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The St. Andrews Standard.

PUBLISHED BY A. W. SMITH.]

E. VARIIS SUMENDUM EST OPTIMUM.—Cic.

\$2.50 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 slight 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 slight 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 few miles from L'Acadie 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 selected.

At a meeting, it was resolved,—
"That, in the opinion of this meeting, a railroad 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 between 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 following resolutions were adopted by the Legislative 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 disadvantages 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; greatly facilitate the intercourse between the Province and the United Kingdom; extend the volume and the interchange of commodities between the British possessions in America; increase the demand for British manufactures; and be the means of affording additional employment to British shipping."

In furtherance of the resolution the Governor General was, by address, requested to call the favorable consideration of the Imperial Government to the subject, and the Boards of Trade in Quebec and Montreal received the deputation cordially as is shown by the following communications:

COMMITTEE OF TRADE ROOM.

Quebec, 14th Dec., 1835.

GENTLEMEN.—We have received with much satisfaction your communication of this date, regarding the projected formation of a railroad to connect Quebec with the Province of New Brunswick. Fully sensible of the value and importance of such an undertaking, both in a national and mercantile point of view, we hasten to assure you of our most cordial co-operation and support.

We highly approve the various preliminary measures you have adopted, or are now pursuing, and shall be happy to join you in a

petition to the Home Government, praying for assistance, and in soliciting His Excellency Lord Gosford's consideration and support.—For these purposes we have deputed Messrs. Andrew Paterson, George Pemberton and William Walker, to act in concert with you during your stay in this city, and we intend requesting the following gentlemen to associate themselves with your proposed deputation to London, namely: Alexander Gillespie, junr., Nathaniel Gould, and William Pemberton, Esqrs.

We have the honor, &c.,
ANDREW PATERSON,
Acting Chairman.
R. P. ROSS, Secretary.
To the Deputation, &c., &c.

The Board of Trade in Montreal also joined action.

COMMITTEE OF TRADE ROOM.

Montreal, 23rd Dec., 1835.

GENTLEMEN.—The Montreal Committee of Trade have received and perused with much satisfaction the various documents you have submitted to them on the subject of a railroad between St. Andrews, in New Brunswick, and Quebec, in this Province; and you had an opportunity of witnessing yesterday the very cordial manner in which the members of the Committee are disposed to view the undertaking; for in a national as well as in a commercial point of view, the completion of such a medium of intercourse between the different North American Colonies appears to them to be of the first importance.

The undertaking will, therefore, be willingly promoted by the Committee, in the various ways suggested by you; and in the mean time we have obtained as many signatures to your petition to the King as your stay would permit. The following gentlemen: Wm. Ritchie, J. W. Dancombe, and Harrison Stephens, will consider themselves more immediately associated with you as a sub-committee for the purposes of the undertaking; but the Montreal Committee of Trade generally, will ever be ready to unite in affording you their most cordial support.

The gentlemen in London nominated by the Quebec Committee of Trade, are precisely those that we would have been disposed to appoint; and we have only, therefore, to propose that Hy. Bliss, Esq., be added to them, as also G. R. Robinson, M. P., Chairman of the Lower Canada Land Company.

I have the honor, &c.,
GEO. AULDIGO,

Chairman of the Committee of Trade.

To the Deputation, &c., &c.

In the session of the New Brunswick Parliament, the House of Assembly adopted the following, as one of a series of resolutions:—

"That for the foregoing reasons, and with a view to facilitate the important objects of the St. Andrews and Quebec Railroad Association, this House has passed a Bill authorizing a Company to construct such a railroad as far as the Canada line, in the full confidence that the Legislature of Lower Canada will pass an Act, with similar provisions, authorizing such a Company to extend the same to Quebec."

On the 11th March, 1846, the House of Assembly of Nova Scotia adopted the following resolution:—

"That it is the opinion of this House that a Railroad between St. Andrews, in the Province of New Brunswick, and the Province of Lower Canada, as contemplated by the petitioners of Nova Scotia and the United Kingdom, extend the interchange of commodities between the British possessions in America, and increase the demand for British manufactures."

"That for the foregoing reasons it is expedient to promote the views of the St. Andrews and Quebec Railroad Association, &c., &c."

With such encouragement from the Legislatures 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 having been made in Canada for forming a connection, the work stopped, and has since proceeded no farther. 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 inter-colonial intercourse, and the advantages to British trade, were paramount 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 inter-colonial 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 practically awake to self-interest, made an easy sweep. All commercial nations understand the system of storing goods in bond, for shipment 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.

As the New England roads towards Canada extended, 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 American lines. But Congress continued opposed. Inland bonding was a new idea; and the danger of goods so bonded, passing into consumption, free of duty, in the States, weighed down all other considerations.

And so the question stood, till one day some Southern member unexpectedly brought before 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 carrying this bill, and at the same time extend 'its provisions to Canada; and thus by favoring 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 measure 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 European winter supplies through New Brunswick, and an inter-colonial line to St. Andrews would have been years ago completed. American sagacity stole a march on St. Andrews. 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 ruleters of Chihuahua.

What is got by accident, may be lost by accident. In their wisdom the Americans knew 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 loading 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 Confederation like some marriages, with unpleasant liabilities 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 excellent 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 bawling tongue of any member in Congress—the necessity of the last depends on more remote or elaborate contingencies; & 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 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 fulfilment. If our link was commenced, that from St. Andrews to St. John

would be, simultaneously by an existing company. 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 Golderich to Halifax, and independence against all waywardness in the fiscal regulations of our neighbors.

T. S. B.

Montreal, 8th October, 1866.

[From the London Star, Sept. 26.]

CONFEDERATION OF BRITISH AMERICA.

TO THE EDITOR OF THE "STAR."

SIR,—Although I have not yet seen the pamphlet published by Mr. Howe, in opposition to proposed 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 Governors 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 Parliament might be passed by which the proposed union should be consummated. The Legislatures of Nova Scotia and New Brunswick have also authorized the Lieutenant-Governors of the provinces to appoint delegates, clothed with plenary powers, to arrange with delegates from Canada, and with her Majesty's Government here a plan of union to be submitted 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 Upper 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 Executive 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 appeal to the electors upon this question resulted in the return of thirty-three members, pledged 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 Confederation policy was affirmed by a majority of thirteen to five, and that in Nova Scotia the motion to authorize the appointment of delegates with plenary powers to settle this question 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 Government of Nova Scotia I can confidently assert that no executive pressure was attempted, and that both branches of the Legislature well represent 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 inaccurate. 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 services rejected him by a majority of over five hundred. And Mr. Howe has not since obtained 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 then sitting. You will probably be equally astonished when you are informed that "serious as are the geographical difficulties of a Confederation as put by Mr. Howe," and "certain 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 1851, proposed to the Legislature a resolution, 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. Notwithstanding 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 elination of the maritime provinces is not towards Canada, but towards Maine and Massachusetts; and though the men of N. Brunswick and Nova Scotia are proud of their independence, they would probably prefer annexation to the United States if it could be peaceably effected to any Confederation scheme." Although I am quite ready to admit that a number 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, endeavoring 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 connection with the United States to a union of British America I most emphatically deny. The mischievous influence of such a misconception 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 stimulated by such statements to persevere in the policy which has already caused the abrogation of the Reciprocity Treaty, while to the savage cause may be traced the mad designs of the Fenians 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 impressions 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 Harbours of Lepreaux and New River in the Parish of Lepreaux, have been made and established 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 Ormer, Master, or other persons having charge of any such Vessel, who shall disobey the orders of the said Harbor Master, touching the lying, fastening, berthing, 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 hove out on the East side of the Harbor, between Ragged Point and Salskinea 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, Commander, or Consignee of every ship or vessel coasters (excepted) that shall anchor at Lepreaux, and New River, Five shillings for vessels above fifty tons, and not exceeding one hundred tons, and Ten shillings for all 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 Dowd'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 telegraphed 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 philanthropist, and collects money for the heathen in Africa to pay for house and things."

I'll root them out, as the pig said when at the Carrots.