

Remarks on the Railway continued.)
Since the foregoing was in type, the following certificates have been received.

Bancroft, 1st Feb., 1850.
We the undersigned, do certify, that from information to be depended on, and in which we have the most implicit confidence, that there passed up the Passaboot from Bangor and the Kennebec, during the past year, for the supply of the upper St. John River on the American side—
135,625 Barrels Merchandise, at a cost of transportation of \$23,220 dollars, and that fully Two Millions feet of Lumber came down the Passaboot to Bangor.

WM. BABCOCK,
A. W. BABCOCK,
J. M. BRAGG.

acquainted with the trade of the Passaboot, but from the highly respectable signatures to the above, every credit may be given to the same.

FRED. HORBS,
Solicitor.

The above goods would no doubt all go by the Andrews & Quebec Railway, as the cost of transportation will not be one fifth of the present rates.

Knowing the high respectability of the above parties, full faith and credit is due to their statement.

C. SHERWOOD,
H. B. M. Vice-Consul,
District of Passamaquoddy, U. S.

The following extract of a letter from J. Bell Forsyth, Esq., dated Quebec, 24th Jan'y, 1850, will show the determination of the Canadian Government to carry into effect the Resolutions of 1839, as before noticed:—

"Are you not aware, the present Government of Canada have passed resolutions pledging security of the Province, for the construction of half any Railway which may be built exceeding 70 miles in length; consequently you will only have to make half the road from the Province line to Quebec."

J. BELL FORSYTH,
John Wilson, Esq., St. Andrews.

[FOR THE STANDARD.]

NO. 8. RAILWAYS.

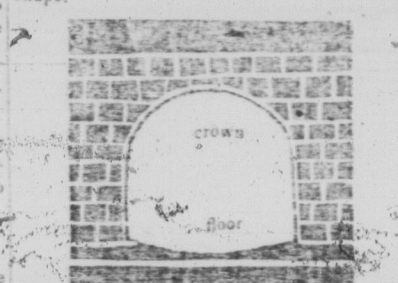
Tunnels.—Although all the preceding papers, of this series, refer to matters connected with the construction of railroads, which it is to be hoped your readers will soon have an opportunity of seeing carried into effect; and although the St. Andrews and Woodstock line will not require tunnelling, yet as this is a concluding essay, and as some one may have followed me thus far along the way, I feel called upon to treat this subject in the same manner as those which we have already discussed.

The great diminution of power by gravity, and the consequent necessity of employing additional power, or of lessening the load of a locomotive in ascending steep gradients, have led engineers to resort to excavations and embankments to obtain gradients upon which the ordinary loads, on a level, can be transported with a suitable degree of speed. Sometimes these operations are necessarily extensive, in order to overcome great difficulties, and are attended with enormous expense. In such cases it has been found preferable to obtain a practicable gradient by carrying the road under ground by an excavation termed a *tunnel*. The preference to be given to deep cutting, or to tunnelling, will depend on their relative cost. When the expense is nearly equal, and the slopes of the deep cut are not liable to slips, it is generally considered more advantageous to resort to deep cutting, although local circumstances will sometimes recommend the tunnel. Where any latitude of choice is offered—the nature of the soil, the length of the tunnel, the cuts by which it may be approached, and the depths of working and air shafts—must be studied before any proper decision can be made.—In some cases it may be found that a longer tunnel with shorter deep cuts will be more advantageous in one position, than a shorter tunnel with longer deep cuts in another; and also the greater depth of working shafts may be more than compensated by obtaining a firmer soil, or a shorter tunnel.

The operations in tunnelling are varied according to circumstances, and are mainly dependent on the nature of the soil. The work is begun by marking on the surface of the ground the profile line vertical to the axis of the tunnel. At suitable intervals along this line vertical pits, called *working shafts*, are sunk through the upper strata to the top or crown of the tunnel. The shafts and the excavations, which form the entrances to the tunnel, are connected, when the soil will admit of it, by a small excavation termed a *heading*, or a *drift*, carried along the head of the tunnel to the height of 7 or 8 feet, and 5 or 6 feet wide. These preliminaries being completed, the excavation of the tunnel is gradually enlarged; the excavated earth is raised through the working shafts, and also carried out at the ends. The dimensions and form of the cross section of the excavation must be determined by the nature of the soil, and the purposes which the tunnel is intended to serve. In solid rock, the sides are generally vertical, the crown arched, and the roadway horizontal. Soils which require arching to support them, should be excavated as nearly as possible to the form of the Arch.

The most perilous operation of the miner is when he has to work through loose soils. The greatest precaution is required to support the sides of the excavations by strong rough frame work, sheathed with boards, to protect the workmen from danger. In these cases, when the drift cannot be carried along the line of the tunnel, the excavation is ad-

vanced only a few feet in each direction from the bottom of the working shaft, widened and deepened gradually to receive the mass of the tunnel, which is begun immediately below each working shaft, and carried forward in both directions to the two ends of the tunnel.



The usual thickness of the arch is 15 inches of brick. Some of the English Railway tunnels are from 24 to 30 feet wide, and of the same height from the level of the rails to the crown.

The first Railways were constructed in the coal districts of the north of England.—North's life of the last keeper records that at Newcastle upon Tyne in 1076 the coals were conveyed from the mines to the banks of the river "by laying rails of timber exactly straight and parallel and bulky carts were made with four rollers fitting these rails, whereby the carriage was made easy, that one horse would draw four or five, chaldrons of coal." Exactly one hundred years afterwards an iron Railroad was constructed at the Sheffield colliery, in which the rails were nailed on the wooden sleepers which supported them. In 1797 stone supports were adopted at a Newcastle colliery; in 1809 they were made use of in the Easton Railway in Derbyshire; and in 1825 the Stockton and Darlington Railroad was completed, being the first line ever used for the transportation of passengers and merchandise. From that time to the present great improvements have been made in the construction of the roads, the engines, and the cars, and the old and new continents are now intersected by locomotive lines.

Having now brought these notices of Roads and Railways to a conclusion, I will answer your request (that I should pay my name to them) by saying, that if any one ask who your correspondent is, tell him he will find my initials at the beginning of the *gradients*, in the middle of the *tunnels*, and at the end of the *drains*.

[FOR THE STANDARD.]

Mr. Editor,
On Friday last, I happened at the flourishing village of St. George, when a number of the most influential inhabitants met together for the purpose of taking into consideration the subject of establishing a Telegraph station at that place; when to my astonishment, the whole amount of stock required for the purpose, (\$2000) was taken up before one o'clock. Mr. Darrow, the superintendent, being there at the time, commenced making the necessary erections, and before nine o'clock that night, had all things complete; and the next morning communicated with St. John and New York. This does much credit to the inhabitants of St. George, and I must say takes the shine off St. Andrews.

The office is established in the Custom House buildings.

Yours,
An Inhabitant of St. Andrews.

Feb. 5.
[The following communication was mislaid, or it would have appeared in a former number.]
[FOR THE STANDARD.]

DEAR SIR.—I send you the following brief notice of a source, which took place in our village, on Thursday evening last, which may be interesting to your readers.

The Daughters of Adelaide Union No. 1 D. of T. gave a grand Soiree, in the Hall of the Sons of Temperance, for the benefit of Prince of Wales Section, No. 3, Cadets of Temperance. The Hall was very tastefully decorated with evergreens, pictures, mottoes, devices &c., the table which reached from one end of the Hall to the other, (60 feet) and another across at the foot (30 feet) for coffee and tea, fairly groined with the quantity of good things placed upon it. The meeting was called to order, and Mr. Wm. Todd, invited to the chair, he remarked that it was hardly necessary for him to explain the objects of the meeting, as the good things displayed before them on the table, would do so much more fully and feelingly than he could; and after reading an apology from the Rev. Dr. Thomson and the Rev. Alphonso Wallace for their nonattendance and a piece being performed by the choir, and a blessing asked by the Rev. Mr. Johnston, the chairman said that he hoped that the object of the fair entertainers, would be now carried into effect, and after the company had well filled their inner man (and some of them, their outer ditto, for the way that the muffs and pockets were filled, was a caution) the chairman called the meeting to order, and remarked that the Cadets would now proceed with the exercises, that they had in contemplation when Master Henry Whitney—a member of the Section, addressed the chairman as follows "Ladies and Gentlemen, I have been chosen by the members of Prince of Wales Section No. 3, Cadets of Temperance, to present to Brother Whitlock, our much esteemed Worthy Patron, this Cup, as a simple token of our respect for him—Though

we never can repay him for half he has done for us, I hope brethren that each and every one of you will do all in your power to assist him in his arduous task, but I can assure you Mr. Whitlock, that you have the hearty and sincere thanks of every good member of our society, I now presenting to you in their behalf, that if any in a small degree at least, show our respect for the action and energetic measures you have taken to aid us as Worthy Patrons of our section" Mr. Whitlock as soon as he heard his name mentioned, rose from his seat and after Master Whitney had got through with his address, he said to the chairman that he was now in a regular fix, as the intention of the section had been kept a secret from him, and he was now taken completely by surprise, consequently he was not prepared, and therefore unable to reply to the very affectionate address, that had accompanied the presentation as he would have wished, he could only express his grateful thanks for his kind and pleasant, and that he highly appreciated the disinterested compliment that had been paid him, when they allude to the active and energetic measures that he had taken in the section—he must say that he had taken a very great interest in the order of the Cadets of Temperance, from its first organization in this Province, and that it was a great source of gratification to him, to know that his feeble services had been appreciated, he was sorry to say that several sections in this vicinity had gone down—but it gave him much pleasure at this time to say, that Prince of Wales Section No. 2, still maintained that high standing that it merited, and that he always took great pleasure in speaking of it, in terms of high commendation, both at home and abroad, and that he hoped the members of the section would one and all be faithful to their obligation and be firm in maintaining inviolate the reputation of the section.

Mr. Todd the chairman then addressed the Worthy Patron and the Cadets, in a very feeling and affectionate manner, after which there were several very able and eloquent speeches made by the Clergymen and other gentlemen present. The Hall was crowded to excess and it was estimated that there were five hundred persons present, the company broke about 10 o'clock, apparently well pleased with themselves and all present, after giving three hearty cheers for the Daughters of Adelaide Union No. 1.

On Thursday evening last, the inhabitants of this and the neighbouring villages, were gratified by listening to a very eloquent and interesting Lecture, delivered by the Rev. Michael A. Wallace R. C. P. of this village, on the all important subject of Temperance, in the Hall of the Sons of Temperance, it was the largest assemblage of people that I ever saw in this vicinity; seats were provided for the Ladies, all the Gents and some of the Ladies had to stand; it was estimated that there were from 6 to 7 hundred persons present. The Rev. Gentleman handled the subject in a most able manner, and brought forward many new ideas (which by the bye is rather a difficult thing at this time) and some very beautiful sentiments.

Yours
A SON OF TEMPERANCE,
Millyway, St. Stephen Jan'y. 19, 1850.

The cup is a very handsome silver one—the inscription is enclosed with Oak leaves, and it is presented to—

J. H. Whitlock W. F. F.

Office of Wales Section No. 2 C. of T.
Jan'y. 3, 1850.

LEGISLATURE OF NEW YORK.—Annexation of Canada.—In the Assembly, on the 25th of January, Mr. Wheeler, of Franklin County, offered the following resolutions, which were laid upon the table:—

Whereas, by the original articles of the confederation adopted by the States of this Union, it was provided that Canada, according to this confederation, and joining measures of the United States, shall be admitted into, and entitled to all the advantages of this Union.

And, whereas, recent occurrences in the Province of Canada, indicate a strong and growing desire on the part of the People thereof, to avail themselves of the advantages of the foregoing offer, and to apply for admission among the sovereign States of the Union, Therefore

Resolved, (if the Senate concur), That, believing the admission of Canada into the Union to be a measure intimately connected with the permanent prosperity and glory of both countries, the people of the State of New-York are earnestly desirous to see such a union effected without a violation on the part of the United States, of the amicable relations existing with the British Government, or with the law of nations.

Resolved (if the Senate concur), That the annexation of Canada to the United Provinces of Great Britain, in North America, effected by negotiation with the British Government, and with the voluntary consent of the people of said Provinces, upon equitable and honorable terms, is an object of incalculable importance to the people of the United States. It would reunite into one family and make citizens of a brave, industrious and intelligent people, who now are our brethren in interest and language. It would save this country the expense of maintaining a large force of Custom House and fortifications, 3,050 miles in extent, and give the whole continent the blessing of free and unobstructed trade. It would secure the preponderance of the free institutions in this Union, and it would unite under one Republican government all the people and all the territory between the Atlantic and Pacific; and the Gulf of Mexico and the Arctic Ocean.

Resolved (if the Senate concur), that our senators and representatives in Congress

be requested to co-operate in any measure which the general administration may adopt to promote the peaceful annexation of the British North American provinces to this country.

Operation of the Navigation Act.—The steamer Niagara, just arrived here from Liverpool, is filled with French, German, and British goods. This is the first arrival in the United States under the New "Navigation Act". The steamer has 2380 packages, the largest cargo ever received at this port, and a very valuable one, worth probably a half million of dollars. About one quarter of the cargo is French and German goods.—*Hartford paper.*

THE ELECTRIC TELEGRAPH.
The Merchants' Telegraph Line, (Bain's patent), now in operation from this city to Boston, is to be extended to Portland, where it will meet a line not under the jurisdiction of F. O. J. Smith, extending from Portland to Halifax. The extension will probably be in operation by the 1st of June next.—*N. Y. Jour. of Commerce.*

LADY MINERS IN CALIFORNIA.—A young man from Maine writing to his friends from California, says that his party had, near the Sacramento, and almost thirty miles from any other dwelling, two intelligent and beautiful young ladies, with no attendant except an old grey headed negro, whom they had enticed to accompany them. The ladies of these girls was not twenty. It seems their imagination had become excited by the gold stories which they had heard, and they had determined to try their hands at making a fortune. The old negro was past work, and was left in the camp during the day to look after the household affairs, and keep watch while the girls pursued their mining operations. When the party reached their camp, the old lady was alone in it, but the girls came in during the day, and received their dinner hospitably. They expressed no fear of being molested or robbed, and said that they should leave for home when they had accumulated \$10,000; they had already gathered \$7000. They were from Florida; and the youngest ran away from school, to enter upon the expedition.

SUCCESSFUL LAUNCH OF STEAMERS.—An immense concourse of citizens, numbering, as should judge, at least 15,000 or 20,000 persons, assembled this morning to witness the launch of the steamers Arctic, New-World, and Boston, from Wm. H. Brown's yard.—The quays, shipping and dwellings, for a long distance on the line of the East River were densely thronged. Between the hours of 9 and 10 o'clock, all three were launched, without the least accident. The New World was the first to go off, and was no sooner fairly in the water, than her wheels began to revolve, and in a few minutes was seen rapidly steaming to and fro on the river. The experiment, which is without precedent, was eminently successful. The New World was built for California. At half past 12 o'clock she proceeded on a trial trip to the seaward, expecting to return about sundown, with a large company on board.

The Boston was the next to go off, and was followed by the large steamer Arctic, of E. K. Collins's New-York and Liverpool mail line, larger than which there is no steamer afloat. She moved off the ways in beautiful style, amid the deafening cheers of the spectators. She is the third steamer of the line yet launched. The fourth, the Antarctic, has not yet been completed. The Atlantic and Pacific are now receiving their machinery. The first is advertised to sail on the 6th of April; the latter on the 27th of the same month. They enclose about 3500 tons.—*[New York Jour. of Com.]*

A Juggler Robbed.—The dwelling-house of Signor Blizz, on Willoughby street, Brooklyn, was entered on Thursday morning last by thieves, who succeeded in reaching his bedroom, and robbing him of a gold watch, a diamond brooch, and his pocket-money, in which were \$13 in cash. The value of the property stolen was about \$150.

St. Louis.—The "Bernt district," occasioned by the great fire at St. Louis in May last is now nearly covered with new and substantial buildings, of which 165 have been erected at a cost of between six and seven hundred thousand dollars each—averaging about four thousand dollars each. Consequently they must be good, and good-looking houses.

Gold Bit to Capt. Cook.—The freedom of New York city was publicly presented to this good man by the mayor on Thursday, in presence of a large assembly of both sexes; for saving the lives of the crew and passengers of the Caleb Gurnshaw. A testimonial is in preparation for him, to which more than \$50,000 is already subscribed.

A dreadful tornado lately swept over a portion of Adams county, Miss. It was accompanied by heavy peals of thunder, and vivid flashes of lightning. The Natchez Courier says:—
The tornado was very destructive of timber, fences, gardens, houses, stocks, &c., on the plantations of Mrs. Cooper, and Col. F. L. Claiborne. Their damages are very heavy, but no lives were lost, although it is a miracle how their negroes all escaped, as several of their houses were blown down. The tornado passed through the lands of Robert McCullough, Esq., and left his dwellings, in deed his entire premises, a perfect wreck.

Canada.—The only Government steamer on Lake Ontario, the Cherokee, is to be laid up; the officers and crew are to be paid off,

and ordered to return to England. John Counter, Esq. has been elected mayor of Kingston.

Canada.—Considerable excitement has been caused by the election of a Representative for Quebec, in the Provincial Parliament, consequent upon the acceptance of office by a former member, Mr. Chabot. His re-election was opposed by Mr. Legare, an annexationist. The Quebec papers received last evening furnish us with the first day's polling, as follows:—Chabot, 1391; Legare, 674.—Majority in favor of the ministerial candidate, 716.

The Journal de Quebec of Thursday says, it is positively stated, that those London merchants who had the temerity to address Lords Russell and Grey, on the practicability of annexing Canada to the United States, had received an answer so decidedly negative, that they would never again hazard so audacious a question to Her Majesty's Ministers and the responsible guardians of her empire. Lord Grey, the Journal tells us, peremptorily refused an interview, and declared that the very thought of such a subject was criminal.—*[Quebec Gaz.]*

IMPRISONMENT FOR DEBT.—The Grand Jury of this County at the late sitting of the Inferior Court, after visiting the Gaol, made some very stringent remarks on the barbarous law authorizing the imprisonment of parties for Debt, denouncing it as cruel and unjust, and disrespectful to the statue book.

Reduction of Judicial Salaries.—The Act for the reduction of Judicial salaries in this Province, passed at the last session of the Legislature, received the Royal assent on the 5th of January, and is published in the Royal Gazette of Wednesday last. By this Act, after the demise of the present incumbents, the Chief Justice will receive £700 currency, and the Master of the Rolls and the Puisne Judges £600 currency each, per annum, in place of the salaries now paid. This is a beginning of retrenchment, and although it is prospective, we rejoice at it as the commencement of other reductions which are absolutely necessary, and which should be followed up without delay.

New Brunswick Benefit Building Society and Saving's Fund.—Another loan meeting of this most useful institution was held at the Society's office last night, at which one share (£120) was advanced to a member. We are satisfied that the closest enquiry into the Benefit System would create for it the most extensive patronage.—*[Courier.]*

Shakespearean Accusment.—A correspondent has furnished us with the following account of a most distressing accident which occurred at Big Tracadie:—

On the night of the 22d instant, the house occupied by Mr. George Drysdale, with all its contents, was burned to the ground, and distressing to relate, his eldest son, eighteen years of age, another son, six years old, a daughter eight years, and a grand daughter aged two years, all perished in the flames.—The eldest got safely out of the building, but hearing the screams of the children, rushed in again, but never returned. Mrs. D. in endeavouring to rescue one of the children through a window, lost her balance, and got her face and breast dreadfully burnt. Her sight is much injured, and it is feared that she will ultimately lose it. A daughter broke in a window, and at considerable hazard saved one of the children. They had nothing on them but their night clothes, and the night being stormy, they suffered much from cold before they reached a place of shelter. The bones of the four children who thus perished were collected together on the following day, and interred in the funeral ground. A large concourse of people assembled to witness the ceremony, who expressed deep sympathy for the family, who have thus been so severely visited. Mr. D. was from home during the time the accident occurred.—*[Mir. Gleaner.]*

THE STANDARD.

ST. ANDREWS, WEDNESDAY, FEB. 6, 1850.

Charlotte County Bank.
Hon. HARRIS HATCH, President.
T. B. Wilson, Esq., Solicitor.

Discount Day.—TUESDAY.
Hours of business, from 10 to 2.

Wholesale and Notes for Discount must be lodged with the Cashier, on or before Monday, otherwise they must lie over until next week.

Alms and Work House.
Commissioners—H. H. Hatch, A. T. Paul, Thos. Sampson, John Irwin, D. Bradley.

St. Andrews.
Steam Mills and Manufacturing Company.
R. M. Andrews, Esq., President.

St. Stephens Bank.
Wm. Todd, Esq., President.

Discount Day.—SATURDAY.
Hours of business, from 10 to 1.

Bills and Notes for Discount must be lodged with the Cashier, on or before Friday, otherwise they must remain in his hands until the following discount day.

Our Subscribers will oblige us by paying our Collector, who will call upon them with their accounts for the last year.

REMARKS ON THE ST. ANDREWS & QUEBEC RAILWAY.—We have devoted the first page of this week's impression, to a lengthy article from the pen of our highly respectable townsman, John Wilson, Esq. President of the Railroad Company. Mr. Wilson points out, in a clear and concise manner, the advantages that would result to the Province

generally, from the opening and from a number of statistics from the most authentic lines on this Continent to learn, that several miles, and the survey is daily as the weather permits, it is due to Fielding Nipper in chief, for his exertions in prosecuting which he is placed. been fortunate in securing Engineers so well qualified to their interests—a get the short time he has been won the esteem of the U.

WELL DOWN ST. GEO. by a communication in enterprising people of S egraph station in that v siness of subscribing the apparatus being acc twelve hours. The wires from the present role; but, in order to some hundreds of poul as the nearest point at is beyond Chamcook; draws people intend la new line (Bain's patent contract from Portland we shall receive all the from a Telegraph line.

The coldest day were yesterday and th The thermometer rang below Zero. This m understand it was 22 lent harbor, however it would be in June.

In the House of Representatives, a bill was introduced Canadian produce of duty, provided the bill was referred whole.

In the Senate, Mr. a bill providing for th St. Lawrence, and fo Canada.

The payment of \$ bank Sarah, \$700 to each seaman, for s slave's passengers, on Tuesday 29th ult.

MAILS for closed at the Post the following days: Tuesday, Wednesday, Thursday, Friday.

On Friday last, years, a native of th Ireland. His death received from the under which he and ing on the Railroad, a young man much and we regret to ad and aged mother, to lament their loss.

At Beacbe, on t of Mr. James Glas, a husband and three boy.

TO And possession That two-story King-street, at 9 well.

TO And pos day of M Premise pation of William ley, situated in Q Apply to St. Andrews, F.

TO IM Parties wishing Spring, are inform last, is now load return here direc leaving Liverpool about 17th March date a few Passen

St. Andrews St BANKRU

A meeting will the Provisional on Saturday the for the purpose of the expediency of Debs of James J tie, Bankrupts.