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## RAILWAYS.

### THE INTER-COLONIAL RAILWAY.

(To the Editor of the Morning Chronicle.)

MR. EDITOR.—Since the Grand Trunk line of Railway has been completed to Riviere du Loup, considerable discussion has taken place, both in Canada and in this Province, regarding its further extension, and to what port on the Atlantic Ocean, it being almost universally admitted that Riviere du Loup cannot be its Eastern Terminus. Many years ago a survey was made by Major Robinson for a contemplated line from Canada to Halifax, by order of the British Government, through the Northern part of New Brunswick, chiefly with a view to military purposes, it was then proposed, if I mistake not, that the Province of Canada, New Brunswick and Nova Scotia, should each grant a subsidy of £20,000 per annum for a term of years, and several thousand acres of land on each side of the contemplated line, the British Government to grant such a sum, in addition, as would induce a Company to organize and complete the line. Several interviews on this basis were obtained with the British Government by deputations from the different Colonial Governments, none of which succeeded in clearing away the difficulties which attended the scheme. Had the British Government at that time lent its aid to this magnificent undertaking, New Brunswick would willingly have granted its £20,000 per annum for a term of years, together with all the ungranted lands comprised in ten miles on each side of the line; now however it is entirely out of their power, the Province being engaged in building a line of Railway from Shediac (a port on the North Shore) a distance of 120 miles, involving the expenditure of one million of money, which is a large amount for a population of 250,000. It is now certain that this line must be continued from St. Andrews line, having in view a connection with the United States line and with Canada, by means of the New Brunswick and Canada line when that is completed from the city of St. John to a junction with the St. Andrews line, at a point where both objects would be subserved, the distance would be about 60 miles; and in the present state of public feeling in this Province, our Government would give a handsome bonus, both in money and land, on the continuance of the New Brunswick and Canada line to the Grand Falls, the whole remaining resources at the disposal of the Province for railway purposes would be absorbed by these extensions. If, therefore, the route, as surveyed by Major Robinson is adopted, we said can be expected from this Province and that for two reasons: the first is that it would be out of its power; and the second is that it would be death to the Shediac line. Life is now what this line must have and that life cannot be obtained, unless by its continuance westward as before named. If the British Government and Canada want the North Shore line, they will have to build it; for assuredly New Brunswick will do nothing towards it.

I notice a communication from the Honorable Mr. Tassier urging the great advantages to Canada from the North Shore line, and deprecating the route from Riviere du Loup to St. Andrews. The arguments used are, that for military purposes there is no other available route to the Atlantic through British territory and that in its course magnificent harbours would be intersected, where the largest ships could enter, not excepting the Great Eastern. Regarding the line from Riviere du Loup to St. Andrews, he writes that it would be in too close proximity to the United States for military purposes.

Let us admit, for the sake of argument that the North Shore line is decided on; how does Mr. Tassier propose to raise the four millions wherewith to build it? Clearly the Canadian Government could not give more than half a million towards it; and if so, the British Government would have to come down to the extent of the remaining three and a half millions. And is it all likely that latter would do so (however much they may desire a railway to Canada through British territory) now that the nation is expending so much money on her navy, and for coast defences. With regard to the magnificent harbours that would be intersected by means of this North Shore line, Mr. Tassier forgot to write that those harbours would only be available during six months of the year for shipping; and the same may be said of all the harbours that this line would intersect in its course to Halifax. Let us admit further, that this line is decided on and built, what prospects are there that its earnings would pay interest on the outlay? At 5 per cent it would amount to £200,000 per annum. Now how could this be realized after keeping the road in repair and paying its working expenses? Taking the wildest view of the amount with which the British Government would subsidize the road we could not put it down at

even £50,000 per annum certainly. How then could it be made to yield the other £150,000 towards interest. Clearly not from its traffic, the great distance to Halifax from the St. Lawrence precluding any hope of net earnings towards the interest, much less of any profit on the undertaking.

As to the road being built with a view to its commercial advantages, I think there is but one opinion. Canada now has an outlet by a Railway to Portland a distance of less than 300 miles from the St. Lawrence, and although passing through a foreign country, it must and will attract the trade to and from Upper Canada. Therefore the North Shore line would have to depend chiefly on the traffic to and from Lower Canada. Supposing it got all the traffic, that would be diverted to a Railway, what would then be its prospects of paying, (carried over a distance of 600 miles to Halifax).

Now that the Grand Trunk has extended itself to Riviere du Loup, it is quite clear that there it cannot stop. The Giant must take another stride, but not to frozen Harbours, nor yet to an ocean Terminus 600 miles from the St. Lawrence, but to the nearest harbour in British Territory, that possesses all the advantages and requirements for an ocean Terminus to Canada.

St. Andrews has these qualifications as well as 65 miles of Railway completed towards the St. Lawrence, leaving a distance of but 200 miles to Riviere du Loup; this line would have the great advantage of passing through a well settled and thriving country, at the same time directing the large trade to this line from the great Aroostook country (in Maine) which now finds its way to Bangor, by land carriage a distance of 130 miles. It is true, that this line would, in its course, pass near the American boundary—so much the better, if its paying capabilities are considered. And as for its being too near the States to subserve military purposes, that can be no valid argument against this route. We need have little fear that a war will again take place between England and the United States;—it is impossible—and as time unfolds, it is rendered still more so. I refer you to a late number of the "London Times" in support of this assertion, a journal which leads the mind of the nation, and, to a very great extent the Government also.

The United States have now become of age, and taken a place among the nations of this earth, even vying with Britain in the development of Science, Literature, and the arts; in common too with England her ships traverse the ocean, in numbers but little inferior. As twin brothers we must now regard the two countries engaged in an honorable rivalry, marching onward, side by side, to the fulfilment of destiny, as the harbinger of peace, and pioneers of civilization. Are these the nations that are heretofore to engage in deadly strife? It cannot be! He who rules the nations of the earth and makes them subservient to his own base purposes, has in reserve for the great Anglo-Saxon race, a higher and more glorious purpose.

NEW BRUNSWICK.

From the Carleton Sentinel.

**Railroad Meeting at the Grand Falls.**  
We accord most cheerfully to the request to publish the following report of a public meeting, held at Grand Falls, to help on the Railway connection between Canada and New Brunswick. The meeting was a spirited one, and proves the people of the Grand Falls to be among the wide awake.

F. E. Beckwith, Esq., in the Chair.  
J. D. Beardsley, Secretary.  
The Chairman opened the meeting by an address explaining the circumstances which had led to the calling of the meeting, and dwelt upon the necessity and importance of Railroads generally, and the probability of a line from Canada, passing through this section of the Province to the Atlantic coast.

I. R. Combes, Esq., next addressed the meeting at some length, explaining his views upon railroads, and dwelling upon the traffic or way trade likely to accrue to a line passing through this section of the Province, and the probable increase in the trade particularly in Manufactured Lumber.

P. C. Amireaux, Geo. Currier, and P. H. Beardsley, Esq's, then addressed the meeting, and the following resolutions were adopted:

On motion of P. C. Amireaux, Esq. seconded by P. H. Beardsley, Esq.

Resolved, unanimously—That this meeting appreciate the great benefit that will accrue to the County and Province from the extension of the railroad from Riviere du Loup through to St. Andrews, and this meeting pledges itself to aid the same by all the means in its power.

On motion of Mr. Amireaux,  
Resolved—That Dr. Currier be the Corresponding Secretary of this meeting.

On motion of Geo. Currier, Esq., seconded by P. C. Amireaux, Esq.

Resolved, unanimously—That the following gentlemen be a committee for collecting information respecting the probable traffic likely to accrue to a line passing through this county, and to submit the same to the agents of the Grand Trunk Railroad on their return through here to Canada:

F. E. Beckwith, R. Coombes, James Thompson, Joseph Tomlinson, C. A. Hammond, P. C. Amireaux, B. Beveridge, John Emerson, Adam Beveridge, P. H. Beardsley and D. B. Raymond, Esquires, and John D. Beardsley, W. B. West and C. W. Smith.

Ordered—That the minutes of this Meeting be published in the Woodstock Journal, Carleton Sentinel and Aroostook Pioneer newspapers.

Resolved—That this meeting be adjourned until Monday next at 3 o'clock, P. M., then to meet here, when the different members of the committee will be expected to lay before the meeting such information as they may be able to collect.

Resolved—That this meeting will adjourn from time to time as long as may be deemed necessary to give members of the committee an opportunity of laying before it such information as they may be enabled to collect, and this meeting will be glad to receive information from any person on the subject, and particularly from our neighbors in the State of Maine.

JOHN D. BEARDSLEY, Secretary.

Grand Falls, Jan. 14th, 1860.

## Communication.

For the Standard.

MR. EDITOR.—It affords me much pleasure to notice, the large share of attention which the subject of a Railroad connection with Canada is attracting in New Brunswick and Canada, and I may add in northern portion of our State, Maine. A leading Quebec paper within a few weeks past, contained some able articles both editorial and from correspondents, which will, without doubt, enlist the sympathies of the Grand Trunk proprietors, towards having a terminus on the Atlantic seaboard in British territory; which, permit me to inform you, will answer our residents of Aroostook County, better than even the proposed (but rejected) line to Bangor, through our own territory. In this connection I may mention, the vote of the people last summer, knocked the Aroostook Railroad Bill "into a cocked hat,"—or to speak more plainly, they rejected the Bill by a large majority, for sound reasons. There is no denying the fact, that we can obtain our goods and supplies quicker and at less cost even at present, by the New Brunswick and Canada Railroad than by any other route; and we can transport the products of field and forest by the same line, and ship them from St. Andrews direct to Boston, New York, Philadelphia, or any of the Southern ports, the vessels bringing back a return freight. The people of Houlton, in this State, have a branch line projected and chartered, to connect with the N. B. & C. Railroad, which will shorten the distance for us and save considerable truckage; but it will not eventually stop at Houlton, it must run up into this region, and will be a feeder of way traffic to the main line.

I hope when the Manager of the Railroad returns from England, he will have the power and means too, to complete the line to Richmond corner—yes to the Canadian frontier. We inhabitants of Aroostook, take more interest in the Railroad, than you Provincials give us credit for. I have had a few supplies by rail from St. Andrews to Howard Settlement, and from thence hauled through via Houlton, and came passenger myself. I was well pleased with the Railway and the officials; one of them, who I saw most of, the conductor in charge of the trains, Mr. Hipwell, it is but just to mention, from his civility, attention and kindness, will induce us traders and farmers to bring grain to the mill, or in other words traffic to the Road from this section. Such an officer, is the right man in the proper place.

Pardon a plain unlettered man addressing you, Mr. Editor. I cannot boast of much knowledge gathered from books or travel;

but have a mind of my own, and give expression to my ideas of men and things just as I find them, and in a plain manner. If you should print these few observations, instead of my own name, insert that of the County in which I am located, viz.

Jan. 24, 1860.

Aroostook.

## THE ADVANTAGE OF AN EDUCATION.

The advantages of an education are innumerable, and no one can be excusable for neglecting to improve his or her time in the acquirements of useful knowledge; yet how many there are, even at the present day, when a common school education is within the reach of all, that mispend their time in unprofitable amusements, which they should spend in the improvement of their minds. How many have, when advanced in life, bitterly felt the need of an education, and think with pain and regret of the time they have wasted for the pleasure of the moment, which had they improved it by study and reflection would have saved them many unpleasant feelings and embarrassments occasioned by their want of learning. And when in company with people of a good education, they feel as if they were in the presence of their superiors. And so they are; for do not the educated occupy a higher sphere than the ignorant? What but knowledge and wisdom makes the distinction between man and brute? What but education makes the difference between enlightened and savage nations.

A good education consists, not in learning a few fashionable accomplishments and reading light fictitious works, or the art of making a brilliant appearance in company; but it consists in a knowledge of all the useful sciences, in being able to converse on subjects of importance and interest, in the ability to govern and willingness to be governed by others. It enables persons to discern between right and wrong, to persevere in what is right and to shun what they know to be wrong.

It is the educated that govern the nation, many that have held the highest power of the nation, acquired their education by their own individual, unaided and persevering efforts, in devoting their spare time to study and reflection. If the young folks of our country would think of these things, as they ought, many of them would improve their time to better advantage preparing themselves to better act their proper part in life.

**AN EXACTING HUSBAND.**—Wycherley, the comedian, married a girl of eighteen when he was verging on eighty. Shortly after, Providence was pleased in his mercy to the young woman to remove the old man to another and better world. But ere he took his final departure from this world, he summoned his young wife to his bedside, and announced to her that he was dying, whereupon she wept bitterly. Wycherley lifted himself up in his bed, and gazing with tender emotion on his weeping wife, said: "My dearest love, I have a solemn promise to exact from you before I quit your side for ever here below. Will you assure me, my wishes will be attended to by you, however great the sacrifice you will be called upon to make?"

Horrid ideas of uncles, of poor Indian widows being called on to expose on funeral pyres with the bodies of their deceased lords and masters, floated across the brain of the poor woman. With a convulsive effort and desperate resolution, she gasped out an assurance that his commands, however dreadful they might be, should be obeyed.

Then Wycherley with a ghastly smile said in a low and solemn voice:

"My beloved wife, the parting request I have to make of you is—that when I am gone—(here the poor woman sobbed and cried most vehemently)—when I am in my cold grave—[Mrs. Wycherley tore her hair—when I am laid low—the disconsolate wife roared with grief—]—when I am no longer a heavy burden and a tie on you—[O, for mercies sake! howled Mrs. Wycherley what am I to do?—]—I command you my dear young wife—[yes, yes, love, sobbed Mrs. W.]—on pain of incurring my malediction—[yes dear, groaned the horror-stricken wife]—never to marry an old man again!"

Mrs. Wycherley dried her eyes, and in the most fervent manner promised that she never would, and that faithful woman kept her word for life.

**A Miss Fire from the Morning Star.**—The Morning Star comments, in a tone of ridicule, on a provincial advertisement of a meeting to promote the formation of a rifle corps, because the presence of the ladies was requested at it. This is unfair. How can a set of young hands be expected to learn the use of the rifle without a good many Misses.

SENTENCE.—Morris Nagle was sentenced

Yesterday to 12 months imprisonment in the Penitentiary, for having stolen £74 from Joseph Corkery, in Halifax, N. S. [News]

**A NEW DROP GAME.**—New York sharpers are somewhat famous for their adroitness in "raising the wind," but the following specimen of Western knavery is rather ahead of New York in that line of business. The Seymour Times says:

A man of genteel appearance, with carpet-sack in hand, taking a foot, came along the public square in Lexington, Scott county, Indiana, and when crossing the square dropped dead, to all appearance. Everybody ran, medical aid was called, rubbing commenced, the stranger still slept, and was very stiff; to all appearance his limbs were paralyzed, so that he could not be raised, without the limbs giving way. "Bless him!" "Bless him!" several halloed; the man came to all at once; looks wild. Voice in the crowd: "Who are you? Where did you come from?" He pulls out a slate and pencil, and writes: "I have been out to Michigan to see a brother, but when I got there he was dead. I am making my way home; am out money; I live in Cleveland, Ohio." Sympathy runs high; the crowd make him up a pony purse \$8.50; gives him. He travels to Bent, nine miles further, drops again, everybody is alarmed; comes too; tells he is out of money; they make him up a pony purse; the Doctor takes him home and gives him something to eat; off he goes again to Richies Mills; drops again; no man about; women a frightened and run for their folks; finds on a man lies dead until he comes; women with camphor bottles running in every direction; excitement high; Mr. Richies takes him to the house, keeps him all night, gives him breakfast, and \$10. He leaves for Salem, Madison; drops again; he writes he is out of money, and wants to get home; hat is sent round and he makes \$9.20. He goes on and is still dropping and travelling.

**CURIOUS DISCOVERY.**—In making repairs in a building of some antiquity in State street, the workmen, discovered under the eaves a large number of ancient looking cartilage-boxes, beads and straps, all of which had evidently seen service. The cartilage-boxes, which were informed are as many as four or five hundred, are more capacious than those of modern date, and are so arranged as to carry a double complement. With them were square cakes of blue ink in papers, mostly printed with a description of the article, and stating it to be for shoes Boots, or any Leather that required to be kept black. On the face of each cake a label, setting forth as "By the King's Patent. Cakes for Shining Liquid Blacking. Prepared by Wm. Bailey, the Patentee, and Sold by Bailey and Blew, Cockspur Street, London." The cakes are still shining, and seem to be in first-rate condition. All bear the evident marks of an ancient date, and we learn that from what is known of the building the articles must have been where they were found, at least eighty years. Here is an opportunity for an antiquarian.—[Courier.]

The Volunteer Rifle movement gets on bravely on. From every section of the Province we hear of new companies forming. In this City there are two strong companies organized. Formerly there were two Military companies in existence here; why cannot these be re-constituted? And why will not some of our Agriculturalists and others, get up two or three companies of cavalry? There is plenty of material in the country.—[Boston Journal.]

**PROVINCIAL APPOINTMENT.**—The Honorable Charles Watters is appointed Queen's Counsel in this Province, by Monarch's order date twenty sixth July last.  
S. L. TILLEY,  
Secretary's office, 12th Jan. 1860.

We regret to learn that Mrs. Susan H. relict of the late John M. Wilton, Esq., of Belmont, was struck with paralysis on Wednesday, the 18th inst. This venerable lady who resides with her son in Kings County, is in her 77th year.—[Nbrk.]

**WHAT THE HON. GRANLEY BERRKLEY DID IN THE WILDS.**—"I gave the dead shot to the first buffalo I ever saw—on the very hastily bought but excellent chester horse; and, on that same horse, I believe never was done before; I drove from a herd, and fairly rode down—unwounded—to stand still an immense buffalo bull, and then when he refused to fly any further, but turned, in all his power of limb and fury, to fight I killed him—my sole weapon, the broadsword, because the presence of the ladies was requested at it. This is unfair. How can a set of young hands be expected to learn the use of the rifle without a good many Misses. why the truth shall be told."