

COMMUNICATION.

To the Editor of the Standard.

SIR,—A correspondent of the Reporter, X. Y. Z., doubtless writes with the very best intentions to advance the interests of the St. Andrews & Quebec Railroad, as one section of the line by the Valley of the St. John, which he rightly considers as a measure of vital importance to this Province; and it cannot indeed be attributed to him as a fault, with such limited time for acquiring information concerning the state of our Road, as they were "passing through St. Andrews on a hurried trip to the States," could he afford, that he appears to have seen everything under a "colour de rose," and to imagine that it is progressing in the most favourable manner.

I perfectly agree in opinion with X. Y. Z. on the importance of the undertaking, and indeed, consider the line commencing from this town of such a vital consequence to us all, as inhabitants and owners of property in the place, that I have several times been on the point of speaking to the President on the subject of the affairs of the Company; but as it is sometimes an unpleasant vocation to give utterance to one's opinion as it may be to oblige him, and not wishing to mix myself up publicly with either party whether in the old or new Board, I have at last determined to write to you, and I hope my motives will be misconstrued in taking this mode of expressing my sentiments: for I conceive that the most sure and effectual means of benefiting the Road and expediting its completion is, not by puffing, but by letting the truth as regards its position and affairs be freely known.

I have no objection to X. Y. Z.'s gratification at the "youthful enthusiasm of the gallant Colonel," or to his agreeable intercourse with "the gentlemanly and talented Engineer, and the no less polite and accommodating Mr. Brookfield, or to the delight he experienced in hearing so much Yorkshire dialect from Bill the driver, and Jim the stoker;" but surely, Mr. Editor, this is all puff. What does it amount to? To be sure he tells us afterwards, that the road is better built and finished than all the lines in the New England States, and that a few more miles will bring it into a fine lumber country. Now both these points are doubtless true enough and may be freely admitted.

The main point of importance, however, is not mentioned, and in all the information so promptly afforded by the President, we hear of nothing that gives us any clue whatever as to whom the advantages to be derived from reaching this fine lumber country are to be experienced.

Now, Sir, this appears to me to be the question which most nearly concerns the public, and therefore I am led to review, as far as my information will permit, the actual prospects and position of the Company. I am of course aware that I may be in error in the conclusions I have drawn—and shall be glad to find such is the case—but I don't think I am, although I have only the out-of-door talk to guide me: I have however, listened attentively to everything that has been said on both sides of the question, and I know that the majority of our fellow citizens entertain the same feelings that I do.

The new Board have now been in office going on four months; and what have they done for us? Literally nothing: nay, worse than nothing, for they have not only failed in everything they have attempted, but have actually already come to a dead lock. A deputation went up to Head Quarters to press the claim of the Company to an issue of some \$150,000 Bonds, and Col. Hatch stated before leaving, that he had everything at his fingers' ends, and understood all about it; and yet we find they returned empty handed as they went, and that by their entire ignorance and utter inability to afford the explanations required, they necessitated the appointment of another Government Commission of Inquiry—and most ungenerously and unjustly tried, but happily without success, to fix the blame of their own mismanagement on the Secretary.

Well, Sir, the committee has made its investigation, and the result of it is, that more than as a right, an issue of \$5,000 Debentures is to take place to clear off the liabilities of the Company up to the present moment. I would ask, What is to be done next? Where is more money to come from to carry on the works?

As far as I can understand the matter, the Board had struck out a positive line of policy which would have put at least 40 miles of the road in running order this season, and they had taken the first step towards carrying it out by making the Bateau on the Line, which has been so much talked about. It certainly appears that this was the right course to pursue, and equally certain that the Contractors did not deserve a better fate after the very unsatisfactory way in which they have hitherto managed their affairs—and which was apparent to every body more than a year ago, when they allowed so many to leave almost as quickly as they arrived from England; and, doubtless, had the late President and his colleagues been left undisturbed to carry out their designs, they would have done so successfully. I have heard Mr. Wilson express his favorable opinion of the Bateau, but yet, nevertheless, the new Board of which he is a member, has not only virtually cancelled it, but if all be true that we have seen, has complicated the affairs of the Contractors, and has actually put in a claim for arrears of \$100,000, which they allege to be due, and which they demand to be paid by the remission of the Government.

It is about advances on the London Board, \$20,000 and \$40,000 and \$60,000 and \$80,000 and \$100,000 and \$120,000 and \$140,000 and \$160,000 and \$180,000 and \$200,000 and \$220,000 and \$240,000 and \$260,000 and \$280,000 and \$300,000 and \$320,000 and \$340,000 and \$360,000 and \$380,000 and \$400,000 and \$420,000 and \$440,000 and \$460,000 and \$480,000 and \$500,000 and \$520,000 and \$540,000 and \$560,000 and \$580,000 and \$600,000 and \$620,000 and \$640,000 and \$660,000 and \$680,000 and \$700,000 and \$720,000 and \$740,000 and \$760,000 and \$780,000 and \$800,000 and \$820,000 and \$840,000 and \$860,000 and \$880,000 and \$900,000 and \$920,000 and \$940,000 and \$960,000 and \$980,000 and \$1,000,000 and \$1,020,000 and \$1,040,000 and \$1,060,000 and \$1,080,000 and \$1,100,000 and \$1,120,000 and \$1,140,000 and \$1,160,000 and \$1,180,000 and \$1,200,000 and \$1,220,000 and \$1,240,000 and \$1,260,000 and \$1,280,000 and \$1,300,000 and \$1,320,000 and 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