

The St. Andrews Standard.

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SAINT ANDREWS N. B. WEDNESDAY, MAY 14, 1862.

Vol 29

Transportation of Troops from Halifax to Canada via the Port of St. Andrews and the New Brunswick and Canada Railway.

FEBRUARY 13, 1862.

The tracings which accompany the following Report are as hereafter mentioned, viz—

- No. 1. Chart of the Port of St. Andrews showing the soundings in feet at low water, within quarter-mile bolts for a distance of two miles from the Lighthouse.
- No. 2. Chart of Passamaquoddy Bay, and Bay of Fundy, showing the Channel approaches to the Port of Saint Andrews.
- No. 3. Plan of a portion of the Great Roads of New Brunswick, showing the relative position of the chief towns from and to which the troops travel and the facility afforded by the N. B. & Canada Railway.

1. St. Andrews is the Chief Town of the County of Charlotte, containing within its Parish about 3,000 inhabitants. It is situated upon a peninsula extending into the Passamaquoddy Bay, and lies N. W. and S. E. It is also the terminal town and sea port of the New Brunswick and Canada Railway.

2. As far back as the years 1823-4 and 5, the number of vessels that entered and cleared this port was 435 with a gross tonnage of 91,207.

3. Between the years 1833 and 1838, the number of vessels that entered and cleared was 2,418, with 240,892 tons.

4. During this period, all lumber and merchandise shipped from the ports of the United States to West India ports, was first conveyed here and then reshipped; and there have been upwards of 25 square rigged vessels lying in this harbor at one time, besides from 50 to 80 schooners laden with plaster from places along the shores of the Bay of Fundy.

5. The sudden decline of this fruitful commerce, and the profitable mercantile business it treated in the town and through the County, is dated from the period when a reciprocal treaty opened the West Indian ports to a more direct American trade.

6. For some years past a great number of full rigged ships have been launched at this port, averaging 500 tons each.

7. The Port of St. Andrews is approached by LeTete passage, and Head Harbor Light or Quoddy channel, the former being 8 miles shorter from the Bay of Fundy, but the latter is the better course for night vessels.

8. Passamaquoddy Bay is about 15 miles long by 7 miles wide, it is not equalled in extent by any other harbor, purposes in North America, except Halifax; there is good anchorage all over this bay, which is capable of giving swinging room to the whole of the British fleet.

9. This at present, and always has been the chosen anchoring ground for nearly all vessels bound for loading at the various river mills, and at the Ledge near St. Stephens in the St. Croix river, when detained waiting for favorable winds, or the aid of the tug-steamers.

10. Being "land locked" on all sides it is protected from the surging influence of boisterous weather, the greatest reach from N. E. and S. W. does not exceed 6 miles, and ships have good ground tackle, can lay at all times, and at all points with perfect safety.

11. Her Majesty's troops, "en route" for Canada, have been recently transported from Halifax to this place, and thence by rail to Canterbury, and by sleds to Woodstock.

On the 1st January the Cunard steamer Delta, Capt. Hunter, arrived with 2,000 soldiers and ammunition. This vessel is over 800 tons, and draws about 15 feet of water; she first dropped anchor inside the east and south basins, on the second circle (see tracing No. 1), one half mile from the inner harbor, in 8 fathoms at high water, and subsequently entered the harbor about two hours, flood tide, disembarked her troops and stores at the Commissariat wharf in the rear of the "Sutherland Barracks," (colored red on tracing No. 1), the property of Mr. Chas. Gove, merchant, and was enabled to remain six hours at her wharf moorings. She has already made five trips to this port and has on two occasions discharged on board of schooners alongside at her anchorage before mentioned. She has never once been detained at this port on account of wind or weather, although her arrivals were during one of the worst winter months; and as an instance of the advantage of this port and bay over the harbor of St. John in point of safety, it may be stated that on the last trip but one of the Delta to Saint John, and during a snow storm on the night of the 25th January, she was unable to make the harbor, and had to lay off and on all night for 12 hours before she could enter. The night had set in thick and dark, blowing a gale of wind, but had she been bound for this port on that night she would have arrived 24 hours earlier and had snug anchorage on Passamaquoddy Bay on her old ground.

12. The New Brunswick & Canada Railway is open for traffic to Canterbury, distant 65 miles from St. Andrews, this section being run over since the first day of December, 1861; the remaining portion to the high road between Woodstock and Houlton 23 miles in length in course of construction, and will be completed during the ensuing Spring. The rails are laid from Canterbury to within four miles of the contemplated terminus, but a portion of the work being still incomplete it has not as yet been accepted by the Company; the troops consequently have only been conveyed over the rails as far as the present temporary terminus at Canterbury, (see tracing No. 3), the rest of the journey to Woodstock, 21 miles, is traveled on sleds.

13. In comparing the aggregate distance from Halifax to Woodstock by way of St. John, with that by way of St. Andrews, we arrive at the following result viz—
From Halifax to St. John by steamer 259
From St. John to Woodstock by sleds, 127
Total 386
From Halifax to St. Andrews by steam 291
From St. Andrews to Canterbury by F.W., 65
From Canterbury to Woodstock by sleds, 21
Total 377
Difference in favor of St. Andrews 66
Difference of road shelving in favor of the 106
Difference of time steaming do 24h
Time occupied in travelling from St. John to Woodstock, 4 days
Time occupied in travelling from St. Andrews to Woodstock, 1 day
Difference of time in favor of St. Andrews and New Brunswick and Canada Railway 3 days

All the troops with the exception of the 1st detachment of the 62d Regt., with Col. Ingall, C. B., (who were forwarded during a violent snow storm which blocked up the road within 12 miles of Canterbury) have reached Woodstock within the 24 hours from starting.

14. The following extracts are taken from the last issue of the "St. Andrews Standard" of the 12th inst:—
"The Captain Leslie's Battery and men left here by railway on Saturday last for Canterbury, and on Tuesday Lieut. Clark and the men of the military train and stores, went by rail to Canterbury on their way to Canada."

"The steamer Delta" arrived here on Sunday last with a sergeant and 15 men of the 15th Regt., and Commissariat stores.

The first detachment of Captain Leslie's battery was conveyed to Canterbury just in time to escape the dreadful snow storm of the 26th of January, before mentioned, which continued for two days following, such was its intensity, and that of the accompanying frost, that the road was completely blocked up throughout its entire length, 45 miles of the rails being imbedded in ice. The European & North American Railway from St. John to Shediac met with a similar fate from end to end. Also the Nova Scotia line, and several of the New York lines in the United States. Captain Leslie's Battery and men were consequently detained here until Sunday last. This explanation is deemed necessary, in order that the chain of facts may not be broken, or any mention of casualties and difficulties encountered by rail be here omitted, and reported elsewhere.

I may further remark that there was still another route via St. Andrews to Woodstock, even if the New Brunswick & Canada Railway had no existence, and upon reference to the Road Map No. 3, it will be seen that there is a road communication between St. Andrews and Oak Bay and Pel river at "Carpenter's" intersecting the railway at Canterbury, the relative distances will thus compare:—
From St. John to Woodstock, 127
St. Andrews to Oak Bay, 14
Oak Bay to Pel river (Carpenter's) 50
From Carpenter's to Woodstock, 12 35

Difference, 91
The road from Oak Bay to Pel River is an excellent winter road through the interior, and completely sheltered from the heavy snow drifts and freezing winds to which the river roads are at all times subjected throughout the winter season.

The number of troops which have been forwarded by railway, to date, is 12,000 and the gross weight of guns, ammunition and stores similarly conveyed is 80 tons.

All of which is respectfully submitted.

WALTER M. BUCK, C. E.
Late Chief Engineer of the New Brunswick & Canada Railway.

On Saturday week four men were poisoned near Huntingdon, Canada, by drinking beer, which they supposed to be white. Two of them shortly died, and but little hopes are entertained of the recovery of the others.

BRITISH COLUMBIA.

The Guelph "Herald" publishes a letter from Mr. Robert Carter, brother of Mr. J. H. Carter, of that town, from which we take the closing paragraph:—
"I hope none of you have taken the gold fever. A great many who have come here have not made much gold, but have got as much cold and rheumatism as will trouble them for years, perhaps for life. Some few have done well. I saw one person with \$10,000, another with \$15,000 but these are exceptional cases. I saw hundreds who had come from the diggings who had not made as much as would carry them down. I pity those who come here without at least \$300 in their pockets after landing."

Our English exchanges announce the death of Mr. S. Nelson, after a short illness, in London. The deceased has a world-wide reputation as the composer of some of our best English ballads. "The Rose of Arden," "The Flag that braved a thousand years," "Oh Steer my Bark to Erin's Isle," "The Pilot," "Madeline," &c., &c., are amongst the many of his compositions. Mr. Nelson was the father of the talented Miss Nelson, who played so successfully last season, also of Mr. A. Nelson, the present acting stage manager of the Theatre Royal. He died deeply regretted, leaving a large circle of relations and friends to mourn his loss.

THE CAPTURE OF NEW ORLEANS.

The following correspondence between the Mayor of New Orleans and Commodore Farragut is taken from the Boston Journal:—
UNITED STATES FLAG SHIP HATFIELD,
Off New Orleans, April 26, 1862.
To His Excellency the Mayor of the City of New Orleans.

Upon my arrival before your city I had the honor to send you Capt. Bailey, U. S. N., second in command of the expedition to demand of you the surrender of New Orleans to me, as the representative of the Government of the United States. Capt. Bailey reported the result of an interview with yourself and the military authorities. It must occur to your Honor that it is not within the province of a naval officer to assume the duties of a military commandant. I came here to reduce New Orleans to obedience to the laws of, and to vindicate the offended majesty of the Government of the United States. The rights of persons and property shall be secured, I therefore demand of you as its representative the unconditional surrender of the city, and that the emblem of the sovereignty of the United States be hoisted over the City Hall, Mint and Custom House by the meridian of this day, and all flags and other emblems of sovereignty other than those of the United States be removed from the public buildings by that hour. I particularly request that you shall exercise your authority to quell disturbance restore order, and call upon the good people of New Orleans to return at once to their vocations; and I particularly demand that no person shall be molested in person or property for sentiment of loyalty to their government. I shall speedily and severely punish any person or persons who shall commit such outrages as witnessed yesterday, by armed men firing upon helpless women and children for giving expressions to their pleasure at witnessing the old flag.

I am very respectfully,
D. G. FARRAGUT,
Flag Officer, Western Gulf Squadron

[THE REPLY]
MAYOR'S OFFICE, CITY OF NEW ORLEANS, City Hall April 26, 1862
Flag Officer D. G. Farragut, United States Flag Ship Hartford.

In pursuance of a resolution which we thought proper to take, out of regard for the lives of the women and children who still crowd the metropolis, Gen. Lovell has vacated it with his troops, and restored back to me the administration of its government and the custody of its honor. I have in council with the City Fathers considered the demand you made of me yesterday, of an unconditional surrender of the city, coupled with a requisition to hoist the flag of the United States on the public edifices, and I had down the flag that still floats upon the breeze from the dome of this hall. It becomes my duty to transmit you an answer, which is the universal sentiment of my constituents, no less than what the promptings of my own heart dictates to me on this solemn occasion.

The city is without the means of defence, and is utterly destitute of the force and material that might enable it to resist an overpowering armament displayed in sight of it. I am no military man, and possess no authority beyond that of executing the municipal laws of the city of New Orleans. It would be a presumption in me to attempt to lead any army into the field, if I had

one at command, and I know still less how to surrender an undefended place, held, as this is, at the mercy of your guns and mortars. To surrender such a place were an idle and unmeaning ceremony. The city is yours by the power of brutal force, not of my choice or the consent of the inhabitants. It is for you to determine what will be the fate that awaits us here.

As to hoisting any flag out of our own adoption and allegiance, let me say to you that the men lives not in our midst whose hand and heart would not be paralyzed at the mere thought of such an act. Nor could I bid in my entire constituency so desperate and wretched a renegade as would dare to profane with his hand the sacred emblem of our aspirations. Sir, you have manifested sentiments which would become one engaged in a better cause than that to which you have devoted your sword. I doubt not that they spring from a noble though deluded nature, and I know how to appreciate the emotions which inspired them. You have a gallant people to administerate during the occupancy of this city—a people sensitive to all that can the least affect their dignity and self respect. Pray, sir do not regard their susceptibilities. The obligations which I shall assume in their name shall be religiously complied with. You may trust their honor, though you might not count on their submission to unmerited wrong.

In conclusion, I beg you to understand that the people of New Orleans, while unable to resist your force, do not allow themselves to be insulted by the interference of such as have rendered themselves odious and contemptible by their dastardly desertion of our cause in the mighty struggle in which we are engaged, or such as might remind them too forcibly that they are the conquered and you the conquerors. Peace and order may be preserved without resort to measures which I could not at this moment prevent. Your occupying the city does not transfer allegiance from the government of their choice to the one they deliberately repudiated, and they yield the obedience which the conqueror is entitled to from the conquered.

Respectfully,
JOHN F. MONROE, Mayor.

BANGOR, May 7.
Confederates made decisive stand at Williamsburg, opening on Gen. Hooker's division; action heavy, with considerable loss.

Enemy repulsed at all points. On Monday afternoon Gen. Hancock's Brigade encountered several Confederate Regiments, latter advancing steadily within 200 yards, when a brilliant bayonet charge scattered them in panic, leaving eighty dead, 40 wounded and 200 prisoners. Hancock took two redoubts.

Enemy's works very formidable across the Peninsula, near Williamsburg.

General Pope lured portion of Beauregard's army to take a battery, and made prisoners of whole force of 2,000.

Condition of roads prevents movement of Halleck's army.

Gen. McDowell occupies Fredericksburgh and has seized a large amount of stores.

Gen. McClellan telegraphs that Monday's battle influenced the enemy to evacuate Williamsburg same night, leaving their sick and wounded; 300 uninjured and 1000 wounded prisoners are in the Federal hands.

The enemy's loss in killed very heavy—Gen. Ricketts among them. The pursuit is following up. A large force has been sent to Westport to attack the enemy in the rear.

At New Orleans Confederates lost 11 gunboats. Thirteen steamers passed, the four which did not surrender.

Burnside was organizing a Union Regiment in North Carolina.

The French have commenced hostilities, Mexico and have taken Orizaba. Superfine state flour \$4.25, \$5. Extra \$5.10 a \$5.20.

IMPORTANT TESTS OF WIRE ROPE.

Of Wednesday some tests of wire rope took place at the Mersey Chain testing works, the first two experiments for the purpose of practically ascertaining the relative value of wire and hemp rope for standing rigging. The experiments, which were watched with great interest, were decisively in favour of wire, both as to durability and length of wear. The first was a piece of 2-inch galvanized cable wire, the Admiralty test for which is 4 tons 6 cwt; it broke at 5 tons 15 cwt. This piece of rope, it must be remarked, was taken from the topgallant backstays of the ship Bogota, belonging to Hlythe, Brothers, and was supplied by Garcock, Bibby and Co., to this vessel 11 years ago. It is still in good condition, there being no sign of rust in the rope, and it stood up wards of 30 per cent. above the Admiralty

test—a fact which proves not only that wire rope, kept free from rust, is far superior to hemp in durability, but that it improves in strength with age—a circumstance as remarkable as it is important to shipowners, and hitherto, we believe, unsuspected. The next test was a piece of 1 1/2-inch galvanized H. B wire rope, which broke at 2 tons 15 cwt. This was part of the royal backstay of the ship Itria, belonging to T. Royle and Son, and supplied by the above firm previous to the last voyage of the vessel. The last experiment was made at the instance of John Dickenson and Son, of George Place, and intended to decide the merits of formed or laid rope. The following is the strain borne by the two pieces of rope tested: One piece 3/4-inch wire rope, 6 strands, 17 tons 15 cwt; one piece 3/4-inch galvanized wire rope, 4 strand formed rope, London make, made of fine wire, 12 tons 5 cwt. The 4 strand rope stretched very considerably in testing, as compared with the 6 strand, which is an objection to its use for ships' rigging.—Liverpool Telegraph and Shipping Gazette, April 17.

DOUBLE FLOWERS.

[From the Cultivator.]
Double flowers are almost universally preferred to single ones. They are almost entirely the result of artificial treatment, single flowers being the rule and double ones the exception, in the natural state of plants.

The perfection of the flower, considered simply from a scientific point of view, is injured by the transformation, for double flowers are produced by the change of a portion of the stamens into petals, thus destroying in a measure, the symmetry of the flower, and injuring its fruit-bearing properties. (But considered simply as beautiful objects, there can be no doubt that in the vast majority of cases, the double sorts of flowers are infinitely preferable to the single ones.)

There can be no question, that high and careful culture is the agent in producing this change from single to double flowers. Plants in a wild and uncultivated state, receiving no attention from the hand of man, rarely produce double flowers; but brought under judicious culture they will in time exchange their single for more or less double flowers, with a constant tendency, however, to return to their normal state. While enriched soil is one of the means to be used in producing this change it is possible to make the soil so rich as to defeat the end desired; for if carried too far in this direction, the result will be, not the transformation of stamens into petals, but the undue development of the foliage at the expense of the blooming properties of the plant.

We have spoken of the tendency of double flowering plants to return to their original production of single flowers. This tendency must have been frequently observed by persons cultivating flowers, in the variety of flowers from plants grown from seed, being full double, some semi-double, and others single, the proportion varying in different sorts. The more recent double flowers, with a constant tendency, however, to return to their normal state. While enriched soil is one of the means to be used in producing this change it is possible to make the soil so rich as to defeat the end desired; for if carried too far in this direction, the result will be, not the transformation of stamens into petals, but the undue development of the foliage at the expense of the blooming properties of the plant.

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