









# The Standard.

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## From our Correspondent Jack Robinson!

FREDERICTON, 24th Feb. 1846.

Mr. Editor,  
Although nothing of more than ordinary importance has transpired since I last wrote you, such a multitude of petitions and other documents have been introduced, that barely to enumerate them would make a long communication.

Yesterday was the last day appointed for introducing Bills and receiving Petitions, but the English mail not having then arrived, the time was extended to Thursday, and Petitions are still pouring in from all quarters. Most of these are Petitions of an individual or local nature, though some are of a more general character; particularly the Petitions for and against the Catholic Bishop's Bill; against the Timber Monopolies, and for certain additional privileges claimed by Dissenting Ministers.

By the arrival of John A. Street, Esq. in the Mail-steamers Cambria from England, the Members of the House were, on Saturday last, put in possession of the latest English newspapers, which were perused with the most intense interest. The breaking down of the whole protective system, including the total repeal of the Corn Laws, and the adoption of Free Trade principles under a government headed by Sir Robert Peel and the Duke of Wellington, was news indeed, and such news as no Whig or Tory ever expected to hear. Our Protectionists, and friends of the Provincial Association, are "down in the mouth," and no doubt the Editor of the Colonial Gazette will fill his next sheet, if not with "cursing and bitterness," with the words of lamentation and grief. A letter from Henry Bliss, Esquire, Provincial Agent in London, addressed to the Speaker, was read in the House, and also the copy of a letter addressed by Mr. Bliss to Sir Robert Peel. The letter to the Speaker announced the extraordinary fact, that Sir Robert had abandoned the Protection System, and introduced the principles of Free Trade, and that the duties on Baltic Timber would in consequence be subjected to a great reduction. In his letter to Sir Robert, Mr. Bliss endeavours to show, that his suggestions will have a direct tendency to cause these duties, collectively, to join in the American Confederation.

The Finance Committee have estimated the Revenue of the coming year at something like £119,000, exclusive of Light House, Marine Hospital and Emigrant dues; of this sum about £37,000 is payable by existing laws, and the remainder, £82,000, will in the opinion of the Committee be granted in supply.

A joint committee of both Houses has been appointed to draft up a Petition to the Queen on the subject of the Boundary line between this Province and Canada. It appears that the Governments of the two Provinces were required to adjust the matter between themselves; but all attempts having failed, it is now to be referred to Her Majesty. In the meantime the Canadians, who during the whole of the controversy with the United States, never claimed one acre of the land, nor assisted in its protection or defence are now claiming about one quarter of the whole Province, and have actually taken possession of a large portion thereof.

The Catholic Bishop's bill, the Registration bill, and the School bill, are still undischarged, and will, no doubt, occupy a good deal of time. You will perceive that the bill to allow Justices of the Peace in their General Sessions to assess Counties to a certain amount, with the consent of the Grand Jury, was thrown out by the Legislative Council, and that our Hon. members from the County of Charlotte were particularly hostile to the Grand Jury clause.

With respect to political or party discussion, the thing appears to be totally discontinued, and will not probably be resumed, to any extent, during the existence of the present Assembly.

Your obt. servant,  
JACK ROBINSON.

## Provincial Parliament.

HOUSE OF ASSEMBLY.

February 12.

Mr. Boyd, presented a Petition from Thomas Hardy, Mail Carrier, praying for a Grant in aid of the conveyance of Mails.

Mr. Boyd, presented a Petition from Mary Harvey, a licensed Teacher, praying to be remunerated for teaching a School in the Parish of Saint Andrews, referred to the Committee on School Petitions.

Mr. Brown, presented a Petition from Henry Coulter, a licensed Teacher, praying to be remunerated for teaching a School in the Parish of Saint Stephen, referred to the Committee on School Petitions.

Mr. Boyd, presented a Petition from John McGill, of the Parish of Saint Patrick, Cloth Manufacturer, praying aid towards the perfecting of the Machinery for his Establishment, referred to the Committee of Trade.

Mr. Boyd, brought in a Bill to extend the powers of Grand Jurors in the County of Charlotte.

February 13.

Mr. Thomson, presented a Petition from Grizilla Sherwood, of Saint George, praying that the Pension granted to her said late husband may be continued to her: referred to the Committee of Supply.

February 16.

Mr. Hill, presented a Petition from William Campbell and Peter Brown, Overseers of the Poor for the Parish of Saint Stephen, praying to be reimbursed advances made for the support of Sick and Indigent Emigrants during the past year.

## HALIFAX & QUEBEC RAILWAY.

To the Editor of the Railway Record.

Sir,—Among the numerous railway schemes now before the public, the project for establishing a line between Quebec and Halifax is one of sufficient magnitude and importance to merit a share of investigation. In reference to this scheme, a few remarks from one who has resided more than thirty years in the British American provinces and has some knowledge of the territory over which the railway is intended to pass, will, I trust, be found altogether unworthy of notice.

Of the necessity of a railway communication between Canada and the lower provinces there can be no doubt. In a political point of view it is a matter of serious importance, and one which Government will not overlook; and in other respects it might with judicious management be made a profitable speculation; while, on the contrary, it must be confessed, that a little mismanagement will make it a sinking fund, if not a total failure and loss. The principal difficulty is the selection of a proper route. Several might be specified, but I shall for the present confine my attention to two. One extends from Halifax to Quebec, a distance of about 600 miles. The objections to this route are its great length, the necessity of bridging a great number of large rivers, and its passing over Cobouquid mountains, where inclined planes and stationary power will be indispensable. The other route makes Quebec and St. Andrew's the termini, connecting the latter place and Halifax by steamers—the length of railway being about 300 miles, or not more than 350. The objections to this route are the change in the mode of travelling, and the difficult navigation of the Bay of Fundy in the winter season.

Now let me contrast the two proposed lines, and determine, if possible, which is the more eligible. The St. Andrew's line will cost about one-half the sum necessary to complete the Halifax line; if the former costs 2,000,000, the latter will cost nearly 4,000,000. The steamers in the one case will be about a fair offset for the stationary power in the other. Which line is more eligible in point of expenditure, capitalists can determine for themselves.

The next inquiry refers to the time occupied in passing from Halifax to Quebec on either line. The difference of time would be from three to six hours in favour of the Halifax line, the whole distance in both cases being nearly the same. As a great part of one route is by steamboat, it might seem strange that the difference of time is not more; but it should be recollected, that in such a country as the British Provinces, running passenger trains separately from luggage trains will not pay, and the average speed of mixed trains will not be much greater than that of a fast steamer. Determined too at the inclined planes, or a long circuit to avoid them, will increase the time of travelling on the Halifax line. On the Great Western Railway in New York, where the travel is much greater than in the Provinces, the average speed in 1843 was twelve miles per hour. If we take this for a standard the difference of time between the two provincial routes, will be nothing.

The third inquiry refers to the public accommodation afforded by the rival lines. They are similar respecting the country through which they are intended to pass, of which the great part is now a perfect wilderness; and a series of years must elapse before the traffic derived from the territory adjacent to either line will be of any great importance. The principal source of revenue will be the transfer of Canadian produce to a seaport, and the return of British goods to the Canadian merchants. For this purpose nearly 300 miles of land carriage is saved, and also twenty-four hours time, by the St. Andrew's line. The harbour of St. Andrew's is excellent—vessels of the largest size can enter it at any season of the year. As far then as Canadian traffic is concerned, the St. Andrew's line is certainly the more eligible, and as regards passengers to and from Halifax, whether they would prefer sitting cooped up in a rail carriage from 36 to 48 hours together, or during half that time, either moving at liberty or sleeping in a good berth on board a steamer, does not require much sagacity to determine.

The fourth inquiry, referring to the interests to be returned on the capital invested,

is perhaps to the intended shareholders more important than all the rest. One item, which will be the same whatever line goes into operation, is the annual allowance anticipated from Government. Considering the great advantage of railway communication for carrying troops in case of rebellion or foreign war, it is certain that Government will give liberal encouragement to such an enterprise; and I feel confident that a sum not less than 100,000, per annum, for 15 or 20 years, will be realised from this source alone. In relation to the other revenue of the Railway Company, it might at first view be supposed that charges for the transfer of passengers and produce of goods, would be in proportion to the length of the railway; and that the revenue would be in the same proportion to the capital invested, whether the longer or shorter line were preferred. But this is a mistake; the charge for carrying anything on the railways will be nearly the same, whether it is conveyed 600 miles to Halifax, or 300 miles to St. Andrew's. To illustrate this it is necessary to observe, that there is a railway now being, or about to be, constructed from Portland to Montreal; another from Boston to some part of Canada; and that, in order to complete the provincial project, a railway must be extended from Quebec to Montreal as the principal part of the Canadian traffic will come from the latter place, and the country west of it. Now, on the line from Quebec to St. Andrew's, or Halifax, the charges must be graduated, without reference to distance, by those on the Portland or Boston line; or otherwise the Canadian traffic will be drawn to one or both of these railways. If the St. Andrew's line went into operation, charges would be made conforming to those of the Portland line, or at such a rate as would secure the Canadian traffic; and on the Halifax line, although the distance be greater, no higher scale could be adopted, without the certainty of losing the greatest part of the revenue. The produce could be shipped from St. Andrew's to Europe, as at law a freight as from Halifax. I admit that if the British Government imposed a foreign duty upon Canadian produce shipped at Portland, this would to a certain extent protect the provincial railways; but that protection would be precisely the same to either of the proposed lines, without reference to the difference of space between their respective termini. We are not by any means sure that such a duty will be exacted. The arrangement for the British mails to pass through the United States, and American produce to come down the river St. John, seem to argue differently. From these considerations it is very plain that the absolute revenue on the two proposed lines will be nearly the same; while the revenue in proportion to the capital invested will be vastly different.

If the St. Andrew's line go into operation, and the traffic only defray the current expenses, the Government bonus alone will be 5 per cent upon a capital of 2,000,000. Supposing the Halifax line to go into operation, with the same amount of traffic, the current expenses could not be defrayed by it there being nearly double the distance of railway to keep in repair, and to run trains upon; and repairing a railway in a country where the frost is intense, for a great part of every year, is a much more serious matter than in England. Deducting 50,000, per annum for the deficiency in defraying these expenses, there is 50,000, of the Government supposed annual allowance remaining for division among the shareholders, or 14 per cent upon a capital of 4,000,000! If, on the contrary, we suppose the Halifax line would clear 5 per cent, on the capital, the same materials for calculation would show 12 1/2 per cent for the St. Andrew's line! It is unnecessary to multiply calculations, as it must be evident to every one, that a speculation which produces a certain interest upon a certain capital, is in general, to be preferred to one that produces the same interest but requires double the capital.

There is a little doubt that the steamers, owing to the increased trade between Halifax, St. Andrew's, and St. John, would pay for themselves; but if they did not, the sum required for the repairs of the surplus railways would be more than enough to meet that deficiency, leaving still a difference of two to one in favour of the St. Andrew's line.

Respecting the difficult navigation of the bay of Fundy in the winter season, I need only observe that vessels of less than 50 tons burden navigate this bay in safety at all seasons of the year, and any detention of the steamers by strong head winds in winter, will be more than counterbalanced by the detention of the railway trains, on account of the immense snow drifts that they must encounter during the same season.

In conclusion I would earnestly beg of all who are interested in this railway scheme, to procure a map of the British American provinces, examine the proposed route for themselves, draw their own conclusions, and if they do not find sufficient evidence of the superiority of the St. Andrew's line, they can reject it, and choose one that is better. There are several important considerations

connected with the choice of routes for the proposed railway, which I have not time now to explain, but which I shall embrace an early opportunity to lay before the public.

Yours, &amp;c.,

D. S. MORRISON.

London, Dec. 1, 1845.

## HIDING IN A COFFIN.

"Richard the Third" was advertised for performance—Richard by Mr. Somebody, I forget who, now—but it was some great man. I could not resist the attraction; go I must, and go I did.

About four o'clock p.m. I entered the back door, which happened to be unguarded at the time—and went up to my old quarters in the carpenter's gallery. I felt my way in the dark until I found something which appeared to be a large box, into which I popped without the least hesitation, and closed the lid. For more than two hours I lay concealed, safe as I thought from discovery. At length the bustle of the carpenters, and tuning of instruments in the orchestra, announced that the operations of the evening were about to commence. The curtain rose, and I ventured to peep down upon the stage. I was delighted; I could see all that was going on, myself unseen. The second act was about to begin, and I was luxuriating on the pleasure I should derive from the "court scene" of Richard and Lady Anne when I heard four or five men making directly to my hiding place. I had barely time to enter my box, and close the door, (or lid) when I found, to my utter dismay, that the box was the object of their search; in short, as you will have already anticipated, I was shut up in King Henry's coffin! Here was a situation for a stage-struck hero! The coffin was taken up, the men remarking "it was devilish heavy," and I felt myself conveyed down stairs, and placed upon the tier. Since I had been carried so far, I made up my mind to carry the joke a little further. So I lay quiet as the "injured king" would have been, had he been in my place, and was carried by four strong supernumeraries on the stage, followed by the weeping Lady Anne and all the court. Little did the lady imagine she was weeping over a living corpse! For my part I perspired most profusely, and longed for an opportunity to escape. When I was carried off "to Whitefriars" to be interred, that is to say, in stage parlance, when the procession moved off, "L. H. C. E." the supernumeraries desired to replace the coffin in the carpenter's gallery. Being awkward, (did you ever see supernumeraries who were not?) and finding their load rather heavy, they turned and tumbled it about in such a way, that I could not bear it any longer, and was obliged to call out. The men dropped their precious burden, and ran away in a fright, which gave me an opportunity to make my escape from the coffin and exit through the back door. I afterwards hear that the affair made a great noise in the theatre at the time of its occurrence; the four men declaring that a hollow voice had issued from the coffin, bidding them to "put it down and be d—d to them!" and the carpenters affirming, on the contrary, that when they opened the coffin, they had found it empty.

The four supernumerary gentlemen never visited the playhouse again, but immediately joined the church. One of them, I believe, has become a notorious preacher, and never spares the theatre or theatrical people in his sermons telling his hearers that he had a most mysterious warning when he was a young man!—[Sol. Smith's Recollections.]

## COMMUNICATION.

For the Standard.

Mr. Editor,—

Sir—Can you inform me, if a person dig a pit, and leave it uncovered, and another person not knowing or forgetting there was such pit, fall into it and be killed, is not the person who dug the pit accessory to the death of the person who fell into it? What I allude to is the space of ground or square attached to the Market Wharf, which is so exposed. There should be a chain at the side next the dock, leading from Mr. Sims's property to the stair-way at the Wharf. The Square is public property, and as such ought not by any means be "a snare and a stumbling block" to the people, by which they are to be launched into eternity without as much time, peradventure, as will enable them to say "I have mercy upon us, O Lord!" If the chain should be found inconvenient, then a lamp placed in the middle of the fore-ground bordering on the water side, would answer, projecting inwardly a few feet, so that vessels when at the wharf would not interfere with it. The lamps on the Market Wharf, reflect not their light sufficiently strong to show the bounds or dangers of the square. We have many strangers and sojourners among us together with people coming in from the country selling produce, who know little or nothing about the lay of these grounds. They find a large, open space, but what it is, at night, they know not; and the first thing they meet with (sure-footed as they think themselves, and unsuspecting

any evil), is death staring them in the face. The aged, and others, whose sun and moon have gone down in a manner, by reason of the dimness of their sight; others, erring through wine or strong drink, go out of the way;—the thoughtless, giddy throng of boys playing, (for they are to be seen often); the half-drunken also, which are every now and then to be met with;—all these ought to be considered. A vociferous hue and mighty cry is made from one end of the county to the other, and justly so, if a man slay his brother; but if the market square slays—what then! (I will lay my hand against my forehead now, and weep, because I think I see a dead man, and the mourners go about the streets.)

Indeed, though there should be a lamp affixed to a post, and no chain running as aforesaid fronting the water, a chain will be necessary elsewhere as an additional security, because we want no wide spread, inviting net to catch the unwary in, and afterwards plunge them into horrid gulphs. The necessary chain I speak of then, is one that will run north and south fronting the main or water street, leaving of course to the north a sufficient space to admit two carts abreast to go down the long market wharf, which will not prevent them from striking off to the left at any moment to get at the little M. W. This chain need not be a permanent fixture, but so left as to be taken down, should there be any thing like a necessity for its being taken down—having a lock and key.

A fourth security which this wharf might be rendered more secure is, a placing of square logs, fronting the water side. This would not incommode vessels loading, or unloading, but trifling; whereas the advantage gained would be incalculable, viz: a saving of human life. The wharf is from one end to the other nothing but a perfect plane: even as a man's hand is when open, so is it. O ye twinkling, half extinguished, glimmering lights to the north, bestir ye off, ye do well; look not to the south, lest ye behold the nakedness of the market square, or wharf, grow sick and die before your time comes in the morning, I beseech you.

Let me say—Public property should all be not to be left in a state whereby the life of a man should be put in jeopardy. He pays for the ground upon which he treads, and should not by any means be constrained to feel as if uncertain the next step he takes, he may meet with some dread or dismal encounter. And, while I am thus endeavoring to effect a deliverance from such a state to him, as well as stretching forth my hand to save a broken sculler or drowning man, by protesting against this share of ground as it now is with an abrupt sudden terminus, without safe-guards of any kind, bordering on and looking into an abyss of destruction that is fearful to contemplate upon, situated in a locality or part of the town more frequented than that of others I earnestly entreat, and fondly hope, those in whose hands are placed power and safety, will weigh well this matter, and if in their opinion evil exists, then to apply the remedy, and not let innocent blood be shed, and cry aloud from the ground against us.

Yours, &c.  
J. H. J. S.

St. Andrews, Feb. 23, 1846.

**The Times Newspaper.**—This wonderful establishment reported, printed and published Sir Robert Peel's Speech on the Commercial policy of England, delivered in the House of Commons, on Tuesday Jan. 27th which with the speeches following that of the Premier covered 18 columns of that large journal. The Premier commenced speaking at 5 o'clock p.m. and this immense mass of matter was in the hands of the Editor of the Somerset County Gazette at 5 o'clock next morning, the distance travelled being upwards of 140 miles.

**A Beggar and a Bishop.**—A bigger asked a bishop for a penny. The bishop refused. He then asked for his blessing, which the bishop readily consented to accord. The beggar reflected a moment, and concluded he would not take it—"for," said he, "if it were worth a penny, you would not give it to me."

**Arrival of Troops at Halifax.**—The Transport ship *Blenheim*, Capt Watkins, arrived on the 22d February, in 28 days from Montego Bay, Jamaica, with the right wing of the 77th Regiment—337 men. The following are the names of the Officers—Lieut. Col. Wilson, Capt Griffiths, Lieut. Backett, Wallis, Carden, Carey, McCarthy; Qr. Master Smidley, Staff Surgeon Burrell, Paymaster Galloway—Times.

**United States.**—The House of Representatives has passed a resolution to give Great Britain notice of the termination of the convention of joint occupancy of Oregon. Resolutions to a similar effect were under debate in the Senate, where there was less probability of their being carried.



## Provincial Parliament

### HOUSE OF ASSEMBLY.

February 17.  
Mr. Brown presented a Petition from George M. Kenzie, of St. George, praying to be exempted from the operation of the Export Duty Act, referred to the Committee of Trade.

Mr. Hill presented a Petition from Thomas Watt, of Saint Andrews, praying that a further investigation be had as regards an alleged claim on behalf of the Crown against him, and in the event of a satisfactory proof being submitted that a sum paid on such claim be refunded, and the Bonds given for the residue thereof cancelled, referred to a Select Committee to report thereon.

Hon. Mr. Hazen, M'Leod, and Simonds, do compose the said Committee.

February 18.  
Mr. Hill brought in a Bill to revive, continue and amend an Act, intitled "An Act for the incorporation of the Saint John and Saint Croix River Canal Company."

Mr. Boyd presented a Petition from Andrew Blain, Thomas B. Wilson, Thomas Barry, and 130 others, of the Town of Saint Andrews, praying that an Act may pass for the establishing of a County Market in the said Town.

Mr. Boyd presented a Petition from Daniel Bennett, Esquire, Sub-Collector at Camp Bello, praying that provision be made to enable him to employ Boatmen for the more efficient prevention of illicit Trade; referred to the Committee of Trade.

Mr. Boyd presented a Petition from E. & J. Wilson, of Saint Andrews, Merchants, praying for a return of Duty paid on a Cargo of Lumber shipped by them in the barque Lord Stanley to Honduras in the month of July last; referred to the Committee of Trade.

February 19.  
Mr. Hill presented a Petition from John and George M. Porter, of Saint Stephen, setting forth the very heavy outlay made by them in the erection of Dams, Sluices, &c. on a Reserve formerly held by them from Government, which Reserve was subsequently granted to one Nehemiah Marks, &c. and praying compensation therefor; and also that a Grant may be made for the purpose of enabling them to cancel a Bond given by them to the Crown for Stumpage and Seizing Dues, for the reasons stated in the Petition; referred to a Select Committee to report thereon.

And that Messrs. Hill, Payne, and Stewart, do compose the said Committee.

February 20.  
Mr. Boyd presented a Petition from William Ker, Peter Smith, and 60 others, inhabitants of Saint Andrews, praying that a Grant may pass to enable them to extend the Public Wharf in that Town, for the greater convenience of Passengers arriving at that place; referred to the Committee of Trade.

February 21.  
Mr. Hill presented a Petition from Nehemiah Marks, James Albee, and 82 others, inhabitants of the County of Charlotte, praying that an Act may pass to incorporate the Saint Croix River Canal Company.

Mr. Hill also presented a Petition from William Todd, James Albee, and 29 others, inhabitants of Milltown, praying aid towards a Courier between the Post Office at Saint Stephen and that place; referred to the Committee on the Post Office Department.

Mr. Boyd presented a Petition from the Reverend William Miller, Presbyterian Minister, at Saint Patrick, together with 60 others, inhabitants of the said County, praying the Act for Solemnizing Marriage may be amended as to remove the present restrictions and conditions complained of.

Whereas by a Return of persons having claims for sums of money forfeited on the purchase of Crown Lands, who have applied for relief in accordance with the Address of this House of the nineteenth of March, 1844, it appears that the claims made by such persons have not been allowed, and whereas it is necessary to obtain such further information as may be required to give effect to the intentions of this House, as set forth in their said Address; therefore

Resolved, That a humble Address be presented to His Excellency the Lieutenant Governor, praying that His Excellency would be pleased to give such information on the subject of the Crown Land Forfeitures, as may enable this House to adopt any further proceedings that the case may require or admit, or such other information relating to the same, as His Excellency may be pleased to communicate.

Ordered, That Messrs. Brown, Hill, and Wark, be a Committee to wait upon His Excellency with the Address.

Mr. Boyd brought in a Bill to amend and explain an Act, intitled "An Act to authorize the Justices of the Peace in the several Counties in this Province to make regulations for Markets."

The said Bill being brought in was read a first time.

We do not remember to see as much business transacted during the same length of time, since our first acquaintance with the House of Assembly, as we witnessed in the present week. Routine business, Bills, Supply, the Consideration of Petitions, &c. &c. have been dispatched with a degree hitherto unprecedented here. In fact there has been more work and less talk than usual.

The two engrossing subjects for petition appear to be the Incorporation of the Roman Catholic Bishop of New Brunswick, and the disabilities under which several of the Colonial Churches labour from the circumstance of their respective Ministers—those of the Churches of England, Scotland and

Rome excepted—not being permitted to solemnize Matrimony under the same rules as the aforesaid Churches. On both these points petitions have poured in, in great abundance. The table is literally buried under them. Very few allusions have been made to abstract subjects, and yet it is evident from occasional indications that they are not extinct—in short that they only want some strong breath of excitement to blow them into a flame. Some days ago in the course of a debate on the subject of the superintendence of County Contingencies, Mr. Brown remarked that he had been called, two-thirds a republican for using the same arguments which were now used by the very persons who opposed him; and in the only debate which touched directly on Responsible Government during the Session, the former opponents of that system most strongly advocated the departmental form as it exists in Canada; and in truth this step is all we now want to give us the whole miniature of the Home Government.

On Tuesday the House went again in supply, and passed a number of grants for ordinary services, and some others; one hundred pounds were granted to the Executive to be laid out in vaccinating the French population of Westmorland; the small pox having broken out in that part of the county; one man, it was stated, had died, and five families had been taken ill. A conversation also took place on the subject of granting to Mr. Bliss the Provincial Agent the sum of £200 for past services; that gentleman having declined to accept any remuneration in future.

The next grants were, £300 to the Sackville Wesleyan Academy, and £50 to the Fredericton Baptist Seminary. After these grants were passed, his honor the Speaker observed that some public Reports should here be forwarded to the House from those respective institutions. On Wednesday a great number of petitions were received, and the Bill to incorporate the Roman Catholic Bishop of New Brunswick was taken up and warmly debated. Messrs. End and Wilton—the former introduced the Bill—were its warmest advocates without amendment, while Messrs. Partelow, J. A. Street, W. H. Street, Boyd Brown, Holt Jordan, Payne, &c. &c. expressed themselves willing to pass it, with different degrees of amendment and modification; after a long debate which will be reported in due time, the House could come to no conclusion and progress was reported.

The Bill for incorporating the Roman Catholic Bishop of New Brunswick passed on Thursday on a second reading, with amendments not at all satisfactory to the hon. member (Mr. End) having charge of it. The principal amendment introduced by the hon. Mr. Hazen, contains a provision protective of the vested rights of auditors, pewholders, and vestrymen in the church of Rome, and was opposed by Mr. End, on the ground that it would go to legalize certain officers by name, in the Church of Rome, which he, Mr. End, did not suppose were recognized in that church. Mr. Partelow also gave notice, on Mr. End having declined to add another amendment which he had promised on Wednesday to move, he (Mr. Partelow) would bring up a Rider to the Bill, when it would come up for a third reading—Reporter, Feb. 27.

**Small Pox in the County of Westmorland.**—The following information has been received from a Medical gentleman at Shediac:—Several cases of the Small Pox have recently made their appearance in the Parish of Shediac, at Chatham, and Cape Tormentine. A man named Anderson has already fallen a victim to it at Chatham. The disease was brought from the United States by a family belonging to Prince Edward Island, a few weeks since—St John's paper.

**The Great Colonial Railway.**—The Secretary of State for the Colonies, in his Despatches to the Lieutenant Governor of this Province, we observe, has expressed an opinion favourable to a line from the north eastern point of Nova Scotia (Point Canoe) running directly to Quebec, at a distance from the American frontier. The adoption of Canoe as the terminus would shorten the sea passage to this continent one day, and if at any time hereafter, the steamers should start from Valentia in Ireland, as it is not improbable when the Irish Railways shall have been completed, the passage from London to Canoe could easily be effected within a week. The proximity of Canoe to Prince Edward Island and Newfoundland forms an important consideration in this route, and would not fail to commend the support of the Legislature of those two Islands. We have much pleasure in referring to a Map showing the several proposed routes of Railway through the Provinces, and particularly that from Cape Canoe, with the various distances to the principal cities and towns, compiled by J. E. Grant, Esquire, of the Crown Land Department at Fredericton, and now lying at the News Room, where it has been placed by Mr. Perley, Government Emigration Agent, for public inspection. Mr. Gladstone's Despatch is accompanied by a Circular requiring the introduction of certain salary restrictions into such Acts of incorporation as may be presented for the Royal sanction. The Secretary requires that power shall be reserved to the Legislature, to repeal, alter, or amend any Railway Act; that one-tenth of the proposed Capital shall be paid up before enactment; that provision shall be made for the conveyance of the Mails and Troops; that Electrical Telegraphs shall be regulated by Act of Imperial Parliament; that revision of tolls shall be made when they exceed 10 per cent; and that government shall be at liberty to purchase the Railway.

We have heard, on pretty good authority, that it is the intention of the Military to raise one or more squadrons of Montreal Riflemen to do duty on the frontier. The men are to be selected from the regular regiments, such as are of good character and have completed fourteen years' service, and they are to serve for seven years in the Rifle squadrons before they are discharged. This is the same plan as that on which the Canadian Rifles are raised.—Courier.

**Nova Scotia Legislature—Rail Road Despatches—Exciting Scene—Grand Rampage!**—A variety of Despatches and Papers were submitted to the House yesterday, by command of the Lieut. Governor, chiefly concerning the proposed Railroad. In one of these Despatches, written by Lord Falkland to Lord Stanley, opprobrious allusions are made to the Hon. Speaker and his brother, Mr. George R. Young, as to their connection with the London Provisional Committee. When these Despatches were read, after some remarks from Messrs Young and the Attorney General.

Mr. Howe rose and said. Mr. Speaker: I must confess I have listened to one of these Despatches just read with much astonishment. Aside from any interest I may feel in having a Railroad from Halifax to Quebec, as a Novascotian I should consider that I was not doing my duty to the country, if I did not denounce the system pursued of libelling Novascotians through the medium of Despatches to the Colonial Office. On a former occasion I spoke strongly on the matter, but then I was personally concerned—but now I feel the more strongly when others are the subject of these slanders. Against this system there is no redress, and if it is pursued—if Lieut. Governors are to use the power they have of stigmatizing men in this Colony, I say it is infamous, and it will come to this—that men thus libelled will hire a black fellow, to horsewhip the Lieut. Governor that does it! (Great Sensation.)

The Attorney General arose and retorted upon the hon. Member for Halifax, saying that the language used by the gentleman who had just sat down was 'infamous,' and unworthy of a British subject. [Increased sensation with cries of order, order!] Several gentlemen were on their feet, and in reply to some remarks from Mr. George R. Young, and the Speaker we heard the Attorney General muttering something about 'bullying and insolence,' which we could not distinctly hear. The excitement was now at its highest. The speaker rising ordered.—When he could be heard—he remarked, that he would keep his temper, but declared that he was taken by surprise by the language of the Despatch. [Uproar and sensation in the Gallery.]

Mr. J. B. Cusack moved the adjournment, which was seconded by Mr. Doyle, and the House adjourned.—Halifax Recorder, Feb. 21.

A correspondent of the New York Commercial, writing from Montreal, says:—It is rumoured that Lord Cathcart has received instructions from the home Government to expend \$4,000,000 in fortifications and works of defence. It is certain that extensive works have been commenced at Kingston, Toronto, and at the Citadel of Quebec. Opposite Montreal, on the south side of the Saint Lawrence, extensive military works are in contemplation. The expenditure of the ice redoubt on the river, opposite the city, has been successfully—two days' artillery practice having made but little impression on it. Here is more subject of inquiry for Mr. McLane. How will Lord Aberdeen account for these "preparations?"—Mer. Jour.

We regret to learn that a diabolical attempt was recently made to take the life of Colonel Kerby, Collector of Customs at Fort Erie. It appears that the Colonel was standing on the bank of the river, not far from the widow Forsyth's residence, watching a boat filled with goods which was ascending the stream, when a gun was discharged at him from, as he believed, a wood-shed attached to the residence before mentioned; a great number of shot entered his clothing, the thickness of which happily prevented them from penetrating deeper. It was a bright moonlight night, and the Colonel on turning round saw a man in the orchard, evidently preparing for another shot; before long a rifle was discharged, and Colonel Kerby distinctly heard the ball whizz past him and strike the water. Many attempts have been made to injure Colonel Kerby, but this exceeds them all for cold-blooded, fiendish atrocity. A person was arrested on suspicion of being the guilty party, but was discharged by the magistrates who investigated the matter. It is to be hoped, however, that every exertion will be used to bring the perpetrator or perpetrators of the murderous attempt to justice.—Niagara Chronicle.

A calf, from the farm of the Hon. J. Macdonald, of Ganouque, was killed last week, weighing as follows:—Veal 132 lbs., tallow 10, hide 15. The calf was three fourths bred, improved Durham, four weeks and one day old, and got the milk of a cow one only.—Ib.

The celebrated Dr. Pusey, at the expiration of his three years' suspension, appeared on Sunday last in the pulpit of the Cathedral Church at Oxford. The attendance exceeded all previous experience. Dr. Pusey, it will be remembered, was suspended for preaching the Roman Catholic doctrine of the real presence in the eucharist, and the interval does not appear to have worked any change in his views; for the doctrine of the priestly remission of sins and the "real presence" were as strongly insisted on in the present as in the condemned sermon. Dr. P. seemed delighted to have the opportunity of repeating his opinions in the presence of

his judges—the University authorities. What notice will be taken of this last move on the part of the Tractarian leader, remains to be seen.

## MAILS FOR ENGLAND.

Days on which the Mails for England will close, at the Post Office, in this Town.

Thursday 26th March	at 5 12 A. M.
Tuesday 28th April	" "
" 12th May	" "
Thursday 28th "	" "
" 11th June	" "
" 25th "	" "
Tuesday 14th July	" "
" 28th "	" "
Thursday 13th August	" "
" 27th "	" "
" 10th September	" "
Tuesday 25th "	" "
" 13th October	" "
Thursday 29th "	" "
" 12th November	" "

## THE STANDARD.

ST. ANDREWS, WEDNESDAY MARCH 4, 1846.

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Hon. HARRIS HAYES, President.  
Director next week.—Hon. T. W. W. Wilson, Esq., Solicitor.

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Hours of Business, from 10 to 2.

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## PROVINCIAL LEGISLATURE.

The business of the Legislature, it will be seen by our Fredericton Correspondent, is proceeding rapidly. The Catholic Bishop's Bill passed with an amendment, introduced by Hon. Mr. Hazen, protecting the vested rights of church-wardens, auditors of accounts, and pew holders; the chairman, (Mr. Taylor,) decided in favour of the amendment.

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The following remarks prepared for last week's impression, were crowded out.

The good people of St. John are busily engaged in projecting schemes for the purpose of absorbing the surplus of the Revenue collected for the past year, as if the whole belonged of right to themselves alone—a writer in the Courier going so far as to lay claim to the amount collected at that Port; and what is more surprising, the hon. Mr. Kinneer, in the Legislative Council, attempts to bolster up this absurd and erroneous claim, showing either want of information, or making an attempt to mislead the people. Nearly the whole of the revenue paid by the people of eight Counties appears to be collected in St. John, and a very considerable portion of that paid by the County of Charlotte in addition, it being well known, that a large proportion of the goods imported into this County from Great Britain are shipped via St. John. How does the assumption, that the people of St. John pay all the revenue collected there, tally with the statement made some time since as published in the St. John papers in connection with their Rail Road scheme from St. John to Woodstock and the Grand Falls? The thousands of tons of goods sent into the interior according to that statement was im-

possible, but when the question of the appropriation of the revenue comes up, the people of St. John pay it all—the export duty on the Restook timber, and all the produce of the forest together!

This reminds us of the claim set up by some of these very consistent gentlemen respecting the Rail Road. You St. Andrews, &ks, (says one of them) must keep back—you must not think of competing your "explored" and advantageous line from Charlotte to Woodstock, with ours over the "Nerepis hills," that would prove ruinous to both;—but after we get through, you shall have a "branch" Yes, keep in the corner now, and you can build yours, after we get through with ours; the people on the upper St. John, will most willingly pay us the difference of carriage over 60 or 90 miles for the sake of getting the supplies from St. John!! What a mighty generous man this was, to be sure! and what "milk sop" the St. Andrews Rail Road Association were, not to comply with his very modest, reasonable, unassuming, request!

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