

# The Standard.

ST. ANDREWS, SEP. 12, 1866.

## Deep Sea Landing.

We are happy to hear that this subject is engaging the attention of our townsmen, and from posters we learn that a Requisition has been addressed to the Sheriff to call a Public Meeting, and that officer has appointed Friday next, 14th inst., at 7 o'clock P. M., in the Town Hall—"To ascertain what has been done by the Committee appointed at a former meeting, in furtherance of the erection of a Wharf, available for large class vessels at all stages of the tide; and what further action it may be expedient to take thereon."

We trust there will be a large meeting, and a full discussion of the subject. Whatever differences of opinion there may be as to the proper locality, when that is decided by the people or by a Committee elected by them for that purpose—all selfish and petty jealousies should be buried, and they should work together as one man, in a long pull, a strong pull, and a pull altogether for the commercial prosperity of our town.

## Intercolonial Railway.

No. 7.  
It is upwards of thirty years since the expediency of providing for Canada, the shortest possible connection by rail with some maritime port, became a subject for legislation. We find that on the 19th Dec. 1835, the Legislative Council of Canada passed the following resolution:

"Resolved—That a Railroad between the Port of St. Andrews in the Bay of Fundy, which is open at all seasons of the year, and the Port of Quebec, would greatly diminish the disadvantages under which the Province labors from the severity of its climate, and the consequent periodical interruption of navigation of the river St. Lawrence."

It is gratifying again to perceive that this subject is receiving the attention of the Canadian press. Two very able articles in the "Montreal Gazette" and the "Board of Trade Review," set forth forcibly the peculiar advantages of the Frontier Route, and answer most conclusively the objections heretofore urged against its proximity to the United States. It may be further said, that a railway with three or more ocean termini, is preferable to a line possessing only one; on the principle that a river with three mouths is more accessible; and blockades with more difficulty by an enemy, than a natural or artificial highway with only one outlet.

Accompanying the foregoing resolution was one for the extension of the road to Lake Huron. Now is it not plain to the common sense of every practical man, that inasmuch as the Railway system has not only since been extended to Lake Huron, but also Detroit and Chicago, connecting by rail with the granary of the world; that the expediency of providing against the closing of the St. Lawrence, as important a highway to North West, as the Mississippi to the South Western States, increase proportionately as an imperative necessity. Again, if we consider the great expense for the transportation of heavy merchandise by land over that by sea, the plainest principles of economy would indicate the shortest route as the best.

The advantages of this route are clearly set forth by our controller of Customs, and also by Mr. Sandford Fleming in his report. This line once completed, or in a fair way becomes a *sine qua non* to the mercantile community of St. John, in order to partake of the up river trade, and open up to them the immense lumber forests of Canada, with the frontier of Maine and this Province.

One of the advantages of the Intercolonial Railway being the saving of time, and more direct and speedy postal connection with Europe, it is quite desirable, that these facilities be placed within reach of St. John, Bangor, Portland, Boston, New York and Philadelphia, which can be best promoted by using Western Extension as a link in the chain, and thereby opening up the most direct intercourse with the business men of Canada, as well as the United States. Letters from those places might intercept the steamer at Halifax, although written after its departure from Boston.

LECTURE.—We learn that Dr. Rouse has kindly consented to deliver a lecture before the members and friends of the Charlotte County Agricultural Society at the Annual Fair, to be held at the Society's Hall, Bay Side, on the 11th October next. It is to be hoped that the day will be fine, and the attendance large. Several new premiums are to be awarded.

The "Fredericton Reporter" says that the 22d Regiment which has been stationed in that garrison for the last few months, has been suddenly ordered to Halifax. What's up?

It is reported that some enterprising lumber merchants will remove to this Port, provided the Deep Sea Wharf is built at Joe's Point. The information was given us by good authority, who has not like some we wot of—"an axe to grind."

THAT PLACARD.—In reply to Placards stuck up around the Town, the Revisors (two of whom are Anti Confederates, and the third a Confederate) have only to refer voters to the Assessment list, to prove that they performed their duty, as the "Act to regulate the Election of Members to serve in the General Assembly," directs, in the 4th Section, viz:—"The Revisors shall before the first day of September in each year meet and prepare from the assessment list an alphabetical list of the qualified electors in their Parish, distinguishing the resident from the non-resident, and affixing the place of residence of the non-resident when known, and on or before the said first day of September in each year, post up a copy of the said list in three of the most public places in each Polling District of their Parish."

The Revisors dare not add to, or strike off, a name on the assessment list, they made an exact copy,—and are innocent therefore of laying a "deep plot to deprive the voters of their rights as British subjects." The placard concludes with—"Do not allow local Confederate officials to rob you of your valued privilege."

Why, the majority of Assessors who made out the original list are strong "Antis," the names of a few persons who claim they are entitled to vote are omitted. The law however points out the course they should pursue; and the would be cavalier should have cautioned the Voters against the "Anti Confederate Assessors," who alone are responsible for the omission.

We are in receipt of a new journal, "The Intercolonial Journal of Commerce," published monthly at Montreal by W. B. Cordier & Co. It is ably written, and should be largely patronized by the mercantile community of this Province; and indeed by all who desire to know the resources of the Provinces.

The great Boat Race at St. John on Monday last, resulted in favor of the Carleton boat "Harding," over the Indian boat "Thetis." The 6 mile course was pulled over by the Harding in 38 minutes and 50 seconds, the Thetis took 35 seconds more.

A GOOD OXEN.—Work has been resumed on the Western Extension Railway—well we trust it may be carried through without any more stoppages. Go ahead.

The R.M. Steamship China arrived at Halifax on Monday morning last, the news is comparatively stale as the "Cable" tells the tale a little quicker than even the splendid steamers.

## INTERCOLONIAL TRADE.

Few subjects can be more interesting to the people of these Provinces, at the present moment, than this; and it must also be added, that,—from the magnitude of the resources of each Province,—few are more difficult to deal with satisfactorily. Five of the Colonies of British America are about entering on a new career, commercially and politically. It is the dawn of another, and we trust, a brighter day for us; and at such a period it befits us to look back on that commercial past where, in though we knew it not, perhaps, we have been laying the foundation for the present state of things; and to look forward to that fair and smiling future which stretches before us. We want, in other words, to see what progress we have made and what we can fairly reckon on in the time to come.

In population and prosperity the progress of the Colonies has been, as a whole, of the most gratifying description, and such as has in more than one particular, challenged the admiration of even our fast neighbors across the line. Our population now numbers nearly 4,000,000. We have a united volume of trade exceeding \$150,000,000 annually.—Owning 853 vessels with an aggregate tonnage of 922,246 tons, we take the proud rank of the fourth Maritime power in the world.—The value of our united agricultural product is in excess \$150,000,000. In Nova Scotia and New Brunswick we have treasures of coal underlying 10,000 square miles, and contiguous to an ocean highway in which they can be transported cheaply to market. We have vast lumber regions, our shipbuilding and fishing interests have yielded in one year \$16,000,000. The commerce of vigorous perennial, ever-growing Canada reached \$105,000,000 last year, as against \$87,000,000 the year before—a truly magnificent expansion, and one of the most healthy character, too, when we find the increase made up of \$3,500,000 exports, to \$8,400,000 imports. Again, we find the trade of Nova Scotia extending in a similarly satisfactory ratio. In 1864, it was set down at \$19,774,450, and last year it amounted to \$23,212,355. But it would be needless to specify further the rate of progress of the several colonies. We know that they each contributed, in ever-increasing quantities, to that gigantic volume of trade which flowed yearly between the people of the States and themselves, and the total aggregate of which for the ten years has been estimated at \$500,000,000. And we know, further, that, besides this, their commerce with other countries

was yearly enlarging.—[Intercolonial Journal of Commerce.]

THE VINE AND POTATO SUGAR IN CANADA.—A communication written by Mr. J. W. De Courtenay to the "Canadian News" (Eng.), speaks of some of the undeveloped resources of Canada, and points out how many sources of immense wealth are well nigh entirely lost to us in consequence of the want of skilled labour as well as from existing prejudices and ignorance. He says the vine and the mulberry, the great sources of Italian wealth, were brought to that country from Asia, while here they are indigenous, belonging to our soil and climate. All that is needed to develop them and render them of the utmost value is a little skill and pains taking. The writer then alludes to the immense crops of potatoes which are produced every year in the valley of the St. Lawrence, and shows how easy it would be to multiply these crops tenfold, were there any increased demand.

The needle gun has met its match—a bullet-proof clothing for soldiers. At the Belgian "Tir-National" or Volunteer Shooting Ground, the thing was exhibited for the first time by its inventor, a Mr. Bernard, and in the most satisfactory manner, namely: by standing fire himself at a hundred yards, having previously shown that he wore nothing under his cloak but a shirt and vest. A conical bullet struck him in the breast; it flattened itself and fell down at his feet; he picked it up and showed it to the spectators. But he would suffer nobody to examine the texture of his proof clothing having yet secured his patent. His head and face were covered with a steel cap; and the cloak reached to the ground.—Such is the story that comes to us in Belgian newspapers.

## BY CABLE TO ASSOCIATED PRESS.

BERLIN, Sept. 5.  
Since the expiration of the Armistice between Prussia and Saxony, the plenipotentiaries of the two Governments have met and peace negotiations have been formally opened by the representatives of Saxony.

Reports have been current that orders were issued a few days since to the Military Commanders to prepare for a material reduction of their effective force; and it is now stated in official circles that the reduction of the Prussian army commenced to-day.

In addition to three millions of florins paid by Hesse Darmstadt, in compliance with the demand of Prussia that Duchy has ceded to the latter 20 square miles of her territory as indemnity for war expenses.

Gold 145.

No despatch from the Westward on the 6th.

BERLIN, Sept. 7th, p. m.

The bill to annex Hanover, Hesse, Nassau and Frankfurt to Prussia, passed the Chamber of Deputies.

The Prussian Constitution is to take effect October 1st, 1867.

Count Bismarck has introduced a bill for the annexation of Schleswig and Holstein to Prussia with the exception of one district ceded to Oldenburg.

Saxony gives up to Prussia the fortress of Konigsstein.

DRESDEN, Sept. 7th.

The Prussian Governor of Saxony has prohibited the holding of public meetings through out the kingdom during the state of siege under which it is situated.

BUFFALO, N. Y., Sept. 7th.

The Express publishes a letter taken from a Hamilton, C. W., paper which was said to have been picked up on the streets of Hamilton, containing an intimation of a plot to burn Buffalo especially the elevators. It was stated to be the towns along the American border. This whole thing thought to be a hoax.

Gold 146.

BOSTON, Sept. 10.

LONDON, Saturday noon, Sept. 8.

Lord North Brooke, formerly Sir John Baring died to-day.

The Right Hon. W. E. Gladstone, in a speech delivered at Salisbury, last evening, enforced upon the Liberals to support any good Reform Bill which should be brought forward in Parliament by the Derby administration.

LIVERPOOL, Saturday noon, Sept. 8.

A quantity of Fenian munitions of war has been seized at Liverpool.

SHANGHAI, Aug. 6th.

Via London, Sept. 8.

The Chief of the Pirates in the China Sea has been caught.

Consols 89 1/2; 5-20's 72 1/2.

HEART'S CONTENT, Sept. 8.

Since Sunday morning uninterrupted success has allowed the Great Eastern and she laid the shore end of the Cable of 1865 on Saturday evening at 4 o'clock under a salute from the Ships of War in the Harbor and tremendous cheers from a large crowd of enthusiastic spectators who had assembled from all parts to witness this second triumph of ocean telegraphy ever greater than that of July 27.

The electrical condition of this cable is most perfect, and messages are now being sent and received over it.

Gold 146 1/2.

NEW YORK, 10th.

The Fenian Congress has adjourned since day, having been in session all Saturday night.

Col. W. R. Roberts was elected President P. J. Mahan, President of the Senate and J. N. Fitzgerald Speaker of the House.

Gen Sweeney was deposed as Secretary of War, but no successor was named. His accounts were satisfactory but he was believed incompetent.

Gen O'Neil was appointed Inspector General of the Irish Republican Army, and Col. Bailey, Chief Military organizer.

Another movement on Canada will undoubtedly be made during the Fall, if contributions are plentiful.

Gold 146.

LONDON, Sept. 10.

The Directors of the British California Bank are urged to wind up the affairs of the institution.

Earl Stanley is probable successor of Lord Cowley as British Ambassador to France.

Consols 89 1/2.

United States 5-20's 72 1/2.

NEW YORK, Sept. 11.

Gold 146 1/2.

FENIAN MOVEMENTS.—The Irish Canadian, a rabid anti-confederate sheet, is in great glee over the following order of General Sweeney:—

WAR DEPARTMENT, F. B.

No. 734 Broadway, New York, Aug. 24.

To the CENTRES OF THE CIRCLE, F. B.:

Centre of Circles are requested to forward immediately to these headquarters, the name of a competent military man, from each Circle, for the purpose of appointment, to reorganize the military branch of each Circle.

Care must be taken that none but experienced and tried officers will be selected.

T. W. SWEENEY, Sec. War. F. B.

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STUCK BY LIGHTNING.—During the great thunderstorm which occurred about 4 o'clock on last Sunday morning, the building known as the old Bixby house was struck by lightning and much shattered. The lightning seems to have struck one of the chimneys, which it split open as far down as the collar beams, pursued its way along the ridgeboard and down one side of the roof, tearing off the shingles and reducing the rafters to splinters, shivering the beams and finding its way down the sides of the house. Some of the rooms in which persons slept were filled with smoke and debris from the chimneys and ceilings. Fireplaces that had been sealed up were burst open and the bricks. Strange to say, that although the house is occupied by five families no one was killed or even hurt, which can be regarded as nothing else than a Providential escape.—St. Stephen Courier.

## ITEMS.

—On the 20th of August there were 7000 registered tons of shipping in Cow Bay, Cape Breton, and coal was being shipped at the rate of 800 tons per day.

—The Kingston (C. W.) Whig says that great quantities of barrack stores are being shipped daily to Montreal in order to make room in the stores depot for the quartering of the soldiers during the winter season. About fifty tons of ammunition arrived at Kingston on Wednesday.

—Reports are reaching us of very serious damage being done to the heavy grain crops by the unfavorable weather which we have had during the last fortnight. It is with great difficulty that the early wheat and barley can be harvested.—[Summerside Journal.]

—The internally-ventured receipts last week were nearly a million dollars. The disbursements were a million and a half.

—A fire occurred at Jersey city on Saturday the 10th ult., among the Oil vessels in that harbor north of the Erie Railroad Company's freight pier, destroying fourteen vessels thirteen cars laden with oil, two pigs, besides much other valuable property. The whole will amount to nearly two millions of dollars. Several lives were lost. Three were known to have perished in one vessel.

—The cholera has subsided in New York, but is making fearful ravages in other sections of the country; especially in Cincinnati and St. Louis, in the former city destroying from 60 to 90 lives daily.

Two remarkably sudden deaths occurred at Niagara Falls on Tuesday. A very corpulent colored man named Holmes, died suddenly, and about three hours afterwards, his wife, who was also of enormous proportions, calling her two grown daughters to her, said: "Well, girls you must do the best you can for yourselves, the old man is gone, and I'm going too." She then sat down in a chair, and immediately expired. Husband and wife were buried in one grave on Thursday.

The Maine State election for the choice of Governor and representatives to Congress was held yesterday. The Republican party were successful beyond what they even dared to hope for. The Republican candidates were returned by about 30,000 majority. Last year, with but little effort on the part of the Democratic party, the Republicans had only 19,000 majority. In the present contest the Democratic party put forth all their energies, but the result of the vote shows that the Republicans must have gained largely during the past twelve months. Chamberlain is the new Governor of Maine.

## Arrived.

On the 23rd August, by the Rev. John Ross, Mr. George Morrison, of Lubec, Maine; to Miss Janet McCaskel, of St. Patrick, Charlotte Co.

## Ship News.

PORT OF ST. ANDREWS.

ARRIVED.

Sept. 6, Brig. Echo, Bent, Boston, ballast, C. F. Clinch.

7, Sch. Superior, Cook Calais, Stores &c. Brown & Bradbury.

Marilla, Stinson, St. Stephens Sundry to Sundry.

8 Julia Clinch, Adams, New York, Flour & C. F. Clinch, J. R. Bradford and others.

10, Emma Pemberton, Britt, Portland, ballast R. Ross.

CLEARED.

Sept. 3, Sch. Bob, Sweeney, Calais, deals and laths, Kelly & Co.

4 Albert, Cogswell, Portland, 18963 ft. scantling, 36380 ft boards, 2250 ft hemlock boards, C. F. Clinch.

5, Emma, Lord, Calais, shingles, Goodnow, Diadem, Morrison, Eastport, laths, C. F. Clinch.

7, Pilot, Hill, Calais, laths & Kelly & Co.

10, Brig. Mary A. Read, Havana, 2200 sleepers, T. B. Harris.

St. John, Aug. 2.

2,000 ALBION.

Just received from John, and will be lowest rates, by the for yourselves, before

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St. Andrews, Aug.

2,000 ALBION.

THE Subscribers examine their Navy, manufacture their Factory, The article is of solid at prices below

St. John, Aug. 2.