

A NEW ENGLAND SETTLEMENT IN  
NEW JERSEY.  
THE HAMMONTON TRACT OF  
LAND IN NEW JERSEY.

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# The St. Andrews Standard.

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No 3

## Poetry.

### BABY'S STOCKING.

Hang up the baby's stocking,  
Be sure that you don't forget;  
The dear, little, dimpled darling,  
She never saw Christmas yet.  
But I've told her all about it,  
And she opened her big blue eyes,  
And I'm sure she understood me,  
She looked so funny and wise.  
Dear, dear! what a tiny stocking,  
It doesn't take much to hold  
Such little pink toes as baby's  
Away from the frost and cold.  
But then for the baby's Christmas  
It never will do at all;  
Why, Santa Claus wouldn't be looking  
For anything half so small.  
I know what we'll do for the baby;  
I've thought of the very best plan;  
I'll borrow a stocking of grandma,  
The longest that ever I can,  
And you'll hang it by mine, dear mother,  
Right here in the corner—so,  
And write a letter to Santa,  
And fasten it on the toe.  
Write, "This is the baby's stocking  
That hangs in the corner here;  
You never have seen her Santa,  
For she only came this year;  
But she's just the bluest baby,  
And now, before you go,  
Just grant her stockings with goodness  
From the top clear down to the toes."

### Mr. Bolton's Speech in the House of Commons on the Intercolonial Railway.

Mr. Bolton said that he had entertained great hopes as to the advisability of leaving the selection of route in the hands of the Government, the speeches of his hon. friends from St. John and Gloucester quite removed those doubts. He could not think with his hon. friend from St. John that the constituency of that city and county could approve of a North Central route as serving any purpose, national or local, and the opinions and arguments now expressed by the hon. member from Gloucester were directly at variance with his former teachings, that their weight and influence were much lessened. He then quoted from the St. John "Freeman" extract from an address written over the hon. member's own signature, as follows:

"In 1863-4 a new Intercolonial Railway scheme was proposed. I opposed that scheme from the day it was promulgated because I was satisfied that it would cost more than the three millions that were estimated, because I believed that it would not be worth its cost to the Province, and because it would postpone no one can tell how many years, the completion of the E. & N. A. road which I contended in my place in the assembly, as in my paper, is of infinitely more importance even to the people of the North Shore themselves than the intercolonial could be."

Again—  
The Intercolonial act is now all but dead, and if the confederation scheme be adopted as I believe it will, there will be no obstacle in the way. I think also that a road to Maricami should be built as soon as the means of the country will permit, and that the road should be reserved towards FROM WOODSTOCK, in a word, that we should have a direct connection with the United States with Nova Scotia and with Canada as soon as possible. I have been an advocate of railway extension as I always hope to be, but I would proceed prudently and carefully so that railways may do good, not recklessly and madly let ruin and bankruptcy be the inevitable result."

Hon. members can contrast these views, deliberately written in 1865, with the statements they have heard to night. Here it will be seen from the article quoted the hon. gentleman is advocating the extension of the road from Woodstock to Canada as the only defensible intercolonial road, believing then, as doubtless he now does, that this line would best subserve the commercial and economic interests of the country. He (Mr. B.) feared that on the discussion of route, opinions would be largely influenced by sectional prejudices, and in many cases by selfish considerations. He had been pained to hear even hon. members of the House say that matter if the cost be forty millions, we in New Brunswick had only to pay 1-13th of it. He could not too strongly deprecate such views as illiberal and unpatriotic. His opinions were influenced by no such feelings, but he contended that the road should be built upon the basis of public utility in its broadest sense, securing the greatest good to the whole Dominion, and at the cheapest cost.

Fleming, pamphleteers and newspaper writers, all agree that the best commercial route is that from River du Loup down the valley of St. John to the Bay of Fundy. This fact is beyond dispute. What then are the objections raised? We are told there are military objections. Mr. Bolton then continued: Few will pretend to say but that since Major Robinson made his military survey in 1856 a marked change has taken place in military views as to the defensive character of railways, and also as to the necessity or possibility of placing them from the supposed reach of an enemy. In fact, with the change and improvements in naval warfare it is doubtful if the whole idea of safety, so far as the location of this road is concerned, is not entirely reversed, and instead of placing a railway near a seaboard for safety, that position would now be pronounced its greatest weakness, and in the opinion of many it is useless for military purposes would be increased in the ratio of its proximity to the frontier. But what were the opinions of statesmen and military men years ago, in reference even to the military aspect of the question? We find in 1858 that the present hon. member of the Government and the present hon. Minister of Finance wrote as follows—after naming that the North Shore route was considered by the colonies as being comparatively of little value except in a military point of view, and that it was long and circuitous:

"The line by the valley of St. John promises great commercial advantages and a fair pecuniary return, and it is understood in Canada that competent military men do not now consider it objectionable as a military road. Nay, there are strong reasons for its selection as such; at all events there is no difficulty in finding a line combining the requisites of a military and commercial road."

Again the Hon. Francis Hincks, no mean authority, expresses his opinion upon the military and commercial aspect of the question, as follows: "The commercial point of view of the two lines does not admit of a comparison. While the section of line between River du Loup and Quebec would be less than thirty miles from the American frontier, and would be nearly if not quite as much exposed to the enemy as that passing by the valley of St. John."

Add to these the statements made by Earl Grey and Mr. Hays that the British Government did not necessarily require that the line be the one recommended by Major Robinson, and we have a strong array of argument against the military objections. I am satisfied that the opinions so strongly expressed by the hon. leader of the Government and Minister of Finance cannot be changed by recent military experience on this continent; but, on the contrary, must be strengthened.

Let us look a little further, Sir, and see if the guarantee loan of three millions was not based upon the adoption of the very line I now advocate, and consequently a condition of the contract. In 1861, a joint delegation from the Province of Canada, New Brunswick and Nova Scotia visited England in connection with the building of the Intercolonial Railway. That delegation left a memorandum with the Imperial Government in which the following occurs:

"The Colonies, unaided, have themselves since 1851, already made nearly one half of the railway route, and the construction of about 350 miles more by the joint action of the Imperial and Colonial Governments will complete the Intercolonial Railway; our Government and people having done so much already, now propose to contribute more than one half of the liability of what remains."

Now, Sir, I want the parties to that arrangement to point out where it was proposed to locate that line by a continuous connection could be made between Halifax and Quebec with a distance to build of about 350 miles, unless it was by the valley of the St. John, and utilizing the road then built to which reference is made. Were the delegates deceiving the British Government in making such a statement? Assuredly the Robinson line was not meant. Let us see how this statement was received, and how understood by the British Government. On the 12th April 1862 the Duke of Newcastle addressed a dispatch to the Governor-General of Canada, in which the following important statement appears:

"The length of the Railway necessary to complete the connection between Halifax and Quebec is estimated at 350 miles and the cost after deducting the right of way which the Province will provide, is estimated at three millions, such being the data supplied by the deputation—the project is that the Imperial Government should join the three Provinces on a guarantee of four per cent upon three millions of pounds."

Here, then, Sir, is a direct avowal on the part of the Duke of Newcastle that the guarantee for three millions was based upon the statement made by the deputation that the distance to build was about 350 miles, and no man knew the distances and their locations better than did the Duke of Newcastle. But, Sir, we have further confirmation of this understanding by the Executive Council of New Brunswick in a minute of Council dated 20th Aug.

1862, in which they assent to the invitation of the Governor-General to hold a conference relative to the construction of the road, and to consider the "proposition of his Grace the Duke of Newcastle as stated in the despatch of the 12th April," and the second and third names to that minute of Council are J. McMillan and P. Mitchell, the hon. member from Restigouche and the hon. Minister of Marine and Fisheries of the day. If the delegates had misinformed the Duke of Newcastle and led him into an error, was it not the duty of the Executive Council at once to remove that misapprehension as to the distances remaining to be built? It is well known that nearly 500 miles would be required to make the connection on the Robinson line, but in all parts of the correspondence will be seen statements that preliminary surveys are to be effected, sections of route to be made and all to be completed within about 300 miles, completely ignoring the Robinson route; and, by making it stronger if possible, distinct allusion is made to correspondence formerly passed between the Imperial Government and Sir J. A. McDonald and Mr. Rose, a quotation from which I have already given. What further proof can be required, Sir, that the very line upon which the present guarantee is based is the St. John valley line—pointed out by the delegation, assented to by the Duke of Newcastle, and confirmed by the action of the Executive Council of New Brunswick? And yet, Sir, in the face of that minute of Council the hon. member from Restigouche will say that we in the western part of the Province will have the boldness to ask for the location of the Intercolonial by the western route. I will tell my hon. friend that the people in the county that I represent have a boldness that would be well for other parts of the Province to emulate. The first idea of an Intercolonial Railway originated in Charlotte County; the first Railway built in New Brunswick is in Charlotte County, and we have been bold enough to avail ourselves of the offered subsidy, and build another railway, while others with similar facilities lacked the enterprise and boldness to do likewise, but will clamor for railway extension provided it costs them nothing. How comes it, I ask, that the distance to build which was considered sufficient in 1861 is now alleged to be impracticable? It seems to admit of but one solution and that is, when it was understood that New Brunswick was to bear 33 twelfths of the cost, 350 miles were deemed ample to complete the connection, but now under Confederation when only 1-13th of the burden falls upon New Brunswick, and the heavy share upon Ontario, it is discovered that 500 miles is the least that can be serviceable. Hon. gentlemen who were parties to the 350 miles statement, which they now wish to ignore, must reconcile, as best they can, such glaring inconsistency.

Allow me, Sir, for a few moments to glance at the commercial and financial aspect of the question, and I do trust that in the construction of this great work we shall look more closely to the peaceful relations of commerce and leave the vague probabilities of war as a secondary consideration. With whom have we to dread war? Only with our neighbors in the United States, and should such a calamity befall the two countries the mere distance of a few miles would be small protection to a railway on one side of the line or the other. A short time ago I had the pleasure of reading a speech delivered by the late hon. Finance Minister in which he appropriately described commerce as the life blood of nations, and should we, Sir, under a vague probability of war in the distant future, sacrifice our present commercial interests—the lifeblood of our New Dominion—to the apprehension of an exigency that may never arise, and build up a monument of folly in a military road that may be looked upon as suggestive of defence, with not a particle of power of defence in addition to what the best commercial road can afford? I trust, Sir, that no such folly will be perpetrated but that the road will be built where the commercial interests of the whole Dominion demand, and if, in the execution of this policy the line should approach within a few miles of our American neighbors, don't show that they are to be dreaded.

The best guarantee for peace is in the closeness of our commercial alliance and in the freest intercourse that can be established between the two countries.

Twenty-five to thirty millions of dollars. I will take the smaller sum and see how the Dominion will stand with this expenditure.

15,000,000	Im. guarantee	4 pr. ct.	600,000
10,000,000	"	6 pr. ct.	600,000
20,000,000	Sinking fund	1 pr. ct.	250,000
1,000,000	On running the road, at least		500,000
	Brokerage, loss on exchange, remitting, etc.	pr. ct.	250,000
			\$2,200,000

Here we have a drain upon the Dominion Exchequer, of over two millions per annum an amount exceeding the entire revenue of New Brunswick and Nova Scotia, a valuable adjunct to confederation, and not by any means a pleasing picture to the people of Ontario upon whom fall the heaviest portion of the burden. Can any one point out what advantage or benefit can be received from such an immense expenditure? The Hon. Minister of Militia in his speech upon the Intercolonial to Members Bill said that the completion of this road would obviate all difficulties as to Lower Province members travelling to Ottawa. It is not pleasant to make the admission, yet it is nevertheless true that it is doubtful if more than three representatives from the Lower Provinces would travel over the Intercolonial, leaving it where we may, on their way to Ottawa. For before this road can be well begun, railway connection between the Lower Provinces and Ottawa will be secured by the railway now building, connecting with the Railway systems of the United States at Ban.

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I cannot argue with the Hon. Member from St. John in his eulogies upon the experience of our province in building railways under commissioners. The contract price at which the St. John and Shediac road was to be built was \$35,000 per mile and a large amount to be paid in stock. By some neglect the contract was allowed to lapse and the Govt. undertook to build the road under commissioners and the result was a cost nearly \$50,000 per mile in cash not to speak of needless legislative cost in settling disputes between contractors, engineers and commissioners, some of which are ascribed to this day, and may yet appear.

before this House for final adjudication. So upon the whole I think the experience of work under commissioners was not that of successful character which the Hon. Member represented, and the Honorable Member well knows that the avowed policy of the New Brunswick Government, after that experience was against the Government owning or working railways, and that subsidies were given to private companies instead, which so far have worked well. I have a strong opinion that this would be economical and correct policy in building this Intercolonial road. Then would we ascertain the commercial value of the different lines by the subsidies demanded in aid of the work. I should like to see an estimate from a responsible company as to the subsidy they would require to build and equip a North Shore road, and run it for twelve years after its completion.

The Hon. Member from Gloucester has also spoken of the colonization advantages that would result from opening wild lands for settlement by the North Shore Route. I am prepared to take issue with him on the comparative advantages that will be offered for the settlement of emigrants as between the Northern and Southern line. I assert without fear of contradiction that a St. John valley line will open up more attractive lands for settlement than will the North Shore line and these in the most fertile counties of the Province, viz. York, Carleton and Victoria. There need be no speculation on this point, a reasonable examination will prove the correctness of my statement. But, Sir, there is another important consideration in connection with the settlement of our country which should not be overlooked; that is the danger of plunging into a reckless expenditure which must induce heavy taxation and deprive our country of all attractions for intending emigrants. This should be well considered. The Hon. Member expressed a dread a few days ago of incurring a liability to the extent of from half of two millions of dollars in securing a railway of passing facility on which a nation might be created, and assumed, and to-day he must hastily plunge into an expenditure of thirty millions of dollars to build a railway which must forever hang like an incubus upon the resources of the Dominion, and we are told that emigration would be injured by the former and benefited by the latter.

The great attraction of immigration to the United States, has been the availability of its fertile lands and hitherto low taxation, and the rapid development of the resources of that great country by public works, always based upon commercial necessities. No railway is built there for military exigencies to the neglect of commercial interests and requirements, nor are such roads made government works. The entire aid given by the American Government towards the great Pacific railway of over 1500 miles in length is only thirty million dollars, and that only as a loan to be repaid in mail services. Grants of land are appropriately made, but the money aid is less even if it were a gift than we are expected to contribute towards a road not one fourth of the distance. Can we not profit by the experience of that country?

Mr. B., then referred to certain pamphlets and newspaper articles that had been published upon the various proposed routes referring particularly to a pamphlet that had appeared without any admission as to where, or from whom it originated. He said rumors had credited its inspiration to one of the public departments of the Government, but he could scarcely credit that report, and although it read very much like what in common parlance is called a fish story, it did not follow, that it emanated from the fishery department, and although it might be classed with those statements we are informed that should be fair to no marines, it would scarcely be fair to the fisher from that it came from the Marine Department. It was a clever production and it would be difficult to compress a larger amount of distorted facts into a similar compass. He would only refer to two or three of the statements to show their extraordinary character. First in reference to Major Robinson's survey the writer makes the extraordinary assertion that the survey was made "in the most thorough and scientific manner" and that accurate working plans of every section were made. The Major would smile at such a description of his work. He never claimed it to be more than an exploratory survey and such it is described by himself. The writer must pardon me in saying that he was working plan of a single section is in existence, that his estimates of cost were 50 per cent on actual measurements of quantities and materials, but chiefly by comparing the estimated cost of other roads, some of which cost nearly double the original estimate. Again a practical test shows that the Major's estimates are not to be depended upon. In locating the road from Halifax to Truro it is found to be 10 or 11 per cent less than the Major's approximate figures claimed it to be. A similar discrepancy appears between his estimate of the line from River du Loup to Point Lepreau giving 110 miles, the latter 125.



He referred to a... and dis-  
graceous... particularly in...  
the cost of... a northern and central line...  
showing that although 145 miles towards and  
through Nova Scotia are common to both lines,  
in the estimate the... places the  
cost to suit his purpose, on the North Shore  
Line \$45,000 per mile but when placed on the  
Central line \$40,000 per mile. He referred  
to other unfair statements which are evidently  
intended to mislead and deceive, but he  
satisfying that the Government in whose hands  
the decision of route would remain, knew well  
the object of the writer, and perhaps were  
not unacquainted with the writer's mis-  
statements.

M. Bolton concluded a lengthy speech by  
declaring that the Government would exercise a  
wise and prudent judgment in this important  
matter, and not impose upon this young Do-  
minion financial burdens that will not only  
prove the greatest hindrance to our national  
progress, but deprive our country of attractions  
for emigrants and prevent our reaching that  
high position which under economic manage-  
ment this young nation must soon attain.

## The Standard.

SAINT ANDREWS, JAN. 15, 1895.

The House of Assembly is summoned to  
meet for the despatch of business, on the 15th  
February. The first matter which will come  
before it will be the choice of a "Speaker,"  
and who the "first commoner" will be we have  
no idea. There are so many new men some  
of them comparatively young, that have never  
even seen the Province, that it is difficult to  
anticipate who they may elect to  
preside over them. Among the new representatives  
are men of sterling worth and ability,  
who possess a knowledge of the requirements  
of the country, which will claim their honest  
attention. One of the most important  
measures will be to encourage and afford facilities  
to emigrants; we want population; there  
is an abundance of good land to be had at a  
cheap rate, not so cheap however, as it can be  
obtained in what was Canada East and West.  
Now this is a matter which should be thoroughly  
weighed by the Government, and a bill in-  
troduced by our rulers. The ex-Surveyor  
General, Mr. Connell, made several improve-  
ments in the Crown Land system, and it would  
have been well, had he remained a further  
term in office, and introduced changes in the  
system which would have increased the reve-  
nue of the Department, and facilitate the set-  
tlement of the country. The gentleman who  
is now Sur. Genl., may perhaps carry out Mr.  
Connell's views, and introduce a measure for  
the more rapid settlement of the wild lands.

ERRATA.—It is an old but we trust an in-  
correct adage that "misery loves company."  
On reading some of our exchanges we met  
with ludicrous mistakes—one poor fellow, the  
types made to say that he "changed," one man  
for another, instead of "changed," and another  
was "mizzled" instead of "mised," and so on;  
but among all the errors of the Press, we  
saw none to exceed a few which occurred in  
our last number, which were marked by the  
proof reader for correction, but we regret to say  
were left untouched, in fact they made us say  
what we did not write—"security" was printed  
for "securitly," and "securitly" instead of  
"service." Such errors are annoying, but it  
is almost impossible to avoid them as we have  
scarcely time to revise more than Advertisements  
and Communications. We much regret  
such annoyances, but will endeavor to be more  
particular in future—"to err is human"—"to  
forgive, divine."

The old Church was sold and is being  
pulled down; many persons in the town  
witnessed the removal of the materials of the vener-  
able building with feelings of sorrow. In  
the sacred edifice they had been baptized, and  
in after years united, in the bonds of matri-  
mony: it is too, the remains of their parents  
were placed during the solemn funeral service;  
there they had been instructed in the truths of  
the Gospel, and listened at different periods to  
eloquent and impressive expositions of Scrip-  
ture: many hallowed associations are con-  
nected with the good old church, which for  
several years was the only House of Wor-  
ship in the Town, where Christians met in  
times of Peace and War, to perform their  
Sabbath service. The building we are in-  
formed, was upwards of eighty years old, yet  
the timbers are both sound and good, indeed  
no such pine boards can be purchased now in  
this vicinity. The site would be a good one  
for a Town Hall or Mechanics Institute, as its  
situation is central and convenient, or it would  
answer admirably for the proposed new Custom  
House and Post Office.

Our contemporary of the "St. Croix Cour-  
ier" was assaulted in St. Stephen on Wednes-  
day last, by Albert Eaton of Hamilton, because  
of a paragraph respecting assault which ap-  
peared in the "Courier" on the 22nd March  
last. Eaton was arrested and bound over for

life before Justice Rose to keep the peace.  
Having received a satisfactory apology, the Ed-  
itor of the "Courier" withdrew an action which  
had been entered in the Civil Court. Too easy  
by half—but just such a course, as a kind  
hearted and forgiving gentleman (as our friend  
is) would pursue.

The recent Dominion appointments in this  
Province, do not appear to give public satis-  
faction; old and tried public servants who  
assisted to bring about the Union, have been  
passed over, and men placed over their heads  
who, it is alleged, have no claim upon the  
Dominion power. Fine promises have been  
made of preferment, but when the time ar-  
rived, they ended in—smoke, begetting a feel-  
ing of distrust in the promises of leading politi-  
cians. Such a line of conduct will lead to  
their discomfiture. The question arises, is the  
Press a power in the Dominion? That it is,  
we believe, and all that is required is a united  
and fearless advocacy; had such been exer-  
cised, Mr. Clouston, and Mr. Livingston, and  
others, would not have been treated so caval-  
ierly.

We are pleased to learn, that the Deputy  
Treasurer's Salary has been increased; when  
alluding to the propriety of it being raised, last  
week, we were not aware it had been increased,  
we did know however that his labors had  
been increased yearly.

The January term of the County Court for  
Charlotte commenced yesterday in the Court  
House, his Honor Mr. Justice Stevens pre-  
siding; two civil causes were entered for trial,  
viz: Sprague vs. Smart—Action on account,  
Shannon vs. Robinson—Action of Slander.

The Globe notices very favorably the lec-  
ture delivered by Mr. L. Allen Jack, in the  
Mechanics Institute, St. John, in which were  
given anecdotes of the early settlers of St.  
Andrews and other places in the Province,  
with brief biographical sketches of the most  
prominent men.

We are happy to learn that the Hon. John  
McMann is recovering from the injuries he  
received from a runaway horse, that he will be  
able to attend to his legislative duties.

The Bank of Montreal has advertised to do  
general business in St. John. Commercial  
men in the city will breathe more easily than  
they have done for some months.

The "Union Advocate" gives a lengthy ac-  
count of the dinner given to the hon. Peter  
Mitchell on his arrival at home.

A few days ago, at Wolfville, Mr. and Mrs.  
T. A. S. DeWolf celebrated their Golden  
Wedding. Present, six sons, five of them with  
their wives, and ever so many grand  
children. Two daughters, one living in an-  
other province, and the other England, were  
prevented from joining the ceremony. Hand-  
some presents of almost every imaginable  
variety of golden contrivance, for ornament or  
for use, were presented to the aged couple,  
and in the evening there was a large gather-  
ing of the kinfolk in honor of the occasion.

The Carlton "Sentinel," whose Editor is  
in Ottawa during the session, in speaking of  
the new Tariff says:—

Taking matters as they are, a great many  
hard things are said of Mr. Tilley in this  
connection, and perhaps it is not to be wondered  
at, but then it is well to remember that there  
is every reason to suppose that Mr. Tilley was  
as anxious to do for New Brunswick the fair  
thing as any body could be, and we suspect  
that he did all he could do, and as much as  
any other man, in his position could have done.  
But there are those who think that failing in  
meeting the wishes of his colleagues in the  
Commons and of the people he should have  
resigned.

Our own opinion is that such a step would  
have been far more disastrous to the best in-  
terests of the Province than any injury that  
can result from the tariff, even as it now is.—  
Had Mr. Tilley resigned his place could have  
been filled in the Government by a person who  
would not only sustain the tariff policy, and  
who would not even attempt to make any  
change in it for the better, but a person who  
would give Mr. Mitchell every assistance in  
carrying the Intercolonial Railroad by the  
North Shore.

A most miraculous escape from death  
occurred on the Railway on Thursday week.  
A man named Hamilton was carrying or hand-  
ling a keg of gun powder when it exploded,  
terrifically shattering him, and injuring very  
severely a Mr. McKay, who was near by.  
Strange to relate, both the injured men are  
now in a fair way of recovery, but the positive  
amount of lasting injuries cannot yet be known.  
Hamilton will entirely lose one of his eyes.  
Dr. Campbell was in attendance, promptly  
rendering every assistance.—[Capleton Sen-  
tinel.]

English mail advices to the 24th of Decem-  
ber, state that five British ships of war have  
gone in search of strange armed vessel without  
result. Commanders of all ships in  
commission have been ordered to adopt every  
necessary precaution, especially at night, to  
prevent ships from marauding attacks. Guard

boats and launches were to be kept on duty.  
The dropping of torpedoes in streams are most  
feared by the Government.

## TELEGRAPH NEWS.

London, Jan. 9.  
The Times to-day says the English Troops  
are still at Sedan; no sickness, the natives  
are friendly.

Paris, Jan. 9th.  
The new Cabinet of Portugal favors the  
collection of taxes. The taxes are odious to the  
people to such an extent as to cause the resig-  
nation of the previous Cabinet.

Berlin, Jan. 9.  
At a large Conservative dinner in this city  
last evening Count Von Bismarck was present  
and made a speech. He reviewed the present  
political situation in Europe, in the course of  
which he said that war with France this year  
was a phantom, urged his hearers to dismiss  
all fears on the matter. He was listened to  
with profound attention.

Vienna, Jan. 9.  
Dispatches have been received to-day which  
state, that the Austrian frigate Novara, Ad-  
miral Tegethoff, with the remains of Maxi-  
milian on board, has arrived at the Island of  
Corfu on the way to Trieste.

London, Jan. 13.  
Dispatches received from the South indicate  
that a more liberal policy is to be pursued by  
the Sublime Porte in the matter of the  
Eastern question.

A decree has been issued guaranteeing not  
only equality of rights in Canada, but a sus-  
pension of the collection of duties for 2 years.  
Telegrams from Aden announce Gen. Sir  
Robert Napier arrived at Annesley Bay, and  
immediately set out for Senegal, to place him-  
self at the head of the British advance.

Warwick Jail, where the Fenian prisoners  
Burke, Casey Shaw, Mullany, are awaiting  
trial is occupied and surrounded by troops  
which were sent there by order of the Govern-  
ment to guard against any attempt to rescue  
them.

In the Queen's Bench to-day a motion was  
made by the counsel for the defence that the  
prisoners be returned to London for trial, on  
the ground that the bitter religious prejudice  
existing against the prisoners in Warwickshire  
would render it impossible for them to obtain  
an impartial jury and a fair trial in that  
court. The motion was heard, and the Judges  
reserved their decision.

New York, Jan. 14.

Gold 142.  
FENIANISM.—Mr. McGee, in a speech in  
the House of Commons, referring to the bill  
which is intended to prevent persons going  
armed, with deadly weapons, spoke fearfully  
as to the likelihood of there being Fenian de-  
monstrations made during the year or against  
Canada. He said he believed that our people,  
as a whole, were free of origin or creed  
were loyal and sincerely attached to the insti-  
tutions under which they live. At the same  
he believed this to be a very critical period,  
and he should be sorry to see the country  
lulled into a false security. In his humble opin-  
ion the next six months would be the most  
critical six months through which Canada had  
ever passed. He based this opinion on the  
fact that next year was the presidential year,  
when influences would naturally be at work  
dangerous to the peace, especially to our bor-  
der districts.—[Canada paper.]

Kilt vs. Trousers.—The gallant 78th High-  
landers, during the recent cold weather at  
Montreal, have been put to a severe test of  
their powers of endurance. Until only a few  
days ago most of the members of regiment  
wore the kilt, but on receiving an order from  
the commandant to change their style of uni-  
form, the rank and files adopted the more com-  
fortable alternative pantaloons. The pipers,  
however, prefer wearing the kilt, and during  
the coldest days they may be seen walking the  
streets with their bare legs, paying little  
attention to whether thermometer shows the tem-  
perature to be either above or below zero.

Rumors prevail that the Hon. Mr. Skinner,  
Solicitor General, is about withdrawing from  
the Government, his position as Secretary of  
Western Extension, being incompatible or in-  
consistent with his duties as a member of  
the Council, since difficulties may at any moment  
arise between the company and the govern-  
ment.

A man named Howie, residing in the back  
part of the city, found himself on the Sunday  
morning last in the graveyard, one boot and  
one sock off, both feet very badly frozen, the  
latter foot perfectly solid. It feared they  
must be amputated, if indeed his life can be  
saved at all.—[Reporter.]

The Receipts of the E. & N. A. Railway  
for the month ending Decr. 31st, were as fol-  
lows:—Passengers, \$4,934, Freight, \$8,755,  
Mails and sundries, \$567—Total \$14,246—  
an increase of \$1,617 over the month of De-  
cember 1894. Compared with that month  
the receipts for last Decr. shows a large  
gain in freight—\$1,714—and a slight fall  
off in passengers.

A public meeting was held at Dar-  
mouth, N. S., on the 27th ult., at which resolu-  
tions were unanimously passed, declaring the  
intention to seek a repeal of the "Union Act,"  
and of a petition to the Local Legislature,  
and also that Nova Scotia members of the Do-  
minion Parliament should not return to seats  
in Ottawa until every means of obtaining re-  
peal were exhausted.

A terrible famine rages in Sweden 300,000  
people it is said, are on the verge of starvation.  
A Mr. W. Thomas, Jr. of Portland, Me.,  
writes to Mr. Seward:—"Their crops for three  
years been bad; last year they were an utter

failure, and now even their miserable bread,  
made of straw and the bark of trees, has given  
out. They sit in their cheerless huts and die.  
My private services from Scandinavia repre-  
sent this calamity as worse even than the pub-  
lished account."

The total expenditure in connection with  
the city Government of Fredericton for the  
past year was \$14,941.07—a pretty round sum  
for that community. The Reporter says that  
one fifth of this was paid to office holders, not  
one of whom is overpaid. Conclusion—the  
system is too cumbersome.

The statement that Mr. Clouston has been  
promoted in consequence of Mr. Smith's trans-  
ference to Ottawa, it seems, denied. To  
present appearances, gross injustice has been  
done to Mr. Clouston, an old and well-versed  
public servant. Have our Ottawa representa-  
tives lost their reason and determined to alienate  
all the friends they have left?—[Journal-  
ist.]

An Italian brigand was sentenced to death,  
and shot by a file of soldiers, the sergeant  
giving him the coup-de-grace. But a lazy  
grave digger allowed the body to remain over-  
night unburied, when, the cold air reviving  
the half-killed wretch, he recovered his senses,  
climbed a wall and presented himself all bleed-  
ing at the guardhouse. The ministers of war  
and of justice are now quarrelling over him.

We learn from the Truro Mirror, that on  
Wednesday afternoon last a young lady named  
Crowell, was killed in that town by a runaway  
horse. The breast of the animal struck her  
in the head, and hurled her with such force  
against the ground, that she was killed almost  
instantly.

There is living at Laing, Scotland, a shoe-  
maker, who married on the same day with the  
Queen and Prince Albert. The shoemaker's  
son was born on the same day with the Prince  
of Wales, and he (the shoemaker), has had a  
son for each son of the Queen, and a daugh-  
ter for each daughter, and all born in the same  
month of the year. The Court Journal calls  
this "competing with royalty."

A Boston paper states that—"the question  
of annexing a portion of the British Provin-  
ces to the United States is again seriously  
agitated on both sides of the line? ...  
the feeling we know has increased since the  
confederation of the Provinces." The same  
paper in a strong republican strain speaks of  
the "incubus of British rule," and terms our  
connection "an unnatural alliance." Such  
gyroscopic may suit American ideas, but we  
beg to assure the writer that annexation is  
now out of the question, and British subjects  
in the Dominion would sooner lose their all-  
than give up their home in a British land.

## ITEMS.

—Quebec built about 20,000 tons of ship-  
ping in 1867, and has about 10,000 tons in  
course of building.

—The State constable has been making a  
raid upon the rumblers in Canada. It is re-  
lated that even the druggists' shop were visited  
and every thing in the shape of intoxicants  
taken away.—[Courier.]

—It is reported that a Government dele-  
gation will have to visit England during the  
recess at Ottawa, on business connected with  
the Intercolonial Railway & North West Ex-  
tension.

—The survey of the Maine section of the  
E. & N. A. Railway is almost completed.—  
Captain Gitt, who has charge of the survey  
ing party, had reached to within 15 miles of  
the New Brunswick frontier a week or two  
ago.

—Mr. H. S. Barnaby, a medical student  
of Cornwallis, N. S., recently committed suicide  
by taking laudanum. No reason is assigned  
for the occurrence.

—More than \$200,000 has been subscribed  
to the fund now being raised by the Lord Mayor  
of London for the relief of the sufferers by the  
recent hurricane in the West Indies.

—Black hair is to supersede golden, and a  
raid is being made by the agents of the hair  
dressers of Paris among the silky haired tribes  
of the South American Indians to supply the  
anticipated demand.

Capt. Mariner Crosby, of Eastport has been  
lost at sea with his entire family. He sailed  
from St. Thomas for New York, on the 20th  
of September, since which time he has not  
been heard from. Capt. Samuel Pine and  
Wm. Matthews, formerly residents of East-  
port, are also among the missing.

Secretary Welles has received information  
of the discovery of an island, one hundred miles  
long, in the Arctic Ocean, in seventy two  
degrees north latitude. There is a coal mine  
on it.

The freemasons of Philadelphia are to  
erect a granite temple 250 feet long, 150 feet  
wide and with a tower 300 feet high. It is  
to be placed so that there will be a street on  
every side, it is to cost three quarters of a  
million, and be five years in building. The  
lot is already purchased.

—The Christmas trees this year have gen-  
erally borne rich fruit for country parsons.

Another Steamboat Explosion.—Stern-  
master Harry Denne exploded her boiler two  
miles below Gallipolis Saturday, the vessel  
and cargo became a total loss. Seven or  
eight persons were killed, and a number in-  
jured—some fatally—and others are missing  
who are supposed to have been killed.

There are nine hundred bottles of choice  
old wines in Sir Frederick Bruce's cellar,  
which go under the hammer at Washington  
this week.

The Legislature of New Brunswick is sum-  
moned to meet for the despatch of business

on February 15th. The appointments of Leg-  
islative Councilors will not be made at pres-  
ent.

Married.  
On the 8th inst., by the Rev. R. Verker,  
Mr. William Smith & Miss Sarah Ellen, only  
daughter of the late Mr. James McFarlan, all  
of this Parish.

Died.  
On the 13th inst., Mr. John McDonald  
blacksmith aged 64 years, a native of the  
County Down, Ireland.  
On the 3rd inst., after a protracted illness,  
Mr. John Waycott, 69 years, an old resident  
of this Town, leaving a widow and large fam-  
ily to mourn their loss.

## Ship News.

PORT OF ST. ANDREWS.

ARRIVED.  
Jan. 8, Schr. Empress, McGee, Eastport, Ex-  
press Goods.

CLEARED.  
Jan. 8, Bark Volo, Lovett, Cork, Deal and  
hals, C. F. Clive.  
13, Schr. Kath. Maloney, Boston, 2800 co-  
dar sheep, J. Watson.

NOTICE.  
An application will be made to the Legislature  
of this Province at its next Session, for the  
passage of an Act, declaring that the rents re-  
ceived under the leases granted under chapter  
43, 11th Victoria, shall be a proportion for the  
use and benefit of the Town of St. Andrews, the  
lands referred to in said Act being held in trust  
for the benefit of the inhabitants of said Town.  
By order of the Court of General Sessions,  
GEO. S. GIMMEL,  
Clerk of the Peace.  
January 13, 1895.

## NOTICE.

An application will be made to the Legislature  
of this Province at its next Session for an  
Act to Assess the County for \$100,000, for ex-  
penses of transmitting information to the General  
Government, with reference to the Intercolonial  
Railway, and other expenses of various kind  
incurred from St. Andrews Railway. Jan 14

## HOUSE OF ASSEMBLY.

THE following was adopted as one of the  
Standing Orders of the House in the Ses-  
sion of 1892:—

"26th.—That no Bill of a private nature shall  
be received by the House after the fourteenth  
day from the opening of the Session, but may  
be received and the Clerk of this House do, and  
submit previous to the meeting of the Legisla-  
ture, cause fifty copies of this rule to be sent to  
each of the members of the House, and the same  
to be inserted in the Report of the House, and  
in each of the newspapers published."  
CHAS. P. WELMORE, CLERK.

## FISH. FISH. FISH.

THE Subscribers have on hand and offer for  
sale:  
25,000 QLS. Pickled and Cold Fish.  
Pickled, Smoked, and Fresh Herring.  
Fresh Fish constantly for sale.  
CLINCH, McLEAN & CO.,  
St. Andrews, Jan. 15. (Car. Sta. 4)

## The Quintette Orchestra.

A COLLECTION OF Quadrilles, Waltzes,  
Polkas, Contre Dances, Polka Rotondas,  
Schottisches, Mazourkas, and Serenade Pieces,  
arranged for two Violins, Clarinet, Cornet and  
Bass in five books, one for each instrument.  
Price of the set complete, six dollars. Mailed  
post paid on receipt of price.  
OLIVER DITSON & CO., Publishers,  
Jan 11 272 Washington Street, Boston.

## Flour, MESS PORK.

Ex "Lacon" from New York?  
60 lbs. FLOUR, 12 Bbls. MESS PORK.  
Jan. 8. J. W. STRECH.

## Debates of the House of Assembly.

IN accordance with a Resolution of the House of  
Assembly, at its last session, the undersigned  
will receive tenders for publishing the Debates of  
said House during its next annual session. Ten-  
ders to be forwarded to the Provincial Secretary's  
Office, on or before Saturday the 1st day of Feb-  
ruary next, and to state the rate per sheet, Im-  
perial Quarto, with three columns on each page,  
and in all respects similar to the Debates of 1897.  
The number 4,000, on a sheet of 4 pages, to be  
published three times a week at least, from mat-  
ter to be furnished by the Reporters, and to be  
delivered, cut in single sheets, in some Room in  
the Province Hall or adjacent Offices. The Ten-  
der will also state the rate for each additional  
one hundred copies which may be required.

Also for Reporting the Debates in the next  
session of the House of Assembly, undertaking  
that these shall be at least two Reporters to be  
approved by the committee, who will furnish from  
day to day, a full Report of the Debates in the  
House, in manuscript, fairly written, and for Print-  
ers use. Parties may tender for either the Pub-  
lishing or Reporting separately or for both ser-  
vices combined. Parties may also tender for the  
Reporting separately or conjointly,—it separately  
to state the rate per page, alternate day, the un-  
derstanding having the right of deciding which way  
the contract shall be made.

It is understood that the whole matter furnished  
by the Reporters shall be published, and the Con-  
tract shall be completed within seven days after  
the contract is closed.

The lowest approved tender to be accepted.  
JOHN A. BECKWITH,  
A. RAIN-FORD WELMORE,  
ELISS DITSONFORD.

N O  
Is hereby given, that  
the Legislature of the  
wick, application will  
an Act incorporating  
Steamboat  
for the purpose of  
Wharf property, and  
age therefrom.

Accommo  
ST. ANDREWS  
ON and after this  
Stage will run 1  
places, THREE times  
LEAVING  
Tuesdays, Thurs-  
AND S  
Mondays, Wednes-  
at 8 o

St. Andrews, Dec.  
Geneva, C  
Whis  
Ex the "Acadie" from  
from Liver  
65 Hhds.  
300 Green Cases  
30 Red  
14 Cases best Cogn  
3 Hhds  
18 Qr. Cases  
40 Cases Old  
20 do 4 doz. pint  
20 do  
Dec. 11.

Department of M  
Ottawa, 29th  
PUBLIC  
COMMUN  
REL  
LIGHTHOUSE,  
Beacons, Boats,  
quiry into Causes of  
and Relief of Shipw-  
racks, Shipping Offi-  
lee, Inspection of S  
Vessels, Examination  
of Competency to M  
real Steamers, Grant  
Improvement of Navi-  
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AND THOSE  
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Dec 18. 41 Minis

NEW

Just received per St  
Black, Brown,  
an  
Black, Blue, and  
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The above go-  
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will be sold at very

British I  
St. Andrews, Nova

"DUNY  
Old Iris  
Ex "Lavin

30 Cases  
5 Qr. Cases  
Nov. 20.

N  
An Application w  
An Act to establish  
stream above the

Molasse  
To arrive per "Juliet  
8 HIDS, prime  
Sugar  
15 Pouches 15m  
Sep. 124, 1897.

KEROSENE  
12 Barrels Keros  
Glass, Mitty, Nail  
Brooms, Halls, Saw  
Sugar, Raisins, and  
Groceries, &c.  
Nov. 27.

Choi  
A few Bundles 500  
lb. Fish, for family  
subscribers, at One  
per bundle.







