesty's Justices
THOS. JONES,
Sheriff of Charlotte.
St. Andrews, Sep. 7, 1852.

Mail Contract.

ANY Persons desirous of entering into a Contract for the conveyance of the MAILS between
FREDERICTON and ST. STEPHEN,
or
FREDERICTON and ST. ANDREWS,
Once per week each way, commencing from 30th October next, are requested to send in Sealed Tenders, addressed to the Postmaster General, stating the sum per annum for which they will agree to perform the service.
Tenders must be made on proper printed Forms supplied by the Department, which can be obtained from any Post Office.
Tenders will be received until SATURDAY the 11th September next, at noon.
N.B.—It is to be distinctly understood, that persons tendering for the above service will have no claim whatever upon the Legislature for any, the smallest remuneration, over and above the amount named in the Tender.

J. HOWE, P. M. G.
General Post Office,
St. John, Aug. 23, 1852.

BOYS WANTED.

WANTED TWO BOYS from 12 to 16 years of age, at the STANDARD Office, to learn the Printing business.
August 23. Apply immediately.

Leasehold Property by AUCTION.

ON Tuesday the 21st day of September next, at 4 o'clock in the afternoon, the subscriber will sell by Public Auction, on the premises, three two commodious and substantially built DWELLING HOUSES, and out Houses, situated in Queen Street (Church Block), together with the piece of ground in rear of each sufficient for a garden. A new lease has been lately obtained from the Church Corporation for 50 years from first May last, at £4 19s. for both, renewable at the expiration for 21 years, at such rent as may be considered equitable by arbitrators, or Church Corporation take the property at a valuation to be ascertained by two disinterested persons, mutually chosen.

Terms made known at time of sale.
W. McLEAN,
Auctioneer.
St. Andrews, August 17th, 1852.

FOR SALE.

PART of LOT number 10 on the Commons of the Town of St. Andrews, containing seventeen Acres, with a House and Barn thereon, and formerly owned by Capt. Wm. Harper. If not sold before Monday the 15th November, it will then be offered at Public Auction.

For further particulars apply to
ROBERT KER,
St. Andrews, 14th August, 1852.

SKIFF BOAT.

PICKED UP, between "Gannet Rock," and "Murr Ground," a SKIFF boat. The owner, can obtain her by proving property and paying expenses, on application to
H. HELM.
Aug 10, 1853.