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RAILWAYS.

THE INTER-COLONIAL RAILWAY.

(To the Editor of the Morning Chronicle.)

Mr. Editor.—Since the Grand Trunk line of Railway has been completed to Riviere du Loup, considerable discussion has taken place, both in Canada and in this Province, regarding its further extension, and to what port on the Atlantic Ocean, it being almost universally admitted that Riviere du Loup cannot be its Eastern Terminus. Many years ago a survey was made by Major Robinson for a contemplated line from Canada to Halifax, by order of the British Government, through the Northern part of New Brunswick, chiefly with a view to military purposes, it was then proposed, if I mistake not, that the Province of Canada, New Brunswick and Nova Scotia, should each grant a subsidy of £20,000 per annum for a term of years, and several thousand acres of land on each side of the contemplated line, the British Government to grant such a sum, in addition, as would induce a Company to organize and complete the line. Several interviews on this basis were obtained with the British Government by deputations from the different Colonial Governments, none of which succeeded in clearing away the difficulties which attended the scheme. Had the British Government at that time lent its aid to this magnificent undertaking, New Brunswick would willingly have granted its £20,000 per annum for a term of years, to go with all the ungranted lands comprised in ten miles on each side of the line; now however it is entirely out of their power, the Province being engaged in building a line of Railway from Shediac (a part on the North Shore) a distance of 120 miles, involving the expenditure of one million of money, which is a large amount for a population of 250,000. It is now certain that this line must be continued from St. Andrews line, having in view a connection with the United States lines and with Canada, by means of the "New Brunswick and Canada" line when that is completed from the city of St. John to a junction with the St. Andrew's line, at a point where both distances would be—undoubtedly, the distance would be about 60 miles; and in the present state of public feeling in this Province, our Government would give a handsome bonus, both in money and land, on the continuance of the New Brunswick and Canada line to the Grand Falls, the whole remaining resources at the disposal of the Province for railway purposes would be absorbed by these extensions. If, therefore, the route, as surveyed by Major Robinson is adopted, we said can be expected from this Province and that for two reasons: the first is that it would be out of its power; and the second is that it would be death to the Shediac line. Life is now what this line must have and that life cannot be obtained, unless by its continuance westward as before named. If the British Government and Canada want the North Shore line, they will have to build it; for assuredly New Brunswick will do nothing towards it.

I notice a communication from the Honorable Mr. Tassier urging the great advantages to Canada from the North Shore line, and deprecating the route from Riviere du Loup to St. Andrews. The arguments used are, that for military purposes there is no other available route to the Atlantic through British territory and that in its course magnificent harbours would be intersected, where the largest ships could enter, not excepting the Great Eastern. Regarding the line from Riviere du Loup to St. Andrews, he writes that it would be in too close proximity to the United States for military purposes.

Let us admit, for the sake of argument that the North Shore line is decided on; how does Mr. Tassier propose to raise the four millions wherewith to build it? Clearly the Canadian Government could not give more than half a million towards it; and if so, the British Government would have to come down to the extent of the remaining three and a half millions. And is it all likely that latter would do so (however much they may desire a railway to Canada through British territory) now that the nation is expending so much money on her navy, and for coast defences. With regard to the magnificent harbours that would be intersected by means of this North Shore line—Mr. Tassier forgot to write that those harbours would only be available during six months of the year for shipping; and that the same may be said of all the harbours; and this line would intersect in its course to Halifax. Let us admit further, that this line is decided on and built, what prospects are there that its earnings would pay interest on the outlay? At 5 per cent it would amount to £200,000 per annum. Now how could this be realized after keeping the road in repair and paying its working expenses? Taking the wildest view of the amount with which the British Government would subsidize the road we could not put it down at

even £50,000 per ann. certainly. How then could it be made to yield the other £150,000 towards interest. Clearly not from its traffic, the great distance to Halifax from the St. Lawrence precluding any hope of net earnings towards the interest, much less of any profit on the undertaking.

As to the road being built with a view to its commercial advantages, I think there is but one opinion. Canada now has an outlet by a Railway to Portland a distance of less than 300 miles from the St. Lawrence, and although passing through a foreign country, it must and will attract the trade to and from Upper Canada. Therefore the North Shore line would have to depend chiefly on the traffic to and from Lower Canada. Supposing it got all the traffic, that would be diverted to a Railway, what would then be its prospects of paying, (carried over a distance of 600 miles to Halifax.)

Now that the Grand Trunk has extended itself to Riviere du Loup, it is quite clear that there it cannot stop. The Giant must take another stride, but not to frozen Harbours, nor yet to an ocean Terminus 600 miles from the St. Lawrence, but to the nearest harbour in British Territory, that possesses all the advantages and requirements for an ocean Terminus to Canada.

St. Andrews has these qualifications as well as 65 miles of Railway completed towards the St. Lawrence, leaving a distance of but 200 miles to Riviere du Loup; this line would have the great advantage of passing through a well settled and thriving country, at the same time directing the large trade to this line from the great Aroostook country (in Maine) which now finds its way to Bangor, by land carriage—a distance of 130 miles. It is true, that this line would, in its course, pass near the American boundary—so much the better, if its paying capabilities are considered. And as for its being too near the States to subserve military purposes, that can be no valid argument against this route. We need have little fear that a war will again take place between England and the United States;—it is impossible—and as time unfolds, it is rendered still more so. I refer you to a late number of the "London Times" in support of this assertion, a journal which leads the mind of the nation, and, to a very great extent the Government also.

The United States have now become of age, and taken a place among the nations of this earth, even vying with Britain in the development of Science, Literature, and the arts; in common too with England her ships traverse the ocean, in numbers but little inferior. As twin brothers we must now regard the two countries engaged in an honorable rivalry, marching onward, side by side, to the fulfilment of destiny, as the harbinger of peace, and pioneers of civilization. Are these the nations that are hereafter to engage in deadly strife? It cannot be! He who rules the nations of the earth and makes them subservient to his own wise purposes, has in reserve for the great Anglo-Saxon race, a higher and more glorious purpose.

NEW BRUNSWICK.
From the Carleton Sentinel.
Railroad Meeting at the Grand Falls.
We accord most cheerfully to the request to publish the following report of a public meeting, held at Grand Falls, to help on the Railway connection between Canada and New Brunswick. The meeting was a spirited one, and proves the people of the Grand Falls to be among the wide awake.

F. E. Beckwith, Esq., in the Chair.
J. D. Beardsley, Secretary.
The Chairman opened the meeting by an address explaining the circumstances which had led to the calling of the meeting, and dwelt upon the necessity and importance of Railroads generally, and the probability of a line from Canada, passing through this section of the Province to the Atlantic coast.

I. R. Combes, Esq., next addressed the meeting at some length, explaining his views upon railroads, and dwelling upon the traffic or way trade likely to accrue to a line passing through this section of the Province, and the probable increase in the trade particularly in Manufactured Lumber.

P. C. Amireaux, Geo. Currier, and P. H. Beardsley, Esq's. then addressed the meeting, and the following resolutions were adopted:
On motion of P. C. Amireaux, Esq. seconded by P. H. Beardsley, Esq.
Resolved, unanimously—That this meeting appreciate the great benefit that will accrue to the County and Province from the extension of the railroad from Riviere du Loup through to St. Andrews, and this meeting pledges itself to aid the same by all the means in its power.

On motion of Mr. Amireaux,
Resolved—That Dr. Currier be the Corresponding Secretary of this meeting.

On motion of Geo. Currier, Esq., seconded by P. C. Amireaux, Esq.

Resolved, unanimously—That the following gentlemen be a committee for collecting information respecting the probable traffic likely to accrue to a line passing through this county, and to submit the same to the agents of the Grand Trunk Railroad on their return through here to Canada:
F. E. Beckwith, R. Coombes, James Thompson, Joseph Tomlinson, C. A. Hammond, P. C. Amireaux, B. Beveridge, John Emerson, Adam Heveridge, P. H. Beardsley and D. B. Raymond, Esquires, and John D. Beardsley, W. B. West and C. W. Smith.

Ordered—That the minutes of this Meeting be published in the Woodstock Journal, Carleton Sentinel and Aroostook Pioneer newspapers.

Resolved—That this meeting be adjourned until Monday next at 3 o'clock, P. M., then to meet here, when the different members of the committee will be expected to lay before the meeting such information as they may be able to collect.

Resolved—That this meeting will adjourn from time to time as long as may be deemed necessary to give members of the committee an opportunity of laying before it such information as they may be enabled to collect, and this meeting will be glad to receive information from any person on the subject, and particularly from our neighbors in the State of Maine.

JOHN D. BEARDSLEY, Secretary.
Grand Falls, Jan. 14th, 1860.

Communication.

For the Standard.

Mr. Editor.—It affords me much pleasure to notice, the large share of attention which the subject of a Railroad connection with Canada is attracting in New Brunswick and Canada, and I may add in northern portion of our State, Maine. A leading Quebec paper within a few weeks past, contained some able articles both editorial and from correspondents, which will, without doubt, enlist the sympathies of the Grand Trunk proprietors, towards having a terminus on the Atlantic sea board in British territory; which, permit me to inform you, will answer us residents of Aroostook County, better than even the proposed (but rejected) line to Bangor, through our own territory. In this connection I may mention, the vote of the people last summer, knocked the Aroostook Railroad Bill "into a cocked hat,"—or to speak more plainly, they rejected the Bill by a large majority, for sound reasons. There is no denying the fact, that we can obtain our goods and supplies quicker and at less cost even at present, by the New Brunswick and Canada Railroad than by any other route; and we can transport the products of field and forest by the same line, and ship them from St. Andrews direct to Boston, New York, Philadelphia, or any of the Southern ports, the vessels bringing back a return freight. The people of Houlton, in this State, have a branch line projected and chartered, to connect with the N. B. & C. Railroad, which will shorten the distance for us and save considerable truckage; but it will not eventually stop at Houlton, it must run up into this region, and will be a feeder of way traffic to the main line.

I hope when the Manager of the Railroad returns from England, he will have the power and means too, to complete the Line to Richmond corner—yes to the Canadian frontier. We inhabitants of Aroostook, take more interest in the Railroad, than you Provincials give us credit for.

I have had a few supplies by rail from St. Andrews to Howard Settlement, and from thence hauled through via Houlton, and came passenger myself. I was well pleased with the Railway and the officials; one of them, who I saw most of, the conductor in charge of the trains, Mr. Hipwell, it is but just to mention, from his civility, attention and kindness, will induce us traders and farmers to bring grist to the mill, or in other words traffic to the Road from this section. Such an officer, is the right man in the proper place.

Pardon a plain unlettered man addressing you, Mr. Editor. I cannot boast of much knowledge gathered from books or travel;

but have a mind of my own, and give expression to my ideas of men and things just as I find them, and in a plain manner. If you should print these few observations, instead of my own name, insert that of the County in which I am located, viz.
Jan. 24, 1860. AROOSTOOK.

THE ADVANTAGE OF AN EDUCATION.

The advantages of an education are innumerable, and no one can be excusable for neglecting to improve his or her time in the acquirements of useful knowledge; yet how many there are, even at the present day, when a common school education is within the reach of all, that mispend their time in unprofitable amusements, which they should spend in the improvement of their minds. How many have, when advanced in life, bitterly felt the need of an education, and think with pain and regret of the time they have wasted for the pleasure of the moment, which had they improved it by study and reflection would have saved them many unpleasant feelings and embarrassments occasioned by their want of learning. And when in company with people of a good education, they feel as if they were in the presence of their superiors. And so they are; for do not the educated occupy a higher sphere than the ignorant? What but knowledge and wisdom makes the distinction between man and brute? What but education makes the difference between enlightened and savage nations.

A good education consists, not in learning a few fashionable accomplishments and reading light fictitious works, or the art of making a brilliant appearance in company; but it consists in a knowledge of all the useful sciences, in being able to converse on subjects of importance and interest, in the ability to govern and willingness to be governed by others. It enables persons to discern between right and wrong, to persevere in what is right and to shun what they know to be wrong.

It is the educated that govern the nation, many that have held the highest power of the nation, acquired their education by their own individual, unaided and persevering efforts, in devoting their spare time to study and reflection. If the young folks of our country would think of these things as they ought, many of them would improve their time to better advantage preparing themselves to better act their proper part in life.

AN EXACTING HUSBAND—Wycherley, the comedian, married a girl of eighteen when he was verging on eighty. Shortly after, Providence was pleased in his mercy to the young woman to remove the old man to another and better world. But ere he took his final departure from this world, he summoned his young wife to his bedside, and announced to her that he was dying, whereupon she wept bitterly. Wycherley lifted himself up in his bed, and gazing with tender emotion on his weeping wife, said: "My dearest love, I have a solemn promise to exact from you before I quit your side for ever here below. Will you assure me, my wishes will be attended to by you, however great the sacrifice you will be called upon to make?"

Horrid ideas of uncles, of poor Indian boys being called on to expiate on funeral pyres with the bodies of their deceased lords and masters, floated across the brain of the poor woman. With a convulsive effort and desperate resolution, she gasped out an assurance that his commands, however dreadful they might be, should be obeyed.

Then Wycherley with a ghastly smile said in a low and solemn voice: "My beloved wife, the parting request I have to make of you is—that when I am gone—(here the poor woman sobbed and cried most vehemently)—when I am in my cold grave—"Mrs. Wycherley tore her hair—when I am laid low—the disconsolate wife reared with grief—when I am no longer a heavy burden and tie on you—"O, for mercy sake! howled Mrs. Wycherley what am I to do?"—"I command you my dear young wife—[yes, yes, love, sobbed Mrs. W.]—on pain of incurring my malediction—[yes dear, groaned the horror stricken wife]—never to marry an old man again!"

Mrs. Wycherley dried her eyes, and in the most fervent manner promised that she never would, and that faithful woman kept her word for life.

A Miss Fire from the Morning Star—The Morning Star comments, in a tone of ridicule, on a provincial advertisement of a meeting to promote the formation of a rifle corps, because the presence of the ladies was requested at it. This is unfair. How can a set of young hands be expected to learn the use of the rifle, without a good many Misses.

SENTENCE.—Morris Nagle was sentenced

Yesterday to 12 months imprisonment in the Penitentiary, for having stolen £74 from Joseph Corkery, in Halifax, N. S.—[News

A NEW DROP GAME.—New York sharpers are somewhat famous for their adroitness in "raising the wind," but the following specimen of Western knavery is rather ahead of New York in that line of business. The Seymour Times says:

A man of genteel appearance, with carpet-bag in hand, taking a-foot, came along the public square in Lexington, Seut county, Indiana, and when crossing the square dropped dead, to all appearance. Everybody ran, medical aid was called, rubbing commenced, the stranger still slept, and was very stiff; to all appearance his limbs were paralyzed, so that he could not be raised, without the limbs giving way. "Bless him!" "Bless him!" several halloed; the man comes to all at once; looks wild. Voice in the crowd: "Who are you? Where did you come from?" He pulls out a slate and pencil, and writes: "I have been out to Michigan to see a brother, but when I got there he was dead. I am making my way home; am out money; I live in Cleveland, Ohio." Sympathy runs high; the crowd make him up a pony run \$8.50; gives him. He travels to Bent, nine miles further, drops again, everybody is alarmed; comes too; tells he is out of money; they make him up a pony purse; the Doctor takes him home and gives him something to eat; off he goes again to Richlie's Mills; drops again; no man about; wome a frightened and run for men folks; finds on a man lies dead until he comes; women with camphor bottles running in every direction; excitement high; Mr. Richlie takes him to the house, keeps him all night, gives him breakfast, and \$10. He leaves for North Madison; drops again; he writes he is out of money, and wants to get home; hat is sent round and he makes \$9.20. He goes on and is still dropping and travelling.

CURIOUS DISCOVERY.—In making repairs in a building of some antiquity in State street, the workmen, discovered under the eaves a large number of ancient looking cartridge-boxes, belts and straps, all of which had evidently seen service. The cartridges, which were informed as—any as four or five hundred, are more capacious than those of modern date, and are so arranged as to carry a double complement. With them were square cakes of fine firing in papers, mostly printed with a description of the article, and stating it to be "for shoes Boots, or any Leather that requires to be kept black." On the face of each cake is a label, setting forth as "By the King's Patent. Cakes For Shining Liquid Blacking. Prepared by Wm. Baley, the Patentee, and Sold by Baley and Blew, Coopers' Street, London." The cakes are still "shining" and seem to be in first-rate condition. All bear the evident marks of an ancient date, and we learn that from what is known of the building the articles must have been where they were found, at least eighty years. Here is an opportunity for an antiquarian.—[Courier.

The Volunteer Riflemen movement gets bravely on. From every section of the Province we hear of new companies forming. In this City there are two strong companies organized. Formerly there were two Artillery companies in existence here; why could these be re-encouraged? And why will not some of our Agriculturalists endeavor to get up two or three companies of cavalry? There is plenty of material in the country.—[Boston Journal.

PROVINCIAL APPOINTMENT.—The Honorable Charles Watters is appointed Queen's Counsel in this Province, by Monarch's order date twenty sixth July last.
S. L. TILLEY,
Secretary's office, 12th Jan., 1860.

We regret to learn that Mrs. Susan H. Belmont, was struck with paralysis on Wednesday, the 18th inst. This venerable lady who resides with her son in Kings County, is in her 77th year.—[Nbrk.

WHAT THE HON. GRANLEY BERKELEY DID IN THE WILDS.—I give the death shot to the first buffalo I ever saw—on the very hastily bought but excellent chestnut horse; and, on that same horse, I believe never was done before; I drove from a herd, and fairly rode down—unwounded—to stand still an immense buffalo bull, and then when he refused to fly any further, but turned, in all his power of limb and fury, to fight I killed him—my sole weapon, the broad-headed loading carbine, made by Mr. Prince of Bond street. He adds in a letter to the London Field, "I am in no way anxious to laud my own success, but if I am paid to do so, by these greedily discriminated but false party why the truth shall be told."

European Intelligence.

Arrival of Steamship "Africa" at New York. N. Y. Jan. 22.—Steamship Africa, from Liverpool, arrived last night about midnight.

GRAND BRITAIN. It was rumored that Lord Cavendish's visit to London had reference to a project for the settlement of the Italian question by England and France.

Count Persika, the French Ambassador, had returned to London from Paris.

Dr. David Haines, the Senator who was elected with liabilities to his constituents in 1860, has been elected and sentenced to one year's imprisonment.

An address to Lord Palmerston, praying the Government to use its influence in maintaining the integrity and independence of the Pope's dominions, was in course of signature by the Roman Catholics in Ireland.

The London Times regards the dismissal of Walewski as a declaration that Napoleon III. disposed to consent to the more liberal and generous line of policy, to cast himself into the Italian cause and to maintain all the powers of despotism and all the hostility of the church.

The Times states the Emperor that although he may point out the sympathy of England in his stand for the Italians, he must not expect that she will join him in an offensive war against the other powers.

A correspondence has recently taken place between Miss M. P. Ramond, a freed-born American woman of color, and Mr. Dallas, the American Minister in London.

An enthusiastic reform meeting was held at Birmingham on the 6th inst. Mr. Bright was the principal speaker.

The London Herald's Paris correspondent states that Walewski was positively dismissed. His successor was regarded as an antagonist to England.

A report has been drawn up by the most eminent Juriconsults of the French Bar, which establishes the right of Frenchmen to petition the Senate for changes in the existing laws.

The Journal of Rome had published an article supposed under official auspices, of so bitter a nature as regards the late pamphlet the French papers did not dare to produce.

The Constitutionnel publishes an article regarding the appearance of the offensive manifesto, but says that although France may be grieved by it, she will not hold the Pope responsible.

ITALY. A letter from Rome in the Paris Patrie, says that the Sardinian government had declared to the Holy See that it would consider the enlistment of German volunteers for the Papal army as a violation of the principle of non-intervention, and had threatened to dispatch Sardinian troops into the Legation.

INDIA. The Bombay mail of Dec. 12th had reached England. The Governor General, accompanied by Lord Clyde and a splendid retinue, had made a progress through the northwestern provinces, in order to acknowledge in the most conspicuous manner and to reward munificently the services of those native princes who, during the rebellion, remained faithful to the British crown.

Mr. Wilson, the new Chancellor of the Indian Exchequer, had arrived out at Calcutta. The expedition of troops from India to China was not expected to sail before next month.

A telegram from Bombay of Dec. 15th contains the capture of 2000 rebels in Gujerat. The names of the leaders who were taken prisoners are Kahan, Bahadour, and Kahan. Mr. Matheson says his two sons.

AUSTRALIA. The Melbourne mail of Nov. 17th had arrived in England. The O'Shaughnessy Ministry had been defeated in Parliament by a majority of 89 votes and forthwith resigned. A new Ministry had been formed by Mr. Nicholson.

Accounts from the gold fields are satisfactory. Abundant rains had given rise to renewed activity. A ministerial crisis had also occurred at Sydney, N. S. W., and a change of the Cabinet was the result. Mr. Foster headed the new Ministry.

An extensive fire had taken place at Melbourne, (not at Liverpool, as stated in the (Irishman's) dispatch, accidentally) that of a provision contractor named Gookan, for £20,000.

The commercial intelligence from Australia is not yet published, but private sources are said to be unpropitious. The markets were overcast, and some forced sales had to be made at depreciated prices.

Arrival of the Nova-Scotian.

PORTLAND, Jan. 28. The Nova-Scotian arrived at half-past ten this morning.

Meeting of Congress more doubtful than this morning. Another Jew had been elected to Parliament.

Large Peace demonstration in Dublin was held. Negotiations are being kept out by a new Company.

The Spaniards had defeated 4,000 Moors on the 4th, in Valley Negro, passed the deserts in safety, and moved forward.

Probabilities of hostilities in Italy. Napoleon is increasing her army.

The Pope has addressed another note to all the Catholic powers except Sardinia. Changes are made against Austria for disapproving the capture in Italy.

Treaty with the United States in negotiation. British troops against China left for the North.

Miss B. Mulford operating successfully against cholera. British submarine cable in successful operation between Singapore and Batavia.

Order re-established in Sarawak. Consols closed 12th, at 97 1/8 a 98 1/4 for money and account.

No change in Bank discount. Cotton declined, an eighth. Petroleum unchanged.

Agriculture in Constantinople increasing. Meeting of the Nova-Scotian Legislature. Legislature met on 26th, at half-past 2.

No excitement. Seven members were objected to by the Attorney General, as disqualified.

Campbell elected Speaker—had twenty-eight votes. Wade twenty-five. Whole fifty-five members present.

James re-elected first clerk—had twenty-eight votes, and Oldwright twenty-six—party vote. Third clerk dispensed with.

Joyce Sergeant-at-arms—Heffler assistant do. Attorney General questioned Mosely's Licensure, property qualification—debate took place upon it.

House met again 27th, and decided twenty-eight in favor of Mosely; 27 against. Attorney General has questioned Hugh Munro's Victoria property qualification.—Discussion on do, at 2 P. M.

RAILROAD ACCIDENT—MIRACULOUS ESCAPE. New York Jan. 22.—The New Haven train of cars, which left this city yesterday afternoon, met with a serious accident when within a few miles of New Haven.

The accident occurred on account of the breaking of the axle of the driving wheel just after leaving Milford. The speed of the train could not be arrested until the tender trucks were from the track and broken.

The express baggage car was turned upside down and squarely across the track. Although nine gentlemen were in the car at the time none were injured except Mr. Madison, ex agent, slightly. The next passenger car was thrown down an embankment of 25 feet, but caught before reaching the bottom.

The second passenger car was pitched on one side directly on a bridge over a small creek, and like the previous one, the truck was destroyed. The third and fourth cars remained on the track unharmed. The engine ran about two hundred yards ahead of the baggage car, before its velocity could be checked. There were 250 passengers in the train, some of whom were through Boston passengers by the Shore Line. The accident occurred at 3 1/2 o'clock, P. M. Three trains going north, and two south, were detained upwards of six hours before the debris of the train could be removed from the track. The train was running at the rate of thirty-two miles per hour, and the escape of the passengers from serious injury is deemed miraculous.

We hope that the Government will take into consideration the law at present regulating bonded Warehouses—the abuses connected with this are so glaring and many are being replaced by water, and thus the duty evaded, while the appearance of matters is all right. Had the violators of the law been liberals to end of it would have been heard, but as these rascally transactions have in each case been perpetrated by members of the opposite side, of course the man who received the Hundred Pounds from the trade will take no notice of his friends who pay him.

Some of the villanies now being carried on here under the name of Commerce, would disgrace any country.—Globe.

SHOCKING DEATH.—On Wednesday last Thomas Pickard, formerly a representative of York County, was by some means not yet known, caught in the machinery of a Grist Mill, and crushed to death. When seen, he was dreadfully mangled and quite dead. It is supposed he was oiling the machinery, and that his clothes were caught in it.—Freeman.

ANOTHER MELANCHOLY ACCIDENT.—Chas. Avery, Junr., son of Mr. Avery of Boston, a highly respectable and distinguished young man, was killed yesterday by the falling of a tree while engaged in the lumber woods. Death was instantaneous. The deepest sympathy is felt for the afflicted family.—Reporter.

The trade between San Francisco and Japan has lately increased considerably, and among the importations at the former place are some of the staple articles of that country. Sweet potatoes from Japan, equal to the best of North Carolina, are to be found there, also large quantities of rapeseed oil, which finds a good market for supplying better burning fluid for light-burners on the Pacific, than any other oil. There are also to be found Japanese fruits isinglass, &c., and specimens of leaf tobacco, resembling the Hawaiian.

The Standard.

ST. ANDREWS, FEB. 1, 1860.

RAILWAYS.—Our columns to-day contain several articles on the all-important topic of a railway connection with Canada—a subject of vital interest to our readers, and one which should be constantly agitated.

If we as a people desire to rank among the nations, we must keep pace with the times—our motto should be "progress" we live in an age of progress and must not lag behind in the race of improvement, politically or socially.

To accomplish this, it is not necessary to girdle the Province with railways, but to build them where they are required as arteries of transport, and at the same time open up our rich land for settlement, and develop the great natural resources of our healthy and fertile Provinces.

Canada and the neighboring Republic, have expended vast sums in the construction of Railways, from which they are reaping the benefit; and as an instance of the enormous amounts expended in the Mother Country, for a similar purpose, we give the following condensed information, from reliable data.

There were 8,054 miles of Railway completed early in 1856, in Great Britain and Ireland, and more than enough of single rails were laid to make a belt around the globe. The cost of constructing these railways had been £286,215,000. The working stock comprised 4,000 locomotive engines and 150,000 carriages and trucks; and the coal consumed annually by the engines amounted to 2,000,000 tons; so that in every minute, 4 tons of coal flashed into steam 20 tons of water. In a single year, there were 111,000,000 of passengers conveyed on railroads, each passenger travelling an average of 12 miles. The receipts during the year amounted to £20,215,000; and there was no instance on record in which the receipts of a railroad had not been of continuous growth, even where portions of the traffic had been abstracted by new lines.

The wear and tear of the railroads was, at the same time enormous. For instance, 30,000 tons of iron rails required to be annually replaced, and 26,000,000 of wooden sleepers perished in the same time. To supply this number of sleepers, 300,000 trees were felled, the growth of which would require little less than 5,000 acres of forest-land. The cost of running was 15 pence per mile. Tunnels of a size never before contemplated, had penetrated for miles through hard rocks, or through shifting clays and sands, in order to admit of the construction of these railroads; and embankments and viaducts have been raised and erected on a scale of magnificence surpassing any former similar works; bridges of various novel kinds, invented and constructed for the special occasions, carry the railroads over the straits of the sea, through gigantic tubes—across rivers, suspended from rods supported by ingeniously devised piers and girders—and over slanting roads on iron beams, or on brick arches.

The number of accidents were not equal to ten per cent. of those which took place on the United States railroads, for the excellent reason, that in Great Britain, the system of management is almost perfect, while in the United States, they have no system, or if they have, it must be imperfect, as guilty parties are almost sure to escape punishment in the Provinces very few accidents have occurred of any moment. If the system is more expensive, it secures at least better order, and is less liable to accidents from carelessness or irregularity.

Bechweck's Magazine. From Messrs. Leonard Scott & Co., New York, we have received the January number of this old and ably conducted Magazine, which has stood at the head of the literary periodicals of the Mother Country, for many years. The number before us opens with a Poem entitled "St. Stephen's," in which it is intended to give succinct sketches of the principal Parliamentary Orators, commencing with the origin of parliamentary oratory (in the Civil Wars), and closing with the late Sir Robert Peel; it is to be completed

in three parts.—Article No. 2, Norman Sinclair; an Autobiography, part 1. 3, Mr. Bull's Song—The Sly Little Man. 4, The Elements of Drawing. 5, The Last French Hero: Being Some Chapters of a very French Novel not yet Published.—By Alexandre Sue-Sand, Pils. 6, The Luck of Lady Medea. 7, The Public Service.—A Rambles at Random in the Southern States.—8, The voyage of the "Fox" in the Arctic Seas.

For terms of subscription for Blackwood and the Four Reviews, see advertisement.

Almost every Provincial paper we receive, contains a notice of Lectures delivered before Lyceums or Mechanics' Institutes in their respective localities—thereby affording information and instruction to the people.—What are the Directors of the St. Andrews Mechanical Institute about? No annual meeting has been called, nor have any arrangements been offered for obtaining Lectures; this should not be. The members of the Institute should move in the matter, and request the Secretary to give notice of the annual meeting—because the Report—class officers, and improve the time by inviting persons to give Lectures. Parents are so dull, that there is no excuse as to want of time; gentlemen from abroad, have only to be invited, and there is sufficient talent in the Town, to furnish its quota. These gentlemen who lectured last season, would, we trust, lend their valuable aid, and give at least one lecture each. Let no further time be lost. Where there's a will there's a way.

Capt. Bradford, of the schooner Georgiana, belonging to St. Andrews N. B., a quiet, steady, industrious man, has been missing in New York since Monday morning, the 23rd inst. he is said to have a certain sum to his lawyers having the money in his pocket. Not finding these gentlemen in their office, he said he would go down to the office of his consignee, and return in a few minutes. Since then nothing has been heard of him. It is supposed that he has been murdered for his money.

The above paragraph has gone the rounds of the Western and even some of the Province papers. We can assure them our worthy friend, Capt. Bradford has arrived in his good schooner Georgiana, at this port, hale and hearty; and is as "quiet, steady, and inoffensive" as ever. The Captain has no idea of being murdered unless in the fertile brain of some penny-diner, or street-reporter, to the New York papers; and his "money" is as safe as his person.—Ed. S. A.

ATLANTIC MONTHLY.—We have received from Messrs Ticknor & Fields, Boston, the February number of this popular Magazine. The articles are as interesting as they are varied; and those desirous of subscribing for a purely American work, of high literary standing, cannot select its equal. The contents of the present number are:

Counting and Measuring.—My Last Love.—A Shetland Shawl.—Roba di Roma.—The Amber Gods.—The Poet's Friends.—The Memorial of A. B., or Matilda Muffin.—Some Account of a Visionary.—The Trace of the Catacombs.—The Maroons of Jamaica.—The Professor's Story.—Mexico.—Reviews and Literary Notices.—Recent American Publications.

We last week copied from a Liverpool paper, the delivery of prizes at the examination on board the School-Frigate Conway, from which it appeared that Mr. Howard Campbell, (a pupil from the Charlotte County Grammar School,) was awarded two prizes.—Ed. Standard.

From the Royal Gazette, January 25. KING'S COLLEGE. Examination, January 16, 1860. Mr. A. WILKINSON, is the day elected Scholar and Librarian of the College. In consequence of the election, the Grammar School for the County of Charlotte becomes vacant. B. E. JACOB, Principal.

We are glad to learn that vessels at Weymouth, as well as at other places in St. Mary's Bay, will be built during the ensuing season. This betokens prosperity. Of late years our vessels have been chiefly engaged in the cord-wal trade. Would they not be more profitably employed in fishing. During the past summer hundreds of vessels from the United States encircled the shores of this County, making highly remunerative fares, while we have almost neglected this branch of industrial enterprise. Should our neighbours amass wealth from our waters, and we leave the privileges they offer unimproved?—Digby Academician.

The extensive Flouring Mills of McKay Bros., situated in the village of New Edinburgh, near Ottawa, C. W., were destroyed by fire on the night of the 11th inst. There were also destroyed 7,000 bushels of wheat, 3,000 bushels of oats, 1,500 bushels of corn, 200 bushels of peas, 800 bushels of flour, besides a large quantity of empty bags and barrels. There was about \$300,000 insurance on the establishment, but the loss over and above that will be \$50,000 more.

Wanted. At St. John on the 25th ult., by the Rev. William Donald, A. M., Mr. P. T. Whitney, of Orono, Maine, to Miss Louisa V. McLachlan, of that City.

On Thursday, the 26th Jan., after a protracted illness, which he bore with Christian meekness, Martin Jackson, sixth son of Capt. W. R. M. Law, aged 18 years. Deceased was a young man deservedly respected for his amiable and kind disposition.

NEW VOLUMES OF THE FOUR REVIEWS AND BLACKWOOD, Commencing January, 1860.

Table with 2 columns: Terms, and Price. Lists prices for various volumes including Blackwood and the Four Reviews.

A discount of twenty five per cent. from the above price will be allowed to Clubs and Libraries for one copy of each volume of the series. Thus, four copies of Blackwood, or of one Review, will be sent to one address for \$9; four copies of the Four Reviews and Blackwood for \$24 additional.

Remittances should be made addressed to LEONARD SCOTT & CO., No. 51 Gold Street, New York.

The 20th Annual Meeting of the LIFE ASSOCIATION OF SCOTLAND, founded 1839, will be held by Royal Charter and Act of Parliament, at the Royal Hotel, Edinburgh, on the 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, and 31st inst. 1860.

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FOR CONSUMPTIVES. I have restored to health a very simple remedy, after several years with a severe Lung Complaint. Known to His Holiness the Pope. All who desire it will send me the price of the medicine, and I will send it to you by the next steamer. The price is 10 shillings. I will send it to you by the next steamer. The price is 10 shillings. I will send it to you by the next steamer. The price is 10 shillings.

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