

From the St. John Courier.

From the St. John Courier.

The document is dated at Halifax on the 31st of August last, and provides that three principal lines or routes for a trunk line, and by combining portions of two of these lines together, a fourth and fifth route may be formed. The first principal route, it is said, is along the coast, crossing the Province of Nova Scotia at a point in the Bay of Fundy, from thence by a steamer to St. John, and then by Frenchville, along the St. John River, to the Grand Falls, thence by the best practicable route to the Riviere du Loup on the St. Lawrence, and thence the right bank of the St. Lawrence to Quebec. This route is termed a mixed route — by railway and Steamboat — and by this distance from Halifax to Quebec would be 600 miles.

The second route, commencing at Halifax, and running to Truro at the head of the Bay of Fundy, thence over the Cumberland Mountains to Amherst, and along the coast from Bay Verte to Shediac, thence by a north-westerly course*, crossing the Rivers Richibouctou and Miramichi above the flow of the tide, so as not to interfere with the navigation. Then by the valley of the north-western Miramichi to Bathurst on the Bay Chaleurs,—along the coast of this Bay to the Restigouche River, and by it and the valley of the River Metapedia to the St. Lawrence, and by the right bank of the St. Lawrence to Quebec. This route is called the Halifax and Eastern or Bay Chaleurs route; this distance by it is 685 miles.

The third route, commencing at the harbor of Whitehaven, near Canaan, to the north-eastern extremity of Nova-Scotia, thence along the Atlantic coast to Country Harbour and the valley of the River of St. Mary, thence by or near the Pictou, and along the northern shore to the Bay Verte, from Bay Verte to or near to the Head of Pentecôte, thence across to Boisdouc, and thence by the Restigouche River, crossing it several miles to the east of the Grand Falls. From thence by the most direct and practical course to the Trois Pistoles River, and along the right bank of the St. Lawrence to Québec. This is termed the direct route; the distance is put down at 652 miles.

Of the combined routes, two are pointed out. The first, combining the Halifax route through Nova Scotia, and the direct route through the center of New Brunswick, the distance by which would be 695 miles; the other, combining the Whitehaven route through Nova Scotia, with the Eastern or Bay of Chaleur route through New Brunswick to Quebec—the distance being 692 miles.

The Commissioners consider the intervention of the Bay of Fundy as fatal to the first route.

The report goes on to state that "as it will be seen in the end that only one of the lines viz. the second has been explored and carried out successfully from its terminus on the Atlantic quite through to Quebec, it may perhaps be considered superfluous to enter upon the discussion of rival lines."

The Report is understood to have been received by the Executive in each of the Colonies, interested in the Railroad, and is accompanied by a Despatch from the Colonial Office stating that the money to carry on the work is ready in England so soon as each Province guarantees its proportion of the interest of the railway at five per cent. per annum.

There is therefore little doubt but that this great work will be proceeded with and consequently the necessity of the proposed Railroad from St John to Shediac must be at once apparent, if our City is to benefit by the former undertaking. Let all who are interested in the matter be up and doing.

GASPE FISHERY AND COAL MINING COMMISSION.—A notice from the Provincial Secretary's office is published in the last Canadian Gazette, stating that evidence as satisfactory to his Excellency the Governor General has been laid before him; that the requirement of the Imperial and Provincial acts relating to the

to the above Company have, *bona fide* been
compacted with, and that more than one half
of the capital sum of £150,000 sterling had
actually been paid up before the 16th February
1843, by the subscribers or stockholders, and
is now at the disposal of the Directors of the
Company; and that in consequence, the said
acts shall have their full force and effect, and
the said Company shall be henceforth opera-
tive. — *Stranichi & Co.*

COMMANDER ALEXANDER BOYLE, who was dismissed for service by sentence of a Court-martial for the loss of the Thunderbolt, steamship, in the Gulf of Goot Hope, has been promoted to his former rank in the navy.

VALUE OF THE COMMODITIES TO GREAT BRITAIN.—A certain class of political economists in England and their echoes abroad, maintain that the United States, independent of any other country, is due to Great Britain, and that they had remained dependent countries, were to become independent of the world. At the same time holding, commercially, that they by the official return of exports of British and Irish produce and manufactures of Great Britain 1847, had perhaps thrown some light on the world's subject. Judging the population of the United States at twenty millions, and that of the British North American Colonies at two millions, for one tenth of the former, the United States ought, if this doctrine be orthodox in commerce, to make as much British produce and manufactures as the British North American Colonies. The total value of such produce and manufactures exported last year (1846) was £438,234 sterling. The value of similar exports of the United States ought therefore, in the above hypothesis, to have amounted to something like £22,330,140. But instead of this, only amounting to £10,974,151, or a fifth over one third of the sum. These data, taken together, show the British North American Colonies, in the same about twice as much of British produce and manufactures imported, as their population as do the United States.—*Quebec Gazette.*—

The Franklin Expedition.—We translate from the *Moniteur Minerve* the following extract of a letter from a Canadian Missionary, the Rev. Father Tache, dated Isle-a-Croix, Hudson's Bay Territory 20th January 1848:—

There is nothing new in this country said an expedition which has already on its way, the name of Captain Sir John Franklin, who left England in 1845 for the purpose of attempting to explore the north-west passage to the Pacific. The men, composing the expedition, wintered at this place, after having, with Mr C. Deschambault, and John Richardson, who is to leave Montreal in canoe, will be here about midsummer. I have this expedition perfectly useless. If Captain Franklin has by this time got back to England or he has perished in the ice. Besides, the expedition cannot reach the Arctic sea before the summer of 1849. The first of January we heard at this post on Mackenzie's River, both last winter and the winter before. They were probably signals of distress. Unfortunately it was impossible to go to their assistance.

"A Dr. Hay is also in search on this side. No news of him has been received, and few are entertained for his safety; so much more as he embarked in open boats, and his rashness at sea is well known."

The report that the firing of cannon was heard in the winters of 1846 and 47 toward the mouth of Mackenzie's River, seems to confirm that of the Esquimaux Indians, that a "big canoe" had been seen ashore there. *Quebec Gazette, Dec. 15.*

It is rumoured from Washington that the United States Government have decided to send immediately a number of small vessels of war to enforce an embargo upon all merchant vessels going into the harbours of Monterey, San Francisco and other ports on the coast of California requiring them to come under bonds not to receive on board for transportation any part or parcel of the gold or silver dug from the public lands or mines on

Sacramento or other parts of the gold region Alta California. This decision is said to have been made in order to prevent foreign vessels from transporting the gold ore for coinage in foreign mints without payment of per centage to the United States.

The Park Theatre in New-York was discovered to be on fire about six o'clock on Saturday evening last, and the building was soon afterwards reduced to ashes. Earl's Hotel and several adjacent buildings were partially consumed. The loss of M. Hamblin, manager of it, is estimated at \$25,000, and there was but a small amount of insurance upon it. The total loss is supposed to be sixty thousand dollars.

THE STANDARD

THE STANDARD.

St. ANDREW'S, WEDNESDAY DEC. 27, 184

No paper will be issued from this Office until Wednesday next. We therefore improve this present occasion, and wish all our patrons—the compliments of the season, and a "happy New Year."

RAILROAD MEETING

We beg to remind our Readers, that a Meeting of the 1st. Andrews & Quebec Railroad Company will be held on the Town Hall, this morning, when the affairs and future prospects of the company will be made known. As this is an important subject which the whole community, indeed, we should think the County, is deeply interested in, we trust Stockholders and all others interested will grace the attendance, and lend their countenance and support. The Directors desire to have their next meeting with the Stockholders, to put the shoulders to the wheel with a hearty good will, and give the works a good start. It is now, we deem, a fitting opportunity to say—And that we do not think it necessary our business prosper—We do not despair—but we will not relax our efforts, may, and may we add, will be done. The result depends on our exertions, and the sun of prosperity will yet disperse the lowering cloud, and shed upon us all its genial and kind

OBITUARY

The melancholy duty devolves upon us this week, of announcing the death of one of the oldest and most respectable of our inhabitants, the Honorable THOMAS WYER, who took place at his residence on Saturday the 23d inst., in the 63th year of his age. Col. Wyer, was deservedly esteemed and respected, not only in this, his native County, but throughout the Province generally, wherever he was known. He was for many years one of the Representatives for this County to the House of Assembly, and for the last years a member of the Legislative Council, a Justice of the Common Pleas, and for some time presided on the Bench of that court. He was also a Director of the C. C. Bank, Lieut. Col. of the 2d Batta. C. C. Militia, and held several other offices of trust. He has left a widow and large circle of relatives and friends, to lament their sudden bereavement.

[The funeral will take place this day at 3 o'clock from his late residence, when friends and acquaintances are invited to attend.]

☞ The Steamer Europa, with the English left Liverpool on the 16th Dec, bringing the fortnightly mail. Her news will probably be received here on Thursday or Friday evening.

A meeting was held at the Merchants' Exchange, New York, on the 14th inst., for the purpose of urging upon Congress an immediate reduction of the rates of postage to the lowest practicable point.

FATAL ACCIDENT.—The Head Quarters of the
says that Mr. Wm. Kitchen, a respectable

farmer residing at Crock's Point, of Douglas, fell before a locomotive was conducting home, with runners passed over him, causing his death in a few hours. He was 40 years of age, and has left a family to be

There is a report in the Earl of Dundonald has assume the command of the the Mediterranean.


A MEETING of the S
of the

ST. ANDREW'S AND QUEEN
will be held at the TOWN HALL
on WEDNESDAY, the 27th
at 12 o'clock, to
when the affairs of the Compa-
nys, will be fully explained at a
Meeting. Immediately after
Meeting of the Directors will
be in the Rooms.
16th December, 1848
S H

NEW BRUNSWICK

House of Assembly. Sir
Resolved That no Bill
or Petition for money intro-
duced by the House after
the opening of the Ses-
sion; and that the Clerk
do forth previously to the
Legislature, cause fifty pri-
vate to be sent to each of
Peace in the several Coun-
ties, and cause the same to
be printed in the Royal
Gazette, and two
copies where Newspaper
CHAS. P. WE

ROYAL MAIL


BETW
ST. ANDREWS
AND MILL
The subscriber has
the Post Office Depart
Mail, has commenced
ST. ANDREWS to
MILLTOWN, accord
arrangement, viz:
Leaving Saint And
Wednesday at 6 o'clock
Milltown on Tuesd
o'clock, and St. Step
the same days.
The well known d
scriber, who for man
this mail route, to giv
comfort and convenie
he trusts, secure him
patronage.
The Stage Book
Bradford's Temperan
Ryder's Store, St.
Hotel, Milltown.
St. Andrews, Dec

Liquor

Decembe
Ex. "Portland" from
the subscriber n
3 PIPES }
6 Hhds. finest Pale
40 Kegs best White
6 Boxes best Starc
2 Bbls. French Vin
30 Quarter Bbls Gu