

Correspondence.

To the Editor of the Standard.

SIR, "How is the Railroad to be finished?" This question is on everybody's lips; but from all the opinions, suggestions, and luminous ideas which one hears in reply, it would seem that the problem is as difficult of solution as the discovery of perpetual motion. I feel, therefore, somewhat diffident in expressing my poor sentiments when the united wisdom of the Government, and the Class A board, assisted by the transcendental abilities (if) of such men as the President, and Messrs. Frye and T. B. Wilson, have hitherto failed in defining the means of attaining the end they must all so ardently desire: and yet, Sir, I cannot help thinking that the task is not so insuperable.

The first step towards putting the concern on a safe footing may be expressed by one word—viz: *Concession*. The Government must concede something; and the Board in New Brunswick must concede everything, for they must give up the ghost without any hope or expectation of coming into existence again.

The plan of having a double Board—one in this country and one in England is bad; it could scarcely, under any circumstances, be expected to yield other fruit than that of discord and confusion. But that such a Board as the local one here, constructed as I showed in my last letter to you, composed only of half a dozen men, whose chief interest in the affair consists in the benefits they will derive from the road passing before their doors—should possess the power of managing property, their own duties and liabilities to which they repudiate, by refusing or neglecting to pay up the calls due on the shares they have so pompously subscribed for—and should become a stumbling block to the proper understanding between the Government and Class A, who are the real proprietors of the line—is monstrous and disgraceful.

Now, Sir, it will be asked, "how then do I propose to proceed?" My plan is very simple, and I will be as brief as possible in describing it, carefully abstaining from any such idle details which could easily be dependent on circumstances I am unacquainted with; but confining myself entirely to what I conceive should be the broad principle of action.

I would begin by requiring the concessions of which I spoke. First, I would ask the Government to concede without delay both the grants of land, and the issue of the remainder of the Debentures to complete the £250,000. I would then require the Class A, on their part, to give up any mortgage or title which I understand they now possess on those lands, and such a portion should then immediately be sold or have money raised thereon, as would be sufficient to complete the line. That this could be easily effected there cannot be a question. The remainder only should then be devisable among all the shareholders (Govt. and all) equally.

I would then compel the Class B to their position, by the re-organization of the company, doing away altogether with the complicated machinery of two Corporations and two Boards each with their separate and distinct powers. I would confirm to the 4000 Class A shares their guaranteed dividends as a preferential stock; but in all other respects the Government, the Class A and the Class B should stand on an equality. They should together appoint one Board of directors, each party voting on the shares—selectively standing in his or their names.

The Government preferred, it might still be arbitrarily, as at present, its own Board, leaving the shareholders to elect the remainder, the total number of whom, however, should not exceed seven. This Board should have the entire control of the affairs of the Company, and make their reports and returns of accounts half yearly to the shareholders, and the whole Province, being a shareholder, incapable of attending meetings, reports and accounts should also be laid before the legislature. The Board, located in England, and

should not have more than two—one would be a resident Commissioner in this Province, the other an agent to be appointed on Monday by the Executive. The duties of the latter would be to supervise the work of the line; and to make his reports and returns weekly or monthly as might be required, and be responsible under heavy penalties for the same. The Board, however, should have the entire control of the affairs of the Company, and make their reports and returns of accounts half yearly to the shareholders, and the whole Province, being a shareholder, incapable of attending meetings, reports and accounts should also be laid before the legislature. The Board, located in England, and

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severely on the members of the Board, most of whom are my personal friends; but he deals with them as public men in their capacity as Directors, and not as private citizens; and it must be admitted by every candid man, that there is neither scurrility or personal invective in his letters. From all that I know, and have heard for some time—he has truthfully and graphically drawn a picture of the management of Railway affairs for the last few months; and I look forward with anxiety, to his promised plan for resuscitating the works on the line, which, in my humble opinion, he appears fully competent to suggest. I, with many others, applaud your independence in publishing the letters of "Civis," believing you are, as you have been from the first mention of the Road, its warm supporter and steady friend. I trust you will give the public some remarks of your own upon the present position and prospects of the Railway.

Apologising for the space which this letter occupies, to the exclusion of more valuable matter.

I am,
Your obdt. Servant,
P. B. P.

[FOR THE STANDARD.]
Mr. Editor,

I have read with much care and attention the communication of your correspondent "CIVIS." Since reading his last letter, I too have heard it stated, out of doors, by various parties, that the new Board, by their Engineer, have given the Contractors a notice, that they will require them within 14 days from the date thereof, to put upon the line 1250 men, and 100 horses. The Contractors will doubtless, in the present state of the Company's finances, at once comply with this extreme modest request, altho' an exaggerated copy of that given by the old Board. Now, Sir, supposing the Company's notice was really worthy of notice, the wages of these 1250 men and 100 horses working 22 days in the month, would amount to the sum of £3,357 10s. for which no doubt the Engineer would certify, by way of a change in the ordinary course of events. Again, the cost of door talk is, that the Contractors are indebted to the Company in the sum of £5,000, or thereabouts. Giving the Board credit for this amount, there still remains upon such monthly certificate a balance due the Contractors of £3,357 10s. Pray, how is this claim to be met, when the only funds the new Board, by their own figures it is said, can demand, is £3,000 of Debentures. I would suggest to the Contractors the propriety of advertising for men and horses to the following effect:—

WANTED IMMEDIATELY—For the Works on the St. Andrews & Quebec Railroad.—

1250 able bodied men, and 100 equally able bodied horses, for the purpose of prosecuting the works with a degree of energy commensurate with the able management of the Company's affairs. All necessary information with regard to wages and manner of payment, will be afforded upon application at the proper office.

Yours truly,
CIVIS, Jrs.

LOSS OF THE ARCTIC.

HALIFAX, October 11, 1854.

Statement of the loss of the Arctic by Mr. Bailliam, second officer:—

On Wednesday, the 27th, noon, off Cape Race, bearing N. W. by W. 65 miles distant, while rounding in a thick fog, was struck on the starboard bow, about six feet above the cut water, by an iron steamer, which made three large holes in the ship, two below the water—one of which was 5½ feet in length and 1½ in depth, leaving the whole cut-water through the Arctic's side. The wheel was put hard to starboard, the Engineer stopped instantly, and backed at full speed until clear of the other steamer, which occupied a couple of minutes. The French steamer seemed to be sinking, bow first. Capt. Luce immediately gave orders to clear away the quarter boats.—Mr. Gourley, chief officer, left the ship in charge of starboard boat. The second officer having examined the damage, an attempt was made to put sails under Arctic's bottom, but could not accomplish it, so much of the iron steamer's stern projecting the sails could not be brought close to the vessel's side. The carpenter attempted to stuff mattresses and pillows to stop the leak, but could not effect it—the leak was too much under water. The ship's head was put toward the land, and not more than four or five minutes elapsed before we ran over a boat and crew belonging to the other vessel, all of whom perished except one man. In about thirty minutes all the lower fires were out; by this time the confusion among the passengers was very great, but they used all efforts to assist the crew at the deck pumps. About forty-five after the collision the water was on a level with the lower deck beams. On going to the boats on larboard side, I found them filled with men and women, and no probability of getting near them. I then went to the starboard side, and ordered two of the crew to let down the guard boat; asking the captain what his intentions were, he replied that the ship's fate should be his.

The lady, daughter and son of Mr. E. A. Collins, with several ladies, were put aboard a boat; in the act of lowering, one of the tackles gave way, and all, except one lady, were precipitated into the sea and lost. I jumped into another boat, cut away the tackles, and dropped under the stern; at which time about twenty persons jumped overboard—fifteen or eighteen were picked up. I fell in with another boat and lightened her of part of her complement, leaving nineteen in her and twenty six in my own boat. The last sight we had of the ship the goods were in the water and the surface of the

water strewn with human beings. The boat's crew and passengers put themselves under charge of the second officer, who sailed a course for the nearest land, and after pulling forty two hours without compass, they reached Broad Cove, twelve miles north of Cape Race. As there were many vessels in the neighbourhood of the Arctic when lost, it is to be hoped that many of the passengers may be saved.

From the Newfoundland Ledger, Oct. 3.

The French merchant screw steamer Vesta from St. Peters bound to Granville, arrived here on Saturday last, with loss of foremast and bow completely shattered to pieces, having been in collision with the Collins paddle steamer Arctic from Liverpool to New York about 64 miles S. E. of Cape Race.

It appears that the Vesta left St. Peters on Tuesday last, and on the following day at noon, in the neighbourhood of the Virgin Rock, in an exceedingly dense fog, steaming 8 knots, came in collision with a large steamer, which was recognized as the Arctic of New York, whose speed is stated to have been not less than 12 knots. The Vesta appeared to be sinking, but immediately rose again, but no hope of her ultimate safety, the passengers and crew looking upon the Arctic as their only chance of saving their lives.—One man was killed, and others severely wounded. Two boats were put over the side, the first of which was sunk, and the second was immediately boarded by two of the crew and several of the passengers who not heeding the order of the captain to return on board, abandoned the vessel. The fog continuing very thick they lost sight of the Arctic altogether, still hoping, however, that she would not desert them.—A cry of distress was now heard, which was attributed to some men of the Vesta who, it appears, had jumped overboard, to get on board the Arctic. Providentially, the bulk-head in the fore-castle was not started, which the Captain (Duchene) noticed as affording a chance of safety. Upon mustering the hands 13 were missed. The Vesta had on board 117 passengers and a crew of 50 men.

The French Pescatore, from Havre, which also arrived to day, had 50 deaths by cholera on the passage.

The Colonial Fisheries, Oct. 12.

The government has acceded to the application of Mr. Moses H. Perley, of New Brunswick, respecting the free admission of colonial fish caught this season, and has given official assurance of an executive application to Congress for the refunding of any duties that may hereafter be paid on such fish, and for power to cancel any warehouse bonds, that may be given henceforth, until the reciprocity treaty should come into full operation. This concession has been made in consideration of the fishermen having been promptly admitted to the in shore fisheries of the Province, and to all the profits of the present fishing season.

Mr. Perley has managed his negotiations skilfully and successfully. He now goes to Quebec on other business connected with the treaty, which, it is expected, finally be completed in a few weeks—satisfactory information having been received from New Brunswick and Nova Scotia.

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Suddenly, on Friday evening, the 6th inst. at Indian Town, John S. Taylor, Esq., of Sheffield, Sunbury County. He has left a large circle of friends to mourn their loss.

CAPT. LUCE SAVED.—A telegraphic despatch states that the ship Cambria picked up at Sea,—Captain Luce, with several passengers of the Arctic upon a piece of wreck, and brought them to Quebec. The Captains son was killed.

THE CARLETON SENTINEL has become the property of Mr. Jas. McLaughlan, formerly editor and proprietor of the Carleton Sentinel. In his address he states that the paper "will be conducted on strictly liberal principles." We welcome our old friend, back, again to the corps editorial, and trust that his success may be equal to his expectations.

The Catholics of St. John have presented the Rev. Dr. Connolly, their Bishop, with a carriage costing £162 10s. and a set of harness which cost £30. Both the carriage and harness were manufactured in St. John, and are said to reflect great credit on their respective makers.

MR. EDITOR.—A notice from the Hon. W. B. Kinnear appeared in the Royal Gazette dated 9th August, holding out a prospect that the "Revised Statutes" would be issued in a fortnight, can you inform me whether the Printer's Steam Engine has arrived?

[We cannot say whether the "Steam Engine" has arrived or not, but a copy or two of the "Revised Statutes" are in Town.]—Ed. Standard.

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SURROGATE COURT.
COUNTY OF CHARLOTTE.
IN the matter of the Estate of JAMES SIMPSON, late of the Parish of Saint Andrews, in the County of Charlotte, yeoman, deceased:

WHEREAS, John Simpson, of the Parish of Saint Andrews aforesaid, farmer, the only son of the said deceased, hath presented a Petition to me praying to be allowed to prove the last Will and Testament of the said deceased, and that Letters of Administration with the said Will annexed, may be granted to him.

Notice is therefore hereby given, to the Widow and next of kin of the said deceased, and they are hereby cited to appear before me, at a Court of Probate to be held at the Office of the Clerk of the Peace in Saint Andrews on Tuesday the seventh day of November next, at the hour of noon, to see the said Will propounded and proved, and to take out Letters of Administration with the Will annexed on the said estate—or show cause why the same should not be granted to the said John Simpson, or such other person as the said Surrogate may see fit to appoint.

GIVEN under my hand and the seal of the said Court, this seventh day of October, A. D., 1854.

H. HATCH,
Judge of Probate for the County of Charlotte.

GEO. D. STREET,
Registrar of Probates.

Public Notice.

WHEREAS William Babcock, Administrator of Frederick Augustus Babcock late of Saint Andrews in the County of Charlotte, deceased, has this day filed his Petition duly verified, in the Court of Probates for the said County, for Licence to sell the Real Estate which the said Frederick Augustus Babcock died seized of, for the payment of the debts due from the said Estate. Notice is hereby given, to the Heirs of the said Frederick Augustus Babcock and all other persons interested, that the said Petition will be taken into consideration at a Court to be held at the office of the Clerk of the Peace in Saint Andrews, on Tuesday the seventh day of November next at the hour of noon. Dated the third day of October 1854.

By the Court.
GEO. D. STREET,
rm. Registrar.

CROWN LANDS OFFICE, Oct. 2, 1854.

THE undesignated Lots of Crown Lands will be offered for sale by Public Auction, on Tuesday the seventh day of November next, at noon, by the respective Deputies, at their Offices, agreeably to the Regulations of 11th May 1843, and no sale on credit will be made to any person who is indebted to the Crown for previous purchases.

(Not to interfere with the right to cut Timber or other Lumber under Licences applied for previous to the applications for the purchase of the Land.)

(No person is allowed to hold more than one hundred acres payable by instalments.)

By Deputy Jack, at St. Andrews.

100 acres, division A of lot 101, west side Grand Manan, John Wilson.

100 acres, division B of lot 101, west side Grand Manan, John Wilson.

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