

LAHAN & CO'S MAGAZINES.
 Words are worth much and cost little
 IDLE.

ENTS A MONTH; \$1.50 A YEAR
 BEAUTIFULLY ILLUSTRATED.
GOOD WORDS.
 by Norman MacLeod, D. D.,—One
 of Her Majesty's Chaplains.

ENTS A MONTH; \$1.75 A YEAR.
 PROFUSELY ILLUSTRATED.
THE SUNDAY MAGAZINE.
 EDITED BY THOMAS OUTHRIE, D. D.,
 of "The Gospel in Ezekiel," "Speak-
 ing to the Heart," &c.

ENTS A MONTH; \$1.75 A YEAR.
 ILLUSTRATED.
THE ARGOSY.
 MAGAZINE FOR THE FRESIDE AND JOURNEY.

Send the STANDARD'S monthly notices
 as Periodicals.
 Messrs. Strahan & Co. will send spec-
 imens, and offer one of the most eleg-
 ant copies, or an additional copy to any
 who will furnish a bookseller with FIVE
 ribbons' names.

TRIAL, 50 ST. PETER STREET.

6. Almanacs 1866.
 WILLIAN'S New Brunswick Almanac and
 Register for 1866, can be obtained singly
 cents, or by the dozen for retail from
 J. LOCHARY & SON,
 of the old Farmers Almanac always
 at
 Andrews Nov. 30, 1865.

olution of Partnership.
 ICE is hereby given, that the partnership
 lately subsisting between James Moran and
 A. Moran, of St. George, in the County of
 St. John, under the firm of James Moran & Son,
 is dissolved by mutual consent.
 All debts owing to the said partnership are
 to be paid by the said James A. Moran, who is
 authorized to settle all debts due to and owing
 to said firm.
 JAMES MORAN,
 JAMES A. MORAN,
 George, September 16, 1865.

TO BE SOLD.
 URGAIN, if applied for immediately
 disposed of by the 15th of April, the
 place will be let and possession given
 on 1st May next.
 THAT desirably situated House for
 business next to the Record Office,
 has been newly shingled and is
 in good repair; contains 9 rooms and
 is attached.
 A L S O—
 Corner Town Lots, in good situations for
 business purposes. Apply to subscribers.
 Terms of payment liberal.
 D. GREEN.

ib. Rubber.
Rubbers
 AT THE
Albion House.
OH N S M A G E E.
 Has received an assortment of
 Childrens, Misses,
 Ladies,
 Gent's,
Rubber Overshoes.
 Ladies Rubber Balmoral Hoops, a nice
 lot for the present season, which with a lot
 of Childrens and Ladies Boots,
 SKELETON SKIRTS,
 and the balance of stock of
WINTER DRY GOODS,
 will sell CHEAP for Current Money
 erican Bills taken at the usual discount.

MORE NEW GOODS.
 JUST RECEIVED and now open for sale
 at the very lowest prices:
Hats, Bonnets,
Shawls, Mantillas,
ND FANCY DRESS GOODS.
 Grey and White Cottons,
 Stripes, and Regattas
Pint, Colicet, and COBSET CLOTHS.
 Crashes; Towel-
 ling & Table Li-
 nens, Shirt-fronts,
 Collars, and Fan-
 cy Neck Ties,
 lars, Rubbers,
 Boots and Shoes.
 Balance of Summer Stock daily expected
 Steamer "Europa" and when received
 it be sold at a very small advance on cost.
 D BRADLEY.

FOR SALE.
 Hosiery, Gloves,
 and Worked Col-
 ver Garments for Boys & Girl
 Boys Jackets, Sacks, Pants,
 Waists, &c. &c.
 Each pattern can be used with ease.
 June 23. JAS. McKINNEY.

Original issues in Poor Condition
 Best copy available

The St. Andrews Standard.

PUBLISHED BY A. W. SMITH.] E VARIIS SUMENDUM EST OPTIMUM.—Cic. [52 50 PER ANNUM IN ADVANCE

Vol 33 SAINT ANDREWS, N. B. WEDNESDAY, OCTOBER 24, 1866. No 43

Poetry.
CONSTANCY.
 "I would I were the bold March wind,
 The merry, boisterous, bold March wind,
 Who in the violet's tender eyes
 Casts a kiss, and forward flies.
 Yet, no! No light to thee,
 O constancy! O constancy!

I would I were the soft west wind,
 The wandering, sighing, soft west wind,
 Who fondles round the hyacinth bells,
 Then takes wing—as story tells.
 Yet, no! No light to thee,
 O constancy! O constancy!

No; rather will I be the breeze
 That blows straight on o'er Indian seas;
 Or scents, which in the rose's heart,
 Live and love, and ne'er depart.
 Love, love for aye to thee,
 O constancy! O constancy!

[From the Montreal Gazette, 10th.]
ST. ANDREWS RAILROAD.

TO THE EDITOR OF THE MONTREAL GAZETTE.
 SIR,—In the year 1835, when our railroad
 ideas had only developed in the form of a
 fifteen miles from Laprairie to St. John's, a
 number of the inhabitants of St. Andrews, N.
 B., convinced of the great national or inter-
 colonial and commercial importance of a more
 immediate connection and intercourse between
 Canada and the Lower Provinces, formed
 themselves into an association for the purpose
 of bringing into public notice the practicability
 of constructing a railroad from St. Andrews
 to Quebec, which, examinations then made,
 showed to be the shortest, best, and most
 natural route, having less difficulties to be
 overcome than any other that could be select-
 ed.

At a meeting, it was resolved,—
 "That, in the opinion of this meeting, a rail-
 road from Canada to the nearest and most
 convenient winter harbor in New Brunswick
 would be of great national importance, and of
 incalculable benefit to the interests of the
 North American Provinces, and to British
 trade, and to commerce generally."
 A deputation from the association proceeded
 to Quebec in December, 1835, and submitted
 their designs to the Governor-General, by
 whom they were fully approved, the subject
 having been previously introduced to him by
 the Governors of New Brunswick and Nova
 Scotia.

The Canadian House of Assembly, on the
 16th of December, 1835, resolved,—
 "That every facility should be given to
 meet the views of the Legislature of New
 Brunswick in opening any intercourse be-
 tween the two Provinces."
 "That as soon as the Legislature of New
 Brunswick has passed an act to establish a
 railroad from St. Andrews to the Province
 Line, that every facility should be given to
 the enactment of a law of a similar nature,
 upon conditions as favorable as may have been
 granted to any railroad company within the
 Province."
 On the 19th of December, 1835, the follow-
 ing resolutions were adopted by the Legisla-
 tive Council of Lower Canada:—
 "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 disadvan-
 tages under which the Province labors from
 the severity of its climate, and the consequent
 periodical interruption of the navigation of the
 River St. Lawrence."

"That the opening of such communication
 between the ports before-mentioned would
 promote the settlement of the country, great-
 ly facilitate the intercourse between the Pro-
 vince and the United Kingdom; extend the
 value and the interchange of commodities be-
 tween the British possessions in America; in-
 crease the demand for British manufactures."
 "That for the foregoing reasons it is expedi-
 ent to promote the views of the St. Andrews
 and Quebec Railroad Association, &c., &c."
 With such encouragement from the Legisla-
 tures of three Provinces, in which Canada
 promised much, and from such influential
 bodies as the Boards of Trade of Quebec and
 Montreal, might be supposed to be, the work
 of the St. Andrews Railroad was commenced
 and finished as far as Woodstock, in the valley
 of the St. John, 88 miles, and about 160 miles
 from River du Loup, when no movement hav-
 ing been made in Canada for forming a con-
 nection, the work stopped, and has since pro-
 ceeded no further. 80,000 barrels of pork
 and flour brought round from New York or
 Boston, are said to be annually transported to
 the upper St. John in flat boats, drawing 12
 inches of water; and Canadian flour is thus
 brought round about to within 60 miles of the
 St. Lawrence.

Up to this time intercolonial intercourse,
 and the advantages to British trade, were par-
 amount considerations in Canada, but soon
 after, especially in Montreal, the National or
 Colonial aspiration became smothered in the
 commercial. A railroad was being projected
 towards us from Boston and New York, and
 we hastened to meet them, quite oblivious to
 intercolonial exchanges or national interests,
 which had been till then the continued theme.
 There existed an apparently insurmountable
 obstacle to our use of American roads, which,
 if not removed, would have bound us to St.

Andrews; but the Americans, always practi-
 cally awake to self-interest, made an easy
 sweep. All commercial nations understand
 the system of storing goods in bond, for ship-
 ment abroad; but loading goods in bond, to
 pass in bond to the interior, and through a
 country, was a strange innovation, brought
 about in this wise: (The story, as related by
 the late Senator Collamer, of Vermont, I have
 before told in your paper.)
 The merchants of Canada had long been
 desirous of some arrangement of this nature,
 by which goods might (as they now are)
 be imported from Britain in winter, and Mr.
 Phoenix, member of Congress from New York
 City, was in the interest of the American
 carrying trade, an earnest but fruitless advocate
 of the New England roads towards Canada.
 At length, Boston and Eastern interests were
 enlisted; for it may be remembered that our
 first goods from Europe, in winter, came in
 Boston packets, to be transported over Ameri-
 can lines. But Congress continued opposed,
 inland bonding was a new idea; and the
 danger of goods so bonded, passing into con-
 sumption, free of duty, in the States, weighed
 down all other considerations.

And so the question stood, till one day some
 Southern member unexpectedly brought be-
 fore Congress a bill for permitting goods to be
 transported in bond from Gulf Ports overland
 to Chihuahua, and Northern Mexico. The
 instant this bill was announced, Mr. Collamer
 went over to the seat of Mr. Phoenix, and said
 to him, "Now is our time; we must aid in car-
 rying this bill, and at the same time extend
 its provisions to Canada; and thus by favor-
 ing the transport of a few mule loads in the
 "South we shall secure the carrying of ship
 "loads in the North." By this combination
 of a small interest with a large one, the mea-
 sure was carried.

Such was one of those accidents that control
 the destiny of our designs. But for this
 new application of the bonding system we
 should have been compelled to obtain our Euro-
 pean winter supplies through New Brun-
 swick, and an inter-colonial line to St. Andrews
 would have been years ago completed. An
 American sagacity stole a march on St. An-
 drews. Facilities were granted by which
 goods landed on American wharves came to
 us as unobstructed as if landed on our own,
 and necessity ended, even the existence of St.
 Andrews became forgotten. All the labors of
 the St. Andrews Association had been made
 naught by a favor intended for the rulesters
 of Chihuahua.

What is gone by accident, may be lost by ac-
 cident. In their wisdom the Americans know
 the value of our transport trade; but in their
 folly they may lose it. While Congress is in
 Session, we have not assurance for a single
 hour that somebody may not bring in some
 measure, to which something may be tacked,
 abrogating the present transit system, or load-
 ing it with obstacles. As security against this
 very possible contingency, we require a British
 road and a British harbor. St. Andrews is
 the CHEAPEST and the NEAREST.

We are not rich. We should utilize the
 railroads already constructed and the capital
 sunk in them. We commence our Confedera-
 tion like some marriages, with unpleasant li-
 abilities on both sides. We have not money
 to build an inter-colonial road, or even credit,
 for we ask Britain to endorse a loan. Why
 not then, till we become richer, turn to the
 greatest advantages that which we already
 have, ready made to our hands.

We have a railroad to Riviere du Loup;
 New Brunswick has one from Woodstock to
 St. Andrews, and another from St. John to
 Shediac; Nova Scotia has one from Halifax
 to Truro. Three links—one from Riviere du
 Loup, 160 miles, one from St. Andrews, to
 St. John, 60 miles; and a third (now under
 contract) from Moncton, on the Shediac road,
 to Truro, all of them easy so far as concerns
 the lay of land would give us quickly a cheap
 route to Halifax and to two intermediate ex-
 cellent winter ports.

This is unquestionably the true commercial
 route, and why should it be deferred for the
 military? The necessity of the first may be
 made immediate by the brawling tongue of
 any member in Congress—the necessity of the
 last depends on more remote or elaborate con-
 siderations; & the military value is neutralized
 by so many considerations that flash upon the
 mind, though they would, written down, cover
 a deal of paper, that all should be well
 weighed before the work is commenced.

The three connecting links I have named
 will be constructed some day; and why may
 not the work be commenced off-hand, that we
 may enjoy the advantages? This need not
 interfere with the construction of the military
 road, or the fortunes anticipated in contracts
 for the expenditure of forty millions, unless a
 small present expenditure is found to do away
 altogether with the necessity of any other
 route.

The public faith of three provinces, and the
 merchantile influence of Canada pledged to
 the St. Andrews Company as the inducement
 upon which 88 miles of road were completed,
 demands fulfillment. If our link was com-
 menced, that from St. Andrews to St. John

would be, simultaneously by an existing com-
 pany. The remaining link from Moncton to
 Truro, I have before said, is already under
 contract, with instructions from England to
 push it forward. Thus with little effort we
 may secure free inter-colonial communication by
 rail from Goderich to Halifax, and independ-
 ence against all waywardness in the fiscal reg-
 ulations of our neighbors.

T. S. B.
 Montreal, 8th October, 1866.

[From the London Star, Sept. 25.]
CONFEDERATION OF BRITISH AMERICA.
 TO THE EDITOR OF THE "STAR."
 SIR,—Although I have not yet seen the
 pamphlet published by Mr. Howe, in opposi-
 tion to proposal of Confederation of the British
 North American provinces, you will, I hope,
 permit me to correct several mis-statements of
 facts into which you have inadvertently been
 betrayed, by the perusal of Mr. Howe's brochure,
 in your article in the Star of the 21st inst.,
 upon a question involving the most important
 consequences, both to British America and the
 parent State. A scheme of Confederation,
 providing for the union of the British North
 American provinces under one Government
 and Legislature, was arranged at Quebec in
 1854, by delegates representing all sections
 and parties in the colonies, appointed by the
 Governor-General and the Lieutenant Govern-
 ors of the provinces. Both Houses of the
 Parliament of Canada carried by very large
 majorities an address to Her Majesty the Queen
 praying that an Act of the Imperial Parlia-
 ment might be passed by which the proposed
 union should be consummated. The Legisla-
 tures of Nova Scotia and New Brunswick
 have also authorized the Lieutenant-Govern-
 ors of the provinces to appoint delegates, clothed
 with plenary powers, to arrange with dele-
 gates from Canada, and with Her Majesty's
 Government here a plan of union to be sub-
 mitted to the Imperial Parliament. The co-
 operation of the islands of Newfoundland and
 Prince Edward, although desirable, is by no
 means essential as to render the union of Up-
 per and Lower Canada, Nova Scotia, and New
 Brunswick—possessing an area of 400,000
 square miles, and a population of nearly four
 millions—under a united Government "a lame
 and important conclusion." You will, I think,
 scarcely regard the statement as accurate, that
 "by extreme pressure on the part of the Ex-
 ecutive the Legislatures of Nova Scotia and
 New Brunswick agreed to send delegates to
 a conference to be held in London," when the
 fact is stated that in New Brunswick an ap-
 peal to the electors upon this question result-
 ed in the return of thirty-three members, pledg-
 ed to support Confederation, while but eight
 members opposed to the policy could obtain
 seats in the Legislative Assembly; that in the
 Legislative Council in that province the Con-
 federative policy was affirmed by a majority
 of thirteen to five, and that in Nova Scotia
 the motion to authorize the appointment of dele-
 gates with plenary powers to settle this ques-
 tion of union, was carried in the Legislative
 Assembly by a majority of thirty to eighteen,
 in the Legislative Council by a majority of
 thirteen to five. As the leader of the Govern-
 ment of Nova Scotia I can confidently assert
 that no executive pressure was attempted, and
 that both branches of the Legislature well re-
 present the education, intelligence, property and
 industry of the colony. The statement that
 Hon. Joseph Howe is, "distinguished member
 of the Legislature of Nova Scotia" is inaccur-
 ate. Mr. Howe, as leader of the Government
 sustained an overwhelming defeat at the last
 general election in that province in 1853. But
 thirteen members out of a House of fifty
 five were returned to support his Government.
 The constituency to whom he offered his ser-
 vices rejected him by a majority of over five
 hundred. And Mr. Howe has not since ob-
 tained a seat in the Legislature. The readers
 of the Star will be surprised to learn that Mr.
 Howe denies the right of the Legislature of
 that colony to change the constitution of the
 country with the concurrence of the Imperial
 Parliament, when they are told that the last
 act of his Government was to introduce a measure
 to disfranchise more than one quarter of the
 Parliament than one quarter of the electors
 who had elected the Parliament in which he
 was elected. You will probably be equal-
 ly astonished when you are informed that
 "serious as are the geographical difficulties of
 a Confederation as put by Mr. Howe," and
 "constant to infuse new elements discord
 into the already seething chaos of Canadian
 politics," as he now asserts, that gentleman,
 when leader of the Government of Nova Scotia
 in 1861, proposed to the Legislature a resolu-
 tion, which was carried unanimously, declaring
 that "many advantages may be secured by
 such a union" of the British North American
 provinces, and authorizing the appointment of
 delegates to promote that object. Notwith-
 standing the inaccuracies in your leader to
 which I have ventured to call your attention I
 do not know that I would have troubled you
 with any remarks, but for the following pas-

sage. You may say: "The intimacy and in-
 clination of the maritime provinces is not to-
 wards Canada, but towards Maine and Massa-
 chusetts; and though the men of N. Brunswick
 and Nova Scotia are proud of their independ-
 ence, they would probably prefer annexation to
 the United States if it could be peaceably
 effected to any Confederation scheme." Al-
 though I am quite ready to admit that a num-
 ber of interested bankers and political agitators
 have excited a great deal of prejudice against
 the proposed Confederation, I am bold
 to assert that a more unfounded imputation
 upon the loyalty of the people of the maritime
 provinces of all classes could not be published
 than is contained in the paragraph just quoted.
 That there are individual traitors in the pay
 and interest of American annexationists, en-
 deavoring to subvert British institutions in the
 maritime provinces, is quite possible; but
 that even an insignificant portion of any class
 of the people could be induced to prefer con-
 nection with the United States to a union of
 British America I most emphatically deny.—
 The mischievous influence of such a miscon-
 ception of the sentiments of British colonists
 at the present moment cannot be overated.—
 The annexationists in the United States who
 are endeavoring to accomplish the acquisition
 of British America by political means are stim-
 ulated by such statements to persevere in the
 policy which has already caused the abroga-
 tion of the Reciprocity Treaty, while to
 the sagacious cause may be traced the mad designs
 of the Fanatics upon the British Provinces.—
 Can you then, sir, wonder that I should feel
 indignant at the publication of an unfounded
 imputation upon the loyalty of my countrymen
 especially when it is calculated to encourage
 the ravages of invasion, and waste the blood
 and treasure both of British America and the
 parent State?

Feeling assured that you will willingly give
 insertion to these corrections of statements
 calculated to produce very erroneous impres-
 sions upon an important question, I remain, sir,
 your obedient servant,
CHARLES TUPPER,
 Prime Minister of Nova Scotia.
 Alexandra Hotel, Sept. 22.

NOTE.—An application to the publisher for
 a copy of Mr. Howe's pamphlet was met by
 the statement that as yet it was only intended
 for private circulation.

REGULATIONS FOR THE HARBOURS OF LEPREAUX AND NEW RIVER.

The following REGULATIONS for the Har-
 bours of LEPREAUX and NEW RIVER in the
 Parish of Lepreaux, have been made and es-
 tablished by the Court of General Sessions of
 the Peace for the County of Charlotte:—
 I.—That all vessels lying in the harbours of
 Lepreaux and New River, shall be under the
 directions of the Harbor Master there, and the
 Master, or other persons having charge of any
 such vessel, who shall disobey the orders of
 the said Harbor Master, touching the lying, fasten-
 ing, or removal of any such vessel, shall for
 each and every offence, forfeit and pay the
 sum of Twenty shillings.

II.—The Harbor Master to direct where the
 ballast is to be laid, and no ballast shall be
 landed in the Harbor without his permission
 and direction.
 III.—The ballast is to be laid out on the East
 side of the Harbor, between Raggat Point and
 Salsburgh Island.
 IV.—Any Master or commander of any ship
 or vessel who shall refuse or neglect to obey or
 conform to the directions of the Harbor Master,
 shall forfeit and pay the sum of Five pounds for
 each and every offence.

V.—The Harbor Master shall be entitled to
 demand and receive from the Master, Command-
 er, or Consignee of every ship or vessel coasting
 (excepted) that shall anchor at Lepreaux and
 New River, Five shillings for vessels above fifty
 tons, and not exceeding one hundred tons, and
 three shillings for vessels above hundred tons,
 as Harbor Master's Fees.
 VI.—All vessels lying in Harbours of New
 River and Lepreaux, the Ballast Ground to be
 between New River Island and Barnaby's Head.
 Inner Ballast Ground in Lepreaux Harbor
 from the first of November until the first of
 May to be in Dow's Cove.

VII.—For removing any ship or vessel from
 the Ballast Ground to the place of loading 20s.
 A few days before the Bank of Upper
 Canada closed, the Bank of Montreal tel-
 egraphed to England for half a million in gold,
 which has since arrived. The other Banks
 took similar precaution.—[Toronto Globe.

"No, father isn't a drone, either," said a
 bright lad, "he's a phillanthropist, and reflects
 money for the heathen in Africa to pay for
 our house and things."
 "I'll root them out, as the pig said when at
 the Carrots."