

Correspondence.

[To the Editor of the "Standard."]

PERSEUS, July 7, 1855.

SIR,—I have been on friendly terms with you for many years, and when we parted at Saint Andrews a few days ago, I had not the smallest knowledge of ever having offended you. As one of your correspondents I remember that, in a private letter, on which business some weeks ago, I wrote a few unfavourable words of your article against the Government, but so far from attempting to "give the press," as you say, I did not even intend to offend the Editor.

In your last leader you say, that "I found you to task for the publication of the article in question, and was complimentary enough to attribute it, not to your pen, but to the Secretary of the Railroad!" A bonnie story, truth? and I'll just tell you another.

I was in St. Andrews I think about two hours; met Mr. Whitlock, and in a joking conversation, asked him among other things, whether he dared to venture to Frederickian after writing that letter in the Standard?

"So you did not like the article in the Standard on the subject of the Railroad?" I replied, "No, I did not." In this remark I supposed you had reference to what I wrote to you some weeks before. You immediately added, "I wrote that article myself!" I did not know what you meant, and being in haste to get away with Mr. Light to inspect the Diddymash Bridge, thought no more about it. You then got into the carriage with me, and very kindly assisted me in my little matters, when we parted, as usual, in the most friendly manner.

You may have some notice for your uncalculated attack on me in your last number, but what that may be, is wholly beyond my comprehension.

With regard to the Railroad itself, I can truly say that I have ever been one of its most earnest advocates, having done every thing in my power for its advancement. That the parties disagreed among themselves—broke up the contract—crossed, annoyed, and perplexed one another until the work came to a dead stand, although to me matter of sincere regret, was certainly not my fault. Had these unfortunate things never happened, the works by this time would have been far advanced, and the line in profitable operation. Under all these circumstances, I still had a hope, that when matters were adjusted, we should be able to obtain as much money as would pay all the ones who had been employed, & complete the line as far as it is graded. But while an investigation was going on, with this most desirable end and aim in view, you came down upon the Government with an article, which could have no other effect than defeating the very object which the friends of the Railroad were so anxious to attain!

So far as I am personally concerned I had no quarrel with you, nor the least intention either to offend you as a private person, or to interfere with your independence as the Editor of a Public Journal. Indeed I care very little about the matter; for, although it be the first unkind cut I ever received from you, I have been so long accustomed to such things, that they pass by me as the idle wind; and being at present very busy with other public matters, should not have noticed this at all, had I not been requested so to do as a duty due the men of Charlottetown, whom I have so long had the honour to represent.

I remain,
Your obedt. Servant,
JAMES BROWN

ADAM W. SMITH, Esq.

What about the Railroad? is the enquiry in every mouth. On a late visit to that portion of the works extending from Hamphrey's mills to the Bend, where thousands have been expended, and where last season at this time hundreds of laborers were in active employ, we observed a melancholy scene of subverted edifices. The quiet which reigns around, and the degraded state of the road, strikes the mind with despondency. Several portions of the work having been carried to some considerable height above the marsh, has been, by the action of the atmosphere and change of seasons washed away, and now may be seen along the surface, like the walls of Troy, in zig zag order, or piled in heaps upon one another. How matters stand along the other part of the route to Shediac, we cannot pretend to say, not having travelled that way; but from what we have seen, no doubt remains in our minds, that where deep cuttings have been made, and the road built up to any extent, the same state of things predominates. Here is a serious loss, which it will take thousands of pounds to repair, and what is worse, the longer repair is delayed, the destruction will increase in proportional ratio. This in addition to the interest on the outlay already incurred will add materially to the cost of building the road, and may be counted a dead loss to the Province, and without a single redeeming advantage add to the burdens of the people.—[Westmorland Times.]

We understand that His Excellency the Lieutenant Governor intends leaving Frederickton on Monday next, for the purpose of visiting Northumberland and other parts of the North Shore of the Province. We are glad to find that His Excellency is determined to make himself personally acquainted with the various localities of the Colony, and that he takes a lively interest in the welfare and prosperity of the inhabitants.

Provincial Appointments.

J. Warren Travis, Esq., to be Sheriff of the County of Queens, in the place of Nathaniel H. DeVries, Esq., resigned.
Charles R. Hatheway, Esquire, to be a Justice of the Court of Common Pleas for the County of Charlotte.
Lawrence M. Luce, Esquire, M. D., to be a Coroner for the County of Kent.
James B. Johnston, Esquire, to be Inspector of Schools for the County of Northumberland, in place of William Williamson, Esquire, resigned.

The Standard.

WEDNESDAY, JULY 12, 1855.

The remarks which we made in our impression of the 4th inst., have drawn forth a reply from the Hon. the Surveyor General, which we publish in another column, but of all the documents which we ever remember to have seen emanating from the pen of a gentleman calling himself a statesman, we think we never met with such an extraordinary and illogical production as the one now before us. Mr. Brown commences by "reminiscing us of the personal friendship which has existed between us as individuals, and assures us that he had not the smallest knowledge of ever having offended us," thereby evidently attributing the remarks which we have thought proper to make respecting the Government and himself, in his official capacity, to some imaginary personal affront on our part; and intimating an expectation on his side, that such friendship should have induced us to abstain from any comments or expressions of disapprobation either on his or their official shortcomings.

While we readily disclaim having received or felt any affront, and cordially acknowledge the satisfaction we have always derived from the intercourse which has so long existed between us, (and which we trust no difference of political opinions need disturb) we most emphatically declare our dissent from the doctrine that the Sur. Genl. appears to entertain. As a public man he is public property, and though we may regret being at variance in opinion with one whom we privately esteem, we cannot forego the expression of our sentiments from motives of private friendship, nor should we be fulfilling our duty as Editor of a public journal, were we to allow any considerations of such a nature to influence us in conducting our paper; we therefore absolutely disclaim any motive in the remarks we have made, but the desire to put the public right on a matter which nearly concerns it, and are perfectly content to leave our readers to determine whether Mr. Brown is justified in saying, that in doing so, we made an "uncalled for attack" on him.

Mr. Brown styles our statement that he took us to task for writing what we had done, and attributing it not to our own pen, but to that of the Railroad Secretary, as a "bonnie story truth!" We are at a loss to perceive what we are to understand by this Scotch expletive, but if it is intended to mean that such are not the facts, we have only to point to the succeeding paragraph in his own letter, which admits that he accused Mr. Whitlock of being the author of the article in question, and that he acknowledged to us being displeased with its publication. But Mr. Brown now says he was only joking with Mr. Whitlock, and that in consequence of his great haste to get away from St. Andrews, he did not know what we meant by telling him we wrote the article ourselves. This is poor sophistry and will not stand the Sur. Genl. in good stead, for, neither does it come with a good grace from the Hon. Gentleman to shelter himself at this late hour under the flimsy excuse that he was joking his fun at Mr. Whitlock, when his manner at the time certainly left no one under that impression; nor will the meanest capacity be deceived into believing that it could have ever entered into our head to think it necessary to claim the authorship of our own articles, except to remove the belief he had expressed of their being penned by another.

Thus much for the subject as far as ourselves and Mr. Brown are concerned; he however, does not stop here, but goes on to praise himself for his zealous advocacy of the Road, and to animadvert on the conduct of the Company. We might join issue with him on these points and on the reasons which he assigns for the present position of its affairs, but we will pass that by at present and come to what at this moment is a more important consideration: viz:—referring to the reasons which he gives, Mr. Brown goes on to say:—"Under all these discouragements, I still had a hope, that when matters were adjusted, we should be able to obtain as much money as would pay all the men who had been employed, and complete the line as far as it is graded. But while an investigation was going on, with this

most desirable end and aim in view, you came down upon the Government with an article, which could have no other effect than defeating the very object which the friends of the Railroad were so anxious to attain!"

Here then is the admission—first that it was the intention of the Government, when "all matters were adjusted" to give only so much money as would pay off the men who had been employed and finish the road as far as it is graded; and secondly, that the decision of the Government is an investigation, greatly affecting the Province, as well as a considerable body of English capitalists, who have invested money here on the faith of Acts passed by the Legislature; does not depend on the merits of the case alone, but can be, and is influenced by a newspaper paragraph!

It is not, of course, for us to cavil at or depreciate the influence of the very power we try to wield, and indeed the acknowledgment of its weight on the Executive is only a source of satisfaction to us; but we maintain that the Government should only allow itself to be swayed by the Press or any other outward pressure, when it can or will admit the correctness, truth and justice of its arguments. This however is not the case in the present instance; the Government disavows the truth of our remarks, and yet permits itself to be acted on by them, to the injury of a great public work, and the manifest disregard of its own position and duties. Can stronger proofs be wanting that the present Government is not an honest trustworthy one, deserving the confidence of the country?

What faith shall we put in men who acknowledge that they are not stern enough to discharge their functions, unswayed by any influence but that which they conscientiously believe to be based on truth or justice? We have for some time past, feared that our expectations under the present administration were groundless, and our confidence misplaced; we are now assured of it, and therefore we do not hesitate to say, (without the slightest feeling however, as regards individuals) that the sooner the present Government is removed the better for the Country.

The amount of money due to men who have worked on the Railroad, or which may be necessary to finish any certain portion are not questions which the Government have anything to do with; those are matters, we believe, solely appertaining to the Directors, (two of whom are appointed by Government expressly to look after them on behalf of the Province) The subject which the Council has to determine, in our opinion, is, whether a claim sent in by the Company for an issue of Debentures, is correct and well founded, and in strict conformity with the conditions provided in the Facility Act; and to this alone they ought to confine themselves irrespective of any consideration of what debts it would pay off, or what further number of miles it might suffice to finish. By going out of the strict line of their duty, and admitting elements susceptible of being swayed by private or local interests, and foreign to the question, the Executive Council betrays its trust and wrongs both the Country and the Railroad Company. Want of space prevents us pursuing the subject further at present, we shall however return to it again, and we believe we shall have as little difficulty in proving the injustice done to the Railroad Company as we have had in showing the errors of the position assumed by the Surveyor General, with regard to ourselves.

Business having called us to visit Saint George during the past week, we were much pleased with the improved appearance of the Town. Several new, and we may add handsome dwellings have been erected, and some very pretty cottages are in course of erection. Two large ships are on the Stocks and will be launched this summer—one by D. Wetmore Esq., and the other by H. E. Seelye Esq.; notwithstanding the very general complaint of dull times, our enterprising friends at St. George, are driving on business, as may be seen by reference to the "Marine List" in our paper to day. Within a month eight ships of a large class, have been loaded there, with deals, for Great Britain, besides a number of smaller vessels with lumber &c., for various ports in the United States. The farms in the vicinity are well tilled, and from appearances will yield good crops. Upon calling at the Post Office, we found our old friend Mr. Wallace, a more attentive and obliging public servant, is not in the department. From eight o'clock in the morning until nearly the same hour at night, Mr. Wallace may be found at his post, besides being in the office at two o'clock in the morning to receive and assort the St. John Mail, which occupies half an hour, as he is obliged to open four way off bags, assort the letters and papers and make up three; this takes place every morning summer and winter, and the duty is performed for the paltry consideration of about £200 per annum. Mr. Wallace's claims, we trust, for a fair amount of salary, will be attended to. We are obliged to defer further remarks at present.

European Intelligence.

IMPORTANT NEWS.

NEW YORK, July 10.

The steamer "Argo" arrived at noon this day. Dates are to July 4.

Lord Raglan died on the 28th of June.—Gen. Sibthorp is his successor.

There is no news of importance from the seat of war.

Disturbances had occurred in London, in consequence of a Bill to abolish all Sunday trading, being introduced in Parliament.

Edward Jack, Esq., has, we are informed, been appointed Deputy Surveyor for Charlotte County.

It is reported that one of the Tracadie Lepers who escaped from the Lazaretto and worked his way to Boston, is in a fair way of being cured by the Physicians of the latter place through the outward application of Guano. Mr. End who recognized him on the street, reported his case to the doctors, and then furnished them with the various Reports and Statistics of the disease hitherto published in this Province. The circumstance may lead to the most providential results both for the numerous sufferers and the Province.—Reporter.

The British Colonist, says:—"The 'Foreign Legion,' stationed at Melville Island, were found in open revolt on Thursday last. They complain they have been grossly deceived both by the parties who induced them first to come on here, and by the government here before enlisting. A strong force of the 76th was sent out to quell the mutiny, and to bring the ringleaders into the Citadel.

VOLUNTEERS FOR THE CRIMEA!—Sixteen rank and file of the Royal Artillery stationed in this Province embarked in the steamer *Crescent* for Windsor, last evening, en route to Halifax, to make up a draught of fifty men, under orders for the Crimea. They were a fine looking set of men, and appeared to be in high spirits. A band of music, engaged for the occasion, played "Cheer, boys cheer," and the repeated hurrahs of the crowd that accompanied them to the wharf, showed the deep interest felt by our citizens in the cause in which these noble fellows are about to take an active part.—St. John Courier.

ACCIDENTS.—We regret to hear that during the past week, owing to the culpable carelessness of some parties in allowing a wide and deep trench, which was being dug on the sidewalk at the corner of Union and Sidney streets, to remain open at night without any inclosure—a by a barricade or light of its existence—several persons have been precipitated therein, and suffered severely bodily injury. We should like to know who is responsible for this want of precaution, in order that the blame may be attached where it is due.—[Courier.]

CONSOLS at 90 means, that any person who has a bond for a hundred pounds, payable when the government pleases, with interest till paid at 3 per cent. can sell that bond for ninety gold sovereigns. This does not look like scarcity of money, or as if bondholders were of opinion that John Bull's purse would give out,—but rather that the war would terminate to the advantage of England. Although the United States imported thirty millions of dollars less value the year before, our gold leaves for Europe far faster than it did during the same months of 1854.

HOLLOWAY'S PILLS have again triumphed over every other medicine.—Interesting case!!!—Emily Watson, aged 17, of Hamilton, suffered much and often from sick headaches, towering of the limbs, numbness of the whole body, and other symptoms which very much alarmed her fond parents, the actual name and nature of the complaint puzzled every one, it bore such a variety of aspects, and consequently there were a variety of opinions on the subject. Three months ago, the mother boldly went to work with Holloway's Pills, which very quickly performed their part, for in six weeks the young lady was in possession of the most robust health; after every advice and medicine had failed. They are an excellent medicine for young ladies entering into womanhood.

At Glasgow, Scotland, on the 21st June, Mrs. Margaret Jamieson, aged 68 years, mother of Mr. David Jamieson, of this town.

Shipping List.

PORT OF ST. ANDREWS.—ARRIVED.—
July 15, Schr. Utica, Meloney, Boston—Odell & Turner. General cargo.

Cleared at St. George.
June 30, Ship Meteor, Fuller, Liverpool. Deals, by D. Wetmore.
Breadalbane, Worden, (527) Bristol.—Deals, by D. Wetmore.
South America, Lincoln, (587.) London. Deals, by M. Coull & Russell.
July 2, Ship Agnes, Scott, (929.) Bristol. Deals, by D. Wetmore.
3, Joshua Moran, Barrow, (545.) Bristol. Deals, by D. Wetmore.
6, Western Empire, Winstor, (1397.) Liverpool. Deals, by D. Gillmor.
5, International, Seavey, (1093.) Liverpool. Deals, by D. Wetmore.
14, Southampton, Austin, (1288.) Liverpool. Deals, by D. Wetmore.

Land for Sale.

The Subscriber offers for sale, 100 Acres of LAND, in Clarence Hill Settlement, centrally located, well covered with a good growth of Wood. The land is of an excellent quality, and worthy the attention of purchasers. For terms, &c. please apply to H. Robinson, Esq., St. John.

All persons are hereby cautioned against trespassing on said Land, under penalty of prosecution.

JOHN MOORE.

July 17, 1855.

Crown Land Office, July 11, 1855.

PUBLIC Notice is hereby given, That the first series of sales by Auction, at this Office, of Timber Berths for the ensuing season, will take place on the undermentioned days:—

August 7th—Restigouche and Nepisiguit Rivers, &c.

August 8th—Miramichi and Richibucto Rivers, &c.

August 9th—Petitcodiac, Musquash, and St. Croix Rivers, &c.

August 10th—Grand Lake, Kennebecasis, Oromocto, and Little Rivers, &c.

August 11th—Nashuak, Pokioke, Beekagumish, Tobique, and Green Rivers, &c.

Berths under Licence during the past season only will be offered; and particular lists thereof will be published shortly. The upset price will be twenty shillings per square mile. Applications for Licence of grounds which were not under Licence during the past season, or which may not be sold on the above-mentioned days, will not be received until the 27th of August.

JAS. BROWN, Sur. Genl.

(4w.)

FLOUR, Ex "UTICA" from Boston—Now Landing—

60 Bbls. Finest Extra Superfine Southern Flour,

Warranted fresh and good for family use.

J. W. STREET.

July 16, 1855.

GENEVA.—Direct from Rotterdam, via New York—

21 Pipes best Pale Geneva.

"Anchor" Brand.

For Sale low J. W. STREET.

July 18, 1855.

Notice to the Public.

THE MAILS FOR ENGLAND will close at this Office on Sunday 18th July, 9 A. M., via Halifax; and via New York on FRIDAY the 20th, 6 A. M.; and on TUESDAY the 24th, 6 A. M., via New York. The Postage for the United Kingdom, via Halifax, is 7d the single rate, and via New York 1s. 5d. pre-payment optional.

By Order, G. F. CAMPBELL, P. M.

Post Office, St. Andrews, 4

July 11, 1855.

House & Lot for Sale.

The Subscriber offers for Sale, that neat and commodious COTTAGE, fronting on Water Street, known as Water Lot No. 3, block letter D, Morris' Division, at present occupied by Mr. Jacob Porter, with the lot or garden attached, which is under a good state of cultivation. The house is 32 feet long by 25 feet wide, and contains five well finished rooms on the lower flat, a front parlour, and is well adapted for a private family.

Terms—made known on application to WILLIAM KAVANAGH, Robinson.

July 10, 1855.

NOTICE.

TO BE SOLD, by Public Auction, on Tuesday the 14th day of August next, at the hour of twelve o'clock noon, at St. David, in the County of Charlotte, on the premises hereafter named, for payment of the Debts of the late AARON GRAY, of the Parish of Saint David, in said County, deceased, in consequence of a deficiency of the personal estate of the deceased for that purpose, pursuant to a licence obtained from the Court of Probates for the said County of Charlotte:—

ALL that FARM LOT on which the said Aaron Gray deceased lived, known as the southern half of lot number Five, granted to John Bamford and others, in the Parish of Saint David, aforesaid, in the County of Charlotte, and known as the Berry Farm.

JESSE CHRISTIE, Administrator.

St. Stephen, July 2, 1855.

GENEVA, &c.

Ex "Achilles" from London, and "Eudocia" from Liverpool via St. John.
30 Hbds. Pale Rotterdam Geneva, 7 do boiled and raw Linseed Oil.
3 Cases Patent Rice Starch.
1 Hbd. best old Brown Sherry.
2 Qrs. Cases best Pale do.
2 Pans, fine old Jamaica Rum.
5 Tierces Crushed Sugar.
1 case Stationery, &c. &c.
J. W. STREET.
May 22—1855.