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# COMMUNICATIONS.

## To the Tax Payers.—No. 4.

The quiet and harmony of our fine old historic town, has as you are probably aware, been greatly disturbed during the past week, owing to that terrible bugbear to ratepayers "Direct Taxation" being about to make its appearance in a new, and unfamiliar guise, and which has been entitled by some of the "great unworldly" (the great Railway Hons) and by others the only safe and effective remedy for putting up what is termed "a very sick man." Some affirm that this tax must be enforced, others less favorably disposed towards it, say that it will not, nor shall not, and already a petition is before the assembled wisdom of the c entry praying for its ratification.

Presuming that your columns are always open for discussions of this and every other subject affecting the public welfare, we may be permitted to lay our humble views on this important matter before the Ratepayers of the town, who are decidedly the most interested in the question at issue.

Upon referring to the columns of the "Standard," we find that a public Railway Meeting was held in the Town Hall on the 1st inst., at which the Sheriff presided, and a majority of the Ratepayers present passed a resolution to assess the Town for \$10,000 for the purpose of assisting the Railway Co. in the purchase of the St. Stephen Junction.

We deem it altogether probable that the Legislature will pass the Act, and it may be that the Ratepayers will endorse the same. At the polls, we returned to them for their final decision. But before doing so we beg respectfully to warn them in season; to give them timely notice; so that after they will have read their unfortunate position they cannot regret (in the language of one of the disinterested speakers at the Railway meeting) "that we have sprung a trap upon them."

We admit that the Railway is entitled to all the help and assistance that the Town of St. Andrews has in its power to bestow upon it, and we acknowledge the necessity—the great necessity of the Road being kept open, but at the same time we aver that the manner and means by which that support is sought to be given; the unfair and inequitable mode of universal taxation proposed, does not coincide with our civic and right and justice. It is evident that the movers, authors and abettors of this scheme are to use a slang term "going it blind" for Mr. Editor what body of men in their sane, sober senses would agree to pay \$10,000 in hard coin for a purpose which has no being? no existence?

We confess we were infinitely surprised to see gentlemen who have always hitherto acted with such extreme caution in matters of a public nature (we will except one trifling instance "the Deep Sea Wharf") gentlemen in fact who invariably turn a "sideline" upon two or three times to make sure that it is not a shilling, act so lavishly with public funds as they were prepared to do on the occasion in question; not for a certainty, nor scarcely even a probability of its ever being returned to them either directly or indirectly. The most daring speculator or gambler would not for a moment hazard such a scheme.

Let us candidly, dispassionately and seriously consider: what are the chances of the Road being kept open after this enormous burden of tax has been taken upon us? We cannot find a better solution to the problem than in the words of the Manager of the Railway, given we will admit fairly, and we believe truthfully, he says:—"I can guarantee you nothing excepting that while I continue in office I will agree to pay 6 per cent. interest on the money I may be removed from my position and I can not say whether my successor will continue this guarantee or not. The road may change hands and the new proprietors finding that at the end of it is not paying, may not look upon it with the same complacency as I do, and will transfer the whole traffic over the St. St. Branch, making St. Stephen the terminal, by which arrangement they would, according to present statistics, save \$10,000 per annum. These are the facts of the case, gentlemen. I don't wish to deceive you. It is impossible for me to guarantee the running of the Road one month after you have assisted me to repair it. I am only prepared to answer for my individual self and no others, but this much I will say to you, that I think that there is a probability of my being able to continue its working if you will only assist me." And yet after this honest, candid declaration, and in the eyes and face of this mass of uncertainty, our wise ones agree to swallow the bait without the slightest hesitation, let the consequences be what they may.

Surely Ratepayers of the Town of St. Andrews you will not endorse such a blind, and suicidal policy as this. Be prepared to assist the Railway by every means in your power, but in such a way, that whilst according to it aid and support, you will ensure beyond the shadow of a doubt, its speedy and advantageous to yourselves; this is a duty, which in performing, you should be actuated by a deep sense of its responsibilities not only to yourselves, but to those who will come after you; for rest assured that many of your children will feel the good or bad effects of this money long after you will have passed away. We are now led into a consideration of this proposed assessment, and we infer that the idea is to assess the Ratepayers of the Town indiscriminately in proportion to the property (real or personal) which they may own. Now then to our mind there is a number who should take the largest share of the responsibility upon themselves. Who are they? We reply, the merchants, shipowners, hotel keepers, express and commission agents, who are directly connected in their business relations with the Road, and last but not least the employees on the Road. As it would be a very difficult

matter to correctly estimate in an assessment the exact amount of the burden which these individuals are entitled to, we would propose that they come forward manfully and subscribe generously from their plentiful stores and fat salaries, and after having done so, then come before the Ratepayers those whose relations with the Railway are of a very imperfect and undefined character, and say to them—"Gentlemen we feel that we are the most interested in this matter, we have the most at stake, many of us have done and are doing a large and profitable business with the upper country, and we don't want that connection severed; some of us are receiving large and remunerative salaries as employees, and we have a particular desire—in earnest desire not to see this pleasant state of affairs discontinued."

We hotel keepers derive a large and profitable transient trade through the travelling public who make their transit over the Road. Through the Railway we shipowners are enabled to obtain profitable freights for our vessels, and we Express and Commission Agents enjoy also through its efficiency, a comfortable competence. Therefore we feel that you Widows, Farmers and Mechanics, who have your little houses and lots do not stand in the relation to this matter as we do; we admit that we get all the nutritious parts of the animal, whilst you have to be content with the bones; therefore we agree to take upon ourselves the largest proportion of this burden which is to enable us to keep the "golden egg" to take the lesser share of the responsibility.

This would be to our mind a fair and reasonable mode of procedure, and one which the disinterested Ratepayers should firmly insist on, before taking action upon a question of such vital interest and importance.

## TELEGRAPH NEWS.

London, March 5.—In the House of Commons this evening Mr. H. H. Hall asked if the Government intended to take any steps in the direction of Ocean Postage. The Marquis of Huntingdon, Postmaster General, replied that for the present the contract entered into between the various Atlantic Steamship Companies would interfere with the proposed modification in the rate of Ocean postage.

New York, March 5.—The Cuban Government is banishing large numbers of political prisoners to the penal station of Fernando Po.

The news from eastern and central departments indicates no change in the situation. Four firemen were killed in Chicago last night by the falling of a roof on which they were standing.

Fredericton, March 6.—The opposition caucus at the Barker House last night was attended by a number of doubtful men.

Kelly was sworn in as a member of the Government last night and Taylor this morning. Mr. Adam will give the Chief Commissioner's speech at the close of the Session.

Lindsay is consulting with his constituents in reference to accepting a seat in the Government, which is pressed upon him.

No business has been transacted to day, except the introduction of a Bill to Incorporate Victoria College of Woodstock, by Lindsay.

Gen Grant was in Niagara Falls on the 4th inst. at 8 a.m.

President Grant has appointed the following gentlemen members of his Cabinet and they have been confirmed by the Senate:

Secretary of State, E. B. Washburne of Illinois.

Secretary of the Treasury, A. T. Stewart of New York.

Secretary of the Interior, J. D. Cox of Ohio.

Secretary of the Navy, A. E. Bixie of Pennsylvania.

Secretary of War, J. M. Schofield of Illinois.

Postmaster General, A. C. Crosswell of Maryland.

Attorney General, E. D. Hoar of Massachusetts.

Fredericton, March 6.—Both the Legislative Council and the House of Assembly adjourned at noon to day without transacting any further business.

This afternoon was spent by members in discussing the political situation.

Montreal, March 6.—The Railroad Commissioners are about circulating notices that the property of the line of sections 1 to 7 is not to be occupied this year as operations commence early in Spring and Commissioners will not pay for crops.

There is a marked improvement in the condition of Whitaker. He has slightly moved his hands and the Doctors express hope of his returning to consciousness.

Stevenson inquired what important matter was alluded to in seventh paragraph.

Attorney General read papers showing the readiness of Dominion and Home Government to admit of Eastern Extension as part of the Intercolonial.

Hibbard moved an amendment to the last paragraph of the Address, expressing a want of confidence in the Government. He withheld his reasons till the closing of the debate.

Attorney General refused the right to speak twice, which was refused. Declared his intention of appealing to the people in the event of being defeated, as important negotiations are in progress which cannot be entrusted to new men.

March 9th. Mr. Rabbit introduced a Bill to amend an Act for preserving the banks of the St. John River.

J. Flowering introduced a Bill relating to the election of members of the Assembly.

Mr. Needham presented a petition of Henry Frey in reference to the L'Esperance Island—Referred to a Special Committee.

Mr. Needham introduced a Bill to amend an Act incorporating the Fredericton Loan Company.

Mr. Peck gave notice of an address asking for information in reference to amounts paid for criminal prosecutions during the year.

The address has passed the Legislative Council.

Washington, March 8.—It is thought that A. T. Stewart will be obliged to decline the Secretaryship of the Treasury, in consequence of an old law, which prohibits any person engaged in commerce holding office in the Treasury or Revenue Departments of Government.

Gold 133.

Fredericton, March 6, 1869.—D. R. Sir.—I sent you a copy of the speech by His Excellency Governor Wilnot at the opening of the Legislative Session. In these days of rapid communication by telegraph, such documents would be rather behind the times in reaching you. As a "Lobby Member" I will perhaps be in a position to impart some items of news occasionally, which you may not obtain either by telegraph or through the papers.

The opening, taken altogether, was a brilliant one, and possessed quite an interest, from the fact of one of New Brunswick's gifted sons being Governor. The official guard of honor composed of the 22nd Regt., with its fine band were in attendance. Gov. Wilnot looked well in "silver and blue" and sustained his position with that dignity so natural to him.

Nearly all the members were present "the old guard" from Charlottetown, were in the places, and will no doubt give a good account of themselves. Mr. Frey moved the Address in answer to the Speech, and Monday next is the day appointed to go into its consideration. As the telegrams will inform you of the routine business, it is not necessary for your correspondence "to tell the tale over again." There was rather a funny debate in the House on the first day, on the propriety of styling our Governor, your "Excellency" or "Honor," which ended in smoke; this I may say however, that of the many Governors I have seen in our Province, I will not except one, who filled the throne more becomingly, than Lt. Governor Wilnot.

The House, very properly I think, have decided against having the debates published by paid reporters; the whole affair in bygone years was a costly fiasco to the Province; many of the leading dailies of St. John, have their reporters in the gallery, who give the gist of the speeches, which are published in the following day's papers, whereas the paid for published debates, were generally three or four days old before they were seen broadcast through the Province, when they were "stale, flat, and unprofitable." Five hundred copies of the Journals are to be printed, which all parties are to be permitted, to send their constituents. The Hon. Mr. McAdam looks well and appears to have considerable business on hand; Mr. Stevenson is watching the proceedings closely, and Mr. Hibbard has his rumor on ready to do battle for his County.

The exhibit of the Provincial Finances for the fiscal year were brought before the House on Thursday last by the Provincial Secretary, Mr. James Beek, Auditor General. His arrangement of the accounts in tabular form under proper headings and can be understood by any one acquainted with financial matters. The receipts for the year lost up \$826,587, the expenditure \$658,531, showing a balance in favor of the Province of \$168,056. The exhibit requires explanation as the receipts, include a large balance from the previous year, and other items. There are other statements such as

the amount of Export duty collected go to prove that shippers living on the border County are making a handsome profit; for instance take the little port of Richibucto, which paid \$2831, last year, then look at St. Stephen where at a rough calculation double the quantity of lumber is shipped and only \$1112 was paid! Is it not time that the Government appointed an officer at the latter port, in addition to the present staff, to prevent such wholesale evasion, and protect the revenue.

It is reported that your Sheriff was directed last week to send up his Election bills for payment. This will have the effect of satisfying the demands of several worthy persons who acted in an official capacity some of whom have been labouring the Government for a neglect of duty with which they are not chargeable, but is properly attributable to their Executive officer. There has been an addition to the Government, Mr. King, member for St. John having been elevated to the Executive Council without office. Numerous political changes are on the tapis, of which more anon.

L. M.

The "Toronto Globe" on the extension of the St. Andrews Railway from Woodstock to River du Loup.

It is not surprising that the idea of getting Dominion aid for the proposed Woodstock and River du Loup road should be popular with the people to be benefited. The New Brunswickers would be more than human if it were otherwise. Projects of that kind being matters of pecuniary interest rather than principle, are more difficult to deal with than ordinary questions of legislation. Hence the danger of opening up the way for the urging of such schemes upon the Federal Government. In order to carry their point, those who begin and carry a prospect as the Woodstock branch, might have to give their support to hold a dozen other attacks upon the Dominion Treasury. Single handed they could do nothing as members of a "ring" they might be very formidable. A demand in one section encourages demands from other sections. In the present case, the New Brunswick demand is purely the result of Mr. Howe's negotiations. But for the "better terms" to Nova Scotia, our New Brunswick friends would never have suspected that they had any right to ask more.

The foregoing extract is from a long article in the "Toronto Weekly Globe" of the 26th inst., and as it is addressed to the Fredericton Reporter in reply to one of its articles on the proposed extension from Woodstock to River du Loup, we will not tread upon the tail of the Editor's coat to be shown. A man that offers to strike a blow, but leave him to settle the "little matter" with the Globe in his own scientific manner.—[Ed. Standard.

EARLY LAMBS.—Mr. James Orr, of Bouchette, has some very fine Lambs, the first of which was lambled on the 11th February, the other three on the 21st. This beats Mr. Wood, of York all hollow. We saw the lamb frolicking about the pen a few days ago, and they looked large and healthy.

A LARGE BEAR, which weighed 500 lbs. was killed lately by Mr. Francis Kirk, about six miles from St. George. After felling a large tree, he heard an unusual noise, and while cutting the top off, was startled by a large bear which came out of a den over which the tree had fallen; the bear made off, and Mr. Kirk finished his work, and returned to the Camp. Next morning in company with one of the crew, they proceeded in search of him, and after tracking him for nearly two miles, they discovered his lair had retreated to a small cave, the entrance to which was about large enough to admit a man's body. With a long pole Kirk tumbled up Bruin who made a spring to get out, his fore paws caught outside the entrance, when the axe was brought in contact with his head, twice, and he fell back into cave and lay motionless. The men supposing he was dead, Kirk got partly into the entrance and touched the bear, when to his dismay and terror the huge beast rose on his hind legs and snatched at him, but was so weak from loss of blood he fell back; Kirk then dispatched him; and having procured assistance of some of the crew, hauled him out. The bear weighed upwards of 500lbs; the skin was purchased here, and is being cured at Stentford's, where it may be seen. Kirk got the bounty, which he was deservedly entitled to.

Another Lodge of British Templars was organized on Friday evening last in Russell's Hall, by the Worlthy Grand Provincial Deputy Rev B. F. Rattray. The new Lodge commences with the large number of 54 members and is called the Working men's Lodge.

THE NEW DOMINION MONTHLY.—This favorite Magazine for March has been received and sustains its justly high position. The publishers of this Magazine offer to present the volume just closed (from October to March, inclusively) bound and postpaid, to any person who shall remit \$3 for three new Subscribers for one year beginning either with October last or with April next. The contents of the present number contain fourteen original articles and thirteen selected and a well executed

wood cut of Sir John Young, Governor General.—Published by John Dougall & Son, Montreal, at \$1 per annum.

The Exhibition to be given by the pupils of the Parish School, will take place on Friday the 19th inst. of which due notice will be given.

The County Lodge of the British Order of Good Templars, met at St. George, yesterday. We learn that there was a large representation from St. Andrews present, and Rev. R. Wilson delivered an eloquent and interesting lecture during the evening.

The Temperance Army in Charlotte is really assuming large proportions and recruiting daily. It is to be hoped that the men will not sow the seeds of dissension among the ranks by introducing political affairs, that they will confine themselves to staying the tide of intemperance.

QUEBEC TRAGEDY.—Quebec telegraph gives an account of a sad affair which took place in the skating rink of that City on the 31st inst. Ensign Whitaker of the 53rd Regt. was shot by a young lad named Chaloner aged 17 years, for seducing his sister while under the influence of chloroform administered by Whitaker in August last. An action for rape had been commenced by Miss Chaloner's father, and in this way her brother found it and took vengeance by shooting Whitaker. The young lad after committing the deed gamboled up, and is in jail. The whole city sympathized with young Chaloner, and the act is pronounced pardonable under the circumstances. He is sure of a pardon before any Jury. Ensign Whitaker is reported to have brought his row into another respectable family in London, Ontario. At latest accounts he was still alive.

"Ma, has your tongue got legs?" "Got what, child?" "Got legs, ma?" "C'railly not? but why do you ask that silly question?" "Oh nothing; only I heard my say your tongue was running from morning till night, and I was wondering how it could run without legs; that's all ma."

St. Andrews, on the evening of March 3d, by the Rev. W. Q. Ketchum, at the residence of N. T. Greenhead, Esq. Mr. H. R. F. Toud to Miss Mary R. McDONALD, b. of St. Stephen.

No Cards.

Hunter.—Nov. 7, killed in his 53th year, in an engagement with the natives, New Zealand, William Magee Hunter, Major in the Mounted Police (formerly Military Instructor Antrim Rifles), eldest son of the late William Hunter Esq. The Lodge Colborne, grandson of the late Archbishop Magee, and brother to the late Lieut. H. B. Hunter, killed in New Zealand on the 7th of September last.

House to Let. Cottage on the Hill, with a good cellar and well of water. Also a Barn adjoining. Apply to J. W. STREET, March 10.

GOVERNMENT HOUSE, OTTAWA, Friday January 18, 1869. PRESENT: His Excellency the Governor General in Council.

On the recommendation of the Honorable the Minister of Customs, and under and in virtue of the authority conferred by the Act passed during the last Session of the Parliament of Canada, entitled "An Act respecting the Customs," His Excellency has been pleased to make the following regulation.

In addition to the Warehousing Ports mentioned in the Act passed during the late Session of the Parliament of Canada, entitled "An Act respecting the Customs," and also in addition to the Ports named in Lists sanctioned in subsequent Orders in Council, passed under the authority of the said Act the following Port shall be, and it is hereby declared to be included in the Lists of Warehousing Ports in the Dominion of Canada, viz:

Province of New Brunswick, The Port of Dorchester.

WM. H. LEE, Clerk Privy Council.

NOTICE. ALL parties having Accounts against the County, and intending to present them for payment next April Sessions, are requested to file the same in the office of the Subsheriff, on or before the 15th day of March next, that they may be examined and submitted to the Grand Jury. By order of the Court of Sessions. GEO. S. GRIMMER, Clerk of Peace.

G. F. STICKNEY, Watchmaker and Jeweller. Has received a further supply of Watches, Jewellery, and Electroplated Goods. Britannia Metal, Paper Machie, Wedgewood and Parian Ware, Tea Trays, CUTLERY and HARDWARE, General Fancy and House Furnishing Goods. Shooting and Fishing Tackle. Stationery. Brushes, Combs, PERFRUMERY and Fancy Soaps. Edge and Joiners Tools, Saws, Files, &c.

INTERCOLONIAL RAILWAY. The Commissioners appointed to the Intercolonial Railway, give public notice that they are now prepared to receive THE INTERCOLONIAL RAILWAY SECTIONS. Section No. 5 will be in the Province of New Brunswick, and will extend from Forty Mile Post, at the end of the Canadian Pacific, to the end of the New Brunswick line, near the Sixty-sixth Mile Post, near the end of about Twenty-six miles.

Section No. 6 will be in the Province of New Brunswick, and will extend from the end of the Canadian Pacific, near the Sixty-sixth Mile Post, to the end of the New Brunswick line, near the end of about Twenty-six miles.

Section No. 7 will be in the Province of New Brunswick, and will extend from the end of the Canadian Pacific, near the Sixty-sixth Mile Post, to the end of the New Brunswick line, near the end of about Twenty-six miles.

Section No. 8 will be in the Province of New Brunswick, and will extend from the end of the Canadian Pacific, near the Sixty-sixth Mile Post, to the end of the New Brunswick line, near the end of about Twenty-six miles.

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