

FROM THE STATES.

Petroleum Centre, Pa., Jan. 31.
A terrible fire occurred at Besshoff river this afternoon, originating from the sparks of a locomotive which first communicated the flames to a well on base 44. Eight flowing wells were burned, including 10,000 barrels of crude oil.

The total loss is estimated at \$110,000. The fire is still raging, but is now considered controllable. All the wells westward of No. 35 are saved. The town was at one time considered in great danger and is now comparatively safe.

Boston, Feb. 3.
Special despatches from Washington say that the Ways and Means Committee had the Reciprocity Treaty under consideration this morning.

Several prominent Canadians were present and submitted definite proposals for reciprocal legislation.

It is now considered certain that trade will not be damaged by the expiration of the Treaty and that the necessary legislation will be enacted.

HAMILTON, C. W., 2nd—Gen. Sweeney and Col. Roberts passed through this city last night on the express train.

Col. Hooker, the Mayor, with the Chief of Police passed through the train and took observations of them in the sleeping car.

Gold 149 1/2.

Feb. 5.
A Washington despatch says that the Ways and Means Committee will hold a special meeting this afternoon to consider further the reciprocity Treaty.

There is no prospect that the Committee will report in favor of a new Treaty, or of extending the old one; but it is not unlikely that it will report in favor of reciprocal legislation.

The Canadians are willing to enlarge the locks of the Welland Canal, and to put American boats upon the same footing as the Canadian; to agree upon a tax on distilled liquors which shall move all temptations to smuggling, and to abolish free ports, and they will consent that we shall tax goods and produce imported from Canada, so as to give them no advantage over our own.

Gold 139 1/2.

Feb. 6.
There is no news this forenoon.

Gold 139 1/2.

LOSS OF THE STEAMSHIP LONDON.—The vessel left Plymouth on the 6th January, and experienced heavy gales from the outset, losing lifeboats, and sustaining so much damage that on the morning of the 10th the captain put back for Plymouth, but on the 11th at noon on that day a heavy sea struck the ship, which carried away the engine room, and all allowed water after wave to deck, extinguishing the fire and rendering abortive every effort to repair the damage. On the morning of the 11th the gale had increased in violence, and four of the ship's sternports were stove in and could not be repaired. The starboard pinnace was then launched, but she soon foundered. At 10 o'clock the Captain informed those on board that no hope was left them. They received this terrible news with serenity and resignation. At 1 o'clock the ship began to settle down, and a portion of the crew succeeded in lowering the pinnace with safety. Capt. Martin said to Mr. Greenhill, the engineer, under whose charge this boat was rated: "There is none for the ship. Your duty done; 'mine to remain here. Sit in and take command of the few that will hold." The engineer, with fifteen others of the crew and three passengers, but none of the women, got into the boat. They urged again upon the Captain to go into the boat, but he heroically refused, saying: "No; I will go down with the passengers; but I wish you God speed and safe to land." The boat pushed off, and the Captain, true to his noble heroism, soon met his fate, for, in five minutes after the vessel went down, stern foremost, with all those on board. When she went down an effort was being made to launch two of the other boats. The engineer and his company were picked up by a vessel, after having been driven before the wind for twenty hours. One paper says the news of this said disaster will place half Melbourn in mourning. [One of the passengers saved, was Mr. Edward Wilson formerly of this town, and who visited his friends here last summer, before returning to Australia.]

WAR VESSEL ORDERED TO ST. JOHN.—The Halifax Express of Friday has the following: "We are informed that orders were received yesterday by the English mail, directed to the Senior Naval Officer in port, to proceed without delay to St. John. N. B. H. M. Ship 'Pylades' being the only ship of war in port, will probably leave for that place on Monday next."

The Carleton Sentinel says that the dwelling house of Mr. William Holmestille, Carleton County, was destroyed by fire on Saturday week, and that the dwelling of Geo. W. Murphy, Tobique, suffered a like fate on Wednesday last.

The house and barn of Mr. Allan McLean, of Lower Caverhill, York, were destroyed by fire on the 19th ult. They are supposed to have been set on fire while the owner was from home. The barn contained a large quantity of hay and grain.

The Provincial Delegates were entertained at dinner at Washington, on the 31st Jan., by about twenty Congressmen. Senator Foote occupied the head of the table and Mr. Morrill the foot.

A needle which had been embedded four weeks in the breast of a child's hip, was extracted.

tracted by a powerful magnet, at Syracuse, a few days ago.

Correspondence.

To the Editor of the Standard.
Sir—Some time ago a paragraph appeared in a St. Stephen newspaper, putting up the advantages of that port; amongst other statements, it said that St. Stephen was an open port for the whole year round, which at that time was, (as far as your correspondent knows) allowed to pass uncontradicted. Perhaps, said newspaper would inform the world and its readers, how far the port of St. Stephen extends? and how many miles of ICE, at present intervene between ships and its boundary? Let the publisher should not be aware of the distance, your correspondent informs him that the river St. Croix is frozen solid to Doucette's Island, some twenty miles from St. Stephen, and is sometimes closed far below that point. Last week two vessels discharged and stored their St. Stephen freight at St. Andrews, (the only open port in the inner Bay of St. Andrews) part of which was forwarded by St. Andrews Railroad via Rox Road station to St. Stephen.

St. Stephen people do not like to acknowledge it, but there is no doubt one object they have in view in constructing their Branch Railroad to the St. Andrews line, is to get connection with the open port of St. Andrews.

In justice to your Town, please publish this, and oblige.
Yours,
February 5, 1866. ANDREW.

For the Standard.
Mr. Editor.

I lament that recent family bereavement prevented your being present at the public meetings, held within the past few days, for the purpose of devising means and selecting a site for the proposed Deep Water Wharf, because there were some expressions used, and questions put, which seriously affect this community; and from your former reports of public meetings, I feel assured, that you would have given the proceedings as fairly and candidly, as you have done those opposed to you in politics. The fact is, we are just now on the brink of a great change. Should affairs remain as they are—we will understand our position—but should there be a change, why the face of business would be materially altered, and we had better be without a deep water wharf—than lose all.

Yours,
A LOWER TOWN MAN.

Feb. 3, 1866.
[Let us have the expressions and questions, authenticated, and the public will be informed.]—Ed. Stand.

Public Meeting.
A meeting of the inhabitants of the Town was held at the Town Hall on Wednesday, the 24th January at 2 P. M., in pursuance of Notice from the Sheriff to take into consideration "The Application proposed to be made to the Legislature, at its next Session, for the passage of an Act authorizing the Justices of the Peace for the County of Charlotte, to contract a loan on the credit of the Parish of St. Andrews, to facilitate the construction of a deep water landing at or near Joe's Point, and a Branch Railway therefrom to the line of the Saint Andrews and Quebec Railway."

The Sheriff called the meeting to order, and read the Resolution addressed to call the meeting; on motion the Sheriff was unanimously appointed Chairman, and S. H. Whitlock Secretary. It was moved by G. D. Street, seconded by T. T. O'Neil.

That in the opinion of this meeting it is inexpedient to construct a Deep Water Landing, at or near Joe's Point, and a Branch Railway therefrom to the present terminus of the Railway, in consequence of the large expense and cost which such an undertaking would involve.

The following amendment was moved by B. R. Stevenson, seconded by C. E. O. Hatheway.
Resolved, That in the opinion of this meeting it is expedient that an application be made to the Legislature, for the passage of an Act to authorize the Justices of the Peace of the County of Charlotte, to contract a loan on the credit of the Parish of St. Andrews, to facilitate the construction of a Deep Water Landing at or near Joe's Point, and a Railway therefrom to the line of the Saint Andrews and Quebec Railway; said act not to come into operation until two-thirds in value of the assessable property and incomes in the Parish, by a vote, so determine.

The meeting was addressed in support of the resolution by Messrs. G. D. Street, Henry Osburn, Hon. J. J. Robinson, Sargeant MacLoney and Robert Ross.

And in support of the amendment by Messrs. C. E. O. Hatheway, Robert Stevenson and B. R. Stevenson.

The amendment was then put to the meeting and negatived.

The original resolution being then put was adopted.

Moved by G. D. Street, seconded by G. F. Campbell; and

Resolved, That in the opinion of this meeting it is highly desirable to adopt some measures for the immediate construction of a public Deep Water Landing at this port, at which vessels may load and unload afloat at the lowest tides.

It was then moved by G. D. Street, seconded by G. F. Campbell, and unanimously resolved that in the opinion of this meeting, an application should be made to the Legislature for an Act to authorize the Justices of the Peace for the County of Charlotte to contract a loan not exceeding ten thousand dollars on the credit of the Town of Saint Andrews, to facilitate the construction of such Deep Water Landing within six years, said act not to come into operation until two-thirds in value of the assessable property and incomes of the Town shall by vote so determine.

Moved by Robert Ross, seconded by G. F. Campbell, and unanimously

Resolved, That a Committee of Five be

appointed to examine and report upon the most eligible site for the construction of such proposed Deep Water Landing, such report to be made to an adjourned meeting of the inhabitants, to be held on Wednesday next, at two o'clock, P. M., at the Town Hall, and that Messrs. Henry Osburn, C. E. O. Hatheway, Robert Ross, William Whitlock and James Clark compose such Committee.

There being no further business before the meeting the Chairman declared the meeting adjourned until Wednesday next at 2 P. M.

The adjourned meeting was held in the Town Hall on Wednesday, the 31st January. The Sheriff took the Chair and called the meeting to order and S. H. Whitlock acted as Secretary.

Messrs. W. Whitlock, Robert Ross and James Clark from the Committee appointed at the last meeting, submitted a report recommending the erection of the proposed Wharf at the South East end of Water Street.

Which report was read and on motion of J. H. Whitlock, seconded by C. M. Gove, was received and laid on the table.

Mr. C. E. O. Hatheway a member of the Committee submitted a report signed by himself, which on motion of B. R. Stevenson seconded by G. F. Campbell, was also received and laid on the table.

Mr. Osburn, a member of the Committee made a verbal report and submitted a plan and estimate of costs prepared by him.

Mr. William Whitlock submitted a sketch of proposed Wharf, and Mr. Hatheway Mr. Buck's plan of survey of proposed extension to Joe's Point.

The following gentlemen addressed the Meeting: Henry Osburn, C. E. O. Hatheway, G. D. Street, John Aymar, H. H. Hatch, J. W. Chandler, R. Stevenson and B. R. Stevenson.

The following resolutions were unanimously adopted.

On motion of G. D. Street seconded by Wm. Whitlock.

That in opinion of this meeting the site at the end of Water Street is the most desirable to be adopted for the proposed deep water landing.

On motion of W. Whitlock seconded by C. M. Gove.

That a Committee of Five be now appointed to take the necessary steps to carry into effect the resolutions passed at this and the previous meeting.

On motion of G. D. Street seconded by R. Stevenson.

That Messrs. W. Whitlock, C. M. Gove, B. R. Stevenson, C. E. O. Hatheway and Robert Ross do compose such Committee.

On motion of W. Whitlock seconded by C. M. Gove.

That the following Notice be substituted for the one published in the "Saint Andrews Standard" under the 9th January 1866.

NOTICE.
Is hereby given, that at the next meeting of the Legislature an application be made for the passage of an Act authorizing the Justices of the Peace for the County of Charlotte to contract a loan on the credit of the Town of Saint Andrews, including all the real Estate and property holders to the South Eastward of the dividing line between the McFarlane and the old McIntosh Farm (so called) to facilitate the construction of a deep water landing at or near the South Eastern end of Water Street.

On motion of Henry Osburn seconded by G. F. Campbell.

That the Justices of the Peace for the County of Charlotte be requested to pay Mr. Haslett's account of services performed by request of the Committee, from the Town funds.

Moved by Wm. Whitlock seconded by C. E. O. Hatheway.

That A. W. Smith be requested to publish the proceedings of this and the previous meeting in the Standard.

The thanks of the meeting were unanimously given to the Chairman and the Secretary, and the meeting adjourned.

ALEX. I. PAUL, Chairman.
S. H. WHITLOCK, Secy.

ST. ANDREWS, FEB. 7, 1866.

FIRE.—On Wednesday night last, a two story old dwelling, adjoining the Rait property caught fire, it is supposed from a defective chimney. The house was occupied by several tenants, and was much dilapidated. The fire had made considerable progress before it was discovered, the old building was very dry, and defied the efforts of the firemen and populace to save it, and was consumed. The tenants saved what little furniture they had, and the firemen site looks much better than when the building stood on it. The property was formerly owned by Mrs. Strang.

We regret to learn, that the elegant residence, ophouse and stable, owned by Hugh Collinson, Esq., at St. Stephen were destroyed by fire, about 2 o'clock on Friday morning. Our informant says that the fire caught in the stable, and that a valuable horse, cow, carriage, sleigh, robes, bay, were consumed. The costly furniture was removed, but many things were stolen. He also informs us, that had there been a hook and ladder company, he believes that the House might have been saved, by pulling down the shed or L part. The property was insured but not for anything like its value. We sympathize with our friend, in his loss. The origin of the fire is said to have been the work of an incendiary, whose sole aim must have been, robbery, as a kinder

hearted, or more charitable man than the owner, it would be difficult to find.

DEEP SEA LANDING.—In our columns to-day, we give the proceedings of the public and adjourned meeting, as furnished by the Secretary. Like one of the members of the Committee appointed to examine and report upon the most eligible site for the proposed Landing, we dissent from the views of the majority, profiting by experience, and the grave mistake originally made in the location of the Railway in its approach to the Town. It is a matter well known to some now living, that the original survey, and intention was, to bring the Line from Waweg to the westward of the Greenlaw and Chamcook mountains as near the shore of the river St. Croix as practicable, with a view not only to its being more direct and its estimated cost, but also for the purpose of affording proper wharf accommodation and sea room for large vessels and steamers, and likewise for the purpose of affording facilities to our river friends to obtain lumber and forward their freight to the upper St. John, where they were then, as now, largely engaged in lumbering operations; and we are free to assert that had the line as indicated and surveyed been adopted, we are of opinion, that the present St. Stephen Branch would not have taken its present course, nor would its connection with the main line have been so remote from the terminus, the distance would also have been lessened nearly two-thirds. But even these objections are not the only ones, against the site for the proposed Wharf, as recommended by the committee, there are other and weightier reasons;—and we may mention *en passant* that the very persons who are owners of the land where the wharf is proposed to be built, are in favor of the Joe's Point site, which after all is only rejected from its estimated cost, as the resolution expressed. We trust that the Report of the Committee will be handed us and also that giving the dissenters reasons for not signing that report, the public will then know "which of the two to choose" we still believe, that the larger scheme will be adopted, as there are some who support the proposition to build the Wharf in the vicinity of Indian Point fearing that unless they do so—we will be without any public Wharf. Let there be no half measures—energetic and united action will accomplish all that is desired. Do prompt progress—no sleepy habits, please.

It should be remembered that by the Joe's Point scheme, the people were not asked for one dollar; but from what we learn, the Indian Point scheme, will dip into the pockets of the people to the tune of a large amount.

The Hon. S. L. TILLEY, we are happy to announce is to be in Town, and address the people on political affairs. The requisitions sent him were numerous and respectfully signed. Thursday is the day appointed for his address.

Samuel Raymond has after a full examination before Justice Fitzgerald, been committed to take his trial at the Circuit Court, "for an assault on Michael Dalton with an intent to do grievous bodily harm." Witnesses have also entered into recognizance to appear at the said Court.

The "Tea Soiree and Musical Festival" to take place Thursday Evening in the Town Hall—we trust will be well patronized. The object is a praiseworthy one (for Church purposes) and the Ladies of All Saint's Church have been unparalyzing in their efforts to render the gathering all that can be desired.

DEATH OF A SISTER OF LORD LYNHURST.—We learn from the Boston Journal, that Mrs. Elizabeth C. Greene died at her residence, No. 32 Beacon street, on the first inst. She was 95 years 2 months and 11 days old, a daughter of John Singleton Copely, the celebrated painter, and a sister of the late Lord Lynhurst of England. The deceased was the widow of Gardner Greene, Esq., and was born in this city.

The Atlantic Telegraph Company find considerable trouble in getting money enough to go on with their new cable.

There are 35,361 miles of railroad in the United States, and 16,000 more in progress of construction.

A poor darkey who was sent to jail for marrying two wives, excuses himself by saying that when he had one she fought him, but when he had two they fought each other.

John Cross an English laborer, who is the father of 19 children and the step-father of five more, recently received a purse of \$1500, besides a prize from from an agricultural society, "for having raised so many children without parochial relief" which feat he performed on 8 suillings a week.

Secretary Seward and party have arrived back at Washington, after having called and been honored at all the principal ports in the West Indies. The Steamer containing the party arrived on Sunday. [Then the delegates from the Province will be playing at

During the visit of the cholera in 1849, the common house flies died, and none were to be seen after the epidemic had prevailed a short time.

One newsboy asked another what "intramural railroads" meant. "Horse railroads where they use mules," was the reply.

SHIP NEWS.
Messrs. Sicily, Jan. 12, 1866. Brig Bachelor, Miller, (of this Port) from New York. Maple Valley, of St. Andrews. N. B., from St. George, for Queenstown, was abandoned 8th ult., waterlogged, loss of rudder, etc., and has since come on shore near Robbermy; crew landed here.

DIED.
At St. George, on the 20th of Jan., Mrs. Charlotte Thompson, Relict of the Rev. Samuel Thompson, A. M., late Rector of St. George.

At Moncton, on Jan. 28th ult., after a protracted illness, Lucie, wife of the Rev. W. and 6 months oldest daughter of the Rev. W. Allen.

At the University of New Brunswick, on the 28th ult., Harold Bruce, infant son of W. Bryden Jack, President of the University.

At Shanghai, China, November 26th, of disease of the heart, John A. Wheelock, formerly of Annapolis, N. S.

At the General Public Hospital, on Thursday 3 o'clock, p. m., James Sinclair, Esq., Medical Superintendent, deeply and universally regretted.

Lease of War Department Property.
AT ST. ANDREWS, N. B.

THE Assistant Commissary General will receive Sealed Tenders (in duplicate) at this Office, until noon, on WEDNESDAY, the 21st inst., from persons desirous of LEASING, for Seven Years, from 1st May next, the War Department LANDS, BARRACKS AND OTHER BUILDINGS at St. Andrews, New Brunswick, known as the

Old Fort Tipperary.
and containing about 94 acres in addition to the Barrack Site, &c.

Further information can be obtained at the Royal Engineer Office, at St. John. N. B., or Halifax, N. S., between the 5th and 20th instants. Commenced, New Brunswick, 1st St. John, 1st February, 1866.

NOTICE.

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St. Andrews, N. B., 5th February, 1866.

TRI-WEEKLY STAGE.

ST. STEPHEN.
The Subscribers intend to supply a want long felt here, and will commence running a TRI-WEEKLY STAGE between St. Andrews and St. Stephen, leaving St. Andrews, on Monday Wednesday and Friday, returning same days. Passengers and goods taken on reasonable terms. Books kept at R. T. Fitzsimons's Store. They trust by accommodation and desire to give satisfaction to merit a share of patronage.

R. T. FITZSIMONS.
THOS. THURSDALE.
St. Andrews, Jan. 24, 1866.

NOTICE.

PICKED up at the Swallow Tail Light Station on the 16th ult., a SMALL SKIFF BOAT about twelve feet long, painted light blue bottom, which the owner can save by proving property and paying expenses.

JONATHAN KENT.
Light a candle.
Grand Manan, Jan. 17, 1866.

Molasses, Ginger Wine, &c.

JANUARY 17, 1866.
Just Received,
10 Hhds. Demerara Molasses,
3 Casks Ginger Cordial,
14 Cases Pale and Dark Brandy. &c. &c.
J. W. STREET.

WARPS.

First quality White & Blue Warps. Manufactured from Southern Cotton, for sale by
J. LOCHARY & SON.
St. Andrews, Jan. 9, 1866.

LETTERS

REMAINING in the Post Office, St. Andrews, January, 6, 1866.

Anderson Kitty Ann
Anderson John
Ballantine William
Cook William
Conly Mary
Dawson Julia
Gleason John
Gray P. T.
Gibson John
Jackson E. B.
Knight Gilman
Kearney Mrs. W. M.
McCurdy William
McCracken Hugh
Mowen J. H.
Parish of Town Clerk
Powers Capt. Thos.
Rankin D.
Walsh Robert

Persons calling for any of the above will please
G. F. CAMPBELL, P. M.
P. O., St. Andrews Jan. 1866.—2.

STRAHAN & CO'S MAG.

"Gode's World are worth much and more."
—HERBERT.

12 CENTS A MONTH; \$1.50

BEAUTIFULLY ILLUSTRATED.
GOOD WORDS.

Edited by Norman MacLeod, L.
of Her Majesty's Chapel.

15 CENTS A MONTH; \$1.75

PROFUSELY ILLUSTRATED.
THE SUNDAY MAGAZINE.

EDITED BY THOMAS GUTHRIE.
Author of "The Gospel in English" and "The Heart."

15 CENTS A MONTH; \$1.75

ILLUSTRATED.
THE ARGOSY.

A MAGAZINE FOR THE FIRE AND THE SEA.

Read the STANDARD'S MONTHLY of these Periodicals.

"Messrs. Strahan & Co. will send copies, and offer one of the volumes of 'GOOD WORDS,' 'day Magazine,' or an additional one who will furnish a bookeller's name."

MONTREAL, 50 ST. PETER.

NOTICE.

Is hereby given that an application to the House of Assembly at St. John, for an Act to incorporate the St. John Society.

St. Andrews, Jan. 10, 1866.

St. Andrews, Jan. 10, 1866.

The business will be conducted by J. W.

PROBATE COURT.

In the matter of the Estate of Miss Charlotte, of Charlotte, deceased.

WILLIAM JAMES McPherson, of all and singular the goods, credits, which were of the said Miss Charlotte, at the time of her death, and the time of the said day filed his Account with the said probate court, and the creditors, and all persons in said Estate, may appear and attend at a Court of Probate, to be held by the Registrar of Probates, in the said County of Charlotte, on the first day of February next, at the clock in the forenoon, to attend to the allowance of the Account of the said day.

Given under my hand and the said Court, the day of December, A. D. 1865.

(Signed) JAMES W. CHASE, Judge.

GEO. D. STREET, Registrar of Probates.

R. H. STEVENSON, Precursor for Petitioner.

JUST RECEIVED

ALBION HOUSE.

FOURTH IMPORT

this season of

Staple & Fancy Dr.

Also a supply of White Cotton JOHN C.

More New Goods.

Now opening by the Ship

Gold & Silver

Watches, Chains, Brooches, Keys, Lockets, Wedgewood, Porcelain, Scotch wool, Paper Machie, and other

FANCY GOODS.

Electroplated & Britannia Ware.

HARDWARE. CUTLERY, Skates from 50cts. to \$5.00. Also other OILS, LAMP GLASS, PERFUMERY, Soaps, Pottery, Hair Oils, White Lead, Axes &c.

Clocks, Watches, and Jewellery cleaned. Old gold and silver, Dec. 1865. GEO. F.

NET FOUR.

PICKED UP on the 16th inst. a black dog about 30 lbs. weight, somewhat dapper can have the same by proving being expedient.

JAMES C. Stewart's Cove, Dec. 1865. Dec. 27, 1865. \$

SALT.

100 SACKS Liverpool Salt, J. W.