

# STAGE.

STEPHEN, BARING.

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ng School.

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ID.

Mechanics, Farmer, bly informed that LEY'S ROTESTANT Office, Washington Street, to re, Boston 2h sexes, supplied to patronage

Groceries, &c

ion by the Subscriber

ION" COOKING

d Ningyong Teas, 1 Sugars, 1 Jams, Lard, 1 onds, Arrowroot, 1 Cigars, Tobacco, 1 rs Isinglass, &c. ROBERT KER.

CE.

demands against the e of the Parish of St. exted to present them ouths from this date, said estate are request- ion to

NTINE, Executor.

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8 Bundles Refined a Iron, assorted, 2 Hill's Anvils,

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l payment, J. W STREET.

5, 1849.

CE.

y demands against the d John Dunn, late Kee- las, in the County of ad to present the same, e calendar months from as indebted to the said eed immediate payment

INNER DUNN, H. WHITLOCK.

The Standard.  
PUBLISHED EVERY WEDNESDAY, BY  
A. W. Smith.  
At his Office in Saint Andrews, N. B.  
TERMS.  
12s 6d per annum—if paid in advance.  
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Each repetition of Ditto 1s.  
First insertion of all over 12 lines 3d per line.  
Each repetition of Ditto 1d per line.  
Advertising by the year as may be agreed on.

## Counting-House ALMANAC. 1850.

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
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### MY FATHER'S GROWING OLD.

My father's growing old; his eyes  
Look dimly on the page, '3  
The locks that round his forehead lie  
Are silver'd o'er by age;  
My heart has leaped too well the tale,  
Which others lips have told,  
His years and strength begin to fail—  
"My father's growing old."

They tell me in my youthful years,  
He led me by his side,  
And strove to calm my childish fears,  
My erring steps to guide,  
But years, with all their scenes of change  
Above us both have rolled,  
I now must guide his faltering steps—  
"My father's growing old."

When sunset's rosy glow departs,  
With voices full of mirth,  
Our household band with joyous hearts  
Will gather round the hearth,  
They look upon his trembling form,  
His pallid face beheld,  
And turn away with chastened tone—  
"My father's growing old."

And when each tuneful voice we raise,  
In songs of "long ago,"  
His voice, which mingles in our lays,  
Is tremulous and low,  
It used to seem a clarion's tone,  
So musical and bold,  
But weaker, fainter has it grown—  
"My father's growing old."

A gentleman from England named Cropper, was robbed at his boarding house in Philadelphia, on Thursday night of nearly two thousand dollars, mostly English funds; supposed to be taken by a young man whom he had befriended.

# The Standard.

OR RAILWAY AND COMMERCIAL RECORD.

E variis sumendum est optatum.—Cic.

No 11] SAINT ANDREWS, N. B., WEDNESDAY, MARCH 13, 1850. [Vol. 17

## LETTER from JACK ROBINSON.

FREDERICTON, Saturday night, March 2, 1850.

Mr. Editor.

A good deal has been done and comparatively little said during the week. The Attorney General's consolidation Bill, by far the most important one of the Session, has been finished and sent up for the concurrence of the Council. I hope it will pass so that the inhabitants may under it begin to learn the art of self government, and the way to manage their own local affairs.

A large number of the citizens of Fredericton seem determined however to cast away their self governing principles, after a trial of a few years, and have for that purpose petitioned the Legislature to repeal the Act of the City incorporation, and a bill has been introduced accordingly. It will not pass.

The Bill to incorporate the St. Stephen and Calais Lower Bridge Company, was lost in the House by a small majority. A plan of a portion of the River, and the Towns of Saint Stephen and Calais, made on a large scale, was exhibited, from the appearance of which many of the members were led to believe that the contemplated Bridge would be a serious injury to the Navigation of the river, and a great damage to private property. The Bill was strenuously supported by Messrs. Brown, and Thomson, and opposed by Mr. Boyd, Messrs. Street and Fisher, two talented lawyers; opposed it with all their eloquence.

The Committee to frame and report a Revenue Bill have had two several meetings. It is said they have agreed to report on Monday the Revenue Bill of last year, and that our member Mr. Brown, who was one of the Committee, refused to sign the report, being anxious to abolish the duty on Flour and reduce the duty on shoes and boots.

Mr. Carman brought in a bill to take from the Magistrates the power of collecting small debts, and to vest the power in Commissioners to be specially licenced for that purpose, extending their jurisdiction to £10 or £15, it was fully discussed but will not pass.

A curious discussion arose on a bill to allow the Reverend Mr. Wishart of Saint John to solemnize matrimony in his own congregation. It seems that Mr. Wishart, who was an ordained minister of the Church of Scotland, in comparing the "Confession of Faith" with the Scriptures, came to the erroneous conclusion that they did not agree, and that the Scriptures were right, and "the Confession of Faith" wrong.—That he was deposed by the Church and his Licence to preach cancelled. That a number of his congregation swarmed off with him, and retain him still as their spiritual teacher. Now the House of Assembly resolved itself into something like an Ecclesiastical Court to test the orthodoxy of Mr. Wishart's opinions. The discussion which followed gave abundant proof, that wise men are liable to talk nonsense when they meddle with matters which they do not understand. The bill passed by a small majority.

An animated debate arose on a Bill to punish persons for stealing timber and saw logs, by heaving out the marks. It seems that large quantities of that kind of lumber lodge on the shores and intervals of the River St. John, and that the inhabitants, especially of Queens County, do by mistake make up much of it into boards, planks, clapboards, shingles, lath-wood, &c. The Bill is very severe, and was violently opposed by Mr. Gilbert, member for Queens, whose constituents, it was alleged, were so deeply interested. The Bill passed, and such a bill ought to have passed long ago.

The Bill to incorporate the Orange Lodges is to be taken up on Friday. Several communications on the subject have been laid before the House by command of the Governor. The discussion is looked forward to with some anxiety. The notorious Thomas Hill is out in the "Amaranth" against a majority of the members, with all the violence of an unprincipled blackguard.

The County of Carleton division bill has received the Royal Assent, and the new County, which is very large, and possessed of great natural resources, will be represented by two members after the next general election. The passing of this Bill is an indication of the speedy settlement of the Canadian Boundary, there is however reason to fear that a large slice of this Province will be given to Canada.

The St. Andrews and Quebec Rail Road Scrip Bill came up to-day, and was strongly advocated by three of the Charlotte members, and violently opposed by Mr. Gilbert and a few others. Progress was reported to allow time to furnish the House with a statement of the affairs of the Company.

Yours,  
JACK ROBINSON.

On the 13th ult. the dwelling house of Joseph and Donald McDonald, millers, distant 14 miles from Antigonish, N. S., on the main road to Pictou, was with all its contents, totally consumed by fire. The inmates narrowly escaped with their lives.

The post office at Wheeling, Va., was entered during Wednesday night, and robbed

of a large number of letters and packages, containing money, drafts and checks to a large amount, upwards of ten thousand dollars. No clue to thieves had been discovered.

From the New Brunswick.

Sir.—The delay which has taken place since you published my third communication was unforeseen and unavoidable. I now send you my concluding paper. I would premise in reference to Provincial Railroads, that the St. Andrews Standard remonstrates very sensibly against the total silence of the Lieut. Governor, in his speech to the House, in regard to their railway now in actual formation, while our line to Shediac, generated by the job-rotation of a government great-trunk-line from Halifax to Quebec, has been held up and recommended to the favourable consideration of the Legislature! There can be but one opinion in the minds of straight forward honest men on such one-sided conduct, and whether it has been advised by his Excellency's Counsellors, or has sprung from his own ideas of good policy, it is as earnest to the people of what they may expect from a government which does not extend its influence equally to every section of the Province. It is the accumulation of such shameful delinquencies that forces people to look beyond the prevailing system, and to seek for a better condition where common interests are truly attended to. 'Tis not dislike or disaffection to the British Constitution that turns men's minds to an association with another form of government, but it is to obtain relief from that thralldom and misrule which long corruption has consecrated in the hands of delegated power. The Shediac Railroad! Throw chalk to sparrows! Worthy product of parliament conceptions for the common weal! The physician does not lay all his powers to the condition of some specific artery, or less important vein, when the whole system is deranged, but turns to the source of circulation and looks to the arteries and ventricles, the expressors and compressors of vitality, sure that the radical remedy lies there. We do not want a short, offset, insignificant outlet from the commercial heart of our Province to a little harbour at the head of the straits of Northumberland; we want a great, commanding railway from Saint John, New Brunswick, to Quebec in Canada; a line immediately connecting the waters of our river with those of the Mississippi, and by the upper lakes extending to Oregon and California. It is only by such means that we can expect to preserve our very existence as a mercantile community; that we can depend on the rich resources and growing products of the valley of our river and its fertile contiguous; and that we can look with any confidence to an amelioration of our present miserable depressed position.—How long are we to rest supinely in our indifference to the future? How long are we to look complacently on the advances of the Americans, who are rapidly approaching our regions which they will drain of their treasures, that equal activity on our part might secure to ourselves? Nothing short of a railway on the largest scale can save us from utter ruin—from a doomed prostration of energy and hope. Let this sentence bear record in your columns, Mr. Editor, that a warning voice has been lifted in St. John, and if it be contemned and derided and unattended to, a few years will find our city in the condition of Tadoussac or Baiebec, instead of a flourishing seaport at the mouth of a magnificent river. We admit that the murky shades, which a perturbed state of the political and commercial atmosphere has spread far and wide over the nations of the earth, have also enveloped us in their gloomy mantle, yet we should remember that time and omnipotence only continue in uniform action, whilst the darkest storms are sure to pass away; it is the part of wisdom therefore to watch the first scintillations of returning light, and under more benignant beams to endeavour at achieving the means of security against future visitations. This consideration brings me back to the point from which I should have started in connecting this paper with its predecessors, but my inclination to look at the subject in all its phases, has caused this digression.

Having pointed out in my former letters the importance in this City of a line of railway to the Upper Provinces by the Nerepis I may recapitulate that it should pass through Douglas valley, by the Oromocto, through the Harvey settlement and across the Macdavic to Cranberry brook. From this place it is only 12 miles to the line of St. Andrews and Woodstock road I know the whole tract well: it is remarkably level, so much so that the Oromocto lake is only 29 feet over the stream down at the mill water; and beyond the Macdavic a plain stretches to the towering Palfreys on the one side and to Prospect mountain on the other. Were this part of our railway made, we would be in connexion with thousands of miles of railroads regulated over the whole extent of the United States. We would then work our way to Woodstock along with our St. Andrews co-shippers, and ultimately to

Quebec. I have always held this view of our proper policy, and therefore have uniformly expressed the envious scoffs and sneers of published editors, who falsely imagined that they displayed wit and wisdom in ridiculing the St. Andrews line. Reasonable men will rejoice at the prosperity of any portion of a community, and he cannot be a patriot who will not; but is the fate of benighted minds to start in dread of the uplifted arm, which has only been raised to protect a benevolence.

From Harri's mills on the Oromocto, a branch of about 20 miles would reach Fredericton. It would surely be the interest of the people at Head Quarters to open this line, which would connect the Seat of Government with this City, with the whole American routes through Calais, and with the Canadas through Woodstock.—Thus would all our interests be conjoined, and "our motto would be, who better can work, and who better agree."

At a public meeting held lately at Toronto a resolution was passed recommending the Corporation of that City to invest the sum of £100,000 in the Toronto Railroad, by an issue of debentures in sums of not less than £100 each, at 20 years' date bearing interest at 6 per cent. per annum.

The above is a text for us to preach from. Every County in the Province, except those washed by the waters of the Gulf of St. Lawrence and the Baie des Chaleurs, are directly and territorially interested in the proposed railway from St. John to Quebec, and it may therefore be fairly considered a Provincial enterprise. There is now a very general appreciation of its importance among thinking people, and of its absolute necessity among those who can penetrate beyond the surface of things; but the exclamation of all is, "We have no money! we cannot build this railroad! it is madness in us to think of it!" Few seem to entertain the question whether money could be got for so vital a purpose, or how it could be got. The phrenic state of the coffers of England holds out encouraging hopes that capitalists would undertake the completion of our line if liberal arrangements and proper security were proposed to them.

Let the Lieut. Governor suggest to the Legislature to borrow from the British Government a million and a half sterling, payable in 30 years at reasonable interest, and to pledge all the lands, mines, minerals and resources of the Province as security for the principal and interest. Capitalists to build the line and to receive sums equal to half of what they expend, until the whole be completed. After the railroad is in operation, let Government require a deposit of 2 per cent. per annum, as a sinking fund, which would repay the loan in a few years.

Or let capitalists make the road on the faith and credit of the Province, pledged to them to pay half the cost in 20 or 30 years with security. British minded men know well that New Brunswick is out of debt, and that England owes 800 millions; security on our lands and resources is safer than the security which the wet sponge of a political hurricane can annihilate.

In another view the Province might take value in the line to the amount of £100,000 by scrip, one half of which should be issued forthwith; and the other half next year, pledging our resources to redeem it in 20 or 30 years. Capitalists to subscribe the rest of the stock and receive the interest on the £100,000. Now, Mr. Editor, my concluding sentence says, send a deputation to ask the British Government to assume our Provincial security, and on their so doing, all the money we want would be readily obtained at an interest of 4 per cent, and our prosperity would be secured by our Railroad to the Upper Provinces.

## UNITED STATES.

WASHINGTON, Feb. 27.

The rumors current in the Capital to-day, are of startling importance.

It is said that Southern members of Congress are to-day, going to the Capitol armed; and rumors of shooting and assassination are freely discussed. We never recollect a period when so much excitement has existed at the seat of government.

The difficulty between Bissell and Davis has been settled by the intervention of the President. They were to have fought with muskets at 15 paces distance; the preliminaries were all arranged this morning.

New York, Feb. 25th

Brig R. F. Loper arrived at Philadelphia this afternoon from Pernambuco, with dates to the 23d ult. The revolutionary spirit which has so long disturbed the interior of that part of South America, has at length subsided, causing an improvement in commercial affairs. The yellow fever continues to rage most destructively at Bahia and Pernambuco. It is particularly fatal among the crews of the shipping.

The Hudson river is now open; the first boat from above arrived here to-day.

Important subjects of Rumor.—We hear that orders have arrived by the last packet from the Home Government, directing the

## LAW RESPECTING NEWS PAPERS

Subscribers who do not give express notice to the contrary, are considered as wishing to continue their subscriptions.

If subscribers order the discontinuance of their papers, the publisher may continue to send them till all arrearages are paid.

If subscribers neglect or refuse to take their papers from the office to which they are directed, they are held responsible till they have settled their bills, and ordered their papers to be discontinued.

If subscribers remove to other places without informing the publisher, and then paper is sent to the former direction, they are held responsible.

Ordinance Department to undertake the erection of two Barracks—one at Point Pleasant, the other at Fort Needham—in the ensuing summer. Provided the report be true, this does not seem as if Great Britain were inclined to relinquish her dominion over Nova Scotia at an early day.

It is also stated that Sir John Harvey will shortly be removed, and succeeded by the Marquis of Sligo. Probably Sir John may be appointed Governor General in place of Lord Elgin.—[Canadian Recorder.

Mexico and Texas.—The New Orleans papers have lately advised from Mexico.

Indian entrances continued to prevail. The Mexicans recently attacked them in the States of Durango and New Leon, killing thirty-four.

The Mexican mines were unusually productive. Several new discoveries had been made.

The steamer Galveston brings news from Galveston to the 15th inst.—The Indians were committing serious depredations in Western Texas. The Governor had sent a message to the Legislature, admonishing them of the necessity of preparations for a general Indian war on the frontier, and recommending the passage of a law authorizing the Executive to call into service a competent force.

## NEW-BRUNSWICK.

HOUSE OF ASSEMBLY.

Extracts from the Journals.

Feb. 27.

A Bill to authorize the Justices of Charlotte County to levy an assessment to pay the County Debt, passed the House and was taken to the Council by Mr. Boyd.

[From the Committee of Trade's Report we learn that the Petition of James Kempf, Boyd, Clerk of the Treasury, praying that the amount deducted from his salary, may be credited to him, and that his salary be in future £100, has been left over until the question of the collection and prosecution of the Revenue comes before the House.]

The Petition of Andrew McCullough praying to be refunded certain Export duties paid by him, with Light and Beacon duties, in all amounting to £31 6 5; is recommended by the Committee to be refunded him.

From the New Brunswick's Reports.

Saturday, 2nd March, 1850.  
When I entered the Gallery, Mr. Boyd was on his feet, advocating the interests of the St. Andrews and Quebec Railroad Company, the Bill to facilitate the operations of that Society being under consideration.—Mr. Boyd spoke of the interest which he thought the Legislature should take in furthering the project, and of the benefits that would ultimately accrue by the introduction of capital into the country.

Hon. Mr. Partelow said that year after year this Company had applied to the House for concessions of various kinds, and the directors had never made a report of their proceedings or given any information by which the House could judge the propriety of making further grants. If there were satisfactory information before the House he would have no objection to grant £30,000 or £40,000 to carry out the work; but until he saw something to show that the project was likely to be carried on, he would not go for the Bill. He thought it was better to postpone the further consideration of the bill until information could be obtained from the Directors of the Company.

Hon. Mr. Hannington, Messrs. Connell, Brown, Thompson and others spoke on the subject, after which, progress was reported in order to obtain information from the directors. The bill will again come before the House when its merits will likely undergo a full discussion.

The Navigation Law.—In answer to inquiries respecting the alterations incident to the operation of the New Navigation Law, we are authorized to state, that foreign vessels will be allowed under licence, to come on from Quebec to Montreal with cargoes, and to return to Quebec for clearance, as was the case during the temporary suspension of the Navigation Laws, a few years ago.—[Montreal Pilot.

WHEAT IN THE UNITED STATES.—It is estimated that in all the ports on the west shore of Lake Michigan there are in store about 800,000 bushels of wheat against about 1,600,000 bushels at the same time last year. It is further supposed that by the opening of navigation the quantity will be increased to not more than 1,200,000, which is fully a million bushels short of the amount at this time last year. The quantity of wheat and flour to come forward from all the lake ports this spring is estimated to be one third less than last year.

Remember that self interest is more likely to warp your judgment than all other circumstances combined; therefore, look well to your duty when your interest is concerned.

A locomotive is now in course of construction at Cambridge, Mass., which is warranted to draw a passenger train at the rate of 50 miles an hour.



# NEW-BRUNSWICK. HOUSE OF ASSEMBLY.

From the Head Quarter's Reports.  
Saturday, March 24.  
Immediately after reading the Journals, and the transaction of some routine business, on motion of Mr. Boyd, the House went into a Committee of the whole, on "a Bill to aid in the construction of the Saint Andrews and Quebec Railroad."

Mr. Boyd hoped that hon. members would not be seized with any unnecessary alarm at the bringing in of this Bill. It was well known that the stock of this company was divided into two classes—one for the stockholders in England and one for the people of this country. The money belonging to class A, or the English stock, was ready, but before that money could be appropriated it was necessary that the people on this side of the water should be prepared to keep up their end of the yoke. It was also well known that from the great depression in business, and from the repeated failure of the crops, previous to last year, that money was not to be had. It had almost disappeared from the country. Yet the stockholders here were willing to persevere, and they now came to the Legislature to ask the Province to lend their authority to the company to issue scrip to the amount of £30,000 sterling, and guarantee the payment of the same thirty years hence. The company, as secretary, would place in the hands of the authorities a bond, securing the amount thus asked for, on the entire property of the company. An additional security was, that they would not ask for a single shilling of this scrip until there was completed and in actual operation at least thirty miles of this Railroad, with carriages complete. The very expenditure of the large sum of money which would be necessary to complete this amount of labour, would in itself be of great advantage to the Province, by the consumption of dutiable articles which these laborers must have. Besides this, the company were now taking steps to settle the country on the line of Railroad, and there could not be a doubt that the population of the Province would be induced to come into the country, would more than recompense the Province for the small additional aid they now asked for. True, he might be told the Legislature had already given this company a good deal of encouragement. He admitted that was the case, and he believed the company were grateful for it. It was not the particular interests of the company which he stood there to advocate, but the interests of his constituents, whose welfare was so deeply involved in the success or failure of this enterprise. It was also the interest of the whole Province that this undertaking should be completed. The Americans were already tapping these Provinces, by Railway, in all directions. He expected soon to hear of a Railway to Calais, and if that were completed before the St. Andrews and Woodstock Railway should go into operation, he feared they might bid good-bye to Railways in this Province. The present Bill would not do as it was, and he had prepared an amendment to every section, but, in the meantime, he would now move that it be read section by section.

Mr. BARRETT said, that he was surprised at the little interest which the House seemed to take in this Bill. He hoped, however, that it was not about to slip quietly through the House and involve the country in a large additional amount of money for the encouragement of this Railway. He was not surprised at this application. It was nothing more than he (Mr. B.) anticipated when the House first granted extraordinary facilities to the St. Andrews and Quebec Railway Company. He prophesied then, that year by year applications for additional aid would come up, and the event had shown that he was not mistaken. They had given them guarantees to the amount of £125,000 one year, the next they came praying for land; that had also been given them to a large amount, and when they asked for that the House was told that they would ask for nothing more, but here they are again asking the Province to give a guarantee for £30,000 sterling on scrip, payable in thirty years. It was neither more nor less than asking the Province to give them that amount of money in addition to all that they had already received, and he, for one, was not prepared to do any such thing. He hoped, therefore, the Bill would not pass, and, in order to test the feeling of the House he would move that the Bill be read, section by section, this day three months.

Hon. Mr. PARTELOW was quite willing to acknowledge that this was a very important undertaking, but it had been already going on for four or five years, and not a yard of rail laid down yet. The House had frequently been called upon for aid, and they had received all sorts of assurances that the work would be proceeded with. They had gone on giving facilities in the dark. They knew nothing of the affairs of the company, and he, for one, would go no further until such specific information was laid before the House as would enable hon. members to see what they were doing. If, on strict investigation, they should find that thirty, or forty, or even fifty thousand pounds, advanced in scrip, would insure the completion of the work, he (Hon. Mr. Partelow) would be disposed to entertain the application; but, until this was ascertained, he for one would put his foot upon that Bill. If the applicants hoped for further aid, they could not succeed until such information as he had described was before the House.

Mr. CONNELL described at great length the benefits which this Railway would be to the country lying between Woodstock and Saint Andrews, and to the entire region of country lying above Woodstock, where a

very large surplus of agricultural produce was raised last year, for which there was no outlet until the River Saint John opened, and when it did open, the quantity to come down must soon glut that single market, and reduce prices to a rate which could not remunerate the farmer, thus discouraging agricultural pursuits in the finest agricultural district in the Province. The hon. member also contended that the Province would be perfectly safe, as thirty miles of road must be completed before the scrip would be called for, and assured the committee that from circumstances which had come to his (Mr. C.) knowledge, the road would go through this facility were given.

Mr. GUINER opposed the Bill as a mere asking for so much money. The hon. member from Charlotte (Mr. Boyd) said he was advocating the interests of his constituents, while supporting this Bill. He (Mr. Guiner) was advocating the rights of his constituents in opposing it. He had no idea of taking their money and giving it to this company to squander on visionary projects. He had, therefore, much pleasure in seconding this motion to postpone the Bill for three months.

Dr. THOMSON supported the Bill, arguing that a failure in this undertaking would be the failure of all the Railroad schemes in the Province. He was perfectly willing that the company should be called upon for the information required by the Hon. Secretary, and he had no doubt it would be cheerfully and promptly afforded.

Mr. BROWN spoke long and earnestly in favor of the Bill. His own constituents, many of them, he believed, thought him but had heard in the support of this undertaking, and believed him sceptical as the benefits to be derived from it when completed. Be that as it might, he was persuaded that if this undertaking did not go on, no Railway could be made in New Brunswick. There were thirty miles of the road already located. He had seen himself the stakes put down, in several places in the interior, where he had formerly lumbered. The people on the other side had done their part, and now it was for them to do theirs. He was sure the company would have much pleasure in affording the House all the information they required, and he was glad to hear from the hon. Secretary that if such information was satisfactory he would be inclined to entertain the Bill. He hoped, therefore, his hon. colleague would consent to report progress, until the desired information could be laid before the House.

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Mr. Woodward moved to strike out the Guinea altogether; and after some observations with regard to the value of the Crown and other Coins, the Bill passed with few amendments.

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Messrs. Taylor and Connell also spoke in favour of the Bill, and recommended encouragement to Agricultural Societies.

His Honor the Speaker thought the Fredericton affair had turned the Hon. member for York (Mr. Taylor) against incorporating any society. He thought it was better to report progress at present until the other Bills relating to agriculture were ready for discussion. He did not know how far this House could be justified in giving bounties, when they viewed the despatches of Earl Grey. It was better to defer the subject until the merits of those despatches were discussed. Progress was then reported.

## NOVA SCOTIA.

From Halifax papers, we observe that an important set of Resolutions have been introduced into the Assembly, by the hon. Mr. Johnston. We deem it our duty to give the resolutions, as we believe the measures embraced in them, will yet be adopted in this Province. The following are the resolutions:

Whereas, The self-Government extended to the British North American Provinces by the Secretary of State for the Colonies, having placed the Local affairs of the Province in the hands of the Executive Council, untrammelled by any control on the part of the Lieutenant Governor or the Imperial Government, it is necessary to correct the anomalies and inconveniences unavoidable in the application of Imperial usages to a Colony; and a common duty is created, irrespective of party interest, to cast the Institutions of the Province into such forms as may unite the freest operation of the public sentiment with the most efficient, upright and economical exercise of the Executive, Legislative, and Municipal functions; nor is it less obligatory on this House to obtain more perfect stability and certainty for the principles of Provincial Government than can now be relied on—the present Secretary of State for the Colonies having, both in declarations and acts, shown that a Minister of the Crown in the administration of Colonial affairs may hold himself

free to disallow what a predecessor in the exercise of his official functions had established:

And whereas, First: As regards the Lieutenant Governor—This officer while in theory possessed of the Executive authority has been in reality denuded of all power, and should he attempt to exercise an independent control over the affairs of this Province he would disturb the principle of responsibility under which the Executive Council are now called to exercise the functions of Government—Hence so long as the Lieutenant Governor shall continue to be viewed as the head of the Provincial Administration, he must either sink into insignificance or become the instrument of Executive obstruction; in the one case the reverence due the Sovereign being insensibly diminished by the contempt engendered for the office of Her Representative; in the other the harmony of the Province being endangered by the violation of a principle which the British Government in the last two years has affirmed, and Earl Grey as Colonial Secretary, has sealed by acts of unmistakable significance:

And whereas Secondly: As regards the Legislative Council—The construction of the Legislative Council is inconsistent with the harmonious working of the present mode of Government and its useful influence as a Legislative Body; with a majority created by the Government of the day for securing party measures, the Legislative Council is for most essential purposes but the subversive instrument of the Provincial Government. The same majority on a change of parties would make it an obstructive body opposed to the existing Administration and the wishes of the people as expressed by their Representatives in this House.

Resolved, That the most efficient remedy is to be found in the Election of the Legislative Council by the people for a limited period—the Members going out by Sections periodically: Thus the body would be brought nearer to the feelings and would more perfectly reflect the opinions of the Country, while the periodical Elections would enable the people to correct the inconveniences that occasionally might arise from its composition by an infusion of new Members.

Resolved therefore, That to avert the evils of renewing questions of Government which, after years of agitation and uncertainty, have been established by Imperial authority, it is proper that the Lieutenant Governor of this Colony should be unquestionably recognized as an Imperial functionary, charged with the protection of national interests and as the official organ of communication between the Parent State and the Colony, but holding no relation to Colonial affairs beyond the ceremonial of office.

Resolved further, That to fix this character to the Office it is proper the Lieutenant Governor should be paid entirely by the Imperial Government.

Resolved further, That if this Province shall be required to contribute any portion of the Lieutenant Governor's Salary, the sum of £1000 would fully meet the just proportion of this Colony and the value of his services under the present system—this House deeming it unjust that so large a sum of £3000 Sterling should be now paid by the Province, and absurd that £250 Sterling or any sum, should be granted for the Private Secretary of an officer who himself has but to subscribe the documents that others are required to prepare.

To Correspondents.—"A Charlotte Farmer," and "J. K. B." received, and will be inserted in our next number.

## THE STANDARD.

ST. ANDREWS, WEDNESDAY, MAR. 13/1850.

Charlotte County Bank.

Hon. HARRIS HATCH, President.

T. B. WILSON, Esq., Solicitor.

Discount Day—TUESDAY.

Hours of Business, from 10 to 2.

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

Alms and Work House.

Commissioners—H. H. Hatch, A. T. Paul, Thos. Sampson, John Irwin, D. Bradley.

St. Andrews Manufacturing Company.

R. M. ANDREWS, Esq., President.

Saint Stephens Bank.

Wat. Todd, Esq., President.

Discount Day—SATURDAY.

Hours of business, from 10 to 1.

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

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

## Arrival of the Steamship



Canada.

From the Telegraph Despatch, published in the Courier, we copy the following items of news. The Steamship Canada arrived at Halifax at half past 8 p.m. on Friday, with dates to the 23d ult. The Niagara arrived at Liverpool on the 17th.

Cotton has declined fully 1-4d. during the fortnight.

The Corn market is dull, and prices nominal. In the Money Market there is increased stringency; consols closed at 95-1-2.

Coffee, dull, with lower prices; and the same may be stated as respects Sugar.

During the month, eight timber-laden vessels have arrived at Liverpool. One cargo of St. John Pine, 191-2 inches, sold at 181-2d. per foot; Red Pine, small sales at 151-2d. to 161-2d. per ft.; Birch, in good demand, cargo sales at 14d. to 16d. per foot; no demand for Railway Sleepers; Lath-wood, cargo sales. £1 10s. per fathom. Dullness is the main feature of the Timber market.

Dates from India are to the 17th of January last. The country continued quiet, and the commercial advices were satisfactory.

In the Imperial parliament the Free-Trade policy of the Government had been discussed, and the Ministry were sustained by a majority of twenty one.

In Paris all was peaceable, but the Socialists were organizing for a grand demonstration on the 24th. Louis Napoleon is becoming less popular. M. Thiers and the High Church party have been defeated on the Educational bill.

France was mediating in the Greek affair. The blockade in the Grecian ports by the English fleet still continues, and many Greek vessels had been seized. King Otto grows in popularity, and Russia and Austria have come to his aid. The latter power is about to send a fleet to oppose the English admiral.

The Danish question is becoming daily more complicated. A new German Customs Union solely on protective principles, has been proposed by Austria.

The political refugees have been ordered to quit Switzerland.

Relations have been re-established between Austria and Turkey.

ST. ANDREWS AND QUEBEC RAILWAY. SCRIP BILL.

In our last, we stated from letters received, that the hon. Mr. Partelow had violently opposed the Saint Andrews and Quebec Railway Scrip Bill. We have much pleasure in making the "amend honorable" and learn from the printed copy of the debate, and also from an esteemed friend who was present in the House, at the time, that the Hon. Secretary said as much in favor of the Scrip Bill as he could do. A report of the proceedings and affairs of the Railroad Company, has been transmitted to Fredericton, which we trust will be satisfactory to the hon. Secretary, and every other member of the Assembly.

The fact is a large amount has been paid in England towards making this line, and the money constantly drawn for—a number of Engineers and over 120 men are now employed on the work, and some thousand more will be employed in the Spring. Iron and Locomotives are prepared in England, which will be shipped to St. Andrews in May or June, and a class of English Farmers possessing some capital will also arrive at the same time with the intention of settling near the head waters of the Digdegash river, where there is a block of land for them to settle on; of as good a quality for farming purposes as any in New Brunswick, surely these statements will be satisfactory to Mr. Partelow, or any other gentlemen who will divest himself of sectional jealousy, and has the prosperity of the Province at heart.—We deem it but justice to the hon. Secretary to say that he has uniformly promised his able support to our Railway if he could be convinced that the line would be finished. No possible risk is now incurred by the Province in according to the requirement of the Railway Company, as we understand they ask the Province guarantee for £40,000 Sterling, payable in 30 years; and secure Glass Bibles on the whole line for ultimate payment of that amount, which cannot be less than £100,000; and the £40,000 Scrip to be issued as soon as 30 miles of the road are completed and in operation, the Company also pledge themselves that the proceeds of the £40,000 will be applied to the finishing of the line to Woodstock.

It is true the Province has been very generous towards our Railroad, by insurance of interest and grant of Crown Lands, but neither of which is available until the whole line to Woodstock is completed. Will not the Province be more benefited by the making of this line than the Stockholders? Undoubtedly it must, as it will induce the spending of over £100,000 of English money in New Brunswick—will cause a large and respectable class of English Farmers with some capital to settle in the Country, and in the end open a direct road to Quebec, and all Canada, East and West, and finally result in the opening of a line from St. John to Calais, where a line is now in course of construction to Bangor, also from St. John to St. Andrews and Woodstock. In a word—it would be the means of opening up this fine Province and interlacing it with Railways. If the Legislature intend promoting the settlement of the Province—now is the time.

From our U. S. papers we learn, that a Message was communicated by the President to Congress, on the 4th instant, accompanied by a letter from Mr. Bulwer, British Minister, relative to the coasting trade of the Atlantic and Pacific, allowing British vessels the privilege of American registry. After some discussion, in which it was proposed by some of the ultra-protectionist members to treat Mr. Bulwer's letter as interfering with

their domestic policy—the both parties, Messrs. Clay view it in that light, and it should be referred to the Senate, which motion was notice the result of this in which our Province is

THE CITY OF SACRAMENTO.  
By the arrival of the St. New Orleans on the 25th with dates from San Francisco, we learn that: Suffering severely. Disturbances had taken place above the water, including all the cattle, and one million of dollars. Suffering severely. Disturbances had taken place above the water, including all the cattle, and one million of dollars. Suffering severely.

LEGISLATIVE SUMMARY.  
Bills were passed to take place on the fact of no still continues, and many Greek vessels had been seized. King Otto grows in popularity, and Russia and Austria have come to his aid. The latter power is about to send a fleet to oppose the English admiral. The Danish question is becoming daily more complicated. A new German Customs Union solely on protective principles, has been proposed by Austria. The political refugees have been ordered to quit Switzerland. Relations have been re-established between Austria and Turkey.

There is no Remedy  
say's Pills for the cure Richard Treacy, of Melbourne, has received so much benefit from his pills that he has made up persons troubled with As suffering from this disease last 15 or 16 years, and a great variety of remedies, his own good. He then way's Pills, which invalid time afforded him would has since become perfect

DEA  
At the Ledge on short illness Mr. Pat years—a native of C leaving a wife and four

BANKRUPT  
To be sold at Put day next, the 15th o'clock, at the office Assignee, all the out-owing to Jesse Chir, against whom Chir issued, and all the n of the said Albee an

St. Andrews, 12d

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SAINT ANDR  
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Engineer, Engineer's ( St. Andrews, Pei S. H. WHITE







NEW-BRUNSWICK.  
HOUSE OF ASSEMBLY.

From the Head Quarter's Reports.  
Saturday, March 24.

Immediately after reading the Journals, and the transaction of some routine business, On motion of Mr. Boyd, the House went into a Committee of the whole, on "a Bill to aid in the construction of the Saint Andrews and Quebec Railroad."

Mr. Boyd hoped that hon. members would not be seized with any unnecessary alarm at the bringing in of this Bill. It was well known that the stock of this company was divided into two classes—one for the stockholders in England and one for the people of this country. The money belonging to class A, or the English stock, was ready, but before that money could be appropriated it was necessary that the people on this side of the water should be prepared to keep up their end of the yoke. It was also well known that from the great depression in business, and from the repeated failure of the crops, previous to last year, that money was not to be had. It had almost disappeared from the country. Yet the stockholders here were willing to persevere, and they now came to the Legislature to ask the Province to lend their authority to the company to issue scrip to the amount of £20,000 sterling, and guarantee the payment of the same thirty years hence. The company, as security, would place in the hands of the authorities a bond, securing the amount thus asked for, on the entire property of the company. An additional security was, that they would not ask for a single shilling of this scrip until there was completed and in actual operation at least thirty miles of this Railroad, with carriages complete. The very expenditure of the large sum of money which would be necessary to complete this amount of labour, would in itself be of great advantage to the Province, by the consumption of dutiable articles which these laborers must have. Besides this, the company were now taking steps to settle the country on the line of the Railroad, and there could not be a doubt that the population which would thus be induced to come into the country, would more than recompense the Province for the small additional aid they now asked for. True, he might be told the Legislature had already given this company a good deal of encouragement. He admitted that was the case, and he believed the company were grateful for it. It was not the particular interests of the company which he stood there to advocate, but the interests of his constituents, whose welfare was so deeply involved in the success or failure of this enterprise. It was also the interest of the whole Province that this undertaking should be completed. The Americans were already tapping these Provinces, by Railway, in all directions. He expected soon to hear of a Railway to Calais, and if that were completed before the St. Andrews and Woodstock Railway should go into operation, he feared they might bid good-bye to Railways in this Province. The present Bill would not do as it was, and he had prepared an amendment to every section, but in the meantime, he would now move that it be read section by section.

Mr. BARRETT said, that he was surprised at the little interest which the House seemed to take in this Bill. He hoped, however, that it was not about to slip quietly through the House and involve the country in a large additional amount of money for the encouragement of this Railway. He was not surprised at this application. It was nothing more than he (Mr. B.) anticipated when the House first granted extraordinary facilities to the St. Andrews and Quebec Railway Company. He prophesied then, that year by year applications for additional aid would come up, and the event had shown that he was not mistaken. They had given them guarantees to the amount of £125,000 one year, the next they came praying for land; that had also been given them to a large amount, and when they asked for that the House was told that they would ask for nothing more, but here they are again asking the Province to give a guarantee for £20,000 sterling on scrip, payable in thirty years. It was neither more nor less than asking the Province to give them that amount of money in addition to all that they had already received, and he, for one, was not prepared to do any such thing. He hoped, therefore, the Bill would not pass, and, in order to test the feeling of the House he would move that the Bill be read, section by section, this day three months.

Hon. Mr. PARTELOW was quite willing to acknowledge that this was a very important undertaking, but it had been already going on for four or five years, and not a yard of rail laid down yet. The House had frequently been called upon for aid; and they had received all sorts of assurances that the work would be proceeded with. They had gone on giving facilities in the dark. They knew he, for one, would go no further until such specific information was laid before the House as would enable hon. members to see what they were doing. If, on strict investigation, they should find that thirty, or forty, or even fifty thousand pounds, advanced in scrip, would insure the completion of the work, he (Hon. Mr. Partelow) would be disposed to entertain the application; but, until this was ascertained, he for one would put his foot upon that Bill. If the applicants hoped for further aid, they could not succeed until such information as he had described was before the House.

Mr. CONNELL described at great length the benefits which this Railway would be to the country lying between Woodstock and Saint Andrews, and to the entire region of country lying above Woodstock, where a

very large surplus of agricultural produce was raised last year, for which there was no outlet until the River Saint John opened, and when it did open, the quantity to come down must soon glut that single market, and reduce prices to a rate which could not remunerate the farmer, thus discouraging agricultural pursuits in the finest agricultural district in the Province. The hon. member also contended that the Province would be perfectly safe, as thirty miles of road must be completed before the scrip would be called for, and assured the committee that from circumstances which had come to his (Mr. C.'s) knowledge, the road would go through if this facility were given.

Mr. GILBERT opposed the Bill as a mere asking for so much money. The hon. member from Charlotte (Mr. Boyd) said he was advocating the interests of his constituents, while supporting this Bill. He (Mr. Gilbert) was advocating the rights of his constituents in opposing it. He had no idea of taking their money and giving it to this company to squander on visionary projects. He had, therefore, much pleasure in seconding the motion to postpone the Bill for three months.

Dr. THOMPSON supported the Bill, arguing that a failure in this undertaking would be the failure of all the Railroad schemes in the Province. He was perfectly willing that the company should be called upon, for the information required by the Hon. Secretary, and he had no doubt it would be cheerfully and promptly afforded.

Mr. BAOWN spoke long and earnestly in favor of the Bill. His own constituents, many of them, he believed, thought him but half-hearted in the support of this undertaking, and believed him to be a man who could be derived from a when completed. He that as it might, he was persuaded that if this undertaking did not go on, no Railway could be made in New Brunswick. There were thirty miles of the road already located. He had seen himself the stakes put down in several places in the interior, where he had formerly lumbered. The people on the other side had done their part, and now it was for them to do theirs. He was sure the company would have much pleasure in affording the House all the information they required, and he was glad to hear from the Hon. Secretary that if such information was satisfactory he would be inclined to entertain the Bill. He hoped, therefore, his hon. colleague would consent to report progress, until the desired information could be laid before the House.

Mr. BAILEY followed, in support of the application, giving it as his opinion that when capitalists in England had come forward with their credit, their money, and their purse, to aid this Colony in making a Railway, and they should now abandon the undertaking and leave them in the lurch, for want of means on the part of stockholders on this side of the water, that they need never again expect to go the stock exchange with security of any kind, for capitalists would not look at it. It was a pity that this undertaking should be knocked in the head by the narrow views hon. members who knew little about what was going on in other parts of the world—who, like his hon. friend from Queen's, lived in clover themselves, but did not sympathize with the inhabitants of other parts of the Province. He hoped such gentlemen would not oppose this Bill, until they had the information sought for laid before them.

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On motion of Hon. L. A. Wilnot, the House went into Committee on the Bill to consolidate and amend the Law relating to ascending and abating Debtors, which passed without discussion.

The Bill to regulate the currency of the Province was next taken up. The Bill recommended that the current value of the Guinea be 33s. 4d., and that of the Sovereign 21s. This relative portion was objected to because the sterling value of the Guinea was more than the Sovereign, and therefore the value of each should be regulated on a similar ratio.

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Mr. R. D. Wilnot said the hon. member for Charlotte (Mr. Brown) would encourage industry, but where was his protection to the produce of that industry? He believed that unless something was speedily done to protect and promote the interests of the country, very great changes were inevitable. These were changes which he would be sorry to see, and which he did not think necessary to mention at present.

Messrs. Taylor and Connell also spoke in favour of the Bill, and recommended encouragement to Agricultural Societies.

His Honor the Speaker thought the Frederickton affair had turned the Hon. member for York (Mr. Taylor) against incorporating any society. He thought it was better to report progress at present until the other Bills relating to agriculture were ready for discussion. He did not know how far this House could be justified in giving bounties when they viewed the despatches of Earl Grey. It was better to defer the subject until the merits of those despatches were discussed. Progress was then reported.

NOVA SCOTIA.

From Halifax papers, we observe that an important set of Resolutions have been introduced into the Assembly, by the hon. Mr. Johnston. We deem it our duty to give the resolutions, as we believe the measures embraced in them, will yet be adopted in this Province. The following are the resolutions:

Whereas, The self-Government extended to the British North American Provinces by the Secretary of State for the Colonies, having placed the Local affairs of the Province in the hands of the Executive Council, unassisted by any control on the part of the Lieutenant Governor or the Imperial Government, it is necessary to correct the anomalies and inconveniences unavoidable in the application of Imperial usages to a Colony; and a common duty is created, irrespective of party interest, to cast the Institutions of the Province into such forms as may unite the freest operation of the public sentiment with the most efficient, upright and economical exercise of the Executive, Legislative, and Municipal functions; nor is it less obligatory on this House to obtain more perfect equality and certainty for the principles of Provincial Government than can now be relied on—the present Secretary of State for the Colonies having, both in declarations and acts, shown that a Minister of the Crown in the administration of Colonial affairs may hold himself

free to disallow what a predecessor in the exercise of his official functions had established:

And whereas, First: As regards the Lieutenant Governor—This officer while in theory possessed of the Executive authority has been in reality denuded of all power, and should he attempt to exercise an independent control over the affairs of this Province he would disturb the principle of responsibility under which the Executive Council are now called to exercise the functions of Government.—Hence so long as the Lieutenant Governor shall continue to be viewed as the head of the Provincial Administration, he must either sink into insignificance or become the instrument of Executive obstruction; in the one case the reverence due the Sovereign being insensibly diminished by the contempt engendered for the office of Her Representative; in the other the harmony of the Province being endangered by the violation of a principle which the British Government in the last two years has affirmed; and Earl Grey as Colonial Secretary has sealed by acts of unmistakable significance:

And whereas Secondly: As regards the Legislative Council—The construction of the Legislative Council is inconsistent with the harmonious working of the present mode of Government and its useful influence as a Legislative Body; with a majority created by the Government of the day for securing party measures, the Legislative Council is for most essential purposes but the subservient instrument of the Provincial Government. The same majority on a change of parties would make it an obstructive Body opposed to the existing Administration and the wishes of the people as expressed by their Representatives in this House.

Resolved, That the most efficient remedy is to be found in the Election of the Legislative Council by the people for a limited period—the Members going out by Sections periodically: Thus the body would be brought nearer to the feelings and would more perfectly reflect the opinions of the Country, while the periodical Elections would enable the people to correct the inconvenience, that occasionally might arise from its composition by an infusion of new Members.

Resolved therefore, That to avert the evils of renewing questions of Government which, after years of agitation and uncertainty, have been established by Imperial authority, it is proper that the Lieutenant Governor of this Colony should be unquestionably recognized as an Imperial functionary, charged with the protection of national interests and as the official organ of communication between the Parent State and the Colony, but holding no relation to Colonial affairs beyond the ceremonial of office.

Resolved further, That to fix this character to the Office it is proper the Lieutenant Governor should be paid entirely by the Imperial Government.

Resolved further, That if this Province shall be required to contribute any portion of the Lieutenant Governor's Salary, the sum of £1000 would fully meet the just proportion of this Colony and the value of his services under the present system—this House deeming it unjust that so large a sum of £3000 Sterling should be paid by the Province, and should that £250 Sterling or any sum, should be granted for the Private Secretary of an officer who himself has but to subscribe the documents that others are required to prepare.

To Correspondents.—"A Charlotte Farmer," and "J. K. B." received, and will be inserted in our next number.

THE STANDARD.

ST. ANDREWS, WEDNESDAY, MAR. 13/1850.

Charlotte County Bank.  
Hon. HARRIS HATCH, President.  
T. B. WILSON, Esq., Solicitor.

Discount Day—TUESDAY.  
Hours of Business, from 10 to 2.

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

Alms and Work House.  
Commissioners—H. H. Hatch, A. T. Paul, Thos. Sampson, John Irwin, D. Bradley.

St. Andrews  
Steam Mills and Manufacturing Company.  
R. M. ANDREWS, Esq., President.

Saint Stephens Bank.  
Wm. Todd, Esq., President.

Discount Day—SATURDAY.  
Hours of business, from 10 to 1.

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

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

Arrival of the Steamship



Canada.

From the Telegraph Despatch, published in the Courier, we copy the following items of news. The Steamship Canada arrived at Halifax at half past 8 p. m. on Friday, with dates to the 23d ult.

The Niagara arrived at Liverpool on the 17th

Cotton has declined fully 1-4d. during the fortnight.

The Corn market is dull, and prices nominal. In the Measey Market there is increased stringency; consols closed at 95 1/2.

Coffee, dull, with lower prices; and the same may be stated as respects Sugar.

During the month, eight timber-laden vessels have arrived at Liverpool. One cargo of St. John Pine, 191-2 inches, sold at 181-2d. per foot; Red Pine, small sales at 15 1-2d., to 16 1-2d. per ft; Birch, in good demand, cargo sales at 14d. to 16d. per foot; no demand for Railway Sleepers; Lath-wood, cargo sales. £1 10s. per fathom. Dullness is the main feature of the Timber market.

Dates from India are to the 17th of January last. The country continued quiet, and the commercial advices were satisfactory.

In the Imperial parliament the Free-Trade policy of the Government had been discussed, and the Ministry were sustained by a majority of twenty one.

In Paris all was peaceable, but the Socialists were organizing for a grand demonstration on the 24th. Louis Napoleon is becoming less popular. M. Thiers and the High Church party have been defeated at the Educational bill.

France was mediating in the Greek affair. The blockade in the Grecian ports by the English fleet still continues, and many Greek vessels had been seized. King Otto grows in popularity, and Russia and Austria have come to his aid. The latter powers about to send a fleet to oppose the English admiral.

The Danish question is becoming daily more complicated.

A new German Customs Union solely on protective principles, has been proposed by Austria. The political refugees have been ordered to quit Switzerland.

Relations have been re-established between Austria and Turkey.

ST. ANDREWS AND QUEBEC RAILWAY SCRIP BILL.  
In our last, we stated from letters received, that the hon. Mr. Partelow had violently opposed the Saint Andrews and Quebec Railway Scrip Bill.

We have much pleasure in making the "amendable" and learn from the printed copy of the debate, and also from an esteemed friend who was present in the House, at the time, that the Hon. Secretary said as much in favor of the Scrip Bill as he could do. A report of the proceedings and affairs of the Railroad Company, has been transmitted to Frederickton, which we trust will be a satisfactory to the hon. Secretary, and every other member of the Assembly.

The fact is a large amount has been paid in England towards making this line, and the money constantly drawn for—a number of Engineers and over 120 men are now employed on the work, and some thousand more will be employed in the Spring. Iron and Locomotives are prepared in England, which will be shipped to St. Andrews in May or June, and a class of English Farmers possessing some capital will also arrive at the same time with the intention of settling near the head waters of the Digdegash river, where there is a block of land for them to settle on, of as good a quality for farming purposes as any in New Brunswick, surely these statements will be satisfactory to Mr. Partelow, or any other gentlemen who will divest himself of sectional jealousy, and has the prosperity of the Province at heart.—We deem it but justice to the hon. Secretary to say that he has uniformly promised his able support to our Railway if he could be convinced that the line would be finished. No possible risk is now incurred by the Province in according to the requirement of the Railway Company, as we understand they ask the Province guarantee for £40,000 Sterling, payable in 30 years; and secure Class B shares on the whole line for ultimate payment of that amount, which cannot be less than £100,000; and the £40,000 Scrip to be issued as soon as 30 miles of the road are completed and in operation, the Company also pledge themselves that the proceeds of the £40,000 will be applied to the finishing of the line to Woodstock.

It is true the Province has been very generous towards our Railroad, by insurance of interest and grant of Crown Lands, but neither of which is available until the whole line to Woodstock is completed. Will not the Province be more benefited by the making of this line to the Stockholders? Undoubtedly it must, as it will induce the spending of over £100,000 of English money in New Brunswick—will cause a large and respectable class of English Farmers with some capital to settle in the Country, and in the end open a direct road to Quebec, and all Canada, East and West, and finally result in the opening of a line from St. John to Calais, where a line is now in course of construction to Bangor, also from St. John to St. Andrews and Woodstock. In a word—it would be the means of opening up this fine Province and interlacing it with Railways. If the Legislature intend promoting the settlement of the Province—now is the time.

From our U. S. papers we learn, that a Message was communicated by the President to Congress, on the 4th instant, accompanied by a letter from Mr. Bulwer, British minister, relative to the coasting trade of the Atlantic and Pacific, allowing British vessels the privilege of American registry. After some discussion, in which it was proposed by some of the ultra-protectionist members to treat Mr. Bulwer's letter as interfering with

their domestic policy—the both parties, Messrs. Cla view it in that light, and it should be referred to the merce, which motion notice the result of this in which our Province

THE CITY OF SACRAMENTO.  
By the arrival of the New Orleans on the 28th with dates from San Francisco, we learn that: been overflowed by the few places above the wattle amount of property cluding all the cattle, an one million of dollars. suffering severely. Disturbances had taken Chilians and Americans latter were murdered, Stockton.

LEGISLATIVE SUMMARY.  
ral Bills were agreed to, took place on the fact of a with respect to reducing ment. On the 7th after the 18th inst. was set apart consideration the state of the the 8th inst. the great debt progress was commenced. Earl's illness, the debate Saturday. A Bill to in was taken up and progress The Bill relating to British North America taken up, and after a sed without a division.

There is no Remedy ray's Pills for the ci Richard Treacy, of Belm rived so much benefit from wishes it to be made pub persons troubled with Au suffering from this distu last 15 or 16 years, and great variety of remedies him any good. He then way's Pills, which would time afforded him relief has since become perfe

DEA  
At the Ledge on short illness Mr. Pa years—a native of leaving a wife and fo

BANKRUPT  
To be sold at Pul day next, the 19th o'clock, at the off Assignee, all the ou owing to "Jessie Ch", against whom F issued, and all the of the said Albee at

St. Andrews, 12

TO  
And possession given THAT pleasantly out-houses and ( of Captain Nehemiah cupied by L. White, I apply to

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And possession To two rods King-street, at well. Ap

THAT ST. POSE  
Andrews, with the Mr. Pomeroy on the Digdegash, or at th Feb. 27, 1850.

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SAINT ANDI  
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Engineer Engineer's St. Andrews, Fe S. H. WHITL



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Engineer, St. Andrews & Quebec Rail Road  
Engineer's Office,  
St. Andrews, Feb. 7, 1850.  
S. H. WHITLOCK, Sec'y

Ship came made ready to launch in four  
days. Her length on dock is 142 feet; her breadth  
beam is 32 feet 9 inches, and her depth of hold  
feet 4 inches. She is essentially copper fasten-  
ed, has a Half Port, Round, and Forward House,  
a Toppallant Forecastle. The Masts, spars,  
blocks, &c., and Iron work for the Rigging and  
sails, together with a set of copper fastened Boats,  
also be furnished.  
The terms of Payment, will be liberal, on ap-  
proved security.  
For further particulars apply to the builders,  
Messrs. John and Robert Townshend, Chancery,  
London, 10th, 1850.

**Post Office Notice.**  
 COMMENCING with WEDNESDAY next, the 26th instant, the Mails for England to meet the Sailing of the Steam Packets from Halifax, will be despatched from this Office on TUESDAY evenings, to meet the Steamers from Boston, and on WEDNESDAY evenings, to meet the Steamers from New York.  
 The Mails will be closed at 2 P. M., and late letters will be received until 8-30. P. M.  
 J. HOWE, D. P. M. G.,  
 General Post Office, St. John N. B. Dec. 19.

HOT WINE, 6 Qrs, Casks Port Wine,  
 loghead and 1 Quarter Cask fine Old  
 ERY, 3 Hhds. Woodhouse's Sicily  
 brand, 2 Qrs. Casks White Wine, Vinger,  
 & 1 Dozen London & B. Stout and Porter  
 do. do. do. 10 Pals. 1 Hhd. Hoist Crushed  
 do. do. do. 1 do. Refined Lard 2 Hhds *MO.*  
*ASSES*, 5 Boxes best Poland Stretch, 3  
 lbs Black Pepper, 4 do. Java and St. Do-  
 go do., 20 Boxes Liverpool Soap, 10 do.,  
 Crown do. 4 Boxes short 1 tobacco Pipes,  
 do. best White Paint, Red, Yellow and  
 Oak do., 2 Hhds. Linsed Oil, 3 Casks  
 Puting, 1 duto Gue, 1 Crate EARTH-  
 WARE, 25 Boxes Window Glass, aw-  
 ed, &c. &c.

JAMES W. STREET.

Mens, Boys, Women, Misses and Childrens  
Hats, Shoes, and Rubbers &c. &c.  
St. Andrews. W. WHITLOCK.

**FLOUR.**  
Ex. Brig Ella, from Alexandria, via Eastport  
**50 BARRELS** Georgetown Superfine  
**FLOUR**, just received and for  
sale by.  
**JAMES W. STREET.**  
St Andrews, Oct. 23, 1849.





Original issues in Poor Cond  
Best copy