

# COMMUNICATIONS.

St. George, Dec. 31, 1853.  
Editor of the Standard.

The general feeling in New Brunswick has always been, and still is, unfavorable to railroads. The reason is, that but few men in it have any confidence in their paying character. In this they are not singular. The same has happened every where at the outset of railroads. Every where they are due to a few energetic and farseeing men—and the results have shown how infinitely superior they were in fact to the great masses, big and little, that surrounded them. It is now only twenty-three years since the first locomotive ran upon a railroad—and now the U. S. alone has fourteen thousand miles, being an average of seven hundred miles a year since their first railroad in 1831, and nearly as much more in progress and projected. Now all the world is clamoring for railroads. Hence this change in the public sentiment. Some particular lines have failed to realize the anticipations of their projectors from injudicious location, or it may be, have been superseded by more judicious routes. With the history of railroads before it, New Brunswick is sceptical on the subject. The country is too new—the population too small—the Province too poor—to justify the expense of their construction. We must wait till we have learned to swim before it will be safe to venture into the water. The example and experience of other countries have failed to instruct us. We do not know anything that is old, and learned nothing that is new. Our next-door neighbour, who is in a condition less favorable than ourselves for entering on a system of railroad construction, has already, in spite of grave pecuniary obstacles, put himself in commercial connexion with a principal emporium of a sister Province—he has tapped the St. Lawrence, just what we should have done before him, and years ago. Had New Brunswick been true to itself, this line (Portland & Montreal) would still be a project in embryo. Our neighbour has all along kept an eye on our movements, and silently rejoiced at our stupidity, until he has succeeded in occupying a field, which we by relationship and interest should have occupied before him. We have by our apathy and short sightedness, suffered a complete loss of the field, which would not have been there for some, perhaps, a long time to come had we not been asleep. We do not know how to grudge our neighbour the merited result of his own judgment, activity and perseverance. He knew just where to plant his railroad—We do not, although the thing is perfectly obvious.

New Brunswick is a political and economic anomaly. It modifies tariffs and introduces responsible government against its will. It provides for municipal institutions which scarcely anybody will accept. It opposes commercial freedom, and asks for a free reciprocity, which would go far to free, ultimately lead to the same thing. It protests against any modification of navigation laws, and is itself one of, if not the cheapest ship building country in the world. It would shackle commerce, when itself is geographically and essentially commercial. It grumbles every encroachment on these interests, by a relaxation of restrictions is proved by experience as well as principle, to be a general benefit. It does something for railroads against its own scepticism, but, as to the location, it quietly submits to a dictator (St. John) who is as much at cross purposes with his own interest, as itself. It is precisely because it has no faith in railroads wherever built, that it is indifferent to the place where, or who selects. This will probably go on till the country finds itself the victim of a mistakenly selfish and miserable empiricism. Railroads are too costly a luxury to be trifled with with impunity. Such a people if they prosper, must prosper, because their natural advantages are great, and in spite of themselves. How much greater would be their prosperity, if they did not put themselves in conflict with sound principles of progress?

The weakness of the country, its varied resources, its natural facilities for internal and external traffic, and the native, though isolated and too often misapplied vigor of the people, are more than a match for their want of judgment and concert in internal and external improvements. What the people are, the legislature is—the one reflects the other—to know the legislature, is to know the people, just as a man recognizes his own image in a mirror. Our neighbours deride us as unenergetic for any purpose of united action, and profit by our ignorance and apathy. They have rejoiced to bear the bush with them, and by putting us on a wrong scent, have caught the hare themselves. After years of hard struggling, they find themselves in the fruition of their labors, and all the better able to enter on new enterprises, whilst we are debating about where to begin, or whether on our own credit and resources, we shall begin at all or not. "Kate is crazed," individualism, sectionalism, partizanism, and a benumbing jealousy, have produced a confusion of ideas, in the public mind, and destroyed its capacity for any great undertaking demanded by the general good. Every thing belonging to public wants is seen through the perverted medium of an inveterate selfishness, which confound public requirements with supposed individual or sectional interests. There is therefore imminent danger that any expensive scheme of railroad construction will, by its mis-location, prostrate the public finances, unless the chief burden is assumed by extra-provincial capital—and of this, any present hope, since the explosion of the E. & N. A. line, seems to be exhausted. A serious mistake at the outset would absorb our means, embarrass finances, and postpone for years to come what we imperatively require

—and that is, a railroad connexion with the St. Lawrence.

Like many international disputes, which might be settled in a week by two or three intelligent, impartial, and honest men, but which require years of negotiation and perhaps angry discussion to adjust, so the location of our first great railroad might easily be decided at one sitting, by two or three competent and disinterested men—and rightly.

A railroad to connect the Bay of Fundy with the St. Lawrence to meet that portion of the Canadian Trunk scheme, which runs between Quebec and the River DuLoup or Trois Pistoles, admits of no inter-provincial rival. Call it, if you please, a railroad from St. John to Quebec, which would be identical with the St. Andrews & Quebec Railroad, with a branch to St. Andrews, which branch is already mainly built as far as, perhaps above the point of junction. This is the great line for New Brunswick to begin with, and no other can, in its present condition, undertake with safety. The marvel is, that the good people of St. John have not from the beginning, seen this, and acted accordingly—and especially, as the trade of the upper St. John—much of it at least—is expected to be diverted to Bangor, or in that direction. Nothing but a railroad of our own can prevent this consummation, and that too at an early day. There is no time to lose.

The first section of the St. Andrews and Quebec railroad, now in successful progress, when completed will open the eyes of St. John, and compel it in self defence, to exert itself to establish a connexion with this line. They will have the projectors and supporters of this road to thank for having saved them from themselves, by preventing a diversion to a foreign country of no small portion of the trade of the upper St. John. It will not be the first time they have been so saved to the great benefit of the country generally and of themselves in particular.

The St. Lawrence & Atlantic railroad runs through a comparatively sparsely settled country—and a considerable portion of it in a valley between mountains where the country is still a wilderness, except a narrow belt along commercial cities, and a great country, rich in varied elements of unlimited advancement, and a population rapidly expanding. These circumstances satisfied all the conditions necessary to a successful railroad. Poor New Brunswick is in a like position with her neighbour. How does it happen that she lacks the capacity to discover it? She thinks that a frozen ocean and the neighborhood of sea-air all along the line of road, are far better. A great and growing country—in the back ground is nothing in comparison. She is too generous for rivalry with a neighbour, to whom also her chief commercial emporium intends giving the upper St. John, if not thwarted in its generous purpose, by less scrupulous relatives. It would be ungrateful in our neighbor not to accept a boon so disinterestedly offered. Doubtless the gerdon will ere long be duly recognized by acceptance. If not, the fault will not be at the door of St. John. But here a querulous intruder. Is it generosity, or stupidity, or something less venial than either?

Does St. John under the guise of a name—"the European & North American railroad"—intend to revive and push forward at public charge, her first daring scheme—"the St. John & Shediac Railroad"—and find guilts enough to sanction it? When the U. S. Bank closed by expiration of its Charter, a State Bank under the same name was chartered. Foreign holders of stock were not generally aware of the difference. The Bank failed and they were handsomely fleeced. Is something of this sort about to be enacted in New Brunswick? If so, it will be public, not individuals that will be victimized.

## THE STANDARD.

WEDNESDAY, DEC. 14 1853.

THE PRESIDENT'S MESSAGE.—We have received this document, which is not as lengthy as usual, but touches upon every subject of interest to the U. S. The President recommends a reduction of the Tariff—the subject of greatest interest to this Province is the Fishery question, which is thus alluded to in the Message:—

"With a view to remove all difficulties on the subject to extend the rights of our fishermen beyond the limits fixed by the Convention of 1818, and to regulate between the United States and the British North American Provinces, a negotiation has been opened with a fair prospect of a favourable result."

We direct attention the letter of our respected correspondent "Orthos" in our columns to-day. He is intimately acquainted with the subject he treats on—Railroads; we coincide with his views, and regret that the Province has permitted its neighbor to grasp the advantage of having the first Railroad to Canada.

The Weather for the last week, has been exceedingly fine for the season, the nights and mornings were cool, but during the day, it was warm, and more like the first week of October than the middle of December. The rivers and lakes are open and there is snow on the ground. It is possible we may have a "green Christmas"—which the old saw has it, makes "a fat church yard," be

this as it may, the weather for the season is delightful.

THE NEW LOCOMOTIVE.—"North Star," owned by Messrs. James Sykes & Co., has been running on the St. Andrews & Quebec Railroad, for the last week, and works admirably. This Locomotive is smaller, and swifter than the "Pioneer," and is admitted to be a beautifully finished engine. There are now two locomotives running on the road, which advancing into the forest; and we may add, the works are carried on with precision, quiet and solidity, which has characterized the undertakings of the spirited and worthy contractors. They do not require any other puffing than the Locomotive gives while in operation. Their motto is to "work," and not make fine promises, which will never be carried into effect. Their work speaks for itself, and does not require the aid of ornamental speeches in which "pattern card railways"—equal to "first class English roads," figure largely—but it is constructed in a substantial and workmanlike manner, according to contract. Can those great men and capitalists Jackson & Co. say as much respecting their Canadian works? It appears not, from the Montreal Gazette, which complains most indignantly of their departure from the plans furnished, for the Quebec and Richmond Railway, and also the increased price in the estimate from £6,000 to £8,000, upon the plea that it is to be "a first class English road." We have only space at present, for the following extracts from our Montreal contemporary, which will show how those immaculate contractors! Jackson and Co. are fulfilling their engagements.—The Gazette says:—

"By the contract they are bound to provide and pay the Engineers on the road. But they have saved this expense by not having had an Engineer stationed on the works at all. This may seem incredible but is nevertheless perfectly true. The sub contractors are consequently, left to the rule of thumb as to grades, and get through culvert work in a way which has not yet been seen, even on what Mr. Jackson 'in true English style,' calls 'one of your Yankee roads.'"

"A bridge, which according to the plan of the Directors, was to have been sufficiently wide at top for a double track, has been reduced by Messrs. Jackson & Co. to the dimensions of a single-track. And the plan of the Directors, which showed abutments with strong retaining walls has been thrown aside for a plan of the Messrs. Jackson & Co. giving piers only just sufficient for the reception of the superstructure."

"Another bridge, one over a very wide river, subject to tremendous freshets, and shores of ice,—for which the plan shows no piers, tendering, exhibited the piers nine in number, as constructed of heavy masonry, is not constructed according to the plan at all, but according to a new plan of Messrs. Jackson & Co. in which brick is substituted for the solid masonry of the old plan."

We heard that somewhat similar changes have been made in the plans for the road west of Toronto."

NEW MAGISTRATES.—It is currently reported that several new Magistrates have been added to the Commission of the Peace, for this County. We understand our friend John Alexander, Esq., has been appointed Supremacy Magistrate for Grand Manan; we trust the rumor may prove true, as a more suitable and better qualified person, could not have been chosen. His appointment will give general satisfaction, as he is just the man for the office.

We have noticed for some time, the uncalculated attacks of the Freeman, upon the Hon. R. D. Wilmot and the Hon. J. H. Gray; but the last attack caps the climax. We do not believe there is even one of the Freeman's supporters, believes the statement that those gentlemen, "have endeavored out of their burning zeal for the public welfare, to divide among themselves the wilderness lands of the country." They can well afford to treat with that contempt which it merits, such a fabrication, as they are widely and favorably known in the Province.

THE FREE PRESS.—We have received the first No. of this paper, published in St. John, by Messrs. J. & R. McMillan, and edited by Jas. Porter Esq. The typographical appearance like all that emanates from their office is very neat, and the editorial matter, is such as might be expected from a talented and well read writer. The tone is pure, and the style easy, fluent, and truly independent. Mr. Porter is a man of progress, and one, whose integrity may safely be relied on. We welcome him into the ranks of the corps editorial.

SEVEN DAYS LATER!  
ARRIVAL OF THE NIAGARA!  
The Mail Steamer "Niagara," with English dates the 26th ult., arrived at Halifax on Thursday morning, at half past ten o'clock. She had ninety through passengers.

TURKISH WAR.—Hostilities have ceased along the whole Moldavia Wallachian line. Floods in Danube prevent operations, but when frosts set in, fighting operations, will be resumed.

VIENNA LETTERS OF 22d say—Omar is ordered from Constantinople to prosecute the war with energy. From Bucharest, 14th, we learn that Gortschakoff has received similar instructions, but in the mean time diplomacy is active. On the 7th, the British steamer Fury brought to Constantinople the draft of a new Anglo French note, but the Porte declined to consider it. Note therefore withdrawn. Other preparations about to be made.

If Austrian statements are to be credited the Czar has replied, in answer to the requisition of Austria, that he will propose a projected peace. The Sultan is said to be equally disposed to come to terms, but will not do so until first to retract. He has, however, sent Fazl Edin as a Special Commissioner to the army on the Danube, to restrain the orders of Omar Pacha, and thus give diplomacy a better chance for a treaty of pacification. The present position of military affairs is, the Omar Pacha holds the strong position at Kistinet, with 4,000 men, and is fortifying himself in the strongest manner in the triangle between both branches and having a base of operations to act in Lesser Wallachia. The Turks under Ismail Pasha had fought the Russians under General Kish Bach and took from them Krajva.

Constantinople dates to the 10th Nov. have been received. The operations at Oteniza were a logical attack to deceive Gortschakoff, as Omar's real intentions. Plans succeeded and believed. Omar's leading troops to attack the division of General Luder in Bessarabia and Oltina in Black Sea to cooperate with land forces on the Danube. The Porte has received from the English and French Ambassadors assurance that in case of need it may count upon the effective cooperation of France and England, and that it may send fleets into the Black Sea without fear of leaving the Capital exposed to surprise.

The Vienna Patrie of the 21st states that the Russian Army have received orders to assume the offensive, cross the Danube, and march towards Adrianople, if the Turks will let them.

We cannot credit the Vienna reporter saying that Turks are ordered from Constantinople to abandon Kistinet. The return of the Turks across the Danube was quite voluntary. Omar is said to have given his troops to General Pavaloff exposing his troops to a superior force and was beaten—he reinforcements received make the Russian corps twice as strong as his and if he remains where he was, he should probably meet with a disaster similar to Pavaloff's.

The successes of the Turkish army in Asia continue brilliant.

The militia of Laristan whom the Czar had armed and equipped, had gone over to the Turks.

The Turks have defeated the Russians in the Highland of Armenia between Aghakotrophos and Alabazsch.

An engagement occurred on the 1st inst. near Galtz between the Turkish and Russian forces. The Russian accounts claim the victory. No date of place mentioned.

Enthusiastic Bulgarians respecting the opening of the Balkan Mountains, the population were as eager as ever for war. It is therefore considered a bad time to attempt renewal of negotiations.

The firm of Ballazi have loaned to the Porte seven millions francs, secured on the Egyptian tribute.

It was said that the Servians were much excited at the news that Turks were preparing to cross the Danube. Though not hostile to the Turks, the Servians had determined to oppose by force any invasion of their territory by Austrian, Russian, or Turk. Prince Oajich is again urging on the Porte his claims to the Servian Principality. The Russian Consul General at Belgrade struck his flag on the 14th, and left—a proof the Servia did not cooperate with Russia. It was recently reported that the Porte refused to accept the Russian request to allow the

It was reported from Bucharest that a party of Prince Vogeitides was a prisoner at Sate-Peterburg, for corresponding with the Turks.

The Wallachia Militia, which against their will, are incorporated into the Russian army. Military execution of deserters was daily taking place in Bucharest.

The Grand Duke Michael, is reported to be Commander of the Army Reserve, and it is said, against the Emperor's will.

The Consuls of France and England were still at Jassy, but their official functions had ceased.

ENGLAND.—A Cabinet Council was held on Wednesday—all the members were present.

A Turkish synoptic meeting of 3000 persons, has been held at Glasgow. Kossuth sent a long letter expressing his views.

Several Agrarian outrages were reported from Ireland. Weather everywhere very fine for agriculture. A chartered Company has been established at Cork for the manufacture of Flax.

The Cholera has appeared in Paris—nine cases a day. Scarcity of bread still causes anxiety, notwithstanding the recent immense imports.

The Orleansians are busy, and talk of fusion of ideas and younger branches of Bourbon family.

Miguelite bonds rose in Paris on the death of the Queen of Portugal. Union of Spain and Portugal again spoken of.

EGYPT.—Russian Consul General has received orders from his Government to

leave Egypt in consequence of Viceroy's aid to Turks.

ITALY.—Political arrests continue to be made, causing great excitement.

AUSTRIA.—State of Siege in Hungarian Provinces more vigorous than ever.

PORTUGAL.—The young King, only 17, is said to be affianced to the daughter of the King of the Belgians, aged 14.

CHINA.—The rebel army still successful. FURNAL.—Another war imminent.

MARKETS.—The Flour and Grain markets had remained quiet since previous report, and although holders were generally very firm, buyers had in some instances bought on more favorable terms.—Wheat, say 1d. decline, and Flour 6d to 1s. decline.

The dull state of trade at Manchester, and the diminished consumption, prevent the accounts of the inquiry in the Cotton crop by most from producing much effect. The market, however, was firm, and the daily sales amounted to six or seven thousand bales.

DEATHS.—At Oak Bay, on the 10th inst., William James, son of Walter and Sarah J. Gilley, aged 2 months and a half.

In the English of Portland, on the 5th inst., Mr. John Fisher, in the 53d year of his age, leaving a bereaved widow and large family to mourn their irreparable loss.

## SHIPPING JOURNAL.

### PORT OF ST. ANDREWS.

#### ARRIVED.—

Dec. 30th.—Ship Jos. Bryant, Howe, Wisconsin.—H. F. & Co., ballast.

31st.—Packet Ocean Lord, St. John, merchant.—

#### DEPARTED.—

Dec. 31st.—Barge Jeanne Johnston, Armstrong, Liverpool, dead—H. F. & Co.

### LOUR, SUGAR & C. BY AUCTION.

MR. JAMES W. STREET, will sell by Auction at his Sales Room, on FRIDAY, 6th inst. at 11 o'clock, the following:

25 Bbls. Canada Superfine Fancy Flour,

3 Hbls. Porto Rico Sugar,

6 Bbls. M. Sugar,

10 Boxes Mould & Drip Candles,

10 do. Yellow Soap, 6 Chests Tea,

10 Casks London Porter and Pale Ale,

3 Casks Butter,

Boxes Tobacco Pipes, Also,

12 Bales damaged Sheet Iron.

December 13, 1853.

## ST. JOHN'S DAY.

The President of HIBERNIAN LODGE, N. 318, at the Registry of the Grand Lodge of Ireland, in celebrating the Anniversary of St. John, the Patron Saint, at their Lodge Room, on Friday the 5th inst., at 4 P.M. Dinner on the table at 5. Tickets for the dinner at the rate of 50c. Tickets for the dinner at the rate of 50c. Transient and Visiting Brethren are invited to attend.

By order of the W. M. J. N. LAMBERT, Sec'y.

Dec. 13, 1853.

## STOVE PIPES, TIN WARE, &c., &c.

LARGE Lot of Stove Pipe, on hand with all the tools to suit. Parties can be supplied at once, with all kinds of Tin Ware made on order at Watson's Foundry.

ALEX. & JOHN WATSON.

St. Andrews, Dec. 13, 1853.

## OXEN FOR SALE.

A Yoke of OXEN, 8 years old, of good size. A liberal credit will be given on good paper.

Apply to JOHN BARRINGTON.

December 7, 1853.

## MOSES KETHRO,

Hair Cutter & Wig Maker

ESPECIALLY intimates to the Inhabitants of St. Andrews and vicinity, that he has commenced business in the above line, and would be thankful for their patronage.

Shop between the stores of Odell & Turner and Dimock & Wilson.

No business done on Sundays.

St. Andrews, December 7, 1853.

## LOUR, SUGAR, & TEA.

Now landing ex "Utica" from Boston:

100 Bbls. Canada Fancy Superfine Flour

12 Bbls. rye flour,

6 Hbls. Bright Muscovado Sugar,

25 Chests Tea.

J. W. STREET.

December 7th, 1853.

## ST. ANDREWS & QUEBEC RAILROAD.

### NOTICE.

IN consequence of the completion of the heavier portion of the Works, up to the point of crossing the new Fredericton Road, about half a mile below Wilson's Tavern, Messrs. James Sykes & Co. beg to state, that all accounts are required to be furnished; and will be paid, at their office there.

GEO. W. KING.

November 22, 1853.

## THE SUBSCRIBERS.

70 Stov. COOKING FRANKLIN AIRT.

Also, 10 che. A good ass. Solar Oil, B. Vanish, Flu. Fluid sale. Custard C. Pails, Mats. Also, a pair SHOES and

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