

ST. ANDREWS AND WOODSTOCK RAILWAY.

From the Woodstock Telegraph.

Woodstock, Oct. 29. At a meeting of the inhabitants of Woodstock in the County of Carleton, suddenly convened, and held at Mr. Connell's Public Room, on Thursday the 29th day of October, 1846, at the request of the Hon. Col. Hatch, John Wilson, and James Brown, Esquires, a Committee from the Rail-Road Association at St. Andrews, who arrived in this place last night, on their mission.

PRESENT.

The High Sheriff, B. C. Beardsley, John Diblee, John Bedell, A. S. Carman, Charles Perley, Chas. Connell, Esquires Rev. S. D. Lee Street and sundry others.

On motion—Resolved, That John Diblee, Esq. do take the Chair.

On like motion—Resolved That A. K. S. Wetmore, Esq., do act as Secretary.

The Hon. Col. Hatch explains the object calling the meeting, James Brown, Esq., following Col. Hatch; John Wilson, Esq., following Mr. Brown.

On motion of Mr. S. Wetmore, seconded by C. Perley, Esq., unanimously Resolved, that the thanks of this meeting be justly due to the Gentlemen composing the Committee of St. Andrews, Rail-Road Association, for their great zeal and enterprise in the projected undertaking, and for the full and able exposition afforded by them of the principles and facilities upon, and with which the same is expected to be accomplished.

And whereas the establishment of a Rail-Road between this place and St. Andrews promises, in the opinion of this meeting, to be an achievement of vast importance to this Section of the Province, Thereupon Resolved, That subscription papers be forthwith prepared, with hope of raising such amount of Stock subscribed for, as will, in conjunction with that already subscribed in Charlotte, and that may be subscribed elsewhere, realized the full and speedy accomplishment of this grand and desirable object.

Further Resolved, That a Committee of twenty persons be appointed to carry the foregoing resolution into effect; and that the following gentlemen do compose the said Committee, viz:

C. Perley, Esq., C. Connell, Esq., Mr. James Grover, A. S. Carman, Esq., Adam B. Sharp, Esq., Leonard R. Coombes, Esq., Benj. Beveridge, Esq., James Tibbets, Esq., Mr. George F. Williams, Mr. Thomas Pickard, Mr. Thomas E. Perley, R. R. Reichum, Esq., A. W. Rainsford, Esq., Wm. McLaughlan, Esq., P. C. Amareux, Esq., Mr. Joseph Harvey, Henry Jones, Esq., Mr. James McCann, Mr. Thomas Collins, and Mr. Collins Whitaker.

The Chairman having left the Chair and a vote of thanks passed for his efficient conduct as Chairman, the meeting dissolved.

A. K. S. WETMORE, Secretary.

From the Head-Quarters.

FRIDAY, OCT. 30.

At a public meeting held at the Crown Lands Office on Saturday evening, 30th October, 1846. On motion, James Taylor, Esquire, was called to the chair.

The Chairman stated, that he had but a short time previous heard of the meeting, and that he was not therefore, aware of the particular business to be done; but he supposed the individuals at whose instance the meeting had been called, were prepared to state the object of it.

After several nominations and refusals of Gentlemen as Secretaries to the meeting, Mr. Wilnot volunteered to act in that capacity. The meeting having thus been organized, was addressed by the Hon. Thomas Baillie, James Brown, Esquire the Hon. Harris Hatch and John Wilson, Esquires.

After they had concluded, Mr. Wilnot having been called upon, addressed a few words to the Chairman, and proposed the following Resolution, which was seconded by B. Wol-hunter, Esquire.

Resolved unanimously, That this meeting has heard with great satisfaction the statements of the Hon. Mr. Hatch, John Wilson, Esquire, and James Brown, Esquire, as to the practicability of constructing a Wooden Railway between Saint Andrews and Woodstock, and that a portion of the stock has been subscribed and a company is being formed for that purpose, and feeling that success, in this enterprise, will ensure more extensive operations in different parts of the Province, we sincerely wish that the project may be accomplished, and that the result may prove highly remunerative to the promoters of this spirited undertaking.

The Hon. Mr. Baillie, then moved the following Resolution, which was adopted:

Resolved unanimously, That the Hon. L. A. Wilnot be requested to act as Corresponding Secretary with the Railway Committee in Quebec, St. Andrews and Halifax.

Upon motion the Hon. Thos. Baillie took the Chair, when a vote of thanks to James Taylor, Esq., for his able conduct in presiding over the meeting was passed unanimously. A similar vote was passed thanking the Secretary for his services, and the meeting adjourned sine die.

JAMES TAYLOR, Chairman.

L. A. WILNOT, Secretary.

Paying dear for it.—It is said that the steamer Great Western was seized at Liverpool, on her late trip to England, in consequence of some one on board having attempted to introduce surreptitiously a large quantity of tobacco into that country. She was released on the payment of the owners of some £20,000 or £20,000.

British Commerce with Mexico.—The annual value of British Commerce with Mexico, is estimated by the British Minister at Wash-

ington, at ten millions of dollars. The annual proceeds of the Mexican mines have been twenty millions of dollars for some years past—more than half of which has gone to England.

THE STANDARD.

ST. ANDREWS, WEDNESDAY, NOV. 11, 1846.

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.

St. Andrews and Woodstock.

Commissioners—R. M. Andrews, R. Wal-

ton, C. W. Dimock, M. S. Hannah, John Bailey.

St. Andrews

Steam Mills and Manufacturing Company.

R. M. Andrews, Esq., President.

Director this week—J. W. Chandler.

J. Wetmore, Agent.

Saint Stephens Bank.

G. D. King Esq., President.

Director next week—Geo. S. Hill.

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, —Oct 29 Montreal, —Oct 28

London, —Oct 19 Quebec, —Oct 29

Edinburgh, —Oct 15 Halifax, —Nov 6

Paris, —Oct 15 New York, —Nov 7

Toronto, —Oct 25 Boston, —Nov 9

THE RAILWAY.

In our columns to-day will be found reports of the proceedings of Meetings, held, in Woodstock and Fredericton on the subject of our projected railway. From these reports it will be seen, that the deputation from St. Andrews was favourably received in both the aforementioned places; and in the former more particularly, there will doubtless be taken up a large amount of stock. We have always been of the opinion that the inhabitants of the County of Carleton, would feel a deep interest in any means of furnishing them with a direct and cheaper medium of communication with a seaport. The advantages of railway to that section of the Province are certainly great; and the people seem to be alive to what is unquestionably their interest. The disinterested and generous manner, in which the inhabitants of Fredericton have taken up the matter, reflects great credit on their liberality and public spirit, as opposed to narrow prejudices and local and selfish views and feelings. Whatever is a benefit to one part of the Province, should meet with sympathy and support from all other parts. The fact should not say to the hand "I have no need of thee;" and enlightened policy every where, now enforces the doctrine of acting toward others, as we wish them to act toward ourselves.

The gentlemen composing the deputation have succeeded in making some addition to the data which were in our possession previous to their visit. They have ascertained from sources to be relied upon, that the whole cost and charges, (it is not necessary to detail the items here,) of bringing timber from Grand Falls to Saint John, was at the lowest, 12 shillings per ton. In our former calculations we set down 10 shillings per ton as the highest rate for conveying timber, by railway, and seven and sixpence per ton as a price that would pay well. We presume there can be no doubt now, as to whether the Saint John river can offer a successful competition to the railway in conveying to market the article of timber.

Another source of traffic, the conveyance of flour, &c. to Woodstock, Grand Falls, and the country adjacent, is found to be much greater than we had previously supposed. About 300,000 barrels are sent up the river Saint John and above Woodstock, yearly, at the expense of 12 or 15 shillings per barrel. This trade alone, at least half the present cost of transportation, would be more than sufficient to support the railway.

We are satisfied from reflection upon the subject, that a much greater number of passengers will travel on this railway, than has been hitherto imagined. All, or nearly all, the travelling from Saint John to Woodstock, and places on the upper part of the river Saint John, will be diverted into this channel. A great part of the travelling from Boston to Houlton, and other places on the Maine side of the Boundary line, will be attracted into the same medium of communication. The construction of a railway, or the establishment of any good means of conveyance, invariably increases to a great extent the traffic and travelling carried on between any two places. Without steamers on the river Saint John, the travelling would not be a tenth of what it now is. From these and other circumstances we think, that we are warranted in drawing the conclusion, that a very considerable number of passengers will be constantly passing over the railway, when once it is completed.

It is very probable that a large amount of stock will be subscribed for in the County of Charlotte, in addition to what is already taken. As the people become better acquainted with the nature and prospects of the enterprise, they will feel more confidence in it, and more inclined to give it their countenance and support. The terms upon which the subscriptions are made, are very easy, and such as to afford great facilities for making payment.

Four per cent only is required as a first payment, and no payment can be called for at any time exceeding 10 per cent, and at a shorter notice than 90 days. Many might be induced to subscribe for stock, by knowing that they could obtain employment by working on the road, or by furnishing materials; and thus they would not be under the necessity of paying out money at all, or otherwise it would be paid, only to be received again.

As the matter is soon to be brought to the test, we hope that all the friends of it will be on the alert, to strengthen the case, and the hands of those who may be selected to attend to its more immediate management. This first step is the most difficult, and it should therefore be made with prudence and deliberation, and at the same time, with promptness and energy. We sincerely hope that slight difficulties will not be allowed to impede the progress of the work; but that unflinching perseverance will be the order of the day. Union is strength—let unanimity prevail. Let all semblance of party feeling, or jealousy, or disunion, be discarded in every act connected with the railway. The general good of the County and of the Province should be the ruling motive, at the shrine of which every thing of a personal or private nature must be sacrificed. To the promoters of this public benefit we say, UP MEN AND AT IT; and with all confidence in your enterprise, we once more cordially wish you success.

THE CHARLOTTE COUNTY AGRICULTURAL SOCIETY.

This Society has been established for upwards of twenty-six years, and has been instrumental in doing much good in the County. Its operations have been connected with most branches of agricultural industry, and has exercised a very beneficial influence on the science and practice of farming. The County is deeply indebted to the co-operating individuals, who have with untiring zeal and activity laboured for the promotion of the interests of the farmer and labourer, we are happy to say, not without success. That their efforts will be appreciated to a still greater degree, and continued with increasing success and utility to the country, it is the earnest wish of every true friend of the agriculturalists.

The objects of the society have uniformly endeavoured to make the institution generally useful. They have always been most anxious to enrol in the list of its members inhabitants of all parts of the county, and have held over every inducement within their power for that purpose. They have reduced to a great extent the annual subscription, in order that none, however small his means, might contrarily to his inclination be excluded from becoming a member. They have been confident, been most desirous of doing justice to all parties, and of extending the beneficial influence of the society, as far as the limited means at their disposal permitted. They have uniformly acted with impartiality and integrity, and have scrupulously avoided all party bias, and whatever would have a tendency to lead them from the straight and honorable course, which it has been their steady aim to pursue.

An agricultural society is a great advantage to any farming community, and should be well supported. We would respectfully solicit the attention of our numerous readers to this subject. There are very few indeed who could not afford the sum of five shillings per annum, to become a member of the Agricultural Society, and be entitled to the advantages which it holds forth—to be eligible for obtaining prizes, to become more readily and generally acquainted with different modes and implements of agriculture, to participate in the advantages available, for improvement in various kinds of stock, and to obtain and impart useful information on subjects connected with agriculture in general.

We should like to see a more extensive and lively interest taken in this society, producing, as it certainly would do, the benefit of the farmer, and indeed of all classes. We should like to see its list of members very much extended, and its funds commensurate with the laudable desires of its promoters. We should like to see its operations enlarged, its usefulness increased, and its beneficial effects manifest themselves to a greater degree in all parts of the county. But in order to accomplish this, all any useful purpose, effort and perseverance are indispensable; and it is certainly the duty of farmers and friends of agriculture, to use every exertion in order to support and increase the usefulness of this valuable institution.

There is no more noble or independent occupation, than that of farming. It is the basis of trade and commerce. It is that upon which the prosperity of most nations depends. There is no occupation more conducive to health, to contentment, or to the exercise of benevolent feelings. We honor the Farmer, and we honor his calling, and we cordially wish for the success of every thing that may promote his prosperity and happiness. His profession is peculiarly adapted to receive, and benefit by, the aids which science and experience offer; and we should like to see all his energies vigorously employed in improving his own condition, in improving the noble science and art which he daily studies and practises, and in elevating more and more in the scale of civilization and refinement the worthy and independent character, which, we are proud to say, the Farmers of our County generally possess.

DEATH OF CAPT. PIPON.

We copy the following particulars of the sudden death of Capt. Pipon from the Head-Quarters.

It is our painful duty to announce the death of Captain Pipon, of the Royal Engineers, lately employed by the British Government to explore a Line for a Trans Atlantic Railway from the coast of Nova Scotia to Quebec, &c., and also one of the Commissioners to report to H. M. Government on the boundary between this Province and Canada. So far as the

particulars of this melancholy accident have come to our knowledge, it would appear that in crossing the Restigouche river, about five miles above the head of the tide, the canoe in which he was, grounded and upset in a rapid, and he and his canoe-man thrown into the river. The water being shallow, Capt. Pipon had waded to the shore, or nearly so, when he saw his Portmanteau passing down the stream, and being anxious to recover it, he went after it—was swept into deep water, and sank to rise no more. The body of Capt. P. has since been found, after remaining above three hours in the water.

Later from England.

The Second October Mail, brought out by the R. M. Steamship Britannia, was received here on Monday evening. In our columns will be found a summary of the news.

The principal topic in the British journals, is the calamity which has befallen Ireland in the loss of the Potato crop. The state of that country is most distressing; in some of the provinces, the people are suffering for want of food. Efforts are being made by the Government to afford timely relief, by giving the people employment on public works. There were some disturbances, called "famine riots," which were followed by loss of life at Dungarvon.

In the Highlands of Scotland much distress prevails: the poor there are obliged to exist, without the potato.

The Montserrat marriage has taken place. One of the leading journals state, that the marriage created a feeling of estrangement between the Courts of St. James and the Tuileries.

Mr. O'Connell is still at Dairrybane, from whence he writes weekly to the Repeal Association—the principal topic being the prevailing distress.

Free trade policy is gaining ground in France and other places on the continent.

Lord Elgin, Governor-General of Canada, would leave England during the present month.

From the European Times, Oct. 20.

TIMBER.—Since our printed circular of the 30th ult. the supplies of Colonial Wood have exceeded the limited rate at which they were forwarded during the last month; still, however, the general supplies, since the 1st Feb., are considerably less than those during the corresponding period of last year, the number of tons occupied in their conveyance being 113,154, against 169,544 for the like time, last year—making the important difference of 56,390 tons up to this time. The import, since the 1st February to this date, of the leading articles has been, of

This Year. Last year.

Quebec P. Timber, in logs 26,169 26,268

St. John, Ditto ditto 27,409 27,671

Other Ports, Do. ditto 6,177 11,065

Total 59,515 124,004

Quebec Oak, in logs 3,197 4,599

Quebec D. in pieces 104,573 282,856

St. John, &c., F. in pieces 844,127 605,045

The extent of the arrivals, during the remainder of the season, for the reasons stated in our last circular, is yet very uncertain, but the prevailing opinion most to be relied upon, seems now to be, that it will be moderate.

The amount of the disasters that have overtaken so many vessels at sea engaged in the timber trade is not yet fully known, but sufficient is already ascertained to show there must be a material diminution in the intended supply, especially of that from Quebec. The demand continues good; every cargo on arrival can command a ready sale, and prices still seem to have an upward tendency. On the 28th inst. a cargo of Quebec Timber was offered for sale by auction: the Yellow Pine was of small average, but sound—one half only was sold, and that at 164d per foot; the Red Pine at 224d; Elm at 184d to 194d per foot. The sales by private contract since the commencement of the month have been extensive.

The Revenue.—The yearly and quarterly accounts of the finances, though they do not afford any very marked increase in the revenue yet exhibit, all circumstances considered, sufficiently decided indications of prosperity.

The produce of the taxes, excluding the accidentally accessions of revenue, for the year now ended, namely, from 10th October 1845 to 10th October 1846, amounts to £49,198, 259. From 10th October 1844 to the same period in 1845, the amount was only £48,774, 504, which gives an increase for the year of £423,755, and this is the more encouraging as the present year is deprived of duties to a large amount, which helped the revenue of the last year, with which it is now compared.

There is a decrease for the year in particular branches of the revenue, as in the Customs of £501,619, but an increase in the quarter of £182,717, which deficiency is the immediate result of the repeal of productive duties, before there is time for the remaining duties to make up the loss.

In the Excise, there is an actual increase, notwithstanding the remission of the auction and glass duties that has been made in that branch, of £226,820 in the quarter, and of £182,717 in the year. This is highly satisfactory, and indicates the progressive increase of the revenue, and of the general prosperity of the country.

The Steam-Ship "Great Britain."—By the steam-ship Caledonia, which sailed hence on the 4th instant, we gave accounts of the unfortunate position of this noble steam-ship, up to the 2d instant, and stated that an effort would be made on the 3d to float her again; we also stated our doubts that the attempt would be successful, and so it has proved. On that day the steam tug-boats made an ineffectual effort to relieve her. The weather on the 3d, 4th, and 5th, was such as to render it impossible for any of the steam-tugs to approach her; so that all the efforts which

had, previously been made to get her off the sands failed. Since we left Dundrum Bay she has moved about 400 yards nearer the shore, and has from ten to twelve feet of water in her hold.

In a conversation which we had yesterday with Captain Hoskan, at our office, we are glad to learn that he entertains sanguine expectations of getting her off. Breakwaters, tanks, and other machinery, is now preparing which will not be put into practical execution for about six weeks; and as she now lies fast on a bed of sand, between two rocks, it is expected that she will not sustain much more damage.

IRELAND.

The state of Ireland continues to be most distressing—alarming in the extreme. The famine spreads; disease, the attendant of scarcity, stalks abroad through all parts of the island, and suffering peasantry, goaded on by despair, have shown symptoms of rebellion and outrage, hoping thereby to attain an effectual relief for all their wants and privations.

As was intimated in our last publication, the Government are active and energetic in efforts to devise ways and means to afford timely and substantial relief. Since we last addressed our readers, the Lord-Lieutenant has undertaken the responsibility of finding employment for all the labouring population now in want, by inviting the magistrates and cesspayers to provide for the people by the execution of useful and reproductive works. A circular has been written by Mr. Labouchere to the different lords-lieutenants, enclosing a letter to the chairman of the Board of Public Works, which sets forth his excellency's decision.

The formation of a naval depot at Cork seems settled. A correspondence has appeared in the Cork Examiner, from which it appears that the Government will immediately begin "to erect large cod stores, wharfs, &c. capable of containing 20,000 to 30,000 tons of coals; and they also intend to construct foundries, &c., for repairing and fitting her Majesty's steamers. Captain James, of the Engineers, is appointed to go to Cork, to survey and report how Cork Harbour and Haulbowline Island may be made more available as a naval station. It is the intention of the Government to erect a pier at Cove for the use of large class steamers, as well as for a harbour of refuge and general landing-place." The Lords of the Admiralty have determined forthwith to commission and send to Cork a permanent guard-ship.

Presentment sessions continue to be held in different districts, without variation in their general character. Many small amounts have been voted. At Killybegs £45,000 was voted for the present. At Kenmare the amount was, after some discussion, fixed at £50,000. Fermoy has presented £37,000.

Mr. O'Connell's proposal for a national convention in Dublin, appears to be well received. A form of general requisition was prepared for circulation throughout the country, for the purpose of obtaining signatures from different influential parties. To remove objections in certain quarters, the requisition has been greatly modified, avoiding all allusion to an Irish Parliament. In its present shape it has already been signed by about thirty Irish peers, including Lords Westmeath, Mountcashel, and Concurry, and a considerable number of gentry.

Complaints, loud and bitter, are being made against the Board of Works, for the delay which it seems to manifest in commencing the works passed at some of the presentment sessions. A letter from the regent and vicar of Cong, near Ballinrobe, appears in the Dublin papers, in which he states that there has been shameful trifling with the peoples misery.

REMOVED BREVET.—We are informed by unquestionable authority, that it is decided to have immediately a Brevet promotion in the Army—a boon so long expected and well merited by the service.—*Limerick Chronicle.*

TURKEY.—A telegraphic dispatch from Marseilles announces the appointment of Reschid Pacha as Grand Vizier, and Ali Effendi as his successor as Minister of Foreign Affairs.

The King of Prussia has conferred upon Miss Herschell the large gold medal of Merit, as a reward for her scientific works.

Letters from Adrianople state that on the 12th of September, a dreadful fire broke out in that city, which consumed upwards of 600 shops, 50 houses, besides caravansaries, bath, mosques, &c. This is the second conflagration which has taken place in that city in the space of a month.

DIED.

At Woodstock on the 1st inst., Elizabeth, wife of George A. Bedell, Esq., of that place, and daughter of the late George D. Berton, Esq., aged 29 years.

SHIPPING JOURNAL.

PORT OF ST. ANDREWS.

ARRIVED.—

Nov. 5. Schr. Star, Cook, Wilnot, Provisions Master.

6. Bgt. Wm Horatio, Laskin, St. John, N. F., Ballast.

CLEARED.—

Nov. 6. Schr. Firefly, Coggins, New Edinburgh.

9. Brig Wm. Grange, McDonald, Lynn, Deals, &c., by H. Frye & Co.

ARRIVALS IN EUROPE.

Sept. 28.—Lady Combermere, Penland, Frith.

Oct. 2.—Jacinth, Dundalk.

3.—Mechanic, Liverpool.

5.—Sea King, do. from N. Orleans.

6.—Leosthaub, do.

14.—Volant, do.

FROM ST. STEPHENS.

Oct. 2.—Janet, Longboat.

6.—Sir C. Napier, Liverpool.

CLEARED.

Oct. 11.—Plutus, from Liverpool for Magaguad.

AUC

On FRIDAY next,

o'clock, A. M.,

Subscriber will

4 Bats. R. I. C.

2 B. E. A. N.

4 Boxes fine Cony

2 Cakes well past

2 Hds. Raw, 1

1 do Boiled 1

6 Boxes LIVERI

2 Bags P. E. P. I

2 Bbls. moist CR

3 Baskets CHAM

6 doz. Port

6 " Madeira

6 " fine Malt

5 Bags BEER C

November 11.

CHARL

GRAMM

THE Directors of

above Institution in

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Classics, and Math

F. Grammer, Geogr

Reading, Writing, &

Arithmetic.

The Directors trust

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