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MONTREAL, 50 ST. PETER STREET.

Dissolution of Partnership.

NOTICE is hereby given, that the partnership lately subsisting between James Moran and James A. Moran, of St. George, in the County of Charlotte, under the firm of James Moran & Son, was this day dissolved by mutual consent.

All debts owing to the said partnership are to be received by the said James A. Moran, who is authorized to settle all debts due to and owing by the said firm.

JAMES MORAN, JAMES A. MORAN.

St. George, September 19, 1865.

TO BE SOLD.

A Bargain, if applied for immediately.

If not disposed of by the 15th of April, the place will be let and possession given on 1st May next.

HAT desirably situated House for business next to the Hotel de la Paix, has been newly decorated and is in good repair; contains 9 rooms and cup attached.

A L S O.

3 Corner Town Lots, in good situations for building purposes. Apply to subscriber.

Terms of payment liberal.

mar23 D. GREEN.

Rub. Rubber.

Rubbers.

AT THE

Albion House.

JOHN S. MAGEE.

Has received an assortment of

Childrens, Ladies, Misses,

Ladies, Gents,

Rubber Overshoes.

Also, Ladies Rubber Balloon Shoes, a new article for the present season, which will be of Childrens and Ladies Boots,

SKELETON SKIRTS,

and the balance of stock of

WINTER DRY GOODS.

He will sell C H E A P for Current Money American Bills taken at the usual discount.

MORE NEW GOODS.

JUST RECEIVED and now open for sale at the very LOWEST PRICES:

Hats, Bonnets,

Feathers, and Ribbons.

SHAWLS, MANTILLAS,

AND FANCY DRESS GOODS

Grey and White Cottons,

Shirting, Stripes, and Regattas

Pinto, Silicas,

and CORSET CLOTHS

Crashes; Towel-

ling & Table Li-

ness, Shirt-fronts,

Collars, and Fan-

cy Neck Ties,

lars, Rubbers,

Boots and Shoes.

Balance of Summer Stock daily expected per Steamer "Europa" and when received will be sold at a very small advance on it.

D BRADLEY.

FOR SALE.

Hosiery, Gloves,

and Worked Col-

Over Garments for Boys & Girl

Boys Jackets, Sacks, Pants,

Waists, &c. &c.

Each pattern can be used with ease.

June 23. JAS. McKINNEY.

# The St. Andrews Standard.

PUBLISHED BY A. W. SMITH.]

E VARIS SEMINUM EST OPTIMUM.—Cic.

[25 50 PER ANNUM IN ADVANCE

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No 30

## Poetry.

### LET ME GO.

The following sweet hymn is by Mary Poyer, a blind woman in deep poverty, residing in one of the closes off the Canongate, Edinburgh.

Let me go!—The day is breaking;  
Morning bursts upon mine eyes,  
Death this mortal frame is shaking—  
But the soul can never die!

Let me go!—The Day-Star, beaming,  
Gilds the radiant realms above;  
Full glory on me streaming,  
Lights me to the land of love!

Let me go!—My warfare's ended;  
Night's dark shades have passed away;  
All in view is glory splend,.  
Boundless and eternal day!

Let me go!—My Master's chariot  
Waits in state to bear me home—  
Purchase of His grace and merit—  
Alhaha! Lord, I come!

Now I'm Thine, and Thine for ever,  
While eternal ages roll;  
Sense and sin no more shall sever  
Thy bliss presence from my soul!

Now, amid the sacred splendour  
Of the glorious hosts above,  
Everlasting praise I'll render  
To that God whose name is Love!

## Miscellany.

[From the London Times.]

The Atlantic Telegraph Expedition.

If any illustration were ever needed to show the unquenchable determination of English enterprise, no more signal example could be pointed out than in the repeated costly and almost yearly efforts made to establish permanent electric communication between this country and America. Within a week from this date the fifth expedition organized for this purpose will leave England. In 1857 the first effort was made, and failed, when about 400 miles from the Irish shore. In 1858 it was again attempted. With the two halves of the cable stored in the Niagara and Agamemnon, and the terrific hurricane which both vessels met with then, no doubt, did serious injury to their early injured freight. Nevertheless, the effort was persevered with, and some 100 miles were laid and lost between the two ships. A gain the "sire squadron," as it was called, returned to Ireland, to start again for another attempt, and, to the astonishment of all, the damaged cable was not only by actually worked with clearness for some days, when it gradually became incoherent then rambling with occasional gleams of intelligence, till at last it became utterly unintelligible, and so died out. It is needless to say how unhelpfully the expedition of last year failed, and to this day it is not known whether the injury to the cable's insulation was caused by accident or wanton mischief. The commercial loss upon these failures has been great; but even out of the evil has come some good, for in the interim the science of making, testing, and laying cables has so much improved that an undetected fault in an insulated wire has now become a instrument for signalling instead of that not only can a slight fault be disregarded if necessary, but it is even easy to work through a submarine wire with a foot of its copper conductor stripped and bare to the water. This latter result, astonishing as it may appear, has actually been achieved for some days past with the whole Atlantic cable on board the Great Eastern. Out of a length of more than 1,700 miles, a coil has been taken from its centre, the copper conductor stripped clean of its insulation for a foot in length, and in this condition lowered over the vessel's side till it rested on the ground. Yet, through this the clearest signals have been sent—so clear, indeed, as at one time to raise the question it would not be worth while to grapple for the first old Atlantic cable ever laid, and, with these new instruments working gently through it for a year or so, at least, make it pay its cost. Nothing, in fact, can give a better idea of the change which has come over the science of submarine telegraph than by the statement of the manner in which the three cables of 1858, 1865, and that of this year have been constructed. The actual constituents of each is as follows:—

"Conductors. A copper strand, consisting of seven wires (six laid round one), and weighing 107 per nautical mile.

"Ditto, 1865.—Copper strand, consisting of seven wires (six laid round one), and weighing 300lb. per nautical mile, embedded for solidity in Chatterton's compound. Gauge of

single wire .048—ordinary 18 gauge. Gauge of strand .144—ordinary No. 10 gauge.

"Ditto in 1866.—Same.

"INSULATION.

"Insulator in 1858.—Gutta-percha laid on in three coverings, and weighing 261lb. per knot.

"Insulation in 1865.—Gutta-percha, four layers of which are laid on alternately with four thin layers of Chatterton's compound.—The weight of the entire insulation, 409lb. per nautical mile. Diameter of core, .464; circumference of core, 1.392.

"Ditto, 1866.—Same.

"EXTERNAL PROTECTION.

"External Protection in 1858.—18 strands of charcoal iron wire, each strand composed of seven wires (six laid round one), laid spirally round the core, which latter was previously padded with a serving of hemp saturated with a tar mixture. The separate wires were each 22½ gauge; the strand complete was No. 14 gauge.

"Ditto, 1865.—Ten solid wires of the gauge .605 (No. 13 gauge) drawn from Webster and Horsfall's homogeneous iron, each wire surrounded separately with five strands of Manila yarn saturated with a preservative compound, and the whole laid spirally round the core, which latter is padded with jute yarn, saturated with preservative mixture.

"Ditto, 1866.—Ten solid wires of the gauge .605 (No. 13 gauge), drawn from Webster and Horsfall's homogeneous iron, and galvanized, each wire surrounded separately with five strands of white Manila yarn, and the whole laid spirally round the core, which latter is padded with ordinary hemp saturated with preservative mixture.

"WEIGHT IN AIR.

"Weight in Air in 1858.—20cwt. per nautical mile.

"Ditto, 1865.—35cwt. 3qrs. per nautical mile.

"Ditto, 1866.—31cwt. per nautical mile.

"WEIGHT IN WATER.

"Weight in Water in 1858.—13cwt. per nautical mile.

"Ditto, 1865.—cwt. per nautical mile.

"Ditto, 1866.—14½cwt. per nautical mile.

"BREAKING STRAIN.

"Breaking Strain in 1858.—3 tons 5cwt., or equal to 48½ times its weight in water per knot; that is to say, the cable would bear its own weight in a little less than five miles depth of water.

"Ditto, 1865.—7 tons 15cwt., or equal to 11 times its weight in water per knot—that is to say, the cable will bear its own weight in 11 miles' depth of water.

"Ditto, 1866.—8 tons 2cwt., or equal to 12 times its weight in water per knot—that is to say, the cable will bear its own weight in 12 miles' depth of water.

"DEEPEST WATER TO BE ENCOUNTERED.

"Deepest Water to be Encountered, 1858, 2,400 fathoms.

"Ditto, 1865.—2,400 fathoms.

"Ditto, 1866.—2,400 fathoms.

"CONTRACT STRAIN.

"Contract Strain, 1858.—Equal to 48½ times its weight per nautical mile in water.

"Ditto, 1865.—Equal to 11 times its weight per nautical mile in water.

"Ditto, 1866.—Equal to 12 times its weight per nautical mile in water.

"LENGTH OF CABLE SHIPPED.

"Length of Cable Shipped, 1858, 2,174 nautical miles.

"Ditto, shipped, 1865, 2,300 nautical miles.

"Ditto, to be shipped, to complete both lines, 1866, 2,730 miles.

From the improvement which the comparative cables show, both in the increased strength of the rope, its increased conductivity by the enlarged copper wire, and, above all, by its increased and more carefully guarded insulation, any one will be able to see at a glance what strides have been made towards ultimate perfection. But it is chiefly in what cannot be seen, nor even easily explained to the general reader in the instruments for detecting faults, and for working through them when they are detected, that the main progress has been made, and in this the expedition which will start next week is as perfect as the present high condition of electrical science can make it.

The Great Eastern will leave Sheerness early on the morning of Saturday next. During the past winter Captain Anderson and Mr. Halpin, his chief officer, have worked almost incessantly to get her into perfect seagoing trim, and she will start next week in better condition than she has ever before commenced a voyage. By a very simple apparatus, invented by Captain Anderson, every part of the bottom of the ship has been thoroughly scrubbed; and how much this was wanting may be judged from the fact that in many parts the scales were in cluster of more than two feet thick upon her. Getting rid of this rough, shapeless mass from under her keel, length will add at least a knot an hour to the vessel's speed. All the boilers have been thoroughly cleaned and repaired in every part, and the paddle engines by a very simple contrivance can be discontinued in less than four minutes, so that by going ahead with one and

astern with the other, the Great Eastern can be turned in her own length as on a pivot. In picking up or grappling for cable operations. All the cable is not yet on board the great ship. The Amethyst is now discharging into the aftermost tank, and all the cable she has will be coiled away this evening. The Iris, which left Greenock yesterday with the last instalment of electrical rope, will finish her task by Thursday, on which day there will be no less than 2,499 of cable on board the Great Eastern of which 7½ miles is part of the old cable of last year. This is stowed, as heretofore, in three immense iron tanks, built up from the main deck, one forward, one amidships, and one aft of the vessel. The weight of these tanks and the water in them is upwards of 1,000 tons, and in addition to the Great Eastern will carry 8,500 tons of coal, 500 tons of telegraph stores and machinery, and 4,000 tons of cable—a dead-weight cargo of more than 14,000 tons in all, exclusive of engines, rig, and all ships' fittings, which will amount to nearly as much more. This, however, only brings the vessel down to her fair load-line—in fact, into the perfect trim in which she left last year, when the utmost swell of an angry Atlantic sea could do little more than make her dip occasionally among its rugged furrows. It has been thought, only a while, however, considering the Great Eastern's depth in the water, and the somewhat shallow channels she will have to pass on her way to the river's mouth, not to put all the coal in her before she leaves Sheerness. At Bearhaven, therefore, 2,500 tons will be taken on board before she starts for Valentia, and after joining the shore end means away on her adventurous voyage across the Atlantic. Except, then, in this matter of coals she will leave the Thames completely equipped. Among her stores are 20 miles of grappling-rope of the most powerful kind that can be made, and equal to a strain of 30 tons. She also carries five miles of rope equal to a strain of 11 tons with quite a collection of bays, grappling irons, slip ropes, &c. But at the stem and stern are fired two powerful little engines, made by Messrs. Penn, each of which works up to 80 horse power. These are connected with the paying-out and hauling-in apparatus. Both these latter have been slightly improved since last year, and have been made as light as possible consistent with work they have to do. Certainly, the hauling-in powers of the engines are likely to be much in excess of what is required to be done. Last year their efforts fell short of what was necessary. With the Great Eastern on Sunday next will also start Her Majesty's steamship Terrible, 21, and the steamers William Cory, Albany, and Medway. Each of these vessels is of nearly 1,800 tons burden, and all, with the exception of the Terrible, will be amply supplied with buoys, buoy ropes, and grappling irons similar to those on board the Great Eastern. The Medway will take also 315 miles of last year's cable, with 91 miles of massive rope to be used in crossing from Newfoundland to the shore of the American continent. The William Cory takes the tremendous iron coil which is to form the Irish shore end, which is no less than 30 miles in length, and weighs more than 250 tons, or about eight tons to the mile.

The programme of operations now decided upon is briefly as follows:—The Great Eastern, as we have said, to proceed to Bearhaven on Saturday next. There she will take on board her final stores of coal, and while so occupied the new shore-end from Foulhampton Bay will be laid from the William Cory. When this is completed—and the operation is likely to last at least two days—the Great Eastern will come round to Valentia, and after having made the splice, will at once commence the great work of laying the main cable. Last year it is fancied that the speed of the Great Eastern was occasionally too great, for safely applying the rope. This time, therefore, her rate of going will be absolutely limited to below six knots. At this speed it will occupy 11 or 12 days to complete her labors from Valentia Bay to Bear's Content. During the whole time of the operation the new instruments will be able to send signals through to Valentia at every hour, stating the latitude and longitude of the great ship, the weather, amount of cable paid out, &c. Ordinary news and messages likely to interest those at sea and isolated from the rest of the world are also to be sent in reply from Ireland to the Great Eastern. Vessels have already been sent out to Newfoundland with 3,000 tons of coal, and, supposing the expedition to be successful, the Great Eastern will take these on board and return to the spot where the cable was so unfortunately broken last year. This is to be grappled for, and, even if six weeks or two months are consumed in the efforts, grappled for till found. If the end is got to the surface, of course the usual splice will be made with the portions which are now stowed on board the Great Eastern and the William Cory, when the big ship will return to Bear's Content Bay and lay the remainder on her passage. Thus, if all goes well, the month of September, at latest, will see two lines of telegraph to America; and both of

which when once down in deep water, are likely to remain in order for years to come. The arrangement made for raising the cable of last year are as perfect as can well be imagined. We shall describe them and other matters of much interest connected with the expedition on an early day. At present we have only given an outline of the programme of action laid down for one of the best fitted and most important telegraphic expeditions that ever quitted the English shores.

Fearful Conflagration in Charlotte-Town.

On Sunday last the Capital of Prince Edward Island was visited with the most destructive fire it has witnessed in all its existence. Over 150 buildings were consumed. The following telegrams were received here on Tuesday morning. The delay in forwarding intelligence probably arose out of the fact that the Telegraph Office was among the buildings destroyed.

CHARLOTTETOWN, July 17.

Awful fire here on Sunday. One hundred and fifty buildings destroyed. Estimated loss over \$200,000. Hundreds of persons left homeless.

Reading Room burnt.

Another dispatch puts down the loss of the Queen Company at 2,000; of the Liverpool and Lancashire at 6,000; and of the local Companies at 7,000—but whether dollars or pounds is not stated.

The following was also received through private nities:—

"A fire broke out on Sunday morning at about half-past three, in an old house, known as Bagin's Buildings, near the Head of Pownall Street Wharf, and before the ravages of the furious element were spent four blocks were laid in ashes. Our readers may form an idea of the extent of the fire, when we state that all is burned from the East side of Pownall Street, from Murry, the baker's, to Bernard's, opposite Lord's corner, up to the West side of Great George Street, the Street on which the Catholic Chapel sides, save and except the Brick Building erected on the site of the old Victoria Hotel, the Brick Bonded Warehouse, 'Osborne House,' Mr. Currie's, and a few small buildings on the corner opposite the front of the Catholic Chapel. At one time it was feared nothing could save the Catholic Chapel, but fortunately it escaped."

THE DELEGATION.—It gives us great pleasure to state that the Hon. E. B. Chandler has been included among the Delegates to London. The fact that he was not named at an earlier day was probably owing to the fear that Mr. Chandler would be unable to devote himself to the mission. Messrs. Chandler and Johnson have proceeded to Halifax by land; Messrs. Tilley, Wilnot and Fisher left by the "Empress" on Wednesday morning. Mr. Mitchell will probably proceed via New York, in case his business engagements permit him to leave.—[Telegraph.]

IMPORTANT.—A telegram from Ottawa last night states that the new Canadian Tariff passed the Assembly on Tuesday night, with a few modifications.—[Ib.]

SEVERAL COMPANIES of the Halifax Naval Brigade, (a Provincial Force) have commenced a course of practice in gunnery. The Chronicle is "informed that one of the new turret ships, recently added to the navy, will be permanently placed in Halifax harbor, in order to assist in training the Brigade in their duties as sailors and gunners."

NOTA Scotia Notes are now only received at the City Banks at a discount of three and three fourths per cent. Yet they pass in the stores at two and a half discount. The dollar bills of the Summerside Banks are at a discount of five per cent. Something should be done by these Institutions towards the redemption of their notes abroad, if they do not desire to have them constantly returned to their vaults.—[Telegraph.]

Gen. Follies, commander of an Austrian corps, lost a leg.

HATR-WASH FOR DANDRUFF.—The Scientific American gives the following recipe:—Take one pint of alcohol and a tablespoonful of castor-oil, mix them together in a bottle by shaking them well for a few minutes, then scent it with a few drops of lavender. Alcohol dissolves castor-oil, like gum camphor, leaving the liquid or wash quite clear. It does not seem to dissolve any other unctuous oil so perfectly, hence no other is equally good for this purpose.

A SURE REMEDY FOR CURRENT JELLY.—Put the currents (without stemming) in a kettle over the fire, let them get warmed through, then squeeze the juice through a flannel bag. To every pint of juice put a pound of crushed sugar; boil one minute longer; put the sugar in the stove oven and let it get hot while the juice is boiling.

A YANKEE ANECDOTE. Andy Cummins, who used to live out near Framingham, was a "cute down easter"—a real live Yankee, hard to beat. He was once in a country bar-room "down south," where several gentlemen were assembled, when one of them said:—

"Yankee Cummins, if you'll go out and stick your penknife into anything, when you come back I'll tell what its stickin' in."

"Yer can't do no such thing," responded Cummins.

"I'll bet ten dollars of it," answered the southerner.

"Wall I rather guess I'll take that ere bet! Here, captain, (turning to the landlord) hold stakes, and I'll just make half a saw-horse in less than no time."

The parties deposited an X apiece, and C. went on his mission, but in a short time he returned, saying:—

"Wal, neighbor what is it stickin' in?"

"In the handle," replied the southerner holding out his hand for the stakes.

"Guess not; jist wait a minute," said the Yankee, as he held up the handle of the knife, minus the blade. "I kalkilate the blade can't be in the handle, when its driv clean up in an old stump aside of yer road-out thar."

Cummins, of course, won the wager and the southerner sloped for parts unknown, amid the roars of laughter.

ONE WAY TO TELL. A traveler called at night fall at a farmer's house at Albany; the owner being from home and the mother and daughter being alone, they refused to lodge the wayfarer.

"How far then, said he, "is it to a house a preacher can get lodgin'?"

"Oh! if you are a preacher," said the lady "you can stop here."

Accordingly he dismounted, deposited his saddle bags in the house and led his horse to the stable. Meantime the mother and daughter were debating the point as to what kind of a preacher he was.

"He cannot be a Presbyterian," said one, "for he is not dressed well enough."

"He is not a Methodist," said the other, "for his coat is not the right cut for a Methodist."

"If I could find his hymn book," said the daughter, "I could soon tell what sort of a preacher he is." And with that she thrust her hand into the saddle-bags, and pulling out a flask of liquor, she exclaimed, "La mother, he's a hard shill Baptist."

POISON FROM IVY.—Preventive. If you have been in contact with it, as soon as possible thereafter, sponge yourself all over with strong vinegar, or alcohol, with salt sufficient to make it briny. Then wash with soap suds.

Cure for the affection.—When it breaks out, scratch it till the surface is highly irritated, then apply a strong solution of oxalic acid. This is very severe, but a single application will be sufficient.

BY A TELEGRAM from Bangor we learn that the stock holders in the E. & N. A. Railroad, have elected Messrs. G. K. Jewett, Dale Rowe and Thomson, of Bangor, John A. Poor of Portland, C. J. Gilman of Brunswick, Gideon Mayo of Orono, James Emory of Boston and P. C. Beink of Camlen, N. J. Directors. Mr. Jewett is President, and Noah Woods Treasurer. This Constitution of the road is to be prosecuted with vigour.—[Journal.]

There is a boy down east who is accustomed to go out on a Railroad track and imitate the steam whistle so perfectly as to deceive the officer at the station. He has attempted to prove eminently successful; the depot master came out and "switched him off."

An exchange says the place where the Potomac went down on Lake Huron was buoyed with a beer barrel. The same buoy marks the place where a good many have gone down.

Water in which indigo has been dissolved, is recommended to remove smoke stains from walls before whitewashing, but common lye made from wood-ashes is believed to be equally as efficacious.

A young lady objected to a negro's carrying her across a mud hole, because she thought herself too heavy. "Lor's misses," said Sambo, imploringly, "I've carried whole barrels of sugar."