

The St. Andrews Standard.

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Expositum est optimum. - Cic.

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[Vol 24]

From Herapath's Journal, April 4.
New Brunswick & Canada Railway and Land Company.

Mr. Editor, - My attention has been directed to a communication with which you favored your readers in your Journal of the 21st March, the subject of which perhaps was not fully understood by them in all its aspects. Allow me, therefore, to put you in possession of a few important facts relative thereto.

It is true, as your correspondent "A. B." says, it would be a capital thing for the Shareholders to have a Railway which would cost them nothing; but if they are to part with that which may pay them more than even the dividends from the railroad, they would be paying too dear for their whistle. The timber on the Company's land is well adapted for ship-building purposes, and from this source and cord wood alone, a very large profit for a long period will be made. The land of this Company must and will be as valuable as the Canada land.

It may be fairly asked what has made the Canada Land Company go up from a heavy discount to £100 premium? Why, the making of the Great Western Railway of Canada, and which, by the by, only taps the Canada Land Company's territories here and there, while the New Brunswick and Canada railway will go through the heart of their land, which is situated five miles on each side of the line, or 10 miles in all.

The advantages of New Brunswick as a field for emigration enterprise to the English settler might be pointed out; but it is a topic far too extended to be amplified in a letter, necessarily limited in extent. I may be allowed, however, to glance for a moment at the statistics of emigration. It will be found that the preponderance lies towards our North American colonies. Keeping this in view, it will be important to consider what are the comparative claims of the colonies in question to warrant this preference. Take, for example, East and West Canada. They are both, no doubt, fine fields for emigrant enterprise, but with essential drawbacks. To put the question hypothetically, it would be one and the same thing to tell a man that he could reach a certain place in a given point of time, in defiance of all absence of facilities, or those only which would leave him half way towards the end of his journey, or to point out a circuitous route which trekked on other and greater obstacles, and greatly diminished the means needful for his well-doing when he reached his place of ultimate destination.

This appears to be the dilemma in which the advocates for emigration to the Canadas are placed. It is very well known, that to reach Canada by ship route, as at present, the sole means of access is the river St. Lawrence, which is frozen over, and consequently, a dead letter for emigration purposes, at least during 6 months of the year. This, however, may be avoided by a direct course of lengthened transit (300 miles at least) via the United States of America. The advocates of Canadian colonization, in their laudable zeal to attract emigrants to that quarter of the world, shut out the fact, that there is a medium line of approach by which these two great drawbacks would cease to exist. Thus, to give full effect to their efforts to people an important section of a vast continent, and give due prominence to the nationality of the object, it follows, as an inevitable consequence, that a sister colony, namely, New Brunswick, must be brought into the category of appliances for perfecting so gigantic a scheme, where a railroad (the New Brunswick & Canada railroad) is in the course of formation through its entirety which will meet the extended Trunk Canada line, that is to say, from the town of Saint Andrews to Trois Pistoles. By this route, all the difficulties on the one hand, and objections on the other, namely, an unapproachable river, and a means of transit through a country which might cease at any moment, would be entirely out of place.

The first great advantage which will arise from the vast project embraced in the New Brunswick and Canada Railway and Land Company will be to throw the Canadas open to Europe, and, as stated before, supersede the circuitous and uncertain passage by the river Saint Lawrence, and which will be open to the year for traffic.

Lawrence is hermetically sealed for six months in the year; and when the Halifax, Windsor, and Annapolis lines in Nova Scotia shall have been completed, that important province will be traversed and placed also in immediate connection with the Canadas, by means of the New Brunswick and Canada line.

The facilities afforded by the harbor of St. Andrews as a means of approach from Europe and the West India colonies are unrivalled, which would thus be in immediate communication with the important cities

of Quebec and Montreal, and which would serve as grand depots for the merchandise intended to be distributed through the provinces of East and West Canada. This, as well as the produce of these important colonies, which is now conveyed by means of the American railways and lakes to New York and Boston, would thus reach its ultimate destination without the necessity of its being transmitted through a foreign channel. But I will not dwell more on this, as also on the indisputable fact, which must be obvious to you, that the New Brunswick and Canada Railway is the shortest route to Canada that can by any possibility be constructed through the British territories.

In reply to some further inquiries in reference to this undertaking, the importance of which can scarcely be over estimated as being one of the most important links for the permanent consolidation of our North American colonies in the British empire, I would beg space in your valuable columns to afford some information on the subject. The direction the New Brunswick and Canada Railway will take, by reference to a map of New Brunswick, may be easily traced. Thus, from the port of Saint Andrews, situated in the County, it will proceed in a straight line to Woodstock, on the River St. John; from thence it will follow the course of the river along its right bank to the Grand Falls, where it will cross to the left bank, and again pursue the direction of the river to where it receives the Madawaska, from which point the road may be traced in an almost direct line to Quebec.

With regard to the remunerative prospects of the line, and the sources from whence its revenue will be derived, allow me to remark that the great preliminary step will necessarily be the establishment of a steam communication between this country and British North America, and for which the port of St. Andrews, with a harbor unsurpassed in any part of the world, and capable of receiving ships of the heaviest burden, and open at all seasons of the year, is, in relation to the whole of the British North American provinces, eminently fitted. It is not too much to expect that steam communication will, in the course of a few years, materially help to place two millions of British subjects in a position of self-reliance and independence in those colonies, and at the same time will afford employment to the population of this country, in the supply of manufactures as well as implements of husbandry, &c., in exchange for our native produce. The various colonies connected with this country now absorb an amount of manufactures equal to three-fourths of those exported to the densely populated countries of Europe, and more than double the quantity consumed by all the rest of the world. The imports into New Brunswick alone amount to £600,000 annually. Indeed, it is evident that by a judicious concentration of capital and labor in the colonies, through the obvious agency of railways and other modes of communication, and a well organized system of the colonization this country may, at no distant period, be rendered independent of the fluctuating markets of foreign countries, and create, out of elements at her perfect command, a wealth transcending in value her present commercial intercourse with all other nations. In the instance of the British North American provinces, will be realized a community of interests, social, moral, and political, whilst, as regards the northern country, will be maintained the preservation of perhaps the richest colonial gems in the British crown. Another source of revenue will be derived from emigration, for which the province of New Brunswick, eminently productive as represents agriculture, abounding with timber of large growth, and rich in mineral and other products, in conjunction with the other provinces of British North America affords a wide field in order to give immediate and profitable employment to the various classes of artisans and others seeking employment in the colonies. It is a thing of the utmost importance that the most ready means of access should be afforded them to reach their ultimate place of destination, not only in the shortest space of time, but also at the least expense. To further this object this railway will be eminently available, and from this source a large revenue may be anticipated. From railway experience at home a large amount of labor will be necessarily called into exercise in the construction and maintenance of the line itself, and a permanent and expansive reproductive source of employment established in the whole district through which it will pass. But these and other means of employment will be provided for a large number of emigrants in the first instance, and a large extent of land rendered at once more accessible and available for settlers.

It may be fairly anticipated that the New Brunswick and Canada line will form the emigration highway into the Canadas. The influx of population to these four-

ishing provinces now exceeds 100,000 annually. If only half this number pass on this line, it would yield for the new constructing section of the line, viz., from St. Andrews to Woodstock, a large per cent. on the capital of the Company.

In reference to the amount of traffic, and other purposes for which the line will be made available, it is somewhat difficult to apprehend, to form a correct estimate of the enormously increased traffic that will flow along this line. The population of North British America exceeds 2,000,000; its imports have for some years exceeded £1,000,000. The amount of trade is annually increasing at an incredible ratio.

The actual traffic between the Bay of Fundy and Woodstock by the circuitous route of the river St. John is about £100,000 per annum, which may be safely doubled as soon as the line into which this trade will be diverted is completed to Woodstock. Instead of flour and provisions being imported from New York and Boston into the provinces of New Brunswick and Nova Scotia, they will undoubtedly be sent from the Canadas, which are, as is well known, capable of supplying several staple commodities for exportation.

The amount of traffic, even in connection with New Brunswick alone, at one-third of the rate of charge by water and other communication, will realize a very large per cent. on the capital. The Canadas are now for the first part supplied with West Indian produce by the river Saint Lawrence. The tonnage arriving at Quebec from Europe and the West Indies averages 600,000 tons per annum, and taking it at one-fifth, (that is to say, the provisions and timber likely to be diverted into the railway,) it will yield a large revenue. The ships employed in the West India Trade pass Cape Sable within 130 miles from St. Andrews, and through the gulf and river St. Lawrence to Quebec, 1,200 miles. The vessels which make the voyage in consequence of the river St. Lawrence being unnavigable during the winter season, deposit their cargoes at Halifax until spring, when they are reshipped and conveyed to Quebec and Montreal, thereby necessarily incurring heavy charges for re-shipment. In addition to these advantages, the line affords peculiar facilities of communication for the transmission of the mails, for which upwards of £60,000 is now annually paid, and for other Government purposes which will necessarily require the line.

But the traffic is by no means the most important feature of the undertaking. The profits to be derived from these sources are of little moment compared with the revenue that will arise from the lands comprised in the Government grant—a quarter of a million of acres. These lands, when disposed of, will alone more than realize the whole capital to the Shareholders.

An efficient mode of communication by the construction of a Trunk railway, ultimately to connect the whole of the British North American provinces, and form a continuous steam transit from the western ocean to Lake Huron, offers the most palpable advantages, both as respects the trade of Europe and the West Indies.

The New Brunswick and Canada line will constitute the shortest practicable route across British North America to California, and be best adapted for successful connection with similar means of transit in the United States. Again, this line must form an essential part of any railway intended to connect the British North American colonies, whether across the Bay of Fundy, or by a circuitous line round its head, and it will pass through the flourishing town of Woodstock and the Grand Falls, and thus afford a stimulus to New Brunswick colonization and progress. It is not with regard to this province or to its local interests that the subject solely applies. It assumes a deeper, more momentous aspect, and one that applies with full force to the mother country. It is self-evident that, so long as the produce of the colonies finds its way more readily from the Canadas, especially to Europe and the West Indies, by means of transit through the United States, or by the difficult and impeded navigation of the river St. Lawrence; so long as Boston and New York continue the sole places of debarkation for merchandise to be transmitted by railways through the whole length of the northern states of America, and onward to the Canadas, so long will the merchandise of Europe and the products of the West Indies flow in a channel injurious alike to the mother country and to her North American colonies.

In conclusion, in December, last, on the return of the deputation from New Brunswick, this company confirmed the arrangements made by them for constructing that portion of the line from about 25 miles from St. Andrews, the Atlantic terminus to a place called Tobique Gorge, or 40 miles. Since then a contract has been entered into for clearing the next 20 miles, and by last mail orders were sent out to invite tenders and

contract for the construction of that portion also.

The manager writes—"I very safely, assure you, by the end of June the road will be completely finished to the 40th mile at the Tobique Gorge." A large quantity of rails has been contracted for in this country, some of which are now shipping for the works. The engines and passenger cars, &c., have been ordered at Boston. It is contemplated to open 60 miles of this railway in the course of this year, thus progressing the works to completion more in one year than the old Company were able to accomplish in five years.

New Brunswick is waking up to the importance of railways through the country, and already direct offers have been made to this Company to take up other lines in connection with this.

J. W. BYRNE.

Charlotte County Agricultural Society's CATTLE SHOW AND FAIR.

The Annual Cattle Show and Fair of the above Society, for 1857, will be held in the Town of St. Andrews, on Thursday, the 20th OCTOBER next, at 11 o'clock, A. M., when the following Premiums will be offered upon articles to be exhibited subject to the Regulations hereinafter mentioned.

CATTLE & STOCK.

On Breed Mares.

1st premium 15s; 2d do 12s 6d.

Colts, Geldings or Fillies, under 3 years old.

1st prem 12s 6d; 2d do 7s 6d.

Spring Calves.

1st prem 10s; 2d do 7s 6d.

Bulls over 2 years old.

1st prem 11 0 0; 2d do 10s.

Cows.

1st prem 10s; 2d do 7s 6d.

Heifers, under 3 years old.

1st prem 12s 6d; 2d do 10s; 3d do 7s 6d; 4th do 6s.

Spring Calves.

1st prem 7s 6d; 2d do 5s.

Yoke of Steers under 4 years old.

1st prem 10s; 2d do 7s 6d.

Rams, under 3 years old.

1st prem 12s 6d; 2d do 10s; 3d do 7s 6d.

Ewes.

1st prem 7s 6d; 2d do 5s.

DAIRY PRODUCE.

Butter, in samples not less than 30 lbs.

1st prem 12s 6d; 2d do 10s.

GRAIN CROPS.

In samples not less than one bushel each.

Wheat.

1st prem 10s; 2d do 7s 6d.

Oats.

1st prem 7s 6d; 2d do 5s.

Barley.

1st prem 10s; 2d do 7s 6d; 3d do 5s.

Smooth Buckwheat.

1st prem 7s 6d; 2d do 5s.

Rough Buckwheat.

1st prem 7s 6d; 2d do 5s.

Bush Beans, (unmixed).

In samples not less than one bushel.

Peas.

In samples not less than one bushel.

1st prem 7s 6d; 2d do 5s.

ROOT CROPS.

Carrots.

1st prem 7s 6d; 2d do 5s.

Mangold Wurzel.

1st prem 7s 6d; 2d do 5s.

Parsnips.

1st prem 7s 6d; 2d do 5s.

White Blue Nose Potatoes.

1st prem 7s 6d; 2d do 5s.

Other Potatoes unmixed.

1st prem 7s 6d; 2d do 5s.

Swedish Turnip Seed.

not less than 10 lbs exhibited as a sample.

1st prem 7s 6d.

Straw Hats.

not less than one dozen, as a sample.

1st prem 10s; 2d do 7s 6d.

Straw Bannets.

not less than one dozen as a sample.

1st prem 10s; 2d do 7s 6d.

Iron Ploughs.

1st prem £1 0 0; 2d do 15s.

Iron Cultivators or Gribbers.

1st prem 10s; 2d do 7s 6d.

REGULATIONS.

1st. All animals must have been the bona fide property of the person entering the same and have been kept in this County not less than six months, and raised in this Province.

2d. All crops, dairy produce, domestic manufactures, &c., must be bona fide the property of the person entering the same, and the growth and production of this County.

3d. Persons entering stock, or any other article for competition at the Show, must hand in to the Secretary a list thereof before 11 o'clock, A. M., on Fair Day. No entries

will be received after that hour. No persons except paid up Members of the Society, will be allowed to compete.

4. No person shall receive more than one Premium on the same kind of live stock, nor on the same kind of any other article exhibited by him.

5. Cattle and Horses competing must be provided with suitable halters.

6. No Judge on any description of articles entered, to enter an article of the same kind for competition.

7. Judges have the right of rejecting any or all of the articles entered, should they think them unworthy of premiums; and the Judges are particularly requested to strictly enforce this Rule.

8. A bushel measure has been provided for measuring grain, root crops, &c., and their relative values will be adjudged, according to the weight per bushel.

9. In future, all persons receiving Premiums from this Society, and who may be found to have accepted them in violation of the Rules of the Society, will be prosecuted by the Society to recover back the amounts received by them.

A suitable field will be provided for the reception of the Cattle.

By Order of the Board,
A. T. PAUL, Secretary.

St. Andrews, May 20th, 1857.

European Intelligence.

The Niagara, from Liverpool, arrived at Halifax on the 19th, inst.

Duke Constantine will visit England.

It is reported that the East India Company has decided to take a limited part in the operation in China, and will place a division of its fleet under Admiral Beke, under Admiral Seymour's orders.

FRANCE.—The Ministers of Marine has given orders to suspend the preparation for the despatch of troops to China. A communication from Persia has been read stating that the Russian minister at Teheran is making efforts to prevent the Shah from giving his assent to the ratification of the treaty of peace with England.

The statement respecting the proposed extension of the capital of the Bank of France is believed to be incorrect.

Paris advises report specie in Bank of France which had distinguished to extent of ten millions francs the sum shown in the Monthly Balance Sheet for April. Return for month ending May 7, would be published in Friday's Moniteur.

Americans in Paris have tendered Senator Sumner public dinner which he declines.

Spain.—Malaga is placed in a state of siege, and clear here country is disturbed. Ship of Line Donna Isabella, second Frigate Baylen, Filago, Steamer Francisco, Dana, and two transports, are under orders to sail from Cadix with troops for Havana.

ITALY.—Colonial Government of Lanza

introduce woman cultivation into Sicily. NEAPLES.—From Paris it is stated that the King of Prussia has instructed Count Hatzfeldt to resign his post at Naples.

ITALY.—Report of grain from Naples is again authorized. It is reported that French Government has received from Sardinia a communication which renders probable the early resumption of diplomatic relations between Sardinia and Austria.

TURKEY.—Constantinople, April 23th.—Dates say that Commissioners of all Powers who signed the Treaty of Paris, met at Constantinople on the 21st., to deliberate on their report.

GABON.—Atheus, dates 29.—Chambers were discussing the budget; Minister of France had presented a Customs tariff.

RUSSIA.—Telegraph from St. Petersburg announces the return of mild weather with South winds. The navigation of the Gulf of Finland may, therefore, be expected to be generally reopened in a short time.

PERSIA.—Further hostilities had occurred in Persia. Despatch announced that the City of Mohammerah, was captured by the British, April 26th, the enemy lost 100 killed and wounded, among whom was Arzeluf, Brigadier, besides 17 guns and a large amount of ammunition and military stores. Persian army under Shah Shooah retreated towards Ahwaz and Shuster in great disorder. British forces are encamped near Mohammerah; loss in killed and wounded is about ten. Arab tribes are friendly and are sending in their communication.

The following telegraphic message from Sir James Outram, says the flying expedition to Ahwaz returned to Mohammerah on the 4th instant (April) completely successful: the large Persian army retired from their position and retreated rapidly towards Dyafel before the British force, not far hundred strong; one gun was captured and extensive military stores were seized and destroyed.

European Intelligence.

Imperial Parliament was opened on Thursday, the 7th. The following is the Queen's speech which was read by commission:—

My Lords and Gentlemen—

We are commanded to inform you that Her Majesty has availed herself of the earliest opportunity of having recourse to your advice and assistance after the dissolution of the last Parliament. Her Majesty hopes that there will be found sufficient time during the present Session to enable you satisfactorily to deal with various important matters, some of which had occupied the attention of Parliament in the beginning of this year. We are commanded by Her Majesty to inform you that the aspect of affairs in Europe affords a well grounded confidence in the continuance of peace. All the main stipulations of the treaty with Paris have been carried into execution, and it is to be hoped that what remains to be done in regard to those matters will be speedily accomplished. The negotiations upon the subject of the differences which had arisen between the King of Prussia and the Swiss Confederation with regard to affairs of Neuchâtel are drawing to a close, and will, Her Majesty trusts be terminated by an arrangement satisfactory to all parties. The negotiations in which Her Majesty has been engaged with the Government of the United States and with the Government of Honduras in regard to the affairs of Central America have not yet been brought to a close.

Her Majesty commands us to express to you her regret that at the date of the last address from China the differences which had arisen between the high Commissioners of Canton and Her Majesty's civil and naval officers in China still remained unadjusted, but Her Majesty had sent to China a plenipotentiary, fully instructed to deal with all matters of difference, and that plenipotentiary will be supported by an adequate military and naval force in case of such assistance becoming necessary.

We are commanded by Her Majesty to inform you that a Treaty of Peace between Her Majesty and the Shah of Persia was signed at Paris on the 4th March by Her Majesty's Ambassador at Paris, and the Ambassador of the Shah, and Her Majesty will give directions that this treaty shall be laid before you as soon as ratifications shall have been exchanged. We are commanded to inform you that Her Majesty, in conjunction with several other European Powers, has concluded a treaty with the King of Denmark for the redemption of the Sound dues. This treaty, together with a separate convention between Her Majesty and the King of Denmark completing the arrangement, will be laid before you, and Her Majesty will cause the measure necessary for fulfilling the arrangements thereby contracted, to be submitted for your consideration.

Gentlemen of the House of Commons—

Her Majesty has directed the estimate for the present year to be laid before you, and they have been prepared with a careful attention to economy, and with due regard to the efficiency of every department of the public service to which they severally relate.

My Lords and Gentlemen—

Her Majesty commands us to recommend to your earnest consideration, measures which will be proposed to you for the consolidation and improvement of the Law Bill will be submitted to you, improving the Law relating to testamentary and matrimonial jurisdiction now exercised by ecclesiastical courts, and also for checking fraudulent breaches of trust.

Her Majesty commands us to express to you her hearty gratification at witnessing the continued well-being and contentment of her people, and the progressive development of productive industry throughout her dominions.

Her Majesty confidently commits to your wisdom and care the great interests of her Empire, and devoutly prays that the blessing of Almighty God may be vouchsafed to your deliberations, and may lead you to conclusions conducive to objects of Her Majesty's constant solicitude, and to the welfare and happiness of her loyal and faithful people.

LAST BY TELEGRAPH TO LIVERPOOL.—London, Saturday.—The RMS which arrived at Southampton last night brought the mails of the European and Onida. The collective mail consists of nearly four hundred boxes and bags, the largest mail ever landed at Southampton. The RMS has eighty passengers and twenty-six packages of gold of the value of nearly £20,000 sterling, nearly fifty thousand of this gold was on the Onida; nearly one hundred passengers left the RMS at Malta to get to England via Marseilles. The Australian passengers were detained nearly three days in Egypt owing to the European arrivals.

INSURANCE ARRIVAL.—An effort is being made in New York to raise by subscription \$50,000 for the establishment of an asylum for the medical and scientific treatment of insubriety. We see it stated that of this sum \$22,000 has already been subscribed. The citizens of Buffalo have given \$2040, Albany \$1040; Rochester \$1100; Syracuse \$1000; Utica \$720; Lockport \$600; Oswego \$550; Rome \$420; Watertown \$420; Auburn \$320; Binghamton \$340; Athol \$250, Amsterdam \$240.

KILLINGS IN THE CITY OF MEXICO.—Advice from the city of Mexico of the first of May, states that Col. Crabbe's Californian Militia party had been attacked by the Mexican troops and forced to surrender at discretion. The prisoners, including Col. C., were all to be shot.

MELANCHOLY ACCIDENT.—A correspondent of the Christian Visitor, writing from St. Francis, under date of the 11th inst., communicates the following particulars of an accident on the Upper St. John:—

A most melancholy event transpired on the St. John river, at the Negro Brook rapid, near the mouth of the Allegash river, Wednesday morning, May 6th, about seven o'clock. A number of men having been discharged from the employ of Mr. Samuel Brayley, eleven of them got into a batteau and proceeded on Tuesday down to the mouth of the Allegash, where they remained all night, intending the next day to proceed to Fort Kent, and there await further employment, or otherwise return to their homes. On the following morning they continued their course until they came to Negro Brook rapid, and finding that they had come to a somewhat dangerous place, the man in the stern cried out to the man in the bow to put out into the stream, but hesitated to take no particular heed, and he cried again and again, but he still did not regard until, finding the peril in which they were involved, the man in the stern suddenly seemed to become paralyzed, and used no effort to free them from danger, and the batteau struck with great force a large stick of timber lodged in the rapid; the side of the batteau was knocked in, and the whole of them were precipitated into the water, and melancholy to relate, five of them found a watery grave. Four swam to the shore, and clung to the batteau, and were rescued by their companions. The bodies of the unfortunate men have not been heard of since, and will not probably be found until the freshet subsides. The following are the names of the missing ones with their actual or supposed late places of residence. Owen McCormack, Maria, Bonaventure County, Canada; John Hall, New Richmond County, Canada; David Taylor, Restigouche, N. B.; Edward Grant, Old Town, Maine; Joseph Ouillett, Old Town, Maine. When drowned, McCormack was dressed in grey homespun trousers, blue estimate frock, and belt over, and is supposed to have had about \$125 in his pocket; Hall was dressed in a black reefing jacket, and had on a pair of white overalls, and had about \$120 in his pocket; Taylor was dressed in a yellow oil-skin coat, and estimate pantaloons, and had about \$30 in his pocket; Grant was dressed in a homespun shirt and overalls, and had only a small amount of money with him, together with an order of \$5. Brayley for the amount due him; Ouillett (a Frenchman) was dressed in a red shirt and overalls, and had but a small amount of money with him.

FRANKLIN Famine in Michigan.—Detroit May 16.—A meeting was held last night at the City Hall to raise means for to relieve the destitute people in Northern Michigan. A citizen of Grafton county was present, whose wife and three children had died of starvation, and who gave a good many accounts of the suffering in that region. People were dying for the want of food. It was decided to raise \$5,000 in this city for the purchase of food for the immediate relief of the sufferers. One thousand dollars were subscribed in the hall.

LYONS LAW.—Louisville May 14.—The four negroes accused of murdering the Joyce family some months ago, were tried and acquitted yesterday, notwithstanding one of their number turned State's evidence, whose testimony, however, was not legally corroborated. There was great excitement about the court house in consequence, and towards night a mob having a cannon, attacked the jail and fired upon it. The firing was returned; but finally the jailor surrendered his prisoners, two of whom were hung by the mob. One cut his throat and died; and the other, who had been State's evidence was afterwards hung.

ONSLAUGHT ON THE LOTTERY DEPOTS.—Boston, May 12.—Twelve lottery ticket depots were simultaneously visited by the police this forenoon, in six of which tickets of the Delaware State Lottery were found, and the parties were arrested.

At Myrick's office, No. 40 State street, over 1,000 tickets with schemes, &c., were seized. The descent was very successful. Seven persons were arrested by the police charged with being agents and dealers in tickets for Southern lotteries, and a large amount of stock in that line was seized.

LITERARY INTELLIGENCE.—The fifth volume of Macaulay's History of England is said to be nearly ready for the press, and may be expected in July. It will bring the narrative down to the death of William III., in 1702. Macaulay is said to have arrived at the conclusion, already drawn by public, that it is wholly useless to continue the idea of writing a history of England down to such a recent date as he intended. It is said he has been persuaded to close his history at the death of Queen Anne in 1714—the actual close of the Stuart dynasty as reigning monarchs.

RAD BILLS.—On Saturday we were shown a Twenty Shilling Bill on the Bank of New Brunswick, which had recently passed through several hands, and was discovered not to be genuine. Its parts were ingeniously pasted together, and the defect could only be perceived by holding the bill up to the light. It is not likely there are many such in circulation, but look out for them.—*Morning News.*

Boston.—arrived 12th, N. Noyes, Baker, Magequadvic. Cleared 12th, ships Splendid, Amosbury, St. Stephens, Stephen Glover, Mulden, St. Andrews, Harpell, St. Peter, St. Stephens, all to land for Britain.

At the regular monthly meeting of "The Torment" Fire Engine Company, No. 1, of this Town held at their room in the Engine House on the evening of Monday the 27th April:

Samuel H. Whitlock, Esq., the Captain informed the Company, that in consequence of his appointment as a Fireward by the assessor, his membership in the Company ceased, and he therefore tendered his resignation as Captain. The following Resolutions were unanimously adopted:

Resolved.—That the cordial thanks of this Company are due, and are hereby tendered to Samuel H. Whitlock, Esq., for his courteous conduct while in command of the company; and while the members regret his retirement from the company, they feel highly gratified that he is still continuing a member of the Fire Department; and have no doubt that his connection with it in his present capacity will contribute to its general efficiency.

Resolved.—that the Secretary furnish Mr. Whitlock with a copy of the foregoing Resolution, and also furnish copies, to the Editors of the "Standard" and "Provincialist," and request to oblige the Company by publishing the same in their respected papers.

A true Copy, A. T. PAUL, Secretary.

St. Andrews, April 30, 1857.

NEW BRUNSWICK & CANADA RAILWAY AND LAND COMPANY.

LOCAL DEPARTMENT.

Hon. Capt. J. J. ROBINSON, R. N., Commissioner.

JULIUS THOMPSON, Esq., Manager.

W. M. BUCK, Esq., Engineer.

CHAS. D. STREET, Esq., Solicitor.

Charlotte County Bank.

Geo. D. STREET, Esq., President.

C. W. WARD, Esq., Cashier.

Wilmington Branch, Esq., Solicitor.

Bills and Notes for discount must be lodged with the Cashier, on or before Monday, otherwise they will be over all next week.

Poor House Commissioners.

T. T. ODELL, R. STEVENSON, C. E. O. HATHAWAY.

The Standard.

ST. ANDREWS, MAY 27, 1857.

The STANDARD OFFICE is removed to Mr. H. O'NEILL's building fronting on Water Street, rooms adjoining the Telegraph Office.

Rumors of all kinds are in circulation, as to whom His Excellency will call upon to form a new Cabinet, as it is apparent that the present Government will shortly resign their seats of office. The Executive Council was in session during the past week, the result of their deliberations however, is yet an Executive secret.

In another column we have published a list of the new Government, as it is supposed they will be appointed; but it appears to us to be a mere matter of speculation who the persons will be that are to be placed over the principal offices. At one time, it is said Mr. Fisher will be called upon to form an Administration, at another, Mr. Johnson; and latterly Mr. Smith has been named as the man best entitled to the honor, the more so, as he not only led the poll in Westmorland, but received the largest vote ever given in the Province. At all events we do hope that when the new Government is formed, it will be composed of men who will have the welfare of the country at heart, and not self aggrandizement—men of progress, determination and ability who will introduce such measures as will tend to the well being of the Province, by developing its resources and fostering its interests.

It is reported that there are differences of opinion between Mr. Johnson and Mr. Fisher which will prevent their working together agreeably; how far these reports are correct, we cannot say, but this we believe, that if either the one or the other should attempt to carry out his favorite views, to the injury of any section of the Province, as for instance, Mr. Johnson, of Northumberland, it is said is bound to advocate the construction of a railway to connect this Province with Quebec, by the Gulf Shore, while Mr. Fisher is pledged to a railway for the same purpose, via the valley of the St. John, and the constancy of York, Carleton and Victoria, would oppose any Government and throw overboard any member of it who would lead his influence to the North Shore railway. These differences, however, may be arranged, and if so, there will be no lack of material to make up a Cabinet, which it is expected, will bring down and pass their measures without delay, after the meeting of the House. The speeches of the opposition during the late session of the Legislature, have raised high expectations in the minds of the people; and unless they are realized, the new Government's fall will be more signal than their triumph at the Elections.

The Rail cars run on the track from the vicinity of the Valley Church out nearly five miles, every morning and every evening, with an hour for the workmen. Many avail themselves of these opportunities, and in morning or evening, "go riding on a rail."—*Western Recorder.*

Among other visitors in St. John we have seen Messrs. Gilmer and Chandler, members elect, and Mr. G. D. Street, member not elect, of the new House.—Recorder.

FIRE.—We regret to record the great loss sustained by an honest and industrious settler on the Woodstock Road, Mr. Asa Mitchell, by fire, very recently. A Barn, containing a yoke of working Cattle—and all the seed for the spring planting and sowing was burnt to ashes. Such a loss at this season of the year, to a man in Mr. Mitchell's condition must be exceedingly heavy. He deserves in this case more to encourage him than a mere editorial paragraph expressive of sorrow.—*Patriot.*

INTERFERENCE.—A young man named Flood was found early on Thursday morning lying insensible on the railroad track, on the Marsh. He was immediately conveyed to the Watch House, life being then almost extinct. Medical aid was called, and every effort used to restore him but in vain, he died soon after being brought in. The News says, "It is supposed that he became intoxicated the previous evening (he having frequently been before the Police Court of late, charged with drunkenness) and wander-

ed in turn, many of the most respectable men in this County who differ from its editor in politics. He should remember that he has been "everything by turns and nothing long; and that an Editor of a public journal—in order that his opinions have weight, should be a man not only of truth, but also one whose antecedents reflect credit upon him as a man, and consistent politician. Bare assertion is not proof,—and perhaps the writer in the Patriot, who accuses the Standard of "coming round," may console himself by being informed—that we lack both the inclination and disposition to change our colors—as he has done. Even the party whom he delights to honor, have been looking out (to use their own words) for a respectable man, of ability, to conduct a liberal journal in Charlotte.

THE RAILROAD.—That portion of the line which was under repairs, is now so far advanced, that on Monday last, the shrill whistle of the Locomotive, gave notice of the Engine passing up the Road with a train of ballast cars. The progress of the works will be daily announced, as it is our intention to proceed up the line in a few days, when we will see for ourselves and report accordingly.

NEW BRUNSWICK POLITICS.—The Western News, published at Bridgetown N. S., has a sensible and well written article on the present position of parties in this Province, from which we take the following extract:—

But what is to become of his Excellency Governor Sutton? By a most strange perversion of constitutional knowledge, a portion of the press declare that he must "walk the plank"; this, we suppose, he must be recalled, and suffer the disgrace of having it said he was unequal to the position his sovereign desired him to occupy. Why this should be demanded by any party seems to us an enigma. Believing his ministers were violating the "well-understood wishes of the people" whose representatives were misrepresenting them, he boldly shook off the trammels that bound him, and, contrary to the advice of his council, dissolved the assembly, and appealed to the people, who ordered his conduct by returning a large majority of anti-Maine Law men.

Now, what has he done since to merit being withdrawn from his government? The people had previously acquitted him of any attempt upon their liberties, and had applauded him for relieving them from the operation of a distasteful and burdensome law, and what change remains to be brought against him we are at a loss to know. As to the constitutionality of dissolving the assembly contrary to the advice of his council, there cannot remain a doubt, though we admit it to be an extreme case. This prerogative is the only safeguard the people possess against the tyranny of an oligarchy supported by a corrupted representation, and as the prerogatives of the crown are intended to be exerted in the favor of the people, when emergencies arise involving their just rights, we look upon them as being as valuable to the people as to the crown itself.

It appears to us after all that New Brunswick politics are much like our own—a mere scramble for office.

ON DIT.—It is whispered that the new Government will be composed as follows:—C. Fisher, Attorney General and Leader. C. Waters, Provincial Secretary. J. Steadman, Surveyor General. M. McLeod, Postmaster General. W. H. Stevens, Commissioner of Works. J. W. Chandler, Solicitor General. R. Wright without office. G. Carrill, do do. C. Connell, do do.

The Hon. S. L. Tilley, Speaker, with full concurrence of the Government.

Railway Commissioners.—J. Brown, Chief; Alex. Thompson, (Frederickton), W. Lindsay, (Woodstock), Robert Roberts, St. John, Hon. J. H. Ryan, (King's)—*Head Quarters.*

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ed to the spot, with the intention of ending his existence."—*Western Recorder.*

Married.—At the Howard Settlement, Canterbury, on the 27th ult., by Rev. Thomas Hartin, Missionary, Mr. David Ferrell, to Miss Sarah, eldest daughter of Mr. Solomon Dow, all of the Settlement.

Ship News.

PORT OF ST. ANDREWS.

—ARRIVED.—

May 21st.—Packet Matilda; McMaster, Eastport, general cargo.

May 23rd.—Ship Stephen Glover, Malbon, Boston,—ballast, to T. B. Wilson, for Liverpool.

May 26th.—Schr. Utica, Melosny, Boston—Flour, Sugar &c., to J. W. Street.

T. F. ROGERS, TAILOR AND DRAPER.

RESPECTFULLY intimates to the Inhabitants of St. Andrews, that he has commenced business in the above line, in the premises in Wm. Henry Street, adjoining Mr. J. Irving's store.

From his long experience having worked in many of the principal cities in England and the United States, and by strict attention and a desire to please, he trusts to receive a share of public patronage. Garments cut in the best style and warranted to fit.

Fashion plates from London and New York received monthly. St. Andrews, May 27, 1857.

GENEVA, LINSBED OIL, WHITE PAINT, PEPPER, CRUSHED SUGAR, &c.

May 23, 1857.

By the "Arthur White," from London, and "Peter Maxwell," from Liverpool, via St. John.

40 Hbls best pale Geneva "Anchor."

2 Pals, Irish Malt Whiskey.

13 Hbls Bold and Raw Linsbed Oil.

2 Tons London and Liverpool White Paint.

2 Bags Black Pepper.

1 Hbl, 6 day real Japan Blacking.

4 Tierces Reid, Sugar.

50 Chests and 1-2 Chris Congou Tea.

40 Bags Spices.

5 Bags best Horse Nails.

612 Bags Common round iron as-sorted.

35 Edis "Sheet Iron."

2 "Clascon" Sheets.

2 Sheets 3 and 3 1/2 the Sheet-lead.

32 Bags—hot, assorted, &c., &c.

May 23th, 1857. J. W. STREET, 3rd St.

G. HIGHLAND GENERAL BUILDER AND JOINER.

RESPECTFULLY announces to the Inhabitants of St. Andrews and vicinity, that he will be happy to execute any orders connected with the BUILDING trade.

Mr. K. has had considerable experience in the above business in England, and also for the last five years in the Province; and has been largely connected with Public and Railway works. He trusts by strict attention to receive a share of patronage.

Plans, Specifications, &c., and estimates, supplied.

St. Andrews, May 27th, 1857.

FLOUR, SUGAR, TEA, &c.

By Utica from Boston now landing.

200 Hbls Philadelphia superfine and extra flour.

10 Hbls prime Muscovado Sugar.

20 Chests of Congou Tea.

1 Hbl "Duff Gordon Old Sherry Wine."

4 Or Casks "Duff Gordon Old Sherry Wine."

10 Or Casks Superior Brown Sherry.

4 "Port Wine."

6 Baskets Champagne "Hendrick" &c., &c.

May 25, 1857. J. W. STREET, 3rd St.

London Porter, and Pale Ale:

Per "Arthur White," from London.

100 Hbls Byass London Porter—and Pale Ale.

Quarrels and Pints. J. W. STREET, 3rd St.

May 26th, 1857.

CROWN LAND OFFICE.

May 3, 1857.

THE undermentioned Lots of Crown Lands will be offered for sale by Public Auction on Tuesday the second day of June next, at noon, by the Receiver General, at their Office, agreeably to the Regulations of 11th May 1856, and no sale on credit will be made to any person who is indebted to the Crown for any services rendered.

(Not to interfere with the right to cut Timber or other Lumber under License applied for previous to the application for the purchase of the Land.) (No person is allowed to hold more than one hundred acres payable by instalments.)

By Deputy Jack, at Saint Andrews.

80 acres, lot 1, block 24, Penfold, D. Henderson.

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80 acres, lot 1, block 24, Penfold, D. Henderson.

