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# The Standard.

## OR RAILWAY AND COMMERCIAL RECORD.

Evanssumendum est optimum. — Cic.

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[Vol. 21]

### THE STANDARD. NEW SERIES.

As intimated in a previous number, the Proprietor of the STANDARD, purposes to enlarge and improve his Paper as soon as a new Press and type can be obtained. As each page of the new series will contain six columns considerably larger than the present size, the Paper will contain nearly Eight Columns, more reading matter.

In politics, we are liberal in the true meaning of the word—consequently we will advocate the principle of local self government or Municipal Corporation, as we are desirous the people should manage their own local affairs.

We intend to devote a space in each number to agricultural intelligence, and for this purpose will obtain some of the best Books and Journals on the science of farming. The latest Telegraph news from Europe will also be published.

We have made arrangements with correspondents in each of the Parishes to furnish us with their views on matters of local interest. Our Frederician Correspondent has also promised a synopsis of the sayings and doings of the "Collective Wisdom" of the Province during the Session.

In order to carry out these arrangements, a large outlay of money will be required, and we trust that our friends will use their exertions to obtain at least one thousand additional subscribers to our paper.

THE TERMS of the new Series will be reduced per annum in advance.

Of course, it will be understood, that these terms are strictly in advance, as otherwise we could not afford to publish at so low a rate. Old Subscribers 10s. in advance, or 15s. at the end of the year. We prefer the advance price, and as it effects a saving of 25 per cent., we trust it will be adopted by all.

#### COMMUNICATIONS.

[For the "Standard"]

MR. EDITOR.—Since 1820 the tonnage of the western Lakes has more than doubled every ten years, and now amounts to 215,787 tons, nearly half of which consists in steamboats, which are gradually gaining on the sail vessels. In 1820 the tonnage was 5,500—in 1830, 20,000—in 1840, 75,000—in 1850, 215,787 tons. The rapid increase of tonnage is an index to the rapid increase of trade, which, it is said, has, for years past, doubled in every five years. There is no good reason to suppose that the ratio of increase of tonnage and trade for every ten years during the past half of the present century will be less than it has been for the first half. The value of the trade of the St. Lawrence and Western Lakes was, in 1850, according to recent statistics, \$302,000,000. When it is considered that a magnificent system of railroads has but just commenced in Canada, and the powerful rapids which these, in connection with the rapidly increasing railroads in the Western States, will give to the development of the resources of the vast country drained by the St. Lawrence on both sides of it, there will be no extravagance in anticipating a future equal at least to the past. By Mr. Andrews' Report the area drained by the St. Lawrence is 255,000 square miles, or 214,000,000 acres—room enough for expansion for ages to come, without being crowded. The American side is estimated to be capable of sustaining a population of 22,000,000. If the Canadian side be put down at 18,000,000, the aggregate will be forty millions. Should the trade only double in every successive ten years to the end of the present century, which thousands now living will live to see, the value of the trade of this vast region will then amount to \$1,154,000,000, and the tonnage to 3,440,000 tons, equal to that of Great Britain at the present time.

The navigation of the Gulf of St. Lawrence being closed for half the year, a large portion of the productions of this region, destined for a market beyond its own limits, must find its way over land to the sea board—by Canals and railroads. This must be the case, although the free navigation of the St. Lawrence is not accorded to all the world. That the demand for increased means of conveyance of its surplus produce to the sea board will be constantly pressing on these means, is no groundless speculation. It is the history of the past and will be the history of the future. This is seen, and nearly all favourable sea-board facilities have either placed themselves in a position to participate in the benefits of this trade, or are preparing to do so. Poor New Brunswick must be put down as an exception, notwithstanding her favourable position, and the means at her command for the achievement of an enterprise of such paramount importance to herself. Unfortunately, the people are ignorant of public wants, and her public servants have other cares of more immediate concern to themselves. Here, the mental ophthalmia is chronic, or events, which have been and are tripping all around, would long since, have worked a cure. The admiration of the present generation is not leaved by the managers of public affairs, because it labours under a similar infirmity—and they will be beyond the fears or the frowns of a knave. New Brunswick is in no danger of becoming obnoxious to the anæsthetic. Where blindness to the future reigns, nearness of vision is a demerit, if indeed it be not a present misfortune.

Where the demand for augmented facilities of transportation is in advance of the means, and must, be so in future, the construction of new railroads becomes a question of more or less profit, and not, whether one road can carry as cheap as another with equal profit. Every practicable road will have some advantages which others have not—meet the growing demand for them, unless precluded by great disparity in length—and this independent of the way business and the impulse given to the rapid settlement and increase of business of the country in which they are located.

To intelligent and reflecting men it can never cease to be matter of wonder, why New Brunswick had not, years since, hastened to open a connection by railroad with this vast and magnificent country, whose progress in population and wealth will probably greatly outstrip any ideas which may now be formed of it. Her territory almost skirts the River St. Lawrence, and her settlements extend to near the Canadian line, and within a short distance of the River itself. She can impart, and receive from, her sister colony great nourishment of advancement. She does now, and is destined still more in future, to participate largely in the carrying trade of the world. She can supply what Canada, and the West require, namely, ships to carry their surplus products to a market, and to bring them what they need for their own consumption. Although now almost wholly unconnected with Canada, commercially, New Brunswick has the means within herself even without the concurrent aid of Canada, of opening up by a railroad shorter than any other, a great and increasing trade with her, both as consumers and carriers, to the mutual and increasing benefit of both.

New Brunswick has a ton of shipping to every two inhabitants—the United States, one ton (including her inland shipping) to every eight inhabitants—and Great Britain, about the same. The ratio of increase of shipping in the Lower Colonies from their extent of sea board—abundance of wood—and their fisheries as a nursery of seamen, must in future be greater than that of the United States, or Great Britain. They are destined to be extensively maritime in their pursuits—probably more so than any other people in proportion to their population. The wisdom of our statesmen should be engaged in promoting the natural destiny of the country by providing the means of extending its internal trade to the great valley of the St. Lawrence and removing as far as may be, all obstructions to its external. In the carrying trade, all that the lower Colonies require, is a fair field abroad, and non-obstructions at home—men, who can, in some small measure at least comprehend the future from the past, and from our own position, and, by wise counsel, provide for it.

We confess to occasional paroxysms of grief, not unmingled with indignation, in view of the past and probable future of New Brunswick. She is among the first in the march of material progress, and the last and the least in availing herself of them. If it were her misfortune—not her fault—it might be borne with resignation.

#### A BLUENOSE.

To the Editor of the Standard.

It appears to me that a large sum of money per annum is uselessly expended in this Town for Schools, from the following statement you will see that free schooling might be had for the amount of cash now expended!

To Grammar School	£100 0 0
Fuel for do	7 0 0
Rent of Lands	9 0 0
To Madras School	50 0 0
Fuel for do	7 0 0
Rent of Lands	24 0 0
To 2 other Boys Schools	55 0 0
	£252 0 0

Boys at the above 4 schools 65.  
One free School with two Masters, Schrs. £150—June, £100. The Girls Schools might be treated in a similar manner. I have no doubt the benefit to the Town

of St. Andrews, would soon be apparent, for instead of a mob of idle boys always loitering about the streets, half of whom are unable to write their names or read their Bibles, we should have the youth of the Town brought up intelligent beings, and useful members of society.

January 12.

#### ANSWER TO ENIGMA.

Attorney.—Sometimes called a limb.  
Yesterday.—is gone forever.  
Dungeon.—a dismal place.  
Horse.—a noble animal.  
Orange.—a tropical fruit.  
Beauty.—all admire.  
Chess.—a intricate game.  
Carbureted hydrogen gas, is much needed in St. Andrews.  
January 12.

#### Agricultural.

##### WHAT EVERY FARMER MAY HAVE.

Every farmer may, if he will, have a house, neat, tasteful structure, adorning his farm, and contributing to his comfort. There is on every farm if one could but find it, a fit site for a house with grounds near it suitable for a garden and out-buildings.

What a pity such locations should not be selected, instead of the sorry places where too many farm houses are placed! We have seen a house standing on a ledge of rocks, and a recess for a garden excavated in a bank in the rear, when not forty rods distant, a most inviting spot for building was neglected; and another stuck down on a low swampy piece of land, with planks running to the road as a means of access, when on the opposite side of the road, a gentle eminence, crowned with noble forest trees, was occupied by cattle.

As to the houses themselves, much might be said. Generally speaking, they seem to be a product of the farm; that is, a thrifty well cultivated farm, has a snug dwelling on it, and a slovenly ill-titled one, has an overgrown or decaying tenement.

A correct taste in building is not, nor cannot be, in the possession of every one. Architecture is a science, and taste is the result of cultivation, and none but men educated to their profession, should undertake to design and build a house.

It is true that so many sticks of timber, boards, nails, and shingles, will make a building, and so too, a given quantity of iron, steel and brass will make a steam engine, but a novice makes a failure when he undertakes the pursuit of a work on this subject, might form some taste, and substitute tolerable dwellings for the ungainly structures that so often are seen.

Every farmer may, if he will, have a garden not a patch of onions here, of beets there, of cabbages somewhere else, interspersed with bean poles and potatoes, but a veritable garden, a cultivated place.

A farm that has not a plot of ground adapted to the purposes of a garden, had better be abandoned at once. There is no good reason while the real luxuries that spring from the soil under the culture of the practical gardener should be confined to the lands of the gentlemen of leisure. They belong as legitimately to the sturdy, hard working farmer, and indeed more so; for he who labors most actively, should reap the richest harvest. All that serves to make life more desirable, that tends to the improvement of the soil, the mind, and the heart is not beneath the attention of man. We cannot conceive of a more fit place to commence the careful cultivation of a farm, than the garden. It would be evident that the greater care bestowed on the soil, the greater its product, and so a system of culture would by degrees be adopted, till the whole farm should become a fruitful field.

In the cultivation of a garden, can be noted on a small scale, all the phenomena of growth and from data there gathered, one can advance successfully from the tilling of narrow beds to that of broad acres. The knowledge necessary to success in gardening, is rather the result of experience, than of fixed rules. There is requisite a taste for the art, close observations, and a modicum of practical skill; gives these, and common sense will supply the deficit. We would not by any means profess to teach gardening "in six easy lessons," but we assert that any one so disposed can make a beginning.

There are certain adjuncts to a garden, which a majority farmers who take the trouble to cultivate a few esculent roots, seem to think altogether too trifling to merit their attention. Such are beds of flowers, flowering shrubs, and grape and other vines. That every potent argument of expense, and the ready excuse of poverty, cannot be urged against these decorations of the farmer's home. A man may be too poor to erect a costly cottage, but no one is too poor to cultivate a bed of flowers to plant shrubbery around his humble dwelling, or to train a vine to relieve its bare exterior. A beauty unattained by any triumph of art, is thus in the reach of the most obscure. Nature waits to provide, "without money and without price," the ornaments of a cultivated field, and the pleasures of a cultivated mind.

Contrast for one moment, the cottage and the lawn, with the rude dwelling and its unkempt grounds—compare the beauty and fragrance of flowers with the unsightly, weed, and its rank odour—mark the difference between the luxuriant green shrubbery, and the vacancy of barren yards, and then decide whether an hour of time can be better spent than in effecting such a change.

The past few years have wrought a manifest improvement in matters of rural taste, but as yet its evidences are confined to cottages and farm houses, scattered here and there, like oases in the wide desert. It will be seen however that as agriculture advances, and system takes the place of confusion, all these things will receive the attention that they so richly deserve.

EDUCATION OF FARMERS.  
That education is not necessary to successful farming has long been a prevailing sentiment. It has been considered important for the professional man, but as useless, or a luxury at most, to the agriculturist. Industry—plodding patient industry—qualified for success in carrying on a farm; but that boy whose aversion to work and love of mischief, made his parents at a loss how to employ his energies, must study some profession. Did one seem rather dull and stupid, he could never be qualified for anything but farming. Another who seemed unusually bright—who thirsted for knowledge—must be a minister, physician or lawyer; the life of a farmer could furnish no facilities for improvement or the gratification of his desires.

Now, this is all wrong—for no good reason can be shown why every farmer should not be liberally educated—why he should not find use for a good education in carrying on the operations of his farm. If his knowledge need be of a different quality, it should not be less in quality than that of the professional man.

The great object of toil is not to wear away the weary hours, but to secure the greatest possible useful product. Knowledge enables a man to bestow his labour where it will be best rewarded. The farmer should know the nature of the soil he cultivates, what crops are best adapted to it, what succession of the same will yield most profit, what kind and quantity of manure it needs to keep it in proper condition; and this requires knowledge of Agricultural Chemistry. And to understand Chemistry, other general knowledge is indispensable. How much labor is lost by this want of adaptation of crops to the soil on which they are attempted to be cultivated!

The facilities for improvement are constantly increasing, and educated enterprise already making use of Nature's powers and machinery to save labor. That millenium will never come, when the soil will yield abundant harvests without labor, but the improvements of the age will aid continually to diminish the amount required. And yet we need never fear we shall be out of employment—and enough of it too.

Some indeed protest against the introduction of the improvements referred to, simply because they interfere with manual labor.

When Railroads first began to take the place of the old stage routes, some men who never saw but an inch ahead, cried out, "This will spoil our market for horses and oats,"—and yet horses and oats have been rising in value ever since. An amusing story is told of the first introduction of fanning mills into Scotland. A preacher denounced the new invention in no gentle terms. "We used to trust to Providence," said he, "for wind to fan our grain, and it is but wicked presumption thus to interfere with the Divine prerogatives and manufacture wind for our selves!"—*Rural New Yorker.*

#### THE MAN RETIRED FROM BUSINESS.

Almost every man sets out in life with the determination, when a certain sum has been accumulated, to retire from the cares of business and enjoy the balance of his days "cum dignitate." Visions of sunny farms and rural retreats are ever before him, but unfortunately, few men have the courage, when the required sum has been obtained, to be content and retire. In the course of years, new tastes have been required, and new wants added to the number catalogue with which he commenced life. The rural retreat has become a suburban residence, with coach-house, and a few thousand more have become necessary. So he goes toiling on, his ambition wifeling and extending as he pushes and urges his way on to competence and fortune. During all this time he forgets that he is growing older—that his capacity for enjoyment is getting more contracted every day—that his tastes and habits are becoming confirmed in business life, so that when he does

#### LAW RESPECTING NEWSPAPERS

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must up the firmness to yield his place in the business world to younger men, he is about as unhappy a mortal as one could meet on a summer's day. That man alone can hope to enjoy a pleasant life in the evening of his days, who has intellectual means of enjoyment always at command. He must, or should be, satisfied with a comfortable independence, and leaves the cares of business in the meridian of life—if he can—before he becomes so thoroughly habituated to a certain routine, to decline from which, or to leave, instead of comfort and happiness, would only make him miserable and discontented. [New Orleans Delta.]

FEMALE SHOEMAKERS.—It is stated that in Washington some of the most respectable and independent women, married and single, engage in the shoe-making business as an agreeable pastime, as well as from motives of economy. The gaiters which cost us \$3 at the stores, writes a female, "cost us one day's labor and 50 cents for the best material bought at retail. One of us has made five shoes for ourselves and children, without neglecting other household duties. On Capitol Hill alone there are thirty ladies thus employed, and about two hundred in the city. We find it very easy to make a pair of children's shoes in a day, and they cost us here \$1.25 a pair."

MAENAB, McLEAN, AND THE TURKEY'S LEG.—When Judge McLean was Speaker of Assembly in Upper Canada, he had occasion to give evidence before a Committee, of which Sir Allan was Chairman. It being a business of the committee to examine witnesses adjourned to the Luncheon room, for comfort and cheeriness with the good things there. Just as Judge McLean had finished, and turned to go away, Sir Allan suddenly slipped a turkey leg into his pocket. Immediately after, the Committee resumed business. The Judge was giving evidence, (which Sir Allan was taking down, which he had occasion to feel for the pocket handkerchief, he thrust his hand into his pocket and drew forth the leg. For a single moment he was lost in astonishment whilst every one was convulsed with laughter, except Sir Allan. His face betrayed more surprise than the Speaker's. For one moment the Speaker held the leg, the next he threw it with all his force at the head of Sir Allan, who managed to dodge it. Immediately he arose, called attention to the Speaker's head of etiquette, and directed to the Clerk the following minute, to be recorded:—"At this stage of the business, the proceedings of the Committee were stayed by the Speaker of the House taking from his pocket the leg of a turkey, and hurling it at the head of the Chairman." [Coburg Star.]

AMERICAN WIT.—A dinner was given by one of Governor Morris' friends, when he was about departing for Europe. Bishop Moore and his wife were of the party. Among other things that passed in conversation, Mr. Morris observed that he had made his will in prospect of going abroad; and, "driving to Bishop Moore, said to him—'My reversion friend, I have bequeathed to you my whole stock of impudence.' Bishop Moore replied—'Sir, you are not only very kind, but very generous. You have left me by far the largest portion of your estate.' Mrs. Moore added—'My dear, you have come into the possession of your inheritance remarkably soon.'"

COUNTERFEIT BILLS.—The Bangor Mercury cautions the public against counterfeit \$5 notes on the Merchants' Bank, Bangor. They have just made their appearance, are easily detected, engravings coarse, and bear no resemblance to the genuine.

A poor fellow at Dinkirk who was anxious to get to New York, lately secreted himself in a car loaded with swine, and was not discovered till the train reached Binghamton. When found he was almost perished, having suffered from cold and want and cold.

An acre is comprised within the distance of 220 feet length and 193 feet width. A square acre is a tract less than 209 feet each way, being less than one inch too much either side.

FURTHER PARTICULARS OF THE LOSS OF THE STAFFORDSHIRE.—We learn from the Halifax papers that forty-four persons were saved from the wreck of the American ship Staffordshire which was cast away on Blond Rock, as mentioned in our last. Three boats landed 29 men and one woman, and 19 were picked up by the schr. Exper. The chief and second mates, with 17 others, reached Cape Sable, destitute of clothes, and frost-bitten.

The ship struck at 1 o'clock in the morning, and from the fearful loss of life, it is supposed that she very soon sunk, although the telegraph despatches do not say how long she remained afloat. The Mate and some of the crew were on their way to Halifax. We learn that Mr. J. W. Graig, of this city was on board of the Staffordshire, and fortunately, one of the few who escaped. [New Brunswick.]







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