

our present rates. During the past week the business done in Wheat has been very moderate. A few purchases have been made for shipment to Ireland and coastwise, at prices rather in favour of buyers. Good quality of American white Wheat has brought 9s. and mixed red down to 8s. to 8s. 2d. per 70lbs., duty paid. Flour has sold slowly and prices give way. The sales of Western Canal have been at 33s. to 33s. 6d. per barrel, free. The demand for Indian Corn has fallen off. American white and fine Galaiz yellow are held at 57s. to 58s. per 480lbs. Very few transactions have occurred under bond. One or two sales of Western Canal Flour are reported at 30s. to 30s. 6d. per barrel.

#### ST. ANDREWS AND QUEBEC RAILROAD.

The following comment by the Saint Andrews Standard on our Editorial on Railroads is inserted, not for the compliment it pays us, but to show the spirit that animates the people of Charlotte on that subject. The particulars of the Public Meeting recently held at that place is copied from the same paper.—*Woodstock Telegraph*.

We have made the above extract from an excellent article which appeared in the *Woodstock Telegraph*, and regret that want of space prevents our copying the article entire. We are pleased to find that "CARLETON IS BEGINNING TO WAKE UP." Indeed we are decidedly of opinion that Carleton will be as much if not more benefitted by the successful operation of the proposed railway, than the County of Charlotte. There are several new points of information brought to light by the *Telegraph*. The good people of Carleton, it seems, are very much at the mercy of the St. John merchants, and the river boatmen, as respects getting their supplies which would certainly not be the case if the railways were completed. The inhabitants of that county would be gainers if they gave £50,000 as a present, without any prospect of interest, in order to establish a line of railway communication with St. Andrews; but having the encouraging prospect of a handsome direct remuneration beside all the indirect and scarcely less important advantages, they will, we are persuaded, act in an enterprising and spirited manner, and such as becomes the occasion.

We can assure our friends in Carleton that—Charlotte intends to do her duty. The direct line to Woodstock and Grand Falls, is the word;—and all our efforts will be perseveringly and cordially made to carry it into effect. The Directors are now elected, and in a capacity to take active measures for advancing the project, and we have no doubt that these measures will be speedily adopted. Stock to a large amount can yet be taken up in this county, and we are pleased to find that the subscription list is rapidly increasing.

A few months ago when we commenced advocating the scheme of making a line of railway to the Upper Saint John, sneers and jibes at the folly—the absurdity of the thing, were abundant. Not so at the present;—the matter is becoming quite too serious for a joke, it is decidedly against the unbelievers. We hope to see the work in a state of active progress next spring.

#### RAILROAD MEETING.

On Wednesday last a Meeting of the Saint Andrews and Quebec Railroad Association was held at the Town Hall, for the election of Directors for the Company. The Meeting was called to order by Dr. Frye, when the Hon. H. Hatch was requested to take the Chair, and J. H. Whitlock, Esq., to act as Secretary. The chairman, with much perspicuity, pointed out the objects of the meeting; advocated the claims of the Company, spoke of the credit due to St. Andrews for the origination of the scheme, and demonstrated to the satisfaction, we have no doubt, of all present, the cheapness, durability, and the advantages of wooden Railways, confirming his arguments by reading extracts from a pamphlet published by Sir I. Brunel, expressive of opinions to the same effect. Mr. Hatch expressed himself confident of the success of the undertaking at some (no very distant) time; shewed clearly that beneficial results must flow from its completion: that an impetus would be given to commerce and agriculture, that activity and bustle would penetrate our remotest forests; that ships for the purpose of transporting our internal products to remunerating markets, would throng our harbour, and that the most interior settlements of our Province would receive new vitality from the superabundant activity, which the success of this scheme must necessarily produce. But one thing (said he) above all others is wanting—there must be unanimity of action. Let our pulls, our efforts, be but energetic and concordant and those obstacles which now seem to resist us, will disappear. Mountains will become plains, and we shall go on easily, not rapidly, until those glorious ends are gained, and those sneers which, now in the infancy of our work, greet our endeavours, shall be effectually silenced.

He was followed by John Wilson, Esq., who observed that he was deputed by the Association, to visit England last season, to make inquiries respecting the construction, cost, &c., of Railways. He stated that he had called on the Colonial Secretary and urged the claims of the St. Andrews and Quebec line upon his attention—that Mr. Gladstone had sought his views upon the various proposed lines, which in conjunction with Mr. Morrison he had furnished him, and he believed that the survey now in progress resulted from the communications on that subject. He had been frequently asked why the surveyors had not explored our line;—the reason was obvious, it was owing to the fact that the St. Andrews line had already been surveyed, and reported favourably of

by Government, under Captain, now Major Yule. Mr. Wilson further detailed much useful information regarding the expense of "wooden rails," which he observed were growing into use in the mother country.

James Brown, Esq., M. P. P., next addressed the meeting, and in the course of his remarks observed, that he felt much pleasure at seeing so large and respectable a meeting, evincing such a deep interest in the undertaking—that the deputation (of which he was one) which had visited Woodstock and Fredericton, had been well received. That he did not believe a wooden railway would cost £1000 per mile even at the highest rate—that the very wood which was required for the purpose was growing either on or near the site of the road, and that almost every youth in the country understood the use of the axe and such other implements as would be required. That the company was incorporated, and that he hoped to see the work commenced next spring.

Dr. Frye made some very neat and appropriate observations upon the mode of procedure in carrying out the great objects of the Association, and trusted the people would be united.

Mr. Chadburne, (a gentleman resident at Eastport,) next addressed the Meeting, in a most felicitous manner. His observations were comprehensive and pointed; he said that the people at Eastport had little money to spare for a foreign enterprise; that although their own business required all their capital, still they would cheerfully accord their best and warmest wishes for the success of this project.—That it was a feasible one he had no doubt, and he thought that if sincerity and earnestness were manifested by its promoters, and the matter fully and clearly exhibited to the public mind, means to carry it into available operation, would not be wanting. If you, (said he) evince a proper energy in its advocacy, and shew a firm determination to put your own shoulders to the wheel, without first imploring the assistance of your English capitalists, make it appear from your own active exertions that you are fully persuaded that money will be made, that investments will be profitable, and you will command even far more than is requisite. The money is undoubtedly in existence; then let intellect be brought upon it; let mind work upon matter; and it will be placed at your disposal. There is more money than intellectual capital afloat; prove that you are possessed of the one, and that your project is feasible, and you will readily command the other. This desirable result will be thoroughly effected in this way, and in this way only.—You complained of being sneered at by your neighbours; who or what has not been laughed at? Were not Watt, Fulton, and others laughed at? But I say to you, persevere, and you will, bye and bye, indulge a loud and hearty laugh of success. Advantages incalculable will accrue from the establishment of this line—benefits now unthought of, and those of a lasting and permanent nature. Think not, should this route be adopted, and St. Andrews become the terminus, that your own will be overstocked with travellers, or burthened with lumber without a means of getting rid of either; ships will be in readiness to carry your lumber, and we (the Americans) will meet you with a Portland Railway, and take up your first passenger the moment he steps from your train, and carry him to Boston, New York, or New Orleans, should he wish to go without his waiting half an hour.—Most sincerely, most fervently do we wish you God speed!

The following gentlemen were elected Directors:—

John Wilson,	Robert Walton,
H. Hatch,	Wm. Porter,
W. F. W. Owen,	Charles Perley,
D. S. Morrison,	Charles Connell,
S. Frye,	James M'Cann,
Geo. F. Campbell,	Thomas Pickard.
John Rodger,	

#### Died,

At the Vice President's residence in King's College, Fredericton, aged 15 years, Robert James, fifth son of the Rev. Edwin Jacob, D. D.

After a painful and protracted illness, Mr. Thomas Johnson, in the 68th year of his age.—Mr. Johnson was a native of the City of Cork, where he resided upwards of 45 years. In this community, where he has lived for some years, his kind and benevolent manners gained him the esteem of all who knew him, and his death is in consequence sincerely regretted. The Wesleyan Methodist Church, with which he stood connected for many years, has lost in him a useful member; while his family have to bewail the loss of an indulgent husband and father.

On the morning of the 7th inst., Emma Blanche, fourth daughter of Captain Hayne, aged four years and two months.

At Merat, near Delhi, in the East Indies, in the 28th year of his age, Assistant Surgeon William Gostwyck Goodridge, 2d Battalion Artillery, Bundelcund Legion, E. I. C. Mr. Goodridge was the youngest son of John Goodridge, Esquire, of Sturminster-Newton, Dorset; and the brother of Mrs. George Roberts of this City.

On the 19th November last, at her residence near Ogdensburg, Anna statia, wife of the late David Ford, Esquire, and youngest daughter of the late Rev. Samuel Cooke, D. D.

#### STRAY CATTLE.

STRAYED into the premises of the Subscriber TWO COWS, one Red, and the other Black, marked White on the forehead; the owners may have the same by paying expenses.

H. J. HANSARD.

Kingsclear, 1st. Dec. 1846.