

The St. Andrews Standard.

PUBLISHED BY A. W. SMITH.

EX VARIIS SUMENDUM EST OPTIMUM.—Cic.

[25 50 PER ANNUM IN ADVANCE]

SAINT ANDREWS NEW BRUNSWICK, DECEMBER 15, 1869.

Vol 36

RAILWAY TO CANADA.

In the STANDARD of the 1st instant, while noticing the Prospectus of the "Woodstock and Riviere du Loup Railroad," we stated that a proposal for the same object was printed in London several years ago, and that we would publish it, which we now do.

THE BRITISH NORTH AMERICAN RAILWAY.

A Proposal for completing the above line of Railway, free of any ultimate charge either to Great Britain or the Provinces, by connecting the proposed European and North American line with the St. Andrews and Quebec Railroad, now under construction; contained in a Letter addressed to the Right Honourable Sir John Pakington, Bart., by the St. Andrews and Quebec Railroad Company.

ST. ANDREWS AND QUEBEC RAILROAD OFFICE, 26, Parliament Street, Westminster, March 2, 1852.

Sir, In consequence of the change which has taken place in Her Majesty's Ministers, I have delayed replying to Mr. Peel's letter of the 16th instant. In that letter the proposal submitted to Her Majesty's Government in my letters of the 11th and 13th was evidently misunderstood, as it was termed by Mr. Peel "A plan for the construction of a Branch Railroad between St. John, New Brunswick, and the St. Andrews and Quebec Line;" whereas it was proposed for the construction of the entire line between St. John and Quebec.

But since the 16th instant, copies of Lord Grey's despatches relative to the contemplated American Railways, as well as the final proposals of the Canada and New Brunswick delegates, printed for the Nova Scotia House of Assembly, and dated 31st January, 1852, have been received.

These documents are of considerable importance to the St. Andrews and Quebec Railroad Company, as they contain the decision giving up the Northern and Central Lines, as well as an offer made by certain capitalists in England, and they give the terms on which the British Government are prepared to afford assistance. But the final proposition of the Provinces of Canada and New Brunswick, alluded to above, at once confirms and strengthens the position of the Company, as the Halifax and Quebec Railroad is now proposed to be carried out for a considerable part of its distance over the same route as the St. Andrews and Quebec Railroad, now under construction. The Company building this latter line, sensible of their claims for consideration, have therefore felt it incumbent on them at once to step forward with such a plan as will combine the present conflicting interests, and carry out this great national work without entailing any ultimate cost either on the Provinces or Mother Country.

I may premise by observing that, in the objects they severally seek to attain, the different Provinces are naturally somewhat opposed. Lower Canada desires the shortest route to a winter port on the Atlantic, and is indifferent to the European and North American Line; but with Upper Canada the reverse is the case the European and North American Line having always been a favourite scheme. This latter line Nova Scotia is also most anxious to obtain, as it would connect her with the whole of the United States system of Railways; but is disappointed at the failure of the Northern route to Quebec. New Brunswick, on the other hand, is much opposed to the Northern line, as it would pass at a considerable distance from her chief centres of commerce; but for the same reasons as Nova Scotia, is as much in favour of the European and North American Line. It therefore appears, that with the exception of Nova Scotia's predilection for the Northern route, the principal views of all will be met by connecting the European and North American with the St. Andrews and Quebec Line, this latter having a distance of ten miles already built, and at the same time, constituting by far the shortest route between Quebec and the Atlantic. And it is in furtherance of this last proposal that I have now, on behalf of the St. Andrews and Quebec Railroad Company, the honour to submit for the consideration of Her Majesty's Government the following plan for the construction of an entire line of Railway between Halifax and Quebec.

To avoid any local names, it is proposed to call it the British North American Railway. Commencing at Halifax, it will follow the course intended for the European and North American Railroad, to the point of junction with the St. Andrews and Quebec Line, about twenty miles from St. Andrews, continuing by it to Quebec.

THE HALIFAX AND QUEBEC, OR "BRITISH NORTH AMERICAN RAILWAY." Capital £3,000,000, in 150,000 of £20 each. The money in the first instance to be raised

at 3 1/2 per cent., under the guarantee of the British Treasury.

The interest to be guaranteed by the three Provinces, but paid out of the profits of the Line.

The principal to be repaid in twenty-five years, by annual calls on the shares sold; these shares to be guaranteed an interest of six per cent by the Provinces.

On the completion of the line, after paying the working expenses, the payment of the interest to the British Government and guaranteed Shareholders; any surplus beyond this, is to be divided amongst the Shareholders.

The willeriness lands, for an extent of ten miles on either side, to become the property of the Shareholders, and any deficiency in the amount to be made up from elsewhere, but in the vicinity of the Line. The Shareholders are to devote one tenth of those lands to church, school, or hospital purposes.

Management.—There are to be fifteen Local Directors, five for each Province, who will elect one of their number to represent them at a Central Board, in which will be vested the chief control.

This board to consist of seven members, as follows:—

A Representative of the interests of each Province 3
Ditto of each Local Board of Directors 3
Ditto of the English Shareholders, with a casting vote in addition 1

No allusion has been made to a continuation of the line beyond Quebec, as it is assumed that Canada will prefer making her own arrangements with the British Government distinct from the other Provinces.

The following table has been added in order to prove that a profit of 8 per cent, and less will cover the annual charges for interest.—Eight per cent. has been taken as the amount yielded by a large proportion of the United States Railways.

Trusting this proposal may meet with the favourable consideration of Her Majesty's Government.

I have the honor to be, Your most obedient servant, B. SHARPE, Managing Director "Class A" Shareholders, St. Andrews & Quebec Railroad.

To the Right Hon. Sir J. Pakington, Bart., Her Majesty's Principal Secretary of State for Colonies, &c. &c. Downing Street.

Railway from Woodstock to Riviere du Loup.

We do not know of a more opportune time to give the following Prospectus, than the present. That it will be carried out now is a question. It is only following up the original intention of the prospectus of the N. B. & C. Railway.

PROSPECTUS. THE QUEBEC & NEW BRUNSWICK RAILWAY, (By the valley of the river St. John.)

WOODSTOCK AND RIVIERE DU LOUP.

The opening of the Western Extension Railway, so near at hand, by which Fredericton, Woodstock, St. Stephen and St. Andrews will be brought into communication with the city of Saint John, must awaken the community to a sense of the importance of a further extension of the existing system of Railways, to the Grand Falls and Riviere du Loup.

The Quebec and New Brunswick Railway, being organized & destined to supply this communication, and to connect the "Western Extension," "New Brunswick," and "Canada," the Fredericton, St. Stephen, and Woodstock Branches, the "European and North American," and the Nova Scotia Railways, with the "Grand Trunk," the "Intercolonial," and general system of Railways in Canada and the Great West.

The distance from Woodstock to the intersection of the boundary of Canada is about One Hundred and twenty miles, and from thence to Riviere du Loup about Sixty miles, making in all One Hundred and Eighty miles of Railway to be constructed to effect communication between Halifax, St. John, Quebec, Montreal, and Canada East.

This route possesses advantages over every other yet proposed through British territory, as constituting, with its connections, in addition to the important local traffic which it will command and develop—the shortest and most direct medium of communication between the several Canadian Provinces, east and west.

All the Railways in the Dominion, and especially those of New Brunswick and Nova Scotia, will benefit by the completion of this link in the chain of Intercolonial communication.

Whilst it will open to the people of Quebec the resources of the great and fertile Valley of the River St. John now closed to them entirely, and attract the large traffic of the

Arroostook and Northern part of Maine, it will enable the city of Saint John to recover the trade of that Agricultural and Manufacturing County, now partially lost, and give that city the status for which its position and harbor entitles it, as the natural Ocean Terminus of the future British Pacific Railways.

The difficulty and expense, as well as the delay and risk, in getting provisions and merchandise to the Upper St. John, and lumber to the market, has, with truth, been urged as the great hindrance to settlement and enterprise in that region. Yet, notwithstanding so many disadvantages, there is not a people in the Dominion more enterprising, industrious or prosperous, than the inhabitants of that part of this country.

With the impetus to be given to Trade by means of this Railway—the development of this magnificent country—the extra production of Lumber and Grain—the extension of the Mines already discovered, as well as the opening up of those resources hitherto lying dormant—the enlargement and increase of Manufactures—and the immigration of settlers consequent upon the extra demands for labor, and reduced cost of provisions,—this Railway promises advantages especially recommending it to the consideration of all who value the future prosperity of the country.

A free right of way will be given for the line. The several Counties through which the line will pass, and the cities of St. John and Quebec, will doubtless contribute liberally to the undertaking.

It is expected that the Dominion Parliament and the Legislatures of Quebec and New Brunswick recognizing the benefits to be derived from the completion of this undertaking, will materially aid it by subsidies of money, and in addition, that the Local Governments will assist by grants of Public Lands in the vicinity of the Railway. The remainder of the necessary capital will be raised by means of Debentures, bearing six per cent. interest, and constituting a first charge upon the Railway Works, Tolls, &c., and on the Lands to be granted by the Governments, thus forming an unexceptional security.

It is estimated that the entire cost of the Railway will not exceed \$30,000 per mile, fully equipped with Rolling Stock; and that the traffic receipts, combined with the revenue to be derived from the sales of the Lands and Timber, will pay the interest and liquidate the Debenture.

H. G. C. KETCHUM, Acting Engineer, Fredericton, N. B., October, 1869.

OLD AND NEW NEWSPAPERS.—The increasing difficulty of starting newspapers and making them live is a fact obvious to all, but its causes are less understood. The immense expense of such undertakings and the difficulty of combining the right kind of talent, financial, managing and editorial, to insure success are only a part of the story. Some of the elements usually left out of consideration are well put by the New York Journal of Commerce, as follows:—

"The most promising fields of first class newspapers being already occupied, no new journal can command a great success, except by taking away some subscribers from other papers. This is a very difficult thing to do. It never can be done except in cases where the paper to be supplanted wantonly and persistently neglects the interest or abuses the confidence of its subscribers. So long as it pursues a just, honorable and judicious course, meeting the wants of its customers in all or most respects, the ties of friendship between the subscribers and the paper are as hard to break by any outside third party as the links which bind old friends in business or social life. Occasional effects and errors, if such there be, in a newspaper, are overlooked by those who have become attached to it through its daily personal for years. They may sometimes become dissatisfied with it on account of something which has slipped into its columns, and may stop taking it; but the absence of the familiar sheet at their house or office for a few days becomes an insupportable deprivation, and they hasten to take it again, and possibly to apologize for having stopped it. This we believe to be a common experience in the history of all established newspapers. No friendship on earth is more constant than that contracted by the reader for a journal which makes an honest and earnest effort to merit his continued support."

THE NEW LORD MAYOR OF LONDON A PRINTER.—The new Lord Mayor of London (Alderman Besley) is a printer. He was born in Exeter in 1800 and began his business life in his father's printing office as an apprentice, and in the year 1830 went to London, where he joined the firm of Messrs. Thompson, type foundry, in Finsbury. His enterprising and business capacity, says the London "City Press," soon became apparent, and he applied himself to the extension of the firm's connections. Various new styles of type were introduced by him, and the foundry increased in reputation, so that when Mr. Thompson retired Mr. Besley stood at the head of a large

and flourishing concern. In 1834 he began his connection with the Corporation of London, having been returned as one of the representatives of the ward of Aldersgate in the Court of Common Council. Nine years later Sir Peter Laurie, the alderman of the ward, died, and shortly after Mr. Besley was elected to the vacant govt. In 1864 he filled the office of Sheriff of London.

Hint on Waterproofs.

The "Lounge" of the "Illustrated Times" says:—"For many years I have worn india-rubber waterproofs, but I will buy no more, for I have learned that good Scottish tweed can be made completely impervious to rain, and more-over, I have learned how to make it so; and for the benefit of my readers I will here give the recipe:—In a bucket of soft water, put 1 lb. of sugar of lead and 1 lb. of powdered alum; stir this at intervals until it becomes clear; then pour it off into another bucket and put the garment therein, and let it be in for 24 hours, and then hang it up to dry without wringing it. Two of my party—a lady and a gentleman—have worn garments thus treated in the wildest storm of wind and rain without getting wet. The rain hangs upon the cloth in globules. In short, they are really waterproof. The gentleman, a fortnight ago, walked nine miles in a storm of rain and wind such as you seldom see in the south, when he slipped off his overcoat. His underclothes were as dry as when he put them on. This is, I think, a secret worth knowing; for, if it could be made to keep out wet, it is every way better than what we know as waterproofs."

Premature Burials.

Hardly a week passes that we do not hear of a premature burial. The story always comes to us in nearly the same shape. A coffin is exhumed, for one reason or another, and the corpse is found to have changed its position while the shroud is torn in several places. Immediately every one who is cognizant of the event jumps to the very unnecessary conclusion that the coffin was interred with a living inmate, who, on retreating to consciousness, had struggled violently, though hopelessly, to escape. Now the theory of premature burial in such cases is entirely gratuitous. Every medical man knows that the cases generated by decomposition act with sufficient force not only to change the position of the corpse after burial, but even to burst open the coffin. Were the inmates of any large cemetery to be exhumed, the same appearances which are now accepted as evidence of premature burial would be found to exist in scores of cases; probably indeed, in the majority of instances in which the burial had been sufficiently recent to admit of the possibility of detecting any change in the position of the body. Unfortunately, this well substantiated fact is not generally known, except to scientific men. Consequently we hear continually of premature burials which are certainly among the most disagreeable items of news which one can meet, and which bring incalculable grief and horror to the friends of the supposed victims. It is not impossible that, in rare instances, some unfortunate person is buried before life is entirely extinct, but to conclude from the mere appearance of an exhumed coffin that the inmate has been the victim of any such accident is in the highest degree unreasonable and unnecessary.

A TERRIBLE TRAGEDY IN TENNESSEE—ELEVEN MEN MURDERED.—Memphis, Tenn., Nov. 25.—A terrible affair occurred near Tip-topville, Tenn., on Sunday. A party of masked men went to the house of Wm. Jones, a planter, for the purpose of disarming the negroes working for him. Jones, had an intimation of their coming, determined to resist, as the negroes had been peaceable and well-disposed, and took measures for defence. When they made their appearance, they were met with a destructive fire, which caused them to retreat, leaving only one of their number, dead and two mortally wounded. The dead one proved to be Robert Dickerson, living across the Kentucky line. His cousin, Robert Bealch, died next morning. He said he was misled into the scrape. The excitement next day was intense. The officers came to arrest Mr. Jones and six negroes, but owing to the excitement Mr. Jones was taken to the river in charge of a Deputy Sheriff, and placed on board the steamer "Louisville" and brought here, while the Sheriff with the negroes started for Troy; but on the way they were attacked by a party of men, who took the negroes into the woods and shot them down. The Sheriff, by loud begging, succeeded in saving the life of the other one, who was taken to Troy and put in jail. The excitement in Tip-topville is intense. Parties on both sides are well armed, and it is supposed that more blood will be shed before the matter is settled.

A family of five rat catchers were recently arrested in Buffalo.

ALASKA.—Vincent Colyer, the Special Indian Commissioner, has returned from Alaska. He travelled over 8000 miles along the coast of that country, and found Indians to the number of 70,000. They are of a very superior order; have large droves of cattle; raise crops to some extent, and live in villages with well constructed houses. They are all peaceful, and partial to America. He says the island of St. Paul and St. George are alone worth the price paid for the whole territory; that the annual revenue derived from these two islands by certain San Francisco firms ranges from \$300,000 to \$500,000. The fisheries are wonderful. The less frequented parts of the country swarm with deer, and other wild game is abundant. Beets, parsnips, carrots and barley are grown without trouble. Far up in the most northern regions, at Cook's Inlet, a number of fat cattle were purchased for the use of the ship, and were for sale in large numbers. There are thousands of civilized Indians, strong and faithful when dealt honestly with, who are ready to work for the most moderate wages. [Boston Journal.

KEEPING A SECRET.—Newburyport, Mass. Every relative a capital story of Stuart, the painter, which illustrates finely the power which a secret has to propagate itself. If once allowed a little airing, and to reach a few ears Stuart had as he supposed, discovered a secret of coloring—very valuable. He told it to a friend. His friend valued it very highly, and came a short time afterwards to ask permission to communicate it, under oath of eternal secrecy, to a friend of his who needed every possible aid to enable him to rise.

"Let me see," said Stuart, making a chalk mark on a board at hand, "I know the art and that is—"

"One," said his friend.

"You know it," said Stuart, making another mark by the side of the one already made, "and that is—"

"Two," cried the other.

"Well, you tell your friend, and that will be—"

"making a third mark—"

"Three, only," said the other.

"No," said Stuart, "it is one hundred and eleven" (111).

The Welsh have a saying, that if a woman were as quick with her feet as with her tongue, she would catch lightning enough to kindle the fire in the morning.

THE BEST IN THE WORLD!

The Scientific American. \$1,500 Cash. For 1870. \$1,500 Cash. A Valuable Premium for all.

THIS splendidly illustrated weekly Journal of Science, Engineering, Chemistry, Agriculture, and the kindred arts, enters its Twenty-fifth Year on the first of January next, having a circulation far exceeding that of any similar journal now published.

THE EDITORIAL DEPARTMENT of the Scientific American is very ably conducted, and some of the most popular writers in this Country and Europe are contributors. Every number has 16 imperial pages, embellished with fine Engravings of Machinery, New Inventions, Tools for the workshop, Farm and Household, Engineering Works, Dwellings Houses, Public Buildings. A Journal of so much intrinsic value, at the low price of \$3 a year, ought to have, in this thriving country, a Million Readers.

Whoever reads the Scientific American is entertained and instructed, without being bothered with hard words or dry details.

To Inventors and Mechanics this journal is of special value, as it contains a weekly report of all Patents issued at Washington, with copious notices of our leading American and European Inventions. The Publishers of the Scientific American are the most Extensive Patent Solicitors in the world, and have unequalled facilities for gathering a complete knowledge of the progress of invention and discovery throughout the world; and with a view to mark the quarter of a century, during which this journal has held the first place in "Scientific and Mechanical Literature" the Publishers will issue on January first the large and splendid Street Directory by John Sartain of Philadelphia, entitled:—

"Man of Progress—American Inventors," the plate costing nearly \$4,000 to engrave, and contains nineteen likenesses of illustrious American Inventors. It is a superb work of art. Single pictures, printed on heavy paper, will be sent at \$10, but any one subscribing for the Scientific American the paper will be sent for one year, together with a copy of the engraving, on receipt of \$10. The picture is also offered as a premium for clubs of subscribers.

\$1,500 Cash Prizes \$1,500 Cash. In addition to the above premium, the Publishers will pay \$1,000 in Cash Prizes for lists of Subscribers sent in by February 10, 1870. Persons who want to compete for these prizes, should send at once for prospectus and blank order names. Terms of Scientific American, one year, \$3.00; six months, \$1.50; four months, \$1.00. To clubs of 10 and upwards, terms \$2.50 per annum. Single copies sent free, address the Publishers, MUNN & CO., 37 Park Row, New York.

How to get Patents.—A full and complete list of Patent Laws and Instructions to Inventors sent free. Address 150 N. 3rd St. New York.

TELEGRAPH NEWS.

LONDON, Dec. 10.
The Viceroy of Egypt has yielded to the ultimatum of the Sultan, and accepted all the conditions it imposes.
Many cities in France were illuminated last night in honor of the inauguration of the Council at Rome.

OTTAWA, 10th.
Despatches received by the government from Governor McDougall and McTavish represent the difficulties in the Territory as subsiding. Gov. McDougall will enter the Territory as soon as the Queen's proclamation reaches him, and the authority of the Dominion government and the question of Territorial will be at once announced by him in a proclamation dated from Fort Garry.

NEW YORK, 10th.
Gold 123.
Ernest Duke of Saxe-Coburg-Gotha is dying. He is 51 years of age.
Prince Alfred of England, Duke of Edinburgh, is his heir.
The French yellow book has just been issued. It says that the relations of France with foreign powers, and those of foreign powers with each other are favorable though the evident sympathy of the United States for the Cuban rebellion has complicated Spanish relations somewhat.

NEW YORK, Dec. 11.
The Spanish gunboats have been released; it having been shown they were not intended to act against Peru.

LONDON, Dec. 11.
The French Legislature had another stormy session yesterday.

An opposition deputy demanded the impeachment of M. Focade, Minister of the Interior, and scenes of violence followed such as have never been witnessed in the Chamber.
The Pope delivered an Allocution before the Ecclesiastical Council yesterday, in which he condemned the false human science and impiety which hide themselves behind the pretended aspirations for liberty.

LONDON, Dec. 12.
A report from the Admiralty Office says that for a distance of thirty-five miles, the Suez Canal is subject to sand drifts, reducing the depth, and thick fogs bewitching to the pilots.
It is reported that February 8th has been fixed for the assembling of Parliament.

PARIS, Dec. 12.
A council of ministers was held at 5 o'clock this afternoon at the Tuilleries.
It is rumored that this extraordinary meeting of the Council has been summoned to consider and decide upon an immediate change of Cabinet.

NEW YORK, Dec. 13.
Gold opened at 123.

LONDON, Dec. 12.
It is stated that five thousand additional troops are ordered for Ireland.
Serious disturbances are threatened in Tipperary and portions of Munster.
The sessions of the Ecclesiastical Council have been adjourned until after Epiphany, January 6.

NEW YORK, Dec. 13.
Gold 122 1/2.

LONDON, Dec. 13.
The trial of Messrs. Overend, Gurney and others, commenced at Guildhall this morning. Mr. Kennedy, Q. C., opened for the prosecution. Chief Justice Cockburn presided.
News has been received from Peking that the treaty between Great Britain and China, negotiated by Mr. Horne and Mr. G. A. Hart, has been ratified and signed by the Chinese Government.

The remains of George Peabody were transferred from Westminster Abbey to Her Majesty's iron clad Monarch on Saturday.

In the United States Senate, a few days ago Mr. Ramsey, Senator from Minnesota, offered a resolution requesting the President to transmit information relating to the presence of Mr. McDougall at Pembina, in Dakota Territory, and the opposition of the inhabitants of Selkirk Settlement to his assumption of the office of Governor of the North West Territory, lately said to be transferred by the Hudson Bay Company to the Dominion of Canada. The resolution after some discussion, was adopted.

We learn that the case of fraudulent entries alluded to in our last has been brought under the notice of the Hon. Minister of Customs, and that an order has come down from Ottawa confiscating the goods, although the sale for some reason or other have been delayed. We are really sorry that this case has arisen, and hope it may stand out as a warning to future. — Frederick Reporter.

The visit of Watertown, N. Y., who took his sick wife a few months ago to Cherryburg, Penna. on a wheelbarrow, hoping that she might obtain relief at the Springs, is returning from his fruitless visit. On Thursday he reached Newark with his two bright-eyed children, still heroically trundling his wheelbarrow, too poor to obtain other means of conveyance, and too proud to ask or accept charity.

In referring the other day, to Mr. J. F. Fry's gift of the statue of the Strevellors, lost in the "Genie," we spoke of him as one of the owners of the vessel. This was a mistake. Mr. F. had no interest in the "Genie." — Globe.

Dr. Brynton, after a careful examination of the Stone giant recently discovered near Syracuse, N. Y., reports to the Smithsonian Institute that it is a statue carved from a block of gneiss, and from the small amount of surface erosion of a substance rapidly dissolved in water, he believes that little more than a

year has elapsed from its burial to its resurrection; the fact is that it was planted by the discoverer.

The quantity of gold produced in Nova Scotia from the day of the first discovery of the precious metal to the end of 1868, a period of eight years, amounts to 160,000 ounces. The best year was 1867, when the yield amounted to nearly 30,000 ounces.

The STANDARD OFFICE is removed to Bailey's Building, Water Street, opposite the store of C. Bradley, Esq. Entrance from North side of building.

The Standard.

SAINT ANDREWS, DEC. 15, 1869

We have devoted considerable space in this days STANDARD, to Railway affairs; there is no apology needed for doing so, as the residents of this town and vicinity are justly exercised upon the notice "to discontinue the trains for the winter." We have several notices on the matter, but prefer holding them over for the present, as their publication might obstruct the movement now being made to change the order.

A MEETING of the inhabitants was held in Russell's Hall, on Thursday last, at 3 o'clock, for the purposes expressed in the following document:—

"The undersigned in view of the present position of Railroad matters, and the threatened suspension of our connection with the Upper County and St. John by rail, hereby express their opinion that it is a simple and concerted action should be taken, with a view to ascertain what our true position is, and the best course to pursue to avert the threatened danger, and secure uninterrupted Railroad communication.

We therefore agree to meet together for mutual consultation and advice, on Thursday next at 3 o'clock, in Russell's Hall, and pledge ourselves to a punctual attendance.

(Signed by inhabitants of St. Andrews.) St. Andrews, Dec. 8, 1869.

The meeting was held in accordance with the above agreement, a Chairman and Secretary appointed. Resolutions passed, and Committee named to carry out the objects of the meeting. It is unnecessary to give the proceedings, as a Public Meeting is to be held on Friday next at 3 o'clock, in Russell's Hall, when the Committee's report will be handed in and the proceedings read.

The "St. Croix Courier" of the 9th inst. in its leader, lectures supposed residents of this place upon attacking Mr. Osborn through the St. John Press, with a most unjustifiable virulence. Pretty strong language; whether the letters were written here or not, we cannot say, but we do aver that the article in the "Courier" contains inaccuracies, one or two of which we will correct, as they reflect upon the people of this town, and place them in a false position. The truth is, the people here have been and still are anxious to have a branch railway extended to Houlton, so much so, that the Justices of this town voted an amount of money for the survey from the main line to this boundary. They are fully alive to the prospective benefits to the town from a branch to Houlton, and have advocated it. While they are not responsible for what correspondents write to St. John journals, they do not conceive that those writers are opposed to the Houlton branch; their arguments appear to be aimed at the incompatibility of the Manager of the N. B. & C. Railway becoming a contractor while in the service and pay of the Bondholders. This however is a question between the correspondents and Manager, and one in which the people have not interfered.

We do not share in the opinion so confidently expressed by the "Courier," that "Mr. Osborn been acting solely in the interest of the Bondholders the St. Andrews end of the line might have been very properly closed many months ago;" this is purely given from a St. Stephen stand point. If "Mr. Osborn is not acting solely for the interest of the Bondholders"—for whom is he acting? It is universally believed here, that had the policy that governed the running of the trains two years ago been adhered to, the traffic to St. Andrews and its trade would be in a very different position than it is at present. We desire to see the whole County prosper, and not any particular section at the expense and detriment of the others.

The people of St. Andrews are not above receiving well meant advice. They have been doing what they could honestly to make business for the town, without the assistance of outside influence, borrowed money, or government aid. If any people ever "put their shoulders to the wheel" they are entitled to that credit.

The Red River trouble is nearly at an end. The English and Scotch companies are favorable to Mr. McDougall's assuming the reins of government and many of the malcontents have withdrawn their opposition. The appointment however is not a popular one, nor is Mr. McDougall believed to be the right man in the right place. It would have been better to have given him some other position.

We regret to record the death of Mr. Michael Hays, who took place at St. John during the night of the 8th inst. He shipped a large quantity of turnips in the Sloop "B. Kechem" for St. John, and while the vessel was lying at the South Wharf in that city, the weather became very cold, necessitating the lighting of a fire in a sheet iron stove in the hold to keep the turnips from freezing; the pipe did not reach the hatch, which was shut down, and it is supposed the coal gas escaped through some sugar holes in the cabin floor into the cabin, and caused the death of the crew, consisting of Capt. Delesdernier, M. McFarlane, James Irving, son of the owner vessel, and Michael Hays. They were discovered on Thursday morning lying in their berths, dead. Mr. Hays was oldest son of Mr. B. Hays, Bay Side, and was a young man of industrious habits.

VALUABLE PROPERTY.—We direct the attention of persons requiring a well finished and commodious house, to the sale advertised in this day's paper, of Mr. Greenhead's property. The house is adapted for a boarding house or private residence, it is well heated, and has an excellent garden with water on the premises.

The Frederick Reporter pointing out to the people of this place the propriety of keeping their new Railway employed, adds that unless they do so, they will be "no better off than St. Andrews, where they are actually taking up the rails." Not much, Mr. Reporter. Not a rail has been removed on the main line, nor will there be any attempt to do so, while the law forbids such a proceeding.

The Carlton County people are complaining of the high tariff charged on Western Extension. The tariff for carrying a barrel of flour or anything else in barrels is one dollar from Fairville to Woodstock—while on the N. B. & C. Railway the charge is 25 cents from St. Andrews.

Since the above was written we learn that the price of freight by rail from Fairville to Woodstock is 50 cents per barrel.

PETER'S MUSICAL MONTHLY for December is at hand, and contains five Sacred Melodies, two Songs, and four selections of Marches, Mazurkas and Waltzes; each piece with piano accompaniments. The first is a Christmas Carol. This is the cheapest musical work published in the States,—price \$3 U. S. per annum, single copies 30 cents. J. L. Peters, 592 Broadway, N. Y.

BALLOON MAGAZINE for January has been received, and is replete with the usual quantity of instructive and amusing articles. Among the illustrations are views of Macri villages, rifle pits and weapons; A squall at Sea; The Sawing Circle. Price \$1.50 per annum.

ITEMS.

The Railway to Sackville from St. John was opened on the 13th inst.

Notice has been given by the Superintendent of the Barre & Lewis Island Railroad, that the train will wait for passengers by Western Extension, if ten or more will give notice by telegraph.

The N. B. Inspector of Post Offices has given notice that mails from St. John for Nova Scotia will be forwarded by Steamer Empress twice a week during the winter.

Chicago warns intending immigrants to stay away from that city, as there is not sufficient employment for those now there.

A lady in Waterbury, who drew a gent's wrapper at a prize concert, now wants to draw a man to put in it.

An Ottawa despatch says the Grand Vicar Thibault and Colonel de Salaberry left Ottawa a few days ago for Red River, to investigate the cause of the difficulties with the half-breeds.

Mr. Murray has been officially declared elected for Renfrew, Ontario, and left Pembroke for Toronto, to take his seat in the Local Legislature.

A man out West who read that dry coppers were put in a bed of ants would cause them to leave, put some in his mother-in-law's bed to see if she wouldn't go. He says she was there at last accounts.

"My dear Lucy, I am surprised at your taste in wearing another woman's hair on your head," said Jones to his wife. "My dear Tom," replied the wife, "I am equally astonished that you persist in wearing another sheep's wool on your back."

As a proof of the rapid increase of Toronto the "Globe" publishes a list of buildings erected in that city during the past year. In 1867 the estimated value of buildings erected was \$300,000, last year \$500,000, and this year \$524,000. This is cheering progress indeed.

The medals in commemoration of the establishment of the Dominion have been sent from England. The medals are in bronze

and silver, the latter being for the Delegates to the Quebec Conference, and the former for Senators and Members of the Commons.

Another son was born to the Prince of Wales on the 20th ult. The boy's mother and the boy are said to be doing as well as could be expected.

Port Austin, Huron county, Michigan, with a population of between 700 and 800, has spent \$40,000 for building purposes this year.

Influential citizens of New Orleans propose to purchase a large plantation, and present it to Jeff. Davis.

It has been well said that praise alone will not support a newspaper, nor will it furnish the oil for the machinery.

The newspapers in New York State charge a fee for insertion of marriages and deaths in their columns, for the best reasons. One is an advertisement of co-partnership; and the other is a dissolution. Business is business.

To the Editor of the Standard.
"O wuld some power the gittie gie us,
To see ourselves as others see us,
It wud frae monie a blunder free us."

DEAR EDITOR:—I noticed a leader in the St. Croix Courier of the 9th inst., headed "Mr. Osborn and St. Andrews;" with the question between Mr. Osborn and St. Andrews I have nothing to say.

The article appears to be wholly got up for the purpose of giving the Editor another chance under a new head to air the Capital and Enterprise of the St. Stephen ring, for really he has used up all the ordinary forms of villainy for that purpose long ago.

Now Sir, what does their great enterprise consist of, except a keen knock of erasing the Revenue Laws of the Dominion and the United States, and getting our lumber lands under easy terms, and hiring Editors to puff themselves and sneer at St. Andrews.

Well Sir, look at the Banking system of these "heaven born financiers;" a few years ago they had a sound Bank established by able and honorable men, such as the Marks and Porter's, its Stock was worth \$125, now look at it to-day, the Stock is at \$75 and outside of St. Stephens every man hesitates to take its Bills at par, and then just think of the Chapman Bill as they are called, are they not a disgrace to St. Stephens and a fraud on the public; and then look at their Rail Road only two years old, sold out (in the cold) by the Sheriff at that tender age, after being nursed in the lap of the Government to the tune of \$10,000 per mile. Now Sir, I would "in all kindness" advise the Courier to put his own house in order, and let St. Andrews alone.

I am, &c.,

Dec 11, 1869. TUFF.
The Halifax Chronicle states that Phoebe Ann Ord, wife of James O. D. Graywood, Annapolis, lately eloped with a man named Fossey, came across in the steamer to St. John, and has then gone to Woodstock. She left two of her children behind and brought one with her.

An editor in New Jersey brings delinquent subscribers to his counter in lively order, by publishing obituary notices of them. When they have paid up arrears, he contradicts the report of their death by saying they were only "dead beats."

An Irishman once said, "if you find three tumblers of whiskey punch disagree with you overnight, don't take 'em till the next day, and then leave 'em off entirely."

CONTINUED COLDS.—Numerous and severe are the disorders arising from exposure to our winter climate. That chest becomes sore and inflamed, and serious coughs set in unless it receives some timely assistance. Dr. Wilson's Pulmonary Cherry Balsam is an irresistible remedy. When the lungs have an irregular action, the Balsam must be freely taken, and will soon exert its curative power. This noble medicine naturally acts as nature. All disorders springing from neglected colds are thus speedily and safely checked, and freed from pain and danger by the use of this famous remedy.

Dr. Dow's Sinegon Oil Liniment does not remove diseases by mechanical force, but by exerting a powerful chemical influence on the morbid part, effecting a change, and thereby restoring healthy action; and numerous are the instances in which it has been known to effect perfect and radical cures in obstinate diseases, which resisted the action of all other pretended remedies.

Dr. Wilson, in his Family Anti-bilious Pills has undertaken the preparation of them with a view to supplying a want that is constantly felt for a domestic medicine at once safe, mild, and efficacious, and free from any injurious or other deleterious after effects. Composed of entirely vegetable extracts, without a trace of mineral, are confidently recommended as possessing all the properties of some of the official pills so much relied upon by the profession, and which are objectionable on account of containing calomel. In biliousness, jaundice, bilious fever, and the like, these pills have proved effectual and reliable, acting mildly, but surely on the bowels, producing bilious stools, and comforting as a general alternative.

Rheumatism is more common and distressing in this country than almost any other, and at the same time it may safely be asserted that it is as little understood and as unsuccessfully treated. Physicians are as unable to cure it even on their own persons; yet such is the value of Dr. Dow's Sinegon Oil Liniment that the most obstinate cases at once yield to its application.

This remarkable remedy, Clark's Derby Contention Powder, is as highly appreciated and as much sought after here, as it was in the Old Country on its first introduction, many years since, when by its astonishing cures such excitement prevailed in the country as to the name results follow its use here, and so long as it is made from such pure materials it

will retain its supremacy and commend itself to the world as the best remedial agent—the most rapid in its operation, the most reliable in its results. It will long be prized among all owners of horses as the matchless remedy.

Ship News

PORT OF ST. ANDREWS

ARRIVED.
Dec. 8, Sloop Ada Louisa, Holden, Portland 740 bbls Flour, 11 Bull.
11, Jan., Cont. y. Boston, ballast.
14, Matilda, Stinson, Mdza. A. D. Stevenson and others.

CLEARED.
Dec. 9, Sloop Ada Louisa, Holden, St. John, ballast.
11, Day Star, Dawson, Hall's Harbor, Flour, master.

Arrived at Philadelphia, 13th inst.—Brig Bachelior, Carlow from Somboro.

Valuable Real Estate for sale AT AUCTION.

On Friday, the 7th January next, will be offered for sale at Public Auction, on the premises (unless previously disposed of at public sale.)

That valuable pleasantly situated and substantially built Buck House, with Barn and out-houses, fronting on Frederick and Montague sts., opposite the residence of T. T. Odell, Esq.

The lot on which the buildings are erected has a frontage of about 120 feet on Frederick and about 160 feet on Montague streets.

In the basement there is a large and convenient kitchen with pantries, water and outhouse rooms, &c. On the first floor there are Dining, Drawing and Breakfast rooms, together with Kitchen, pantries, &c. On the second floor there are six very comfortable bedrooms, with two upper rooms and a commodious attic.

Within the last two years the premises have undergone extensive repairs and are in good order. Attached is a large and well laid out garden under good cultivation. An excellent supply of water on the premises.

The premises are well calculated for a first-class Boarding House or a Gentleman's private residence. For further particulars apply to R. T. Greathead, Esq., on the premises, or to

G. F. CAMPBELL, Auctioneer. St. Andrews, Dec. 11, 1869.

Real Estate AT PUBLIC AUCTION.

The undersigned Trustees for all the creditors of the Estate and Effects of CHARLES H. GRAY, late of St. Andrews, in the County of Clackath, Esquire, an Absent Debtor, will on

Thursday the 30th day of December instant, at 11 o'clock A. M. in the Market Square in Saint Andrews, sell at Public Auction,

ALL that certain Lot of Land situate on the same drawn by Deputy Marshal, and commencing at the South Eastern corner of a lot formerly leased to one William Woodson on the Western side of the Road leading from St. Andrews Town Plat, thence running South 82 degrees and 15 minutes west 13 chains and 25 links to a cedar stake and stone, thence South 2 degrees and 30 minutes East 10 chains to a cedar stake and stone to the adjoining lot, thence North 82 degrees and 15 minutes East 13 chains and 25 links to the St. Andrews road aforesaid, thence following the line of the said road North 2 degrees 30 minutes West 10 chains to the place of beginning, and containing twelve and three-fourths of an Acre, together with a large and commodious HOUSE, and a good BARN and good out buildings, being the premises lately occupied by Col. Gray.

Terms of Sale.—One third down day of sale, balance in two equal payments in 3 and 6 months with interest, secured by approved joint notes, or mortgage on the premises.

For further particulars apply to the undersigned, or to B. R. Stevenson, Solicitor for the Estate, dated 8th December, A. D. 1869. CHARLES A. KENNEDY, JAMES STEVENSON, E. A. JULIAN, Trustees.

Alcohol and Dominion Whiskey.

3 PUNCHIONS pure Spirit's 95 per cent. O. P. 52 Casks Dominion Whiskey. Dec. 15. J. W. STREET.

NEW BRUNSWICK AND CANADA RAILWAY.

NOTICE.

THE TRAINS will stop running to St. Andrews for this winter, after DECEMBER 31st in consequence of the failure of business and bad state of the Track. HENRY OSBURN, MANAGER. St. Andrews, Dec. 6, 1869.

FOR SALE OR TO LET.

THE House and premises opposite Kennedy's Hotel, near the railway station and Steamboat Landing. The building is adapted for a hotel, with parlors, kitchen and dormitories; there is also a good store. On the premises are a Barn and woodshed, and also an excellent spring of water. For particulars apply at the STANDARD OFFICE.

St. Andrews, Nov. 24, 1869.

F. T. GREATHEAD, Accountant, Commission and Forwarding Agent.

Has received the appointment of Agent of some of the principal English and American Life, Fire, Marine and Accident Insurance Offices.

All descriptions of Insurance promptly effected. Prospectuses &c. on application at his office, MARKET WHARF, St. Andrews, Nov. 17.