

Communication.

To the Editor of the Standard.

SIR,—From the commencement of the present civil war now existing in the neighboring Republic to this time, the friends of the United States residing in these Provinces have expressed their regret that the North and South did not amicably settle their differences by a peaceful dissolution of the Union.

An inspection of the Map of the United States, will reveal the chief obstacles to such consummation, and demonstrate the reason which more than any other unites the people of the Great North West as one man in the expenditure of millions of dollars, and the loss of thousands of lives, to preserve the Union in its integrity.

From the mouth of the Ohio at Cairo to the Gulf of Mexico, the Mississippi washes the soil of Slave States upon both sides.—The people of the North West will never consent, without a most desperate struggle to become dependent upon the caprice of a foreign Nation, for the means of reaching the Gulf of Mexico, with their vast surplus of produce for foreign exportation; nor are they without a precedent for this. A little more than a century since France attempted to establish herself upon these waters to the exclusion of the English Colonies, and the result was the War of 1755, and the conquest of Canada by British arms.

Subsequently the United States have asserted war with France and Spain, by purchasing from those powers all the land claimed by them; in fact the greater portion of the now ceding States.

Indeed on the West of possessing the exclusive control of the means of communicating with the sea, that there is no public act of Henry Clay more highly commended, than his refusal of the Treaty of Ghent to allow Great Britain the free navigation of the Mississippi; provided she would grant the freedom of her fisheries upon the Banks of Newfoundland. Such being the value in which our neighbors hold their privileges, let us see what estimation the people of these Colonies and the rulers practically attach to their own. What means of communication have we among ourselves, or of access to the seaboard from the interior?

The Lower Provinces are practically isolated from the Upper, and so far as means of reaching the seaboard, the St. Lawrence river is open about half of the year. The navies of all Europe could not more effectively blockade the Southern States, than we suffer ourselves to be during half of the year by our own miserable impotence.

What means of convenient access to the Atlantic have we during the winter, except that through a part of the State of Maine, up to the Portland, and of the Grand Trunk Railway?

This Railway is also extended Eastward to the Rivers du Loup. We have a Railway from St. Andrews to Cornbury, 65 miles which will soon be opened to a point a few miles from Woodstock. Less than 100 miles more of Railway would open the seaboard at St. Andrews to the entire railway system of Canada, passing all the way through British territory, involving an expenditure not more than half of what is sustained by the Federal Government during one week, to hold the key to their own door.

Is it of any importance that these Colonies be isolated in bonds of iron, independent of a foreign nation or not, when so comparatively small a sum of money will effectually accomplish the object? In sporting phrase are we worth the powder, or are we not.

Yours,
K.

ARRIVAL OF THE ASIA AT NEW YORK.

New York, Feb. 16th.
Asia arrived. It is said that the proposition of Mr. Gregory for the recognition of the Southern Confederacy will be discussed soon after the meeting of Parliament.

Karl Russell has written a letter to the Earl of Russell prohibiting the departure of vessels from entering British ports, except from stores of water, and to receive only supplies enough to carry them to the nearest home port.

It is presumed that this order will compel the *Tuscarora* and *Nashville* to leave Southampton.

Exports of Saltpetre, from India except to British ports, prohibited.

breadstuffs and Provisions Markets quiet and steady.

Cornish, 22 & 93.

Privateer Sumter remained at Gibraltar.

Provincial Parliament.

FREDERICTON, Feb. 12.

John M. Johnson, Esq., was re-elected Speaker.

Messrs. Fisher, Kerr, and Gillmor, were appointed a committee to unite with a Committee from the Legislative Council respecting the Legislative Library.

Messrs. Waters, Fisher, Allen, and Stevens, were appointed a Privilege Committee.

Messrs. Williston, Poyd, Young, McLellan, and Jordan, were appointed a Fishery Committee.

Four hundred copies of the Speech were ordered to be printed.

Messrs. McLellan, Lauder, Dow, and Gillmor, were appointed a committee on Mining matters.

The same Deputy Clerk, and Chaplain were re-elected.

Messrs. Waters, Kerr, and Gillmor, a Committee to review rules and regulations by the government of the House.

Messrs. Kerr, Gillmor, Stevens, Skinner and Anglin, were appointed a Committee on the Public Accounts of the Province, with power to bring before them persons and papers.

Mr. Skinner moved the appointment of a Committee to whom may be referred all matters affecting the trade of the Province.—Messrs. Skinner, Cudlip, Crocker, Munro and Boyd, were appointed.

Messrs. Ryan, Allen and McLellan, were appointed a Committee to make arrangements for the publishing of the Debates of the House.

Feb. 14.

The House as usual met at 10 o'clock, but there was very little business done.

Mr. Glazier was added to the Lumber Committee.

Mr. Munro introduced a Bill to afford greater facilities for obtaining licenses to cut and carry away Lumber from Crown Lands.

Mr. Grimmer's Bill to authorize the Judges of Peace of Charlotte County to sell certain Lands in Saint Stephens; also a petition from some inhabitants of Charlotte County for the protection of the Herring Spawning Grounds in Grand Manan; also a petition for an amendment to the Law relating to Fishery weirs—which petitions were referred to the Fishery Committee.

Mr. Stevens from the Contingent Committee reported that each member be allowed \$8 worth of stationery and no more; the Clerk to have what amount he may require for himself and his assistants and no more; and that each reporter be paid \$20 in lieu of stationery.

Mr. Grimmer's Bill to alter the time of holding the Circuit Court in the County of Charlotte.

FROM THE STATES.

Boston, Feb. 15th.

Special dispatches to Chicago and St. Louis papers report that a severe fight is going on for the capture of Fort Donelson, which commenced on the 13th. Confederate forces in the Fort and entrenchments, 15,000, with General Pillow, Floyd, and Buckner. The Fort is completely invested, and Federal forces concentrating from Fort Henry and Paducah, will number 60,000.

Federals had driven the enemy at various points, and several times advanced near the city.

Gambuts were arising to go on shore, and it was deemed to attack it with the whole force, and after it if not surrendered.

Federal loss, so far, 50 killed and 350 wounded.

Capture of Roanoke Island comprises, 6 Forts, 49 guns, 2000 stand of Arms, &c.

The Massachusetts Legislature has passed a bill authorizing the reading of some portions of the Bible in the public schools daily, leaving the various school committees to decide upon the common English or the Douay version.

Boston, Feb. 14.

Federal forces gathering near Fort Henry. Thirty thousand there on Sunday. More on the way.

Federals also encamped at Green River; thirty thousand already being over.

The Nashville Union of the 6th says: Beauregard, Pillow, and Chestnut were there.

Gen. Sigel's division said to be near Springfield, and Price left there and encamped near Wilson Creek.

The first Brigade of Hunter's Expedition had gone from Leavenworth to Fort Scott, he will accompany the second movements on the Fort from Fort Royal against Fort Pulaski and Savannah. Advances are made daily.

It is thought that Fort Jackson and Savannah would be captured.

It is also reported that movement is to be made to take possession of the Railroad and move on Charleston.

Official dispatches from Burnside's expedition fully confirm previous accounts. The loss on each side did not exceed 200.

Gov. Wise's son was killed.

Commodore Lynch's supposed drowned while attempting to escape by swimming. Edenton was also taken possession of without opposition.

The Richmond papers attribute the disaster to the blundering and inefficiency of the Confederate forces.

Gov. Letcher, of Virginia, ordered the formation of Home Guards for the protection of Norfolk, Petersburg, and Richmond.

Southern papers speak discouragingly of the attachment of the people of Tennessee for the old Union.

A despatch from Gen. Halleck announces a Federal victory at Springfield. Gen. Curtis routed the Confederates, who abandoned their stores, &c., &c.

Flour—Super State advanced 5 cents.

INTERCOLONIAL RAILWAY.—The American brought no definite news concerning the intercolonial Railway. The Chronicle says that there is no ground for disappointment for the final decision of the Home Government was not expected within a month from the time of the Provincial Secretary leaving England. While, however, there is nothing of an official character to record, there is intelligence of a private nature, from gentlemen of position and influence in London, giving the most hopeful indications of a final settlement of the negotiations. The Hon. Mr. Ashurst, the Canadian delegate, is said to be in London, where he will probably remain to watch over the interests of the Colonies in this important matter, until the decision of the Government respecting it is given. A memorial from the leading merchants and bankers of London, in favor of

the scheme, would be presented among other petitions at the meeting of Parliament.—Among the names signed to this petition are those of the Rothschilds, the Harringtons, Messrs. Glynn & Co., and every banker and banking firm in London. The Edinburgh Review, the Saturday Review, London Review, Spectator, Times, Morning Advertiser and Morning Chronicle, have all, since the beginning of the year, given their verdict in favor of the work. It is to be hoped that the British Government will not refuse to yield to the popular feeling in England and the Colonies which is so clearly in favor of the construction of the road.

The Canadian News, a paper especially devoted to Canadian and Colonial interests, says that there is little doubt that Mr. Van-Koughnet, who was to leave on the first, would take with him the official acceptance of the offer made by the Provincial delegates (Halifax Reporter).

NEW STEAMERS.—The Scotia, a new paddle steamer larger than the Persia and over 8000 tons, built by Messrs. Napier, of Glasgow, for the Cunard Company, will start on her first Atlantic voyage this month, the new steamer, "China" will arrive in a few days at Liverpool, from the Clyde, and will commence her first voyage across the Atlantic on the 5th February. The "China" will be the first screw steamer employed regularly by the Cunard Company in the passenger business.—*ib.*

The Standard.

ST. ANDREWS, FEB. 19, 1862.

THE LEGISLATURE.—In our columns will be given the Lieut. Governor's Speech at the opening of the Session, and a summary of each day's proceedings. The House appears to have gone to work in earnest, and it is to be hoped, the business of the country, will not be retarded by long winded harangues, for the purpose of outwitting the men in power, while they are endeavoring to govern the Country to the best of their ability. The conclusion of the admirable Speech of His Excellency will we trust, meet with as hearty a response from the members as it does from the people.

Fire.—On Friday morning last about 3 o'clock, the Cottage on the corner of Queen and Frederick street, occupied by Mr. Walker, (of the firm of Walker, Johnson & Co., Railway contractors), took fire. The populace and Fire Companies used every exertion to save the building, but the flames had made such rapid progress in the attic, that the roof and upper chambers were burnt, and the L part much damaged; the lower flat was saved but is considerably injured—in fact it is but a mere shell. The house was owned by Capt. D. Green, and was insured in the "State Insurance Company."

Mr. Walker's furniture and &c., was saved. The fire companies worked with a will, and were ably supported by the inhabitants.

Mr. Light's Report.

Almost every one at some time or another must have made use of the old saying, "save me from my friends," and we must not imagine ourselves more unfortunate than others if we are reduced to put up the same petition. We had hoped that Mr. Alex. L. Light, whose first faint glimpse appeared on the St. Andrews Railway, would have had some respect for the origin of his fortunes, and that when he went to England with a view to forward the commencement of the Intercolonial Railway, we, (for we must all feel how we are identified with our Road)—would at least have been fairly represented by him, to whomsoever he might obtain access at home. All such hopes are however dissipated by the Report which Mr. Light put forward when in England, and not only so, but it is evident that he has taken advantage of the little acquaintance with the subject, and the want of interest usually felt in dry statistics and figures, deliberately to warp the truth to the disadvantage of the Road which gave him opportunity of emerging from obscurity, if not from penury.

Putting aside the feelings we could not help showing on entering upon this subject, we will endeavor to show how false a view Mr. Light has, under the pretence of impartiality, taken of the comparison between the advantages of building the Intercolonial Railway in conjunction with this line or by other routes.

The North Shore or Major Robinson's line is even by Mr. Light's report put *hors de combat* and the only contest can be between the road from St. John to join the St. Andrews Line, and the central route. The latter is in Mr. Light's report shown to be the cheapest, by a skill in the manipulation of figures and statistics indicative of considerable acquaintance with that reputable pursuit. Mr. Light bases all his calculations on the estimate that all the new lines will cost £8,300 sterling per mile, and after calculating the total length by each route, and deducting therefrom a certain quantity for line already built, he takes the remaining distance at this price irrespective of whether the country is an easy or a difficult one; a plan which tells very much against our road; yet even this shows that the route by St. John and St. Andrews would be £115,000 sterling the cheaper. To get rid of this balance in our favour, Mr. Light adds to the estimate of this route £225,000 stg., which he says is requisite for repairs of our line, being £3,000 per mile on 75 from about Rox Road to Scotch Corner—but he only deducts from his total distance 60 miles of this road as built, and reckons the other 15 as still to be built, at a cost of £8,300 per mile. If we add to this £3,000 which he has reckoned for repairs over the whole 75 miles, we have for this last 15 miles £11,300 sterling per mile, as the cost according to Mr. Light's estimation. The fact is, that £1500 per mile are ample to complete this portion, so that here Mr. Light has estimated at least £147,000 Sterling more than the real value of the work.

Now with regard to the repairs on the part new built, it is true that the first 25 miles built under Mr. Light's superintendence, (not 40 as he says in his report) will require considerable repairs, but the first 16 are not a part now reckoned on by him for the Intercolonial; the remaining 9 miles would require new rails, say £1,000 per mile. The structures erected by Mr. Light on this length, (luckily few in number) are worse than worthless. Yet £500 per mile would be a large estimate to cover their renewal, as well as the additional earthwork and ballast which might be wanted. On the other 31 miles £500 per mile would do all that was necessary or even expedient.—

Total required for repairs £29,300
Deducting this from the amount estimated by Mr. Light for repairs on these 60 miles we have Mr. Light's estimate £180,000
true estimate 28,390

overcharged by [Mr. Light] £151,700 adding this to the former overcharge of £147,000, we have within a trifle of £300,000 sterling, charged by Mr. Light against this line in such a manner as to show that he was quite aware of the untruth of his statements.

It is painful to have thus to attack a person with whom we are all acquainted, and who we have nearly all wished well; but if we had no interests at stake, it would be none the less our duty to expose any false statements laid before the public, and in the present instance, the instinct of self-preservation, enforces to do all we can to remove the very unfavorable, and false impression which the perusal of Mr. Light's report would have on the minds of any not acquainted with the true state of the case.

In conclusion, we wish to point out that correcting Mr. Light's figures as we have done, they show that the Line from Halifax to Quebec can be constructed by St. John and a junction with the St. Andrews line, £290,000 sterling cheaper than by any other route.—*Com.*

In addition to the above we may state that according to the Report of Mr. Light, of Oct. 11, 1854, to the President & Directors of the St. Andrews & Quebec Railroad, "Mr. Light" (himself) said that "the estimated amount required to complete (according to contract) the whole 30 miles is £5,750 currency"—or £192 per mile; Mr. Light now says that it will take £3,000 stg. per mile—and this on his own work!

RIFLE COMPANY.—We had the pleasure a few evenings ago, of witnessing Capt. Whitlock's Rifle Company going through their drill; the facility and precision with which they performed the various movements, reflects much credit upon the young men, composing the Company.

A man named Patrick O'Neill, of Milltown, St. Stephen, was brought before Justices Street, Bradley, and Fitzgerald, on a charge of soliciting two soldiers stationed in this Garrison, to desert. The fact was proved against him, and he was fined £20, or 3 months in Jail. O'Neill paid the fine and was discharged.

We have received a copy of the "Calendar of the University of New Brunswick, Fredericton," for the academical year of 1861-62. It contains a large amount of information in reference to the University.

Want of space prevents our noticing this week, the admirable Lecture delivered by the Rev. Wm. Wilson, in the Town Hall, last Evening upon "Popular Superstitions." The audience were pleased and instructed.

THE CALCUTTA.—The Steamer Calcutta which arrived here on Thursday morning, brought 20 officers and 633 men, consisting of a Battery of Royal Artillery, a Hospital Corps, Medical Staff, and a detachment of the 96th Regiment. She also landed 37 Horses, three having died on the passage from England.—(New Brunswick.)

The untruthful and infamous letter of a Halifax correspondent of the London "Morning Star & Dial," will be met in the proper quarter, not only by overwhelming testimony as to its utter untruthfulness, but by something more scorching. The writer would not be safe here even among the youth of the Town.

The following notice was handed us for insertion. We understand that Mr. Buck and Mr. Jack were mainly instrumental in organizing the corps; and that Mr. Buck declined to be nominated Captain, on account of official duties:—

ST. ANDREWS VOLUNTEER ARTILLERY CORPS.—According to notice a meeting was convened on Saturday evening 15th inst., in the large hall over the unoccupied Store of Mr. Dennis Bradley, who readily placed it at the disposal of the new Corps.

The meeting having been called to order it was moved and seconded unanimously, that W. M. Buck to take the chair.

The Chairman briefly declared the object of the meeting and invited those who wished to become members to enrol their names in the book. There appeared forty names on the counting up.

The election of officers was then proceeded with, and the voting was taken by ballot the officers to be elected being Captain and first and second Lieutenants.

After the votes had been taken the Chairman declared the following gentlemen to be duly and truly elected viz:—Henry Osburn Captain; Neville G. D. Parker 1st Lieutenant; John McD. Oddy 2nd Lieutenant. The announcement of each election was received with applause.

Mr. Augustus Morrison was elected permanent Secretary to the Corps, by acclamation. A special Committee of six members was appointed to act for the general arrangement and with the above three officers as a Council when necessary.

Tuesday evening was appointed for the next meeting, at which the Committee will present their Report and submit rules and regulations.

WALTER M. BUCK, Chairman.
R. MELVILLE J. K. Secretary.
GOD SAVE THE QUEEN.
Feb. 15th, 1862.

THE RETORT COURTES.—A Britisher, hiding from Canadian soil, was accosted the other day in Detroit, by one of its "influential citizens," with expressions of profound surprise, not unmingled with irritation, at the military demonstration of our people in the volunteer movement, and the extraordinary exertions made in England to place our country in state of defence. "What are you afraid of," said the Detroitier, "we are of one blood, you know, we claim your 'Philosophy, your Poets, &c., &c.'" "We have heard of all this many times," said the Britisher, "but, nevertheless, we are afraid of you men." "The mob," replied the American gentlemen, "who do you call the mob?" "The mob," said the Britisher, "are not only the editors of your newspapers, but those who read them. The Detroitier eloped.—(Hamilton Spectator.)

The Halifax "Express" says that Captain Jenkins, of the Cunard steamship Persia, has been presented with the sum of £5000, by the British Government, for his altogether unprecedented exploit of landing troops; conveyed in that magnificent ship from England, at Rivers du Loup in midwinter.—*ib.*

SALES.—On the 13th inst. by Rev. W. Q. Ketchum, M. A. Mr. Henry Whelpley, of Campo Bello, to Martha P. Lank of the same place.

DIED.—At Grand Manan of diphtheria, Dec. 20th, Mary Ellen aged 10. Dec. 28th, David aged 13. Feb. 2 Grace, aged 6 years, children of Cyrus and Mary A. Benson.

CARD.

MR. ROBERT WALKER, desires to return his grateful thanks to the Fire Department, and also to his friends and neighbors, who so ably rendered their assistance in removing the furniture during the fire which occurred at his Son's House on Friday last, Feb. 18, 1862.

CARD.

THE SUBSCRIBER tenders his thanks to the Engine Company, Military and Inhabitants, for their great exertions in endeavoring save his House from destruction by fire, on Friday morning last.

Feb. 17, 1862. D. GREEN.

FLOUR & CORN.

Ex "Anvik" from New York, 60 Bbls S fine State Flour, 60 Bags mixed Corn, Feb. 14, 1862. J. W. STREET & SON.

TO LET.

FOR one or more years, the House occupied by Mr. Williamson as a General Boarding House Apply to EDW STENTIFORD, St. Andrews, Jan. 22, 1862.

NOTICE.

Hereby forbid all parties from Trespassing in any way, upon a certain tract of Land, in the Parish of Saint George, known as the "Heldwito Farm," or any part thereof. Parties found trespassing will be prosecuted forthwith.

J. J. PHILLIPS, SHAW, M. D.
St. George, Dec. 25, 1861. mld

Between Fredericton, Saint John, and Calais. THE SUBSCRIBERS return their thanks to the public for the liberal share they have received on this line, and to state that they still continue to run.

ASTAG TWICE A WEEK, as follows: Leave St. Stephen and Calais every FRIDAY at 6 A. M. Returning leave Fredericton every SATURDAY at 7 A. M.

Every attention paid to the comfort of the passengers. Stage Book will be found at Conn and Barker House, Fredericton; at a House Stage office, St. Stephen; and at Messrs and Frontier House, Calais.

HARRY & J. St. Stephen, Jan. 9, 1862.

REMOVED.

The proprietors have removed the rear of Hiram Thompson's and Mrs. Store, where they are willing to date all who may favor them with

LETTERS.

REMAINDING in the Post: A. draws, Jan. 20, 1862.

Bulet Adelaide J. McDonald
Francis John (Indian) McKenney
Yan Patrick McKenry
Giles R. McMillan
Greenlaw Adelaide
McLone Flora
McLeod Rebecca Rask Tho
McNair Patrick For the Railroad
Devine William McKillop
McNess Patrick Norrie J
Hawkins William Naughton
Hughes Mm Power A
King William Viney Geo

Persons calling for any will please say advertised.

G. F. CAMPB

London Exhibit.

ALL Persons intending to be at the next London Exhibition, please send a list of their respective names, to the undersigned, at the Railway Office, St. John the 12th January next, and have stored in the Custom House, St. 30th January next.

All information will be furnished by the Railway Office, St. J. under signed. J. A. G. One of the Commissioners, St. Stephen, Dec. 19 1861-2.

NEW GOODS.

THE SUBSCRIBER respectfully informs his friends and neighbors, that he has opened a GENERAL GROCERY in the building formerly known as Dispensary, where he has opened—consisting of—

FLOUR, CORN, TEA, COFFEE, and Crushed and Brown COFFEE.

Molasses, Soap, Candles, Pepper, Mustard, &c., &c.

Salad, with numerous other articles in a Grocery.

For Christmas and New Year's, a choice lot of Fruit and Spices, Raisins, Currants, Figs, Nuts, Ginger, Almonds, &c.

He trusts by keeping good and a low rate to receive a share of patronage.

Dec. 18. ALEX. C.

Brandy Whisker, &c.

Ex the "Volunteer" from

8 Hds. & q. casks "Hem Colored Brandy."

8 Q. casks "Seban's" best 10 Cases "Hennays's" fine old Brandy.

10 Do fine old Camberton Whisky.

10 Do old Tom.

1 Hhd fine old Port Wine.

18 Cases old Jamaica Rum—Dec. 24, 1861. J. W.

PATENT STEAM ENGINE.

THE SUBSCRIBERS have now a lot of ALE of a very superior quality, wanted immediately. CAMBIE

Dec. 2, 1861—m.

NOTICE.

THE SUBSCRIBER gives notice, that he has received and ready to collect, owing to the late Rainford, (deceased) in St. Andrew, immediate payment in unsettled accounts, to the credit of

St. Andrews, Nov. 15 1861. Woodstock

DR. PARK.

Has removed to the Cottage adjoining the Agency of the St. Andrew, Nov. 19, 1861

River Herrings.

42 Half Bbl. } River Herrin
10 Bbls. }

99 Ql. Codfish, 40 sacks Li
For sale by J. W.

Dec. 2