

er. Fruit.

Received, for Mr. W. H. F. FLOUR.

John.

DONALD CLARK.

Properties for

to let

use, Stores and

of St. Andrews,

James' property.

Out Houses and

completely known as

St. James, about

Mt. Pleasant, St. Ste-

St. Patrick, through

as & Quebec Rail

in which, or in its

it be established as

materially enhances

within five minutes

And eyes, a deligh-

itly Sea. If not

will be laid off in

g purposes, and let

out.

to announce to the

the Lands, which

work of Chamock

lease Building Lots

It is evident, that

passing through in

commodious, but

s to vessels of the

unlimited and un-

on which there are

ories, with others of

proposed and on the

immediate operation,

of the most desirable

British North Amer-

ican, the Me-

In view of which,

are offered to the

public.

FITZGERALD.

30, 1852

ICE

nt occupied by Henry

at 114 on the first of

11 H. HATCH.

LONDON

STOUT.

RT WINE &c.

1852

LONDON, via St.

CEIVED:

asks: Byss London

and Pale Ale,

Rotterdam, Geneva,

at Wine,

a Rum,

from the Clyde:

iskey.

J. W. STREET.

2, 1852.

ICE.

ence to sell all the

Nevin Thomson, late

County of Charlotte

on the 25th day of

dually granted by the

the said County, to

Administral of all

s, chattels and credits

hompson, for the pur-

poses:

real estates of which

upon did seized, con-

quity or part part of

the grant to Alexander

in Mercantile, in the

George, and which be-

and Nevill Thomson is

let the late Ebenezer

said lot be bounded as

by land granted to the

East by land owned

by and Southernly

land (so called), and as

re conveyed to the said

by Alexander McVie-

is hereby Given, that

as Administrator as

ed to sell the above

under and by virtue

of Public Auction, on

ay of December next,

at the Homestead, on

25th October, 1852.

JOHN MCNICHOLO,

Administrator

at Point Oil.

ferness" from Hull;

Boiled and Raw Lin

just received

J. W. STREET.

The Standard.

18 PUBLISHED EVERY WEDNESDAY, BY

A. W. Smith.

At his Office, Water Street, Saint Andrews, N. B.

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12s. 6d. per annum—if paid in advance.

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THE STANDARD.

We beg leave to direct attention to the

following impartial, truthful, and ably writ-

ten letter on Railroads, which we copy from

the St. John "Morning News." The writer

appears to be acquainted with the subject of

Railway legislation in this Province, and the

comparative advantages of the lines project-

ed, and those in course of construction. His

remarks upon the prospective traffic of the

St. Andrews & Quebec line, and its claims

over all others in this Province to legislative

support are founded upon FACTS. We have

endeavored to urge upon the people, as he

has done in this admirable letter that "if the

Government and people (of this Province)

would unite and urge the St. Andrews line

onward, it would soon be completed."

[From the Morning News.]

RAILROADS.

Mr. Editor—Facts are stubborn argu-

ments, and they are also exceedingly in-

convenient and disagreeable to prejudiced

and warm opponents. The Saint Andrews and

Quebec Railroad has encountered such op-

ponents since its commencement. They

have condemned the folly of the undertaking

—predicted the non-completion of it—ridiculed

it as the dreamy project of enthusiastic vi-

sionaries—signified it as a "stitch in the

side of the shroud," and the "Rip Van Win-

ckles of Sleepy Hollow" have yawningly

pronounced it a presumptuous stride in the

path of improvement, vastly in advance of

the age and wants of New Brunswick.

The originators were caricatured as striding a

butcher, cock horse fashion, and steaming among

the clouds and New Brunswickers generally

considered a Railroad to Quebec via Water-

street, and a Railroad to the Moon via the Sa-

telles of Jupiter equally feasible and prac-

table. But what say Facts? Answer—

that a Locomotive has already traversed ten

miles upon the Railway—that the principal

obstacle as to the route, namely cutting

through the Chamock rocks, has been over-

come—that a level country onwards from this

locality, presents a most favorable aspect for

a comparatively easy and economical con-

struction of the line—that many quondam op-

ponents have become converts to the impor-

tance of this route, and that this importance

additional support from the fact, that Mr. Jack-

son advocates an antagonistic road, via the

more circuitous and expensive North Shore

route. Mr. Jackson's letter in favour of the

Northern route naturally suggests the ques-

tion, why did this gentleman when enumer-

ating the several Railroad undertakings in

the British Province, at the at the "Demon-

stration dinner" omit any mention of the St.

Andrews and Quebec line? Some of the

Officers of that road, the Contractor, and Mr.

Wilson, one of the most energetic promoters

of it, were present—and surely if connexion

with Canada by a North Shore route is a mat-

ter worthy of Imperial and Provincial consid-

eration at the enormous expense of such a

route, the route which is already in progress,

to effect that connexion, was worthy of some

notice at a festive meeting in honour of Pro-

vincial Railroads. It has been asserted by

some opponents, that the Portland and Mon-

treuil Railroad would render any communica-

tion between this Province and Quebec an

utter failure. If Mr. Jackson's opinion is

considered authority in such matters, and all

admit it, his advocacy of a North Shore route,

can, with the strictest propriety be urged

in support of the St. Andrews and Quebec

line. His advocacy and experience should

silence the opposition and inexperience of na-

ti-progressivists. Mr. Jackson's letter in

favour of the Northern route is a loud and

public call upon the government and people

of New Brunswick to encourage and hurry

onward to completion a road which is already

in progress, and which will more imme-

diately subserve the interests of this Pro-

vince. It can be built, so say competent jud-

ges, at a less expense. It will connect Cana-

da more intimately with New Brunswick,

whereas the Jackson proposition would con-

nect Canada and the Northern part of our

Province more intimately with Halifax.

If the Government and people would unite

and urge the St. Andrews line onward, it

could soon be completed, and we would have

at least one Railroad as a nucleus in New-

Brunswick; whereas "clouds and darkness"

obscure the Northern proposition, and if we

may judge from the past, years will elapse

and find our Governments, Imperial and Pro-

vincial, resolving and re-resolving, bubbling

and bubble-busting, and concluding to re-

solve again. I was in company not long

since with several gentlemen from the Uni-

ted States, one of the staunch advocates of

the Saint Andrews and Quebec

Railroad was present; the merits of this road

were discussed—a gentleman extensively en-

gaged in the Lumber business on the Amer-

ican portion of the river St. John, was asked

# The Standard.

OR RAILWAY AND COMMERCIAL RECORD.

Ex carissimum est optima. - Cic.

No 45] SAINT ANDREWS, N. B., WEDNESDAY, NOV. 9, 1853.

[Vol 20]

## LAW RESPECTING NEWSPAPERS

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## European Intelligence.

### ARRIVAL OF THE ARCTIC.

The steamer Arctic arrived at New York

last Sunday afternoon, bringing 200 passen-

gers, and Liverpool dates to the 19th Oct.

Broadstuffs were active and had further

advanced. Flour sold freely; Baltimore and

Philadelphia at 35s 6d.

Cotton had slightly advanced.

At Manchester, trade