

INTERNAL IMPROVEMENTS

(FOR THE STANDARD)

The subject of colonial railways, in connection with emigration, is being discussed in metropolitan journals, with an intelligent understanding of colonial wants. Railroads are becoming the great desideratum with us. It would seem as if the Imperial Government must speedily have its attention called to the subject, as one of great importance, as well as colonial, importance, and that something will be done to promote and encourage their construction. These North American colonies possess abundant natural resources, but want the means for their development. England has capital and labour constantly outstripping employment. The colonies have a very limited population, and immense territory unoccupied, but want capital and labour to make their territory the comfortable home of millions. Our wants, and the requirements of a healthy emigration, which shall be beneficial to the colonies, the mother country, and the emigrant, are being better understood in England than formerly. To send paupers to the colonies is to make paupers of the colonists. We want employers as well as employed—capital as well as labour. Unless we can have a better class of people than have been cast upon our shores for several years past, to starve, or be fed by the country, it were better to have none at all. The moral and political aspect of the case, as well as the economical, is repugnant to the well-being of the resident population. Do not turn the ignorant, the vicious, the helpless drift, to found States and direct Legislatures. Do not intrust the infancy of a country, destined, perhaps, to become independent and wealthy, to the caprices of the untrained, and the audacity of the unprincipled, is the language of an English journal. Few of those who come to New Brunswick, and have the means of going further, remain. There is nothing as yet attractive—nothing, comparatively, to induce men of capital, small or great, to make the Province their home. Had New Brunswick, in time past, done her duty to herself, she would now be in a condition to absorb, annually, a large and healthy incoming population. She would have made herself attractive, and, instead of retaining the least desirable, she would at least have had a fair mixture of the more desirable class of immigrants.

Our wilderness lands are mostly inaccessible to advantageous settlement, from not being traversed by good roads, or, indeed, by any roads at all. Good roads are an indispensable preliminary to healthy settlement. They must precede, not follow it. A squatting or freehold pauperism is a village, and little better than paupers can those be who settle away from the main centres of transportation. This condition (good roads) of healthy settlement should not now, in New Brunswick, be a condition unfulfilled. The time has arrived when another prerequisite of prosperity and progress must be satisfied, namely, railroads. We have lost much by neglecting past opportunities for opening up our wilderness lands to settlement. This part of the process of internal improvement we might have accomplished, to a large extent, without any tax upon our ordinary revenue, but with a gradual augmentation of it, by increasing population and consumption. The golden opportunity has been lost, and it is useless to indulge in unavailing regrets. We can still prepare the country for settlement, without taxing it, so far as common roads are concerned. But we must go farther—we must have railroads—we must move forward as the world moves, or lag behind in hopeless inactivity. Our forests, our soil, our minerals, our fisheries, our commerce—all cry aloud for development. The example of other countries—the moral and educational improvement of the people, as well as the pecuniary interests of the country, demand it. Where are the ears to hear, and the heads to comprehend, the necessities of our condition? Where are the hands to execute novelties, which elsewhere have become established systems—economic *the great means to advancement?*

Railroads can be constructed in New Brunswick much cheaper than in more densely populated countries. Here the grading is the chief expense. The right of way, and wood for their construction, cost nothing, or next to nothing. There would be, comparatively, but few road-bridges to build—few farm-crossings and cattle-guards. The cost of land damages and fencing, road-bridges, farm-crossings, and cattle-guards is, in New England, from four to five thousand dollars a mile. Nearly all of this expense would be saved here, as well as the expense of wood used in their construction.

Fortunately, we trust, for the country, a few there are who hope almost against hope—who struggle, despite the vis inertia of a general supineness, and a more general scepticism that New Brunswick can be anything but what she is.

It appears to be a fixed fact that the people, generally, will do nothing to bring into existence a system of internal improvements, imperatively demanded by all the higher interests of the Province. They probably have some vague impression of a disease of some kind in the body politic. What it is, and what the remedy, are beyond their comprehension. The skill of state physicians is much on the same level. The duty of prescribing specifics for public ailments is imposed on them by their position. Some think one thing, and some another. Some, that a cataplasm of protection is a sovereign remedy. Its application and failure

for more than a quarter of a century seems only to augment their confidence in its efficacy, just as the absurdity of a doctrine sometimes begets a confirmation of its soundness. A few know that all quackery of this sort operates only as obstructions, and that it would be better to leave nature to work out her own case. The negative merit of doing nothing is preferable to the positive mischief of doing wrong. The first duty of a legislator is to prepare the country for the development of its capabilities, and the next, to leave its industrial energies unimpeded by restrictions. The science of legislation, like other sciences, has its principles, its fundamental principles, few and simple. Interest, ignorance, and prejudice complicate legislation, and produce confusion. Principles are lost in details, and the whole business of legislation becomes, to most men, a labyrinth, without any certain clue to guide them. They are unable to ascend to fundamentals, and are, therefore, always bewildered. To admit a theory to be sound, and deny the practice to be beneficial, is a manifest paradoxism, and yet this is an every-day occurrence, in halls of legislation, and in public journals. Evil is often antagonistic to evil—good to good, never.

It is a misfortune not easily obviated, that those whose duty it is to think and act for the public, are so frequently, not to say generally, incapable of thinking and acting for themselves. Blind guides are they, and all fall into the ditch together—only the guides contrive to fall uppermost. All are prostrate, but the many are become enervated and powerless. The authors of their leanness are rewarded with the last biscuit—with the enviable pre-eminence of being the last to starve.

F. S. A.

SUMMARY OF NEWS.

From papers by the Steamship Hibernia.

The letters from Madrid acquaint us of the arrival of M. Isturitz, the rejected ambassador at our court, in that city, and that the day previous, a Queen's messenger arrived with despatches from Lord Palmerston to Mr. Otway, directing the immediate return of all the attaches, leaving Mr. Brastenburg as an agent to sign the passports. This hasty step was adopted to prevent any further "expulsions," as it was apprehended that General Narvaez and the Duke de Sotomayor would avenge themselves on the few remaining officials. A change of Ministry is spoken of as the only means of getting out of the difficulty with this country; for, as matters now stand, a return to amicable relations is out of the question. Meanwhile, General Narvaez is upon the alert to prevent the threatened Carlist rising, to meet the expenses of which a forced loan of 5,000,000 on the revenues of 1849 is about to be had recourse to, and a seizure to the amount of 1,000,000, made of the salaries of the Government officers and officials.

The news from the Continent is of a more tranquillising tendency than for some time past. The Emperor of Russia is, it seems, for a pacific policy, and has no intention of sending an army to the frontiers of Prussia and Austria. The Archduke John arrived from Innsbruck at Vienna on the 24th, to open the Diet, as the Regent of the Emperor, invested with full powers to conduct the administrations of the Government until the arrival of his Majesty. There is a decided change in the public mind, and a visible desire for the restoration of order and tranquillity throughout the empire.

The Season and the Crops.—After a long continuance of rain and wind, the weather became fine on Monday evening, and has since been most brilliant and beautiful. Tuesday and Wednesday were splendid days for hay-making, a steady breeze accompanying and tempering the heat. They were not less favourable for clearing the growing crops from excessive moisture. We have now had sufficient rain to insure large crops of turnips and potatoes, a good second crop of grass in the early meadows, and a great abundance of pasture for sheep and cattle throughout the summer and autumn months; and if the present fine weather should continue, we shall have good crops of wheat, and fair though not large crops of oats and barley.

Sir William Colebrooke, the late Governor of New Brunswick, who had been appointed to the Government of British Guiana, will now proceed to Barbadoes, to assume the Government of that Island, in place of Colonel Reid.

WAR-OFFICE, June 30.—1st Regiment of Foot—Lieut. W. J. Bampfild to be Paymaster, vice Mitchell, deceased.

TRANSATLANTIC STEAMERS.—The United States steamer Hermann, which sailed from New York on the 20th of June, reached

Southampton on the 31 of July, after a successful run of little more than twelve days. The Acadia, which sailed from New York on the 21st, and Halifax on the 24th ult. arrived in the Mersey on the 5th inst., after a passage of little more than thirteen days, inclusive of her detention by calling at Halifax, and a delay of twelve hours off that port by fog. The America, which would leave Boston on the 25th ult. will, it is confidently expected, arrive here this evening.

The new steamer Europa will leave for Halifax and Boston next Saturday afternoon at four o'clock.

New Passenger Act.—The new passenger law comes into operation here on the 16th instant. Under this act vessels carrying steerage passengers have, in addition to improved cooking accommodation, ventilation, &c. to provide each passenger during the voyage with, per week, 2 lbs. oatmeal, 1 lb. biscuit, 1 lb. of flour, 1 lb. of rice, 1 lb. of peas, 1 lb. of pork, and a quantity of vinegar.

Liverpool Timber Market.—The improvement noticed the last few days in other branches of trade, has at length begun to have its effects upon square timber, which is manifested by the fact of St. John's Pine having risen 1d per foot in value since last mail.

LIVERPOOL, July 7.—During the week the following sales were made from the Quay, viz.

St. Andrews, ex Sea King, 22,000 per Deals, at £5 per standard.

St. Stephens, ex Albert, 10,590 per Deals, at £5 5s. per standard—Ex Lane, 6200 per Deals, with Boards, £5 5s. per standard—Ex Crescent, 4500 per Deals with Boards, £5 5s. all round.

RUSSIA.—The Silsian Gazette says that a letter from Riga mentions the fact that serious disturbances had taken place at St. Petersburg. The authorities succeeded in quelling them, but several hundred persons have fallen victims. No details are given.

Orel, a town in Russia, was destroyed by fire on the 5th of June, and most of the inhabitants lost all they possessed. Upwards of 1,237 houses, including 50 of stone, 80,000 tchetwerts of grain, 100,000 poods of flax, and four bridges, were destroyed.

IRELAND

On Saturday the Lord Lieutenant of Ireland attended the opening of the railway from Limerick to Tipperary, partaking of a dejeuner with four hundred guests, on the domain of Lord Howarden, at Dundrum.

The Roman Catholic clergy of the Archdiocese of Tuam have resolved to adhere to the Conciliation Hall section of Repealers, and are opposed to the formation of the League.

The Commission Court has found true bills against Mr. Devin Reilly on a charge of drilling and training, to which we alluded some weeks ago. It will be remembered that he was arrested on these charges on his return from visiting his friend Mitchell in Newgate. The indictment is founded upon certain words uttered at a meeting in James street. The trial is postponed to the next Commission.

On the 4th, Patrick Gogarty was indicted for training and drilling, on the 16th April last, a number of persons to military movements, and eight others were indicted for being trained and drilled by the said Patrick Gogarty. After half an hour's deliberation, the jury returned a verdict of guilty against all the prisoners, with a recommendation to mercy on account of their youth.

Patrick Gogarty was then put forward to receive sentence, when the Lord Chief Justice addressing him, said, "For the sake of example, for the salvation of others, it is necessary that I should pass upon you the heaviest sentence which the law allows, and the sentence of the court therefore is, that you be transported for seven years."

English was then sentenced to two years imprisonment, and the remainder (about twelve in number) to twelve months incarceration each.

As we fully anticipated, the proprietor of the Irish Felon has already brought down upon his head the whole weight of the law. A warrant has been issued under the Treason Felony Act against Mr. Martin, the registered proprietor, who, to avoid the results, has either absconded or has prudently concealed himself.

THE STAN
PUBLISHED ON WEDNESDAY
BY A. W. SMITH

THE STAN

ST. ANDREWS, WEDNESDAY

ENGLISH MAIL.—From our English papers received it is evident that an important place in commerce, in a great measure, a greater extent of business for some time past. The have contributed to these things, are said to be yearly returns of the National somewhat better than hitherto, and the second, that on in France with the prospect of a much stronger Money continued to be low. The price of Flour

There was an advance of 1d per foot.

In Ireland there are amongst the Repeal party things down into quiet, unite the Repeal and not making much progress. The growing crops are said to be a good yield.

POTATOE DISEASE.—We are informed that the slightly attacked with happy to learn not to a

We beg leave to state that the article in our esteemed correspondent's Internal Improvement

STEAMERS.—The time now the satisfaction of plying between St. John's and Admiral's alternately three times a week. The Steamer Eastport, The Star continues to run once a week where she connects with the Commodore Digby, Annapolis and old to Halifax touching pool &c. Steamers and evening between ton. Mr. Whitney is on the route to St. The Steamer Ne returns every day.

The person last week and brought Bowes, the man John, was examined Jacob Allan Esq. was present with a prisoner from St. John to a prisoner was not acquitted.

At Mount Brunswick King's County, the father, on Saturday by the Rev. R. A. Ward, Esquire, of Sussex, to Miss M. of John Hagarty, Esq.

At Fredericton, William Ford, infant, aged five months the 13th inst. Allen, A. Estabrooks, aged