

# The St. Andrews Standard.

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Veritas sursum est optimum.—Cic.

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## European Intelligence.

### Arrival of the Jura at St. John.

The Screw Steamer "Jura" arrived at St. John on 26th ult., in a little over 10 days from Cork bringing dates to the 17th ult.—The Indian News had been received. The following summary is from the Cork Examiner of the 16th instant:—

The mutineers at Sealcoat were destroyed on July 16th, by Nicholson.

Gen. Read was ill, and was succeeded in his command by Brigadier Wilson.

Detachments of European troops had been sent to Bombay, and the panic which existed at Bombay a fortnight ago, had subsided.

Neill joined Havelock on the 23d, and was in full march on Lucknow. A wing of the 33d, from the Mauritius, had arrived at Bombay.

At Tinbalpore, the 31st native, and 40th Foot and Irregular Cavalry, under natives only, attacked Aug. 7th, the mutineers, consisting of the 52d, N. I., and 3d Irregular Cavalry, and completely routed them.

PATNA.—A plot was discovered, and two chiefs were arrested. There was also a plot discovered at Benares.

It was reported that Agra had fallen into the hands of the mutineers.

Accounts from Delhi are to July 29th.—Three sorties had been held on the 14th, 18th, and 23d, with loss on the side of the besiegers, of about 500 killed and wounded. The rains had set in heavily.

In the despatches received by the Times from its correspondent, it is said that General Havelock, leaving Gen. Neill at Cawnpore, was marching on Lucknow, thence to proceed to Delhi, also that Brigadier Nicholson's column, and Van Courland's were marching on Delhi.

The following is from the despatches received at the India House:—

Sir Colin Campbell assumed the command of the army.

Col. Stewart's column has reached Indore. Tranquillity is restored in Central India.

The 7th, 8th, and 40th Regiments, which remained at Dinapore on the 23d, threatened Benares.

The 12th Irregular Cavalry, which [mutinied at the same station, murdered their commanding officer, Major Holmes, and his wife.

The 26th Bengal N. I. mutinied at Meermeer, July 30, and murdered their commanding officer, Major Spencer.

DINAPORE.—The three regiments that mutinied, were dispersed by the 10th regiment, Queen's.

Calcutta and Hyderabad were quiet on Aug. 14th.

MHOW.—YDPORE.—Brigadier Stewart arrived at Mhow on Aug. 2d. Halkor remains faithful.

BOMBAY.—The mutiny of the 27th regiment at Kulpore was suppressed by 6 companies of the 33d (Queen's). One company of Artillery arrived from the Mauritius.

MARSEILLES, Monday, Sept. 14.—The French boat Mersey has just brought the Bombay mail to the 15th August.

Delhi was expected to fall in about a fortnight, and Havelock's troops were expected.

The 7th, 8th, and 40th regiments of Bengal N. I. had revolted and fled to the Soan river, pursued by Her Majesty's 10th regiment, under Gen. Lloyd. 800 of the mutineers were killed.

The Punjab is tranquil, as well as the country round Delhi, Meerut, and Agra. At Bundelcund, there were signs of disturbance. Little news from Gwalior.

The subjoined we take from the Cork Constitution of the 17th instant:—

The Bombay portion of the Indian Mail has arrived. The mail steamer from Calcutta had not reached Suez on the 7th.

GEN. HAVELOCK'S OPERATIONS.

RIGHTFUL MASSACRE OF EUROPEANS AT CAWNPORE.

General Havelock's force for the re-occupation of Cawnpore had in eight days marched 126 miles, fought four actions with Nena Sahib's army against overwhelming odds in point of numbers, and had taken 20 guns of light calibre, and that too in the month of July in India.

been imprisoned, was swimming in blood. A large number of women and children, who had been roughly spared after the capitulation for a worse fate than instant death, had been barbarously slaughtered on the previous morning the former having been stripped naked and then beheaded, and thrown into a well, the latter having been hurled down alive upon their butchered mothers, whose blood wrecked on their mangled bodies. Only four escaped—the wife of a merchant and three others. The diary of a lady is said to have been found at Cawnpore, written the day on which she was killed, and containing information of great importance on which the general is acting.

HAVELOCK'S OPERATIONS SUBSEQUENT TO THE RELIEF OF CAWNPORE.

Camp Buzpur at Gunge, July 30.

Arrived at Poonah 28th inst. Houses loop-holed and defended by 15 guns. I attacked and captured it with all the enemy's guns, and halted four hours, and then pushed on to this town. I assaulted and carried it with its guns. Enemy's loss heavy, my own loss being 88 killed and wounded.

NEENA SAHIB DROWNED.

In the last despatch of General Havelock, he says that Nena Sahib has drowned himself with his family. He had an intention of going to Lucknow, but when he got as far as the river, the cavalry and infantry deserted him. They are all gone off, after destroying their arms, to their different homes.

Cawnpore is now as quiet as Allahabad. It was reported that the 10th Reg., of foot had been defeated by the rebels.

LONDON, Tuesday Evening 15th.—The funds continue dull, they opened at a decline of an eighth and subsequently experienced a further reduction. At the Bank of England and in the discount market there was a considerable increase in the demand for money.

LONDON STOCK EXCHANGE.—16th.—Opening prices—Consols Money, 90½; ditto Account, 90½.

Closing prices—Consols Money, 90½; ditto Account, 90½.

LONDON PRODUCE MARKET.—16th.—Sugar remained quiet but steady; prices were obtained for the small quantities sold at public sales. Coffee flat; little sold in public sales at buyers' own prices. Tea firm. Rice, good enquiry, but firmness of holders prevent business. Saltpetre is quiet but firm. Tallow, spot 69s., October to December, 59s.; January to March, 59s. to 59s. 7d.

Queenstown, Aug. 15th, J. Jewess, Shaw, Richibucto, deals; Stagbound, Collins, hence; Sumpter, Humphreys, hence.

THE SIEGE OF DELHI.

The rebels appear to make an occasional sortie in considerable force and are invariably driven back after doing only some injury to themselves.

On July 14th they made a sortie, and were again driven into the city by a portion of our force with heavy loss. The struggle was fierce, and the mutineers are said to have suffered more than on any former occasion. Our loss was about 60 Europeans killed and wounded. The loss of Native troops not known. Brigadier General Chamberlaine was wounded in the arm, and some other officers, viz.—Daniels, 1st Hussars, Roberts, Artillery, Walker, Bombay Engineers, Perlock 35th, Shelbourn 50th, Debreth 57th, and Heurs, of the Guards.

THE QUEEN'S TROOPS IN INDIA.—It is authoritatively stated that when all the reinforcements now on their way and under orders for India, have reached their destination, the total force of Queen's troops at the disposal of the Indian Government will be as follows:—11 Regiments Cavalry, 55 Infantry, 4 Troops Horse Artillery, 11 companies of Engineers, making altogether, with the Company's European regiments, 87,000 Europeans.

An Important Discovery.

The Form of Continents Determined by the Sun.

The scientific circles at Cambridge have been recently interested in an observation of Professor Peirce, not yet published, upon the form of the Continents. If we elevate a terrestrial globe until the Arctic and Antarctic circles are tangent to the wooden horizon, and then cause the globe slowly to revolve, we shall find that a majority of the lines of elevation in the earth's crust—i. e., coast lines and mountain ranges—will, either as they rise or as they go down, coincide in passing with the wooden horizon. For example, the main coast of the United States tending north-east will, if carried on in a great circle, and the coast of Florida and Labrador tending north-east will graze it on the other side. The same is true of the east coasts of the Red Sea, of Italy, of the Black Sea, of Honduras, of New Zealand, &c. The Arctic and Antarctic circles are also coast lines, being always tangent to the horizon.

It is almost impossible to exaggerate the great importance of this very fine discovery, proving as it does, by geological facts that the obliquity of the ecliptic has been essentially unchanged since the dawn of creation, and that solar heat was the agent to carry out the command on the second day to let the dry land appear. The line of separation between light and darkness, between solar heat and the coolness of night, travelling daily for two months in summer, and again for two months in winter, in such a position as to coincide in passing with the lines of upheaval, indicates unmistakably that it was connected with the determination of those lines; the slight expansion and shrinking being sufficient to determine the line of rupture of the crust. From a comparison of the forms of the continents, Professor Peirce also draws the order of their upheaval; showing, for instance, that the Western Continent is older than Europe, and that the Gulf Stream, during the second day of creation, caused the great variety of outline in that continent.—*Christian Examiner.*

Wealth and Luxuriousness of the English Aristocracy.

The Richmond (Va.) Dispatch, thinks that the Fifth Avenue (New York) would-be aristocracy are very small potatoes, compared with the English gentry. It gives an account of the latter as follows:—

About sixty miles from London is the estate of the Earl of Spencer, which comprises 10,000 acres, divided into parks, meadows, pastures, woods and gardens. His library contains 50,000 volumes, and is said to be the finest private library in the world.

The Duke of Richmond's home farm consists of 23,000 acres, or over 35 square miles, and this is in crowded England, which has in all an area of only 50,000 square miles, or just 32,000,000 of acres, giving, were the land divided, but two acres to each inhabitant. The residence of the Duke is fitted up in oriental magnificence. Twenty-five race horses stand in his stable, each under the care of a special groom. The dishes and plate upon the table are all of porcelain, silver and gold. His aviary is supplied with almost every variety of rare and elegant birds, and large herds of cattle, sheep, and deer are spread over the immense laws.

The same authority from which we gather these facts, says the Duke of Devonshire's palace at Chatsworth excels in magnificence any other in the kingdom. He spends the whole of his enormous income. In the grounds about the house are kept 400 head of cattle and 1400 head of deer. The garden contains 12 acres, and is filled with almost every species of fruit and vegetable. A vast arboretum connected with this establishment is designed to contain a sample of every tree that grows.—There is also a glass conservatory 287 feet in length, 112 feet in breadth, 67 feet in height, covered by 56,000 square feet of glass, and warmed by several miles of pipe conveying hot water. One plant was obtained from India, by a special messenger, and is valued at \$10,000. One of the fountains near the house plays 267 feet high, said to be the highest jet in the world. Chatsworth contains 3,600 acres, but the Duke owns 90,000 acres in the county of Devonshire. Within the entire palace is one vast scene of painting, sculpture, mosaic work, and luxuries within the reach of almost boundless wealth and highly refined taste.

Five sixths of the soil in England is divided among scarcely thirty thousand proprietors. There are twenty-nine bankers in London, whose transactions yearly embrace six or seven millions sterling. This is one side of the picture. The struggles between capital and labor are fearful—the rich always becoming richer and the poor poorer. Three hundred thousands of persons die of famine in a year, and three hundred thousand voluntarily emigrate to escape the same dismal doom.

Interesting Wedding Party.

In the city of Lexington, on the evening of August 5th, was witnessed such a wedding party and such a marriage ceremony as perhaps never occurred before in the United States, certainly not in the State of Kentucky. Mr. John Blount, the bridegroom is a deaf mute, who was brought-up in Alabama, but received his education at the Kentucky Institute for the deaf and dumb, at Danville, where he is at present an accomplished and highly esteemed instructor. He is a tall and fine looking specimen of a man, and is a gentleman in every sense of the word. Miss Lucretia Ann Hoagland, the bride, is also a deaf mute. She was educated in the Institution at Danville, and would pass for a beautiful and accomplished lady in any circle of society. Mr. and Mrs. Wm. Hoagland, the parents of the bride, are also both of them deaf mutes. They received their education some twenty-five or thirty years since at the

same Institution. They have three other children—two of whom hear and talk; their youngest, a little boy of nine years old, is, like the bride, a mute, and expects before long to go to the same Institution, to obtain that inestimable blessing—a good education—which his father, mother, and sister have received before him.

There were also present, as invited guests, some twelve or fifteen educated mutes, all of them present or former pupils of the before-named institution.

The attendant of the bride, Miss Mary Boyd, from Harrison county, was as modest, beautiful, and elegantly dressed a lady as adorns any drawing-room. She was formerly a class-mate of the bride. Other young ladies who were mutes were present, who attracted marked attention by their personal charms as well as their superior intelligence. Young gentlemen also, were not wanting, of fine appearance, education and manners, and to lend interest to the occasion. In addition to the mutes who were present, there were thirty or forty speaking persons in attendance.

Most of those present, from intercourse with the family of the bride, or in some other way, had become intimate with the sign language, so that the conversation of the evening was held chiefly in the beautiful pantomime of the deaf and dumb.

But that which perhaps gave the most peculiar interest to the occasion was the fact that the marriage ceremony was performed in the sign language of the deaf and dumb. The officiating clergyman was the Rev. S. B. Cheek, Vice Principal of our State Institution at Danville. Not a word was heard during the whole ceremony—the prayer, the propounding of the marriage covenant, the benediction and the blessing at the wedding feast were all performed in the graceful and eloquent though voiceless, language of gesture, which may be termed the vernacular of the deaf and dumb. The mutes who were present all testified their peculiar delight, saying that they had often witnessed marriage, before, but had never understood what was actually said and done until this occasion. It was, taken altogether, emphatically a mute festival, in which all parties present were delighted, and which, furnished a most striking exemplification of what has been done and can be done for the unfortunate mute.—*Louisville Journal.*

A good deal of deserved satire in this. There is nothing in reality that is more "vulgar" than affectation of high sounding language in cases where employment of simple terms would not only be more expressive, but better. One often hears "burst" for bust, forehead changed to "forward," and the like; showing "villanous bad taste" in the man who uses it. "Let it be re-formed altogether."

A PRECOCIOUS CHIEF.—A few days since a juvenile offender was brought before one of the Glasgow bailies, who, after reading a lecture to the lad, put the following interrogatory:—

Where did you learn so much wickedness?

The youth personifying innocence, with an inquiring look, replied—

Do you ken the pump-well in Glassford street?

No, said the bailie.

Well, then, do you ken the pump-well in the Briggate?

Oh, yes, answered the man in office quickly.

Well then, replied the accused, ye may gang there and pump as lang as ye like, for I'm hanged if ye pump me.

A Fast Story.

An Englishman was bragging of the speed on English Railroads to a Yankee traveller seated at his side in one of the cars of a "fast train," in England. The engine bell was rung as the train neared the station.—It suggested to the Yankee an opportunity of "taking down his companion" "a peg or two."

"What's that's noise?" innocently inquired the Yankee.

"We are approaching a town," said the Englishman. "They have to commence ringing about ten miles before they get to a station, or else the train would run by it before the bell could be heard? Wonderful isn't it? I suppose they hav'nt invented bells in America yet?"

"Why, yes," replied the Yankee, "we've got bells, but we can't use 'em on our railroads. We ran so tarnal fast that the train always keeps ahead of the sound. No use whatever; the sound never reaches the village till after the train gets by."

"Indeed!" said the Englishman.

"Fact," said the Yankee; "had to give up bells. Then we tried steam whistles, but they wouldn't answer neither. I was on a locomotive when the whistle was tried.

We were going at a tremendous rate—hurricanes were nowhar—and I had to hold my hair on. We saw a two horse wagon crossing the track, about five miles ahead, and the engineer let whistle on, screaming like a trooper. It screamed awfully, but it was no use. The next thing I know, I was picking myself out of a pond by the road side, amid the fragments of the locomotive, dead horses, broken wagon, dead engineer laying beside me. Just then the whistle came along, mixed up with some frightful oaths that I heard the engineer use when he first saw the horses—Poor fellow, he was dead before his voice got to him. After that we tried light, supposing that they would travel faster than sound. We got some so powerful that the chickens woke up all along the road when we came by, supposing it to be morning.—But the locomotive kept ahead of it still, and was in the darkness with the light close behind it; they could not sleep with so much light in the night time. Finally, we had to station electric telegraphs along the road, with signal men to telegraph when the train was in sight; and I have heard that some of the fast trains beat the lightning fifteen minutes every forty miles. But I can't say as that's true—the rest I know to be so.

A Cool Avenger.

A certain English gentleman, who was a regular frequenter of the green room of Drury Lane Theatre in the days of Lord Byron's committee, and who always stood quietly on the hearth rug, there with his back to the fire, was in his usual place one night when a narrative was related by another gentleman newly returned from the Continent, of a barrier-duel that had taken place in Paris. A young gentleman—a mere boy—had been despoiled in a gambling house in the Palais Royal, had charged a certain gaming Count with cheating him, had gone out with the Count, had wasted his fire, and had been slain by the Count under the frightful circumstances of the Count walking up to him, laying his hand on his heart, saying, "You are a brave fellow—have you a mother?" and on his reply in the affirmative, remarking coolly, "I am sorry for her," and blowing his victim's brains out. The gentleman on the hearth rug paused in taking a pinch of snuff to hear the story, and observed with great placidity, "I am afraid I must kill that rascal." A few nights elapsed during which the green room hearth rug was without him, and then he reappeared precisely as before, and only incidentally mentioned in the course of the evening, "Gentlemen, I killed that rascal!" He had gone over to Paris on purpose, and tracked the Count to the same gambling house, had thrown a glass of wine in his face in the presence of all the company assembled there, had told him he was come to avenge his young compatriot—and had done it by putting the Count out of this world and coming back to the hearth rug as if nothing had happened.—*Household Words.*

BENJAMIN YERXA, said to be a native of Nova Scotia, and who, we believe, left this Province lately, with some money, was robbed in Boston of four \$500 Bills, one night last week. He knew nothing of the circumstances, but the police ascertained that he had been in company with men named Webber and Williams, both formerly of St. John, and they arrested these men. On Webber they found much money, and discovered that he had changed two of the Bills taken from Yerxa. They found another with a woman who keeps a house of ill repute. Webber is in goal for trial, and Williams and the woman were detained as witnesses.

in Poor Condition  
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# European Intelligence.

## ARRIVAL OF THE ARABIA.

New York, Oct. 2.  
The steamer Arabia arrived this morning. The papers are mostly occupied with details of the Indian news. Advices from Delhi of July 29th, state that the English army was largely reinforced, and that a general assault was contemplated in a few days. Several desperate sorties by the mutineers had been repulsed. The British loss was over 500 men.

Reports through a French source give reason to fear that Agra had been captured, and the Garrison and all Europeans destroyed. The mutiny which had broken out in the Bombay Presidency was promptly suppressed.

The European news is unimportant. The Bank of England has declared a dividend of 5 1/2 per cent. on the year.

**BRITISH HEROISM IN INDIA.**—The Paris Constitutionnel, after depicting the atrocities committed by the insurgent Sepoys, pays the following tribute to the noble qualities displayed by our unhappy countrymen in the face of death:—

"If anything could soften the bitterness inspired by our sad news from India, it is assuredly the spectacle presented by the gallant men who have fallen victims to the rebellion. The dignity of the British character, and the admirable strength of the Anglo-Saxon race, which has performed so great a role in the history of the world, shine forth with splendor. Amongst the officers of revolted regiments there were many young men who, by their youth and inexperience, may have contributed to the events which have swept them away. But they have wiped away all faults by the firmness, free from any ostentation, which they exhibited in late events. We have described more than one deed of heroism worthy of the admiration of posterity. In the midst of torments, and on the brink of the grave, they have displayed that modest courage which characterizes in our days the man enabled by the influence of Christian civilization. The cruelty of the murderers has only been equalled by the courage of the victims. A nation which loses such sons must doubtless bewail their martyrdom, but it has the right to be proud of them."

## British Rule in India.

Under British rule, the wild, obscene orgies of the Juggernaut festival, with all its attendant sacrifices of virtue and life in the profane name of religion, have been done away. The horrible self immolation of widows, who in many instances had scarcely even seen their husbands, or arrived at an age to comprehend matrimony, has been exploded. Schools have been established throughout the country at an immense outlay; learned and devoted Christian ministers have been sent among the people; respect for the law and the impartial administration of justice has been taught where native officials have not interfered to prevent it; and all those who have spent a long time in India in intimate daily relations with the people remote from the large cities, concur in stating that where British justice fails to be administered, the fault lies with the native employees of the government, whose services cannot be dispensed with at least not replaced by Europeans, and that the most implicit reliance on the justice and incorruptibility of British officials is felt by every class in the community, however much opposed they may be to British dominion. An intelligent writer in the N. Y. Observer, who has spent seventeen years in India, as a Missionary, bears the strongest testimony to the above facts, and says that were Great Britain to lose her influence in India, the loss should be lamented by every friend of civilization and religion.—N. Y. Journal of Commerce.

The Queen has awarded a pension of £1000 a year to Lieut. Massey, who distinguished himself at the siege of the Redan. He has also been made a knight of the Legion of Honour, and the Duke of Cambridge has nominated him to a Captaincy in the military train.

## Stoppage of Mills.

Nearly all the cotton and woolen mills of Philadelphia have stopped already, and the remainder are only working up the limited supply of material on hand. These stoppages have thrown out of employment over four thousand males and females, whose weekly wages amounted to \$25,000, or \$110,000 a month. If the other mills stop, as many more operatives will lose their employment, and the public will have to sustain them.

The Connecticut mills are also running on short time. The Pacific Company's knitting mill at Manchester, is now running short time, and a still further contraction is contemplated. The Merry Company at Mansfield, knitting factory, contemplate a stoppage of work next week, unless the screws of the money market are loosened. One or two paper mills in Tolland County have stopped business.—Boston Journal.

**REMARKABLE INCIDENT.**—The Captain of the Bark Ellen, shortly before falling in with the wrecked passengers of the Central America, and while standing on the deck of his vessel, was violently struck in the face by a bird which was flying past, and shortly afterwards the bird struck him again, when he caught it. He was deeply impressed with the circumstance, and immediately altered his course two points. In a few minutes after having done so, the bark went

into the midst of the exhausted swimmers of the lost steamer.

## Visiting, Invitation, and other Cards, struck off at short notice.

# The Standard.

ST. ANDREWS, OCT. 7, 1857.

## NEW BRUNSWICK AND CANADA RAILWAY.

### Opening Excursion to the Barber Dam.

The morning of the first day of October was happily ushered in with the full brilliancy of a glorious sunshine, and a cloudless sky, and could not fail to impart to all those who most desired it, the assurance of a fine day, which with the exception of a passing shower at noon was fully verified.

At an early hour in the morning, comparatively early with the hour appointed for the starting of the excursion train from St. Andrews, the town was all astir, the streets became, we must admit, with pleasure, unusually thronged with people eager for the enjoyment afforded on such an auspicious occasion—and truly an eventful one to many, if not to all; the great mass of people increased as the time drew nigh for departure of the train; the scene at the Railway Station was such as was never before witnessed in the town of St. Andrews, and this we can say with truth, the grounds in connection with the station, which have been so tastefully dissected in approach roads and walks, and were the theme of passing commendation, were besieged with hundreds of people anxiously awaiting the opening of the Station doors through which admittance was given to the Platform, and thence into the cars; at last the long wished for moment arrived—the doors were opened with a hearty welcome to one and all—tickets were presented, and the platform became peopled; upon a signal having been given by the Manager to the Company, the train came puffing forth from the Depot yard, that was to carry the happy multitude through a portion of the forests of New Brunswick, and nearly forty miles in the direction of Wood-

stock, in fact to many an unknown land.—The train consisted of the two new Engines lately imported from the Portland Locomotive works, and bore the appropriate names of the "Earl Fitzwilliam" and the "Manners-Sutton"; they were handsomely decorated with flowers, and this with the tiny hands of some of our "fair ones", whom as a matter of course, we shall not here mention, no more than we should think of publishing a lady's age—the Engines were also decorated with flags flying from, we were going to say, "the mast head" but at all events something very like it; then followed a train of cars, comprising a brake van, passenger car, twenty two large trucks fitted up with seats to accommodate 34 people each, and lastly another brake van, both of these vans having also been fitted up with seats. The cars were filled in a very short time with eager occupants, and all were ready for the start, when the whistle of the Steamer Queen was heard, as most people thought in our harbor; and contrary to punctual observance the train was delayed, the Company's officers being desirous of extending the time in order to permit those who might have come by the Steamer, to join the excursion; and we may here state for fact that the Hon. Capt. Robinson repaired with all haste to the Steamboat landing for the purpose of conducting the passengers back to the Station, but when he arrived, no boat was in sight, consequently he returned, and upon his return the signal was given, and the train started with its living freight of upwards of 600 people amidst tumultuous cheers for its destination, the temporary terminus at the Barber Dam.

Every precaution had been taken for the promotion of due order, Special Constables having been sworn in to preserve the peace; each one was stationed at his post with badge and baton of office, with a like number stationed in the environs of the opposite terminus, and we are happy to state, that no obstructions took place throughout the day to mar the harmony of the whole proceedings.—"Along the line the signal ran," for on every mile of the Line was stationed a "signalman" with the usual insignia of "all clear," and after an excellent run of twenty miles, the train drew up as we learned for the purpose of "feeding the engines," or in other words to get a fresh supply of water; this having been done, away again they went, with refreshed vigor, until the train arrived at the new Fredericton Road Station, when a halt was made for the purpose of taking in the Hon. the Provincial Secretary and the Hon. the Surveyor General, who had arrived from Fredericton to join in the festivities of the day; another start was

made, and then a final stoppage at the Barber Dam station.

At this point the scene was indeed rural and picturesque; a large plot of ground had been levelled in front of the station, to serve the double purpose of a Y turnout for the engines to face again down line, the space between each set of rails being occupied with an evergreen enclosure, and decorated in a most appropriate manner for the occasion, within which was laid tables to accommodate 400 people, under the proprietorship of Mr. E. Pheasant. This formed a most remarkably pleasing feature, hemmed in as it was by the vast woods on either side of the line, though we doubt not that the scene within at dinner time was still more remarkably pleasing. The Officers of the Company had also provided a luncheon for their relatives and friends, the tables being laid for about 70 guests: the Hon. Capt. Robinson presided; here good digestion waited upon appetite, and health on both.—After a full discussion of the various viands and choice fruits so amply provided, the Chairman rose and proposed—

"The Queen, with 3 times 3."

The health of His Excellency the Lieutenant-Governor of the Province,

which was responded to by the Honorable, the Provincial Secretary, who assured the company that he was well aware of the intense interest which His Excellency took in the proceedings of the day, and his regret at his not being able to participate in them. The Chairman next proposed, "Mrs. Manners-Sutton, and the fair Daughters of New Brunswick." Dr. Arnold of St. John, returned thanks on behalf of the ladies, in a very happy strain: The Chairman then gave "The Guests who have honored us this day with their presence, particularly the two Members of the Executive Council."

The honorable the Surveyor General, as one of the oldest guests, and one who had been named by the Hon. Chairman, had great pleasure in rising to return thanks. He landed in St. Andrews in 1810, it was then a flourishing town, and a place of very considerable trade. On the day when the news of the declaration of war arrived in 1812, there were 35 square rigged vessels in the harbor. The loss of the West India trade, of which for a time it had a kind of monopoly, and the local advantages of St. Stephen, Digdegush, and Magaguadavic gradually reduced the commerce of St. Andrews to a very low ebb, and in casting about them for a remedy, the principal inhabitants proposed the bold scheme of uniting the Town to the Valley of the St. Lawrence by a Railway. No sooner said than done—a subscription was got up, and an exploratory line run through the wilderness. Sir Archibald Campbell then Governor of the Province, ordered £10,000 from the casual revenue, to pay for a survey which was afterwards made. Unfortunately for the undertaking, the negotiation on the Boundary question put a stop to the proceedings, and ultimately threw a large part of the line as surveyed into the state of Maine. Hindered but not discouraged, the parties with unexampled perseverance urged their scheme upon the Legislature with such effect, that they at length obtained a promise of all the ungranted land for five miles on each side of the line, on completing it to Woodstock, also a guarantee of six per cent interest for a term of years on a certain sum of money expended, the Province at the same time becoming a Stockholder to the amount of £50,000, all of which has been paid. Under those circumstances the progress which they now saw had been made, and forty miles of the line would be forth with opened for traffic. The resources of the forest were ample, and would of course comprise the only business of the Road until it should reach Woodstock, which it would now unquestionably do, and that very shortly. It would then afford a cheaper, and safer, and quicker inlet, and outlet to the great and increasing trade of the upper valley of the St. John than that at present carried on by the River. The city of St. John from its obvious advantages must continue to increase in trade and population, but whoever would look on the map, must see that St. Andrews with this Railroad, has also very great advantages. From the ocean it is nearer and more accessible even than St. John. Its harbour has the same important peculiarity of remaining open all the year round, and in fact the whole inner bay of Passamaquoddy was one continued harbour, completely land locked, where all the fleets in the world could ride at anchor in perfect safety.

He (hon. Mr. Brown) considered this as one of the most remarkable days of his life. In the heart of this dense forest where as a lumberman, he had wandered many a weary foot in days of "auld lang syne," was there a splendid railway train and a vast number of ladies and gentlemen assembled to compose and to enjoy the interesting spectacle. It was however, melancholy to reflect, that the original projectors of this great work which now gave such promise of complete success, had one after another all passed away. How gratifying to them, had they been permitted to live and take a part in this day's proceedings! He (hon. Mr. Brown) remembered, and was sure that the gentleman on his right, (Mr. Street), would also remember, the singular but most appropriate toast of their friend Mr. Walton, who was still alive—"Fire and Water," man's two best friends, and two worst enemies! That they may speedily unite in propelling machinery from this towards Quebec! Here was the old gentleman's desire, this day, at least partially ac-

complished. He (Mr. Brown,) did not wish to be tedious, he would only remark that of all our wants in this Province, we wanted more people to labour and develop its abundant resources. He had been in all parts of the Province, and travelled through all the Northern and Eastern States and was quite certain that taken on an average, our Agricultural capabilities in particular, as well as the resources of our forests, were far before theirs. He had means of increasing our population, and himself set the example, and raised a very large family; and now that he had an opportunity he would just say to the unmarried gentlemen and ladies there assembled—"Go ye and do likewise."

The next toast from the chair was, "The Pioneers of the Railway;" all of whom were now no more. Drank in solemn silence.

Dr. Arnold proposed the health of the gentleman in whose charge they had all been committed for the day, and to whom they all had every reason to feel greatly obliged for their pleasant excursion. He proposed the health of Mr. Thompson, the Manager of the Railway, which was drunk with all the honors.

Mr. Thompson rose to return thanks for the compliment that had been paid him—he felt proud and grateful for the appreciation that was felt for any exertions he had used to carry on the works, and which was manifested by the reception the toast had received—but he disclaimed being entitled to so full a share of honor, for, if any success had attended his efforts, he felt that he was greatly indebted for it to the able support he had received from Mr. Buck and the other officers of the Company. Mr. T. alluded to the great benefits which would accrue to the whole Province from the opening up of its wilderness lands and referred to the experience of other countries to prove that the greater the means of intercommunication the more rapid was the advancement in wealth or prosperity. He pointed to the lands in the neighbourhood of great rivers as always being the first settled and brought under subjection to man, in consequence of the transit which the river afforded, and that the railway through the forest in the midst of which they then stood might be considered as an artificial river, but would operate like a real one. Mr. T. spoke at some considerable length on the prospects of the road as a paying investment, and concluded by again cordially thanking them for drinking his health, expressing a prayer that he might carry them all as safe back to St. Andrews as he had brought them up thus far.

Hon. Provincial Secretary next arose, and alluded to the difficulties generally encountered in making railways, and the large capital required for construction, and stated that not all the wealth of the Indies could build our Railroads, without the assistance of Engineers and Contractors, he therefore proposed the health of the Engineers and Contractors of the New Brunswick and Canada Railway.

Mr. Buck, Engineer in Chief, returned his grateful acknowledgments for the compliments that had been paid to the profession, particularly as in this instance it came from the Hon. Provincial Secretary; he, however, disclaimed against taking more than his share of the compliment which had been paid to the state of the works on this line, inasmuch as his connection with the present Company was but of recent date, and much had been accomplished under his predecessors in office; and concluded by expressing a hope that within a twelvemonth from the present time, they would all again have the opportunity of meeting together under similar favorable auspices, and on the occasion of the opening of the 65th mile from St. Andrews.

Mr. Marsh returned thanks on behalf of the Contractors; as one of whom, he felt greatly obliged for the compliment paid in drinking their health.

Mr. Julius Thompson gave "the Press of New Brunswick," stating that the Press was acknowledged a powerful engine for good or for evil, and without its aid no great undertaking had ever succeeded, and he hoped it would extend its impartial influence to the work which was now in hand, and which they had an opportunity of witnessing this day.

The Editor of this paper briefly acknowledged the compliment, and said that as a humble member of the Press of New Brunswick, he had always been a warm advocate for this Railway, and would ever continue to be such.

Mr. J. W. Street proposed the health of the Chairman. Drank with 3 times 3.—The hon. Capt. Robinson responded in a happy and appropriate manner, and was cheered throughout.

At this stage of the proceedings, the signal was given for the return home, and all parties again took their seats in the cars; the train left amid the cheers of the concourse who had flocked in to witness "the gay, the festive scene"—and after making frequent stoppages to accommodate the country residents, arrived in St. Andrews at 6 o'clock. The run up and back was accomplished each way, under two hours, including stoppages; on some portions of the line averaging a speed of 35 miles an hour. The excursionists previous to separating gave three hearty cheers for the success of the Railway; and so the joyous event of the day terminated to the entire satisfaction of every one.

Among the visitors we noticed, hon. Mr. Tilley, and hon. Mr. Brown, from Fredericton; the Editor of the Courier, Dr. Arnold, and Mr. Hazen from St. John; the Editor of the Carleton Sentinel from Woodstock; Messrs. Knight and Campbell from St. George, and Mr. Gillmor from Calais.

We cannot now close this imperfect sketch without a further notice of the state of the line, and the great quantity of material deposited on its marginal banks, ready for the purposes of traffic. The works included in the repairs of the 25 miles, have already given quite a new appearance to this section of the road; most of the old cuttings which had previously slid in, are all cleared out and sloped off to a much greater width than before, ensuring greater stability where most required. We noticed the efficient drainage of all these cuttings, as also along the side of the banks, and the free and open water courses to carry off spring freshets; the line has also been efficiently ballasted, tho' not complete; and a great portion of the old longitudinal track has been renewed with the cross sleepers; and an excellent track they make, far superior in our opinion to the hemlock superstructure. From the end of the 25 miles to the Barber Dam, the road bed is better, we will venture to state, than any Railway the United States can produce.

Beyond the Barber Dam the track laying is being pushed forward as fast as possible to the Tobique Gully, up to which point the grading is already complete; and we understand that the cars will run so far within this present month. But the road will not stop there even for this season, for it is declared, as we hear, that both the Railway officials and Mr. Marsh the contractor, are determined to have the metals down for at least 4 or 5 miles farther before the snow lies—therefore on Christmas day the lumberer may return to his own hearth from his camp 45 miles distant in the woods, to join his family at that genial and festive season. And now we may say, "Success to the New Brunswick & Canada Railway."

Our contemporary of the St. Croix Herald, appears to be much chagrined and angry, because the steamer from Calais arrived too late for the excursion; and vents his spleen most unjustly and untruthfully against Mr. Thompson the Manager. We are quite sure that not one soul who was present will endorse a single sentence in the remarks of our contemporary; and it would be well for the future for the editor of the Herald, who is as yet in his infancy as a public journalist, to be careful how he animadverts on men and things, without making himself acquainted with the particulars of the subject on which he writes. He knew the train was to leave at 9 o'clock precisely, but made no allusion to the hour for starting, and because forthwith six or seven hundred people were not kept waiting an hour, in open cars—for they did wait nearly three quarters of an hour, he pitches in to the Manager. By so doing he has only injured himself, as not only many of the most respectable men of the party of which he is the exponent, but the whole community have publicly acknowledged, that Mr. Thompson deserves the thanks of the people, for his excellent management—the arrangements made—and for his urbanity and kindness to all without distinction.

The sketch of the Railway excursion, imperfect as it is, occupies more space than we anticipated. Articles omitted this week, will be inserted in our next.

It is stated that Columbia, steam surveying vessel, which has for many years been engaged on the coasts of New Brunswick and Nova Scotia, is to be condemned, the ship being totally unfit for sea.

About one o'clock on Wednesday morning a fire broke out in the rear of a large house on Jeffrey's Hill, owned, it is said, by Capt. Pickance, and occupied by Mrs. Pickance, Mrs. Prince, Mr. Curry, and Mr. Sweet. The house was destroyed and is partially insured.—The parties saved very little of their furniture.

Almost at the same moment, the steam mill on the Straight Shore, known as Short and Estey's was seen to be on fire. It was completely destroyed together with some adjoining buildings and deals. The loss in this instance is said to have been from £4,000 to £5,000. Insurance, £2,500.—Freeman.

## Noticed.

On the 30th ult., by the Rev. Dr. Alley, Wm. Massey, Esq., to Sophia Wallace, second daughter of Alex. Grant, Esq.

## Deaths.

On the 30th ult., Matilda Stubbs, relict of the late Peter Stubbs, Esq., aged 67 years. At Boscabe, on the 4th inst., Mr. John Wheaton, aged 76 years, formerly Draper and Grocer of Newton-Poppleford, Devonshire, England; much respected by all who knew him.



