

COMMUNICATION.

For the Standard.

RAILROADS.

MAN is a being of improvement. Nature has provided for his simplest wants—his wants in the infancy of the individual, and of society. The savage of the forest is provided for, so far as his mere physical sustenance is concerned, by the fish, the fowl, and the beasts, which Providence has furnished for him. As long as he is content with a mere supply of his animal necessities, the man himself, the mind, is stationary. The savage of the Rocky Mountains is the same, intellectually, as he was thousands of years ago—as unchanged as the rivers, the mountains, the prairies, and the forests, which he has traversed for ages. The mind has made no progress. He sees now as he saw then, "God in clouds, and hears him in the wind." The mind must be touched with the wand of christian civilization, before man can be conscious that he is formed for progress, and is fitted to fulfil his high destiny. As Providence has provided for the individual in the helplessness of infancy, so has he provided for the infancy of civilized society. Man has himself a part to act in the drama of life. Self exertion, and to a certain extent, self dependence, are the condition of progress material and mental, and progress is continually making new demands upon him. What will satisfy one stage in social progress may become wholly inadequate to meet the wants of another advanced. There is a more intimate connection between the material—and the moral and mental—advancement of society, than men generally are wont to recognise, or of which they have any distinct perception. The ship that traverses the trackless deep—Steam in its various applications—the Electric telegraph—all labor-saving inventions &c., are so many physical agents of civilization, and which are designed, more and more, to accelerate its progress.

These reflections suggest some remarks relating to that fraction of the earth's surface with which we are more immediately connected, viz. our own Province. In the infancy of the country, its commerce and material advancement, generally, have been chiefly sustained by that portion of its natural resources immediately available, namely, its timber. This resource has accomplished all, or nearly all, that is capable of accomplishment, without the aid of other resources, the development of which imperatively demands artificial means of the most efficient character, of internal transit and communication, without which they must remain comparatively useless. The country has already reached its culminating point, the meridian of its advancement, and must decline without a compliance with the paramount and indispensable condition on which its further advancement depends—and that condition, it scarcely need be added, is the commencement of a judicious system of railroad construction. It is no use to mourn over lost opportunities of opening up the wilderness lands to settlement by the construction of common roads. These would not now be overlooked, but nothing will supply the lack of Railways but railways themselves. Common roads into the conterminous lands would follow railways as a natural consequence.

The value of real estate in the Province generally has not increased, but rather declined, for the last fifteen or twenty years, and must continue to decline without the adoption of the only means which will be effectual in checking the downward, and giving an upward and onward progress to the improvement of the Province.

There is nothing of hyperbole in the prediction that the value of the property of the country, both public and private, and of the net product of labor, would be doubled by entering upon a judicious system of railroads. The first judiciously located and completed railroad would stop the decline of property all over the Province, and give it an upward and gradually increasing value. It would be the certain precursor of other railroads by preparing the way for them. Property would every where feel the impulse and acquire a present and prospective augmentation of value, instead of, as now, suffering a present and prospective declension.

The paramount importance of the subject to all the interests of the country, commercial, agricultural, fishing, manufacturing, and mining, appeals powerfully to the provincial patriotism of all classes, and especially to those, who have the direction of public affairs. The pressing urgency for immediate and vigorous action admits not of further delay, without a sacrifice of the best interests of the Province. The country can no longer afford to administer to personal and local interests at the expense of the public. Its vitality has already been sapped to nearly the utmost limit of endurance by the nostrums of legislative quackery. There must be union, judgment, public spirit, and energy, if the country is to be rescued from its present paralysis, and a healthful and rapid development given to its native capabilities. The grand specific for its economic malady is no longer a matter of dubious conjecture. The panacea has been tested. To deny its curative efficacy is infidelity in spite of reason and facts. The weakness of credulity consists rather in our day, in being incredulous—in believing too little and not in believing too much. Substantial and previously unknown and unsuspected varieties are every day outstripping the wildest imaginings. The impossibilities of yesterday become to-morrow facts of history. The phrase, "it can't be done," has become nearly obsolete, and he that believes the most, is most likely to be nearest the truth. The iron horse, breathing heated vapor from his nostrils, and dragging after him tons of merchandise and scores of men at the rate of twenty thirty and

fifty miles an hour, has ceased to be a wonder, although the prediction of such an event thirty years ago, would have fixed upon its author the character of a lunatic. To have asserted, that a dozen years since, that intelligence would now be communicated, not only with the rapidity of lightning, but by lightning itself, for hundreds of miles, would have been deemed the veriest phantasy of a disordered brain. These triumphs of science have now become common occurrences, and scarcely excite a transient wonder.

The common objection to railroads in this Province is their costliness and the smallness of the population and want of wealth. The two last reasons against them are a sufficient answer in their favor. Nothing but railroads will obviate them. Without the magic of railroads on the industries of the country, these objections will have the same force half a century to come as now, and if a sufficient objection now, they will continue so for an indefinite future. The truth is, when the matter is properly weighed, they are scarcely any objection at all. We must have railroads to create population and wealth. We must establish a commercial connexion with the fast increasing population and wealth, and the unbounded resources, of the great valley of the St. Lawrence. We must do this, by anticipating the very resources, which such a connexion would give to the Province. The Province must come to the aid of private companies by loaning its credit for the purpose of enabling them to procure the means to build railroads—Let our Legislature tread in the footsteps of Massachusetts, and we shall speedily see our Province traversed by railroads. A new era would be entered upon, and brighter hopes would animate the people.

A railway connexion between the upper and lower colonies is the first grand desideratum—such a connexion would create a demand for other railroads to different parts of the Province and give them support. To begin with railroads that are to have both their termini, or neither of them, in the Province, would be unwise, and would go far to defeat the benefits of an enterprise in itself indispensable to the prosperity of the country.

Two schemes are on foot, to connect the upper and lower Provinces by railroads, viz. the Halifax and Quebec, and the St. Andrews and Quebec, or the Eastern and Western railroads. The former is under the patronage of the Home Government, and its primary object is to subserve military purposes. The latter is designed for commercial purposes. The question in which of these schemes has this Province the deepest interest? Naturally presents itself for consideration. To make the Province a depot for a portion of the upward and downward merchandise of the valley of the St. Lawrence, and not a thoroughfare, is unquestionably demanded by its paramount interests. The Eastern scheme goes far to defeat this demand—the Western satisfies it. It would be suicidal on the part of the Province to waste its resources, on a rival scheme, and idiotic to neglect a line which must be the commercial line, when ever it shall come into existence. The Western line will, for the most part, be common to Charlotte and St. John and terminate in both. The Eastern line is nearly double the distance of the Western, and is much more liable, and for a much greater range of distance, to be impeded in winter by deep snow, and this is the time (when the Gulf of St. Lawrence is closed) that the traffic would be most active. From the Bend of Petitcodiac to Quebec (supposing a branch to connect with St. John) the Eastern road would of course be common to Halifax and St. John. According to a St. John's Almanack, the distance from the Bend to Halifax is 168 miles, (by a new road it is some ten or fifteen miles less, it is said) and to St. John 93, making a difference in favor of St. John of 75 miles. This advantage would probably be more than compensated in winter by the local position of Halifax as a sea-port town. If the land route is greater, the sea distance to a market, would be less, and the Bay of Fundy would be avoided. A very rational conclusion is, that Halifax would draw off a very considerable portion, and perhaps most of the intercolonial trade.

Successful competition with the American railroads touching the waters of the Saint Lawrence requires the shortest and cheapest line of transit between the upper and lower Provinces. If the Western line only should be opened a railway from Halifax to Digby or Annapolis would in all probability follow in a short time, and be connected with the Western line by a steamer. Every part of the Province has a deeper stake in the consummation of the Western than of the Eastern scheme—Branches from it would in due time, find their way to all the principal places in the Province, and they would mutually aid each other. By making the Province a depot for the trade of the St. Lawrence and not a thoroughfare, would contribute much more effectively to the augmentation of its population, its wealth, and its revenue, in which last especially all parts of it immediately participate.

No time is to be lost—Those who control public affairs should look to it without delay, before they commit themselves to a scheme, devised for military, and not for commercial purposes, as its paramount object.

If the imperial government design to construct at its own expense the Eastern line, let all possible facilities be given to it by a free surrender of the necessary land and timber, and such other aids as do not involve any considerable draft on the treasury present or prospective. The whole strength of the country is required to carry forward a system of railroads of much higher moment to the country—and to this should devote itself energetically and without distraction.

Let the St. John's people organize a company under their late Act of Incorporation and

unite with the Company already formed in Charlotte. Such a union would give encouragement, activity, and strength to both, and secure a railroad communication, of the best commercial character, with Quebec, terminating at St. John and St. Andrews—of course the line would be common to both at Woodstock, or at some point below it. The good people of this City are asleep. Do they fear a divided trade with St. Andrews? They should reflect that a railroad would give ten times more to divide, of which the City would command a large share. The advantage in favor of St. Andrews, in point of distance, is not more than two hours on a railroad, and this is nothing. The man who is alarmed by danger is very apt to precipitate himself upon the destruction, which he is attempting to avoid—and this may happen to the City if it look Eastward instead of Westward. The subject, at all events, is worthy of grave consideration, before the influence of St. John and the country become implicated in a scheme, too deeply for retraction.

Massachusetts lends her credit to railroad companies to enable them to raise funds on the faith of the State, and on a long credit, to carry out their schemes. She also takes stock and sells it again, when at or above par, for the purpose of aiding in a similar way the construction of other railroads. The plan has been eminently successful without any cost to the state. Previously to the construction of the Great Western railroad from Boston to Albany, Boston had become nearly stationary, and must have continued so without the resources which this road enables her to command. At it is not perhaps too much to say that Massachusetts, as a State, has doubled its pecuniary value within the last fifteen years, in consequence of her railroads, and given her an onward movement to which no merit can be assigned. Let New Brunswick follow the example, and she may confidently anticipate a bright, instead of under existing circumstances, a hopeless future.

The Great Western line has called into existence other lines through different parts of the State and made them paying lines. It imports to, and receives nourishment from, the subordinate lines. The main trunk supports the branches and receives support from them. To begin with inferior lines, having their termini in the Province, would be to throw them exclusively upon the internal resources of the country traversed by them for support, and many years might be required to make them remunerative. Whereas, by establishing a grand commercial line between the Bay of Fundy and the great commercial and Western line to Quebec, and afterwards to the subordinate lines, as they may be required. This course would reduce the ultimate liability of the Province to its minimum, enable it to come all the sooner, to the aid of subordinate lines, and thus carry forward the general improvement of the country in the most effectual manner, and at the least expense to the public. To reverse this order would be likely to involve the country in heavy liabilities, and doleful to a very great extent, the benefits, which the course now proposed would not only fail of securing, but the prudent course would be to secure the immediate and progressive advancement of the country. A tinkering policy is to be deprecated. Boldness, judgment, and concert are demanded. Let the demand be satisfied, and the prize, a noble prize, is ours.

O. M.

Washington, Feb. 22. The treaty sent to Washington, and about to be sent in, is a mere empty project, signed by the Mexican Commissioners and Mr. Trist, and not yet ratified by the Mexican Congress. This changes the whole aspect of the thing. Neither does the treaty contain the slightest allusion to our keeping a force of 12,000 men in Mexico for one or more years, until the Mexican government shall be consolidated, but on the contrary, a clause that our troops shall be withdrawn immediately after the exchange of ratifications.

In other respects, it contains many stipulations protecting British interests; but those that look like "indemnity for the past and security for the future."—*Boston Times of Friday.*

Death of Edward Webster, Major in the Massachusetts Regiment.—The last bearer of the Despatches from Mexico, brings the sad news of the death of Major Edward Webster, second son of Hon. Daniel Webster. He died of typhoid fever at San Angel, about 8 miles from Mexico, where the whole brigade to which he was attached, was quartered. His death occurred about a month since, and his remains were interred with military honors, a few days before Mr. Freaner left.—*Boston Daily Adv.*

The Scott and Worth Difficulty.—The N. O. Delta of the 15th promises to publish the correspondence between Gens. Worth and Scott, which led to the arrest of the former, and the suspension of the latter.

They are interesting documents, it says, and have never been published before. In reference to this difficulty, we may remark that the officers late from the Capital all agree that there are no parties in the army, as has been represented, in regard to the differences between the Commander-in-Chief and his subordinates—that Gen. Scott is sustained by the whole army, and that his conduct will be received with much concern and chagrin, by officers and men. The arrest of Worth, Fillow and Duncan, produced no greater sensation in the army than that of three Lieutenants had been arrested by a Col. of any of the regiments.

Boy Missing.—Barney Doalin of Bangor

is very anxious to find his son James, a lad 12 years old, who left New Brunswick the first of January to join his father, whom he supposed to be at Eastport, or in the east part of Maine. Mr. Doalin has been in this city but two or three weeks, and he is too poor to search for his missing son, but any information sent to this office will reach him! Will the eastern papers copy this paragraph? [Bangor Dem.]

[This lad left St. Andrews about the middle of January to join his father, who is said to be in Boston.]

European Intelligence.

LIVERPOOL, FEB. 12.

COMMERCIAL. The position and prospects of commercial affairs continue to improve. It is indeed true that the progress is only slow; still, as we before intimated, there are valid reasons to expect that we have passed the worst point of the crisis. The failures of the last two weeks are not extensive, and will entail but little inconvenience among commercial circles. Money continues to be had on easier terms. The markets for Foreign and Colonial Produce a good business has been transacted, and at rather better prices.

The Corn market since our last continued without any striking feature to report. Sales of Wheat have been extremely limited, and all kinds are to be purchased at a shade cheaper prices. Indian Corn is 6d to 1s per quarter cheaper. Indian Corn Meal has been taken to a fair extent at 14s per barrel. The transactions in Flour have been also but limited; best Western Canal Flour not fetching higher than 28s per bbl.

An improved feeling has manifested itself in the iron trade. More business has been transacted in Welsh Bars, for which higher prices have been paid. Orders for Pig Iron are on the increase, whilst the supply is diminishing; prices have therefore an upward tendency.

The accounts from Manchester and the other Cotton districts have not advanced much in improvement since our last publication.

The state of the Money market continues highly satisfactory. What has mainly contributed to this revival, has been the rapid reduction in the value of money. Within the short space of three months, discounts have fallen from 10 to 12 per cent. (at which the very best bills were difficult of negotiation) to 3 to 4 per cent. for similar paper; while consols have risen during the same time 10 per cent.

Postal Arrangements between the Governments of Great Britain and America.—We believe there is no immediate prospect of an arrangement of this matter. The fault, for there is a fault, now rests entirely, we are led to believe, with the American Government; who, not content with terms of entire reciprocity, want, it seems, something more, over and above fair reciprocity, which is never likely, we think, to be granted.

We regret to announce the death of Lieut. General Sir Thomas Reynell, at Arundel, on the 10th inst.

The Seine is now frozen over at Paris, and is daily traversed by great numbers of skaters and sleds.

His grace the Archbishop of Canterbury expired at a quarter past two o'clock yesterday morning at Lambeth Palace. Had he lived another day his lordship would have completed his eighty second year.

The Dublin Nation states that large quantities of flax have lately been bought in Ireland by the French spinners.

The estimate of the sums that will probably be required to defray the extraordinary expenses caused by the war at the Cape of Good Hope, amounts to £1,000,000.

The last accounts from Italy state that Etna and Vesuvius were both vomiting forth flames, and an eruption of lava was daily expected.

The Brighton Herald states, that a great sensation has been caused among the clergy of the diocese of Chichester, by the refusal of the Bishop to ordain a gentleman on account of his declared adherence to Puseyism.

The Falcon glass-works near Blackfriars, London, were burned down on the 26th ult. Colonel Reid, Governor of St. Lucia, has suspended Chief Justice Reddie, for writing letters containing charges of fraud and corruption against Lt. Col. Torrens.

Active preparations are being made to equip the Arctic expeditions, under Sir James Ross and Sir John Richardson, destined to proceed in search of Franklin. Dr. Rae will accompany Richardson.

Padre Kyilo, the Jesuit traveller, and his party of six companions, have been murdered on the borders of Abyssinia, whether they had proceeded from Egypt, and Nubia with the view to convert the natives.

IRELAND.

Although the affairs of Ireland have not occupied a conspicuous share of public attention since our last publication, we are afraid that a vast amount of human misery has been secretly and silently suffered by large masses of the Irish people. The Special Commission has been adjourned, after having passed the most severe sentences upon all the prisoners whose guilt has been proved. Upward of fifty have been convicted of agrarian outrages, and the sentence of death hangs over no fewer than sixteen, who have been found guilty of murder. Outrages of a frightful character continue to afflict the provinces; and the state of reckless immorality disclosed by the evidence before the Special Commission is frightful to contemplate. As one instance, we may adduce that, within the last few years, out of the body of magistrates which usually attend the bench at Cashel, no fewer than ten, either themselves or their immediate relatives, have been shot.

HALIFAX AND QUEBEC RAILWAY.

Earl Fitzwilliam had a petition to present, to which he wished to draw the particular attention of their lordships. It was a petition for the grant of a loan of money for the construction of a railway from Halifax to Quebec. It would be recollected that at the time of the outbreak of the rebellion in Canada, there was great difficulty in transmitting army and ordnance stores into the interior of Canada, and had there then existed a railway from Halifax to Quebec there would have been every facility for the transport of these stores. It was also important as affording increased facilities for the transmission of emigrants to their place of destination in the interior of Canada from their port of disembarkation, that every facility should be afforded them of railway accommodation. The sum of £62,000 was asked for as a loan, and in return for the loan the petitioners would carry the mail for nothing, and thus the sum now paid to the American Government for conveying the mails would be saved.

Lord Ashburton considered that while the United States were traversed in every direction by railways and telegraphs, our American colonies, which did not enjoy the same advantages, were placed in an unfair position; therefore he trusted that the Government would give every encouragement for the construction of railways in Canada and Nova Scotia. The noble lord presented a petition from two townships in New Brunswick, praying for aid to the British North American railways.

Earl Grey assured their lordships that the importance of railways in Canada had not escaped the attention of the Government. They considered it of the greatest importance to establish a line of communication between Halifax and Quebec. The engineering officers engaged in surveying the country had, he was happy to say, succeeded in finding a practicable route, but until their report was in the possession of the Government he could not give any opinion as to the propriety of assisting any particular company. At the present moment there were most pressing demands from every one of the colonies on the Government for assistance in the construction of great public works, but the circumstances of the country did not permit of large advances being made for this purpose. With regard to furnishing employment for emigrants, he could say that although upwards of a quarter of a million of persons emigrated last year to New Brunswick, there was no lack of employment in that colony, and the Government had actually been obliged to send home for labourers to be employed in the construction of certain public works which were necessary for the public service. Certainly many of the emigrants were in a destitute condition, not because there was any lack of profitable employment, but because they were unused to, and incapable of performing the work required by the wants of the colony.

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

THE STANDARD.

ST. ANDREWS, WEDNESDAY, MARCH 8, 1848.

Charlotte County Bank.

Hon. HARRIS HATCH, President.

T. B. WILSON, Esq., Solicitor.

Director next week.—Hon. T. W. W.

Discount Day—TUESDAY.

Hours of Business, from 10 to 2.

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

Alms and Work House.

Commissioners—R. M. Andrews, R. Ker.

Jacob Paul, Thomas Berry, John Bailey.

Steam Mills and Manufacturing Company.

R. M. ANDREWS, Esq., President.

Director this week.—Thomas Watt.

J. Wemore, Agent.

Saint Stephens Bank.

G. D. KING, Esq., President.

Director next week.—N. Lindsay.

Discount Day—SATURDAY.

Hours of business, from 10 to 1.

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

LATEST DATES.

Liverpool, —Feb 12 Montreal, —Feb 20

London, —Feb 11 Quebec, —Feb 20

Edinburgh, —Feb 9 Halifax, —Feb 20

Paris, —Feb 8 New York, —Mar 1

Toronto, —Feb 19 Boston, —Mar 3

Arrival of the

Steamship Britannia.

The English Mail by the Steamer Britannia,

which arrived at Halifax on the 26th ult. in 18 3-4

days from Liverpool, was received here on Monday

evening last by Williams' stage. The news is in-

teresting—and we are happy to notice that Com-

mmercial affairs continued to improve. Money could

be had on easy terms—

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Parliament re-assembled

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We are indebted to

(Extra—) for a summary

ST. ANDREWS &

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