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SAINT ANDREWS, N. B. WEDNESDAY, MAY 1, 1861.

Vol 28

Charlotte County Bye Roads.

SAINT STEPHEN.

John F. Grimmer, \$155 to pay balance due on bridge last year; the balance to open a road into the Hanson Settlement Road, running north, through the settlement leading to Potter's hill; \$50 to pay John M. Aiken, for money advanced to pay for extra labour.

Joseph H. Maxwell, to build a bridge across Dennis' Stream near Levi Maxwell's Farm.

Patrick Curran, from the Semonds Corner to the Little Ridge \$30; also \$70 to repair bridge and open a road to Spang's Falls past the Thompson farm; also \$30 from Milltown to the upper Mills.

John M. King, for the new road from the upper Mills, to the road leading to Spang's Falls.

Five Road Commissioners, Saint Stephen, to be laid out where most required.

SAINT JAMES.

William McCann, \$30 from Canouse Bridge to Loun Bay; \$20 from Canouse Bridge to Canouse Bridge.

John Campbell, \$60 from John F. Grimmer's to Basswood Ridge up Canouse.

George Horn, through the burnt land \$20 from Canouse, \$10 from the Kirk to Basswood Ridge; \$10 from the Church to Canouse.

James M. Higgins, to cut down and repair Joseph's hill on Landford's road.

John M. Hood, from Nishes to the Grand Falls.

David M. Houghlin, from James Williams, to George Esart's, to Dennis' Stream.

Five Road Commissioners, Saint James, to be laid out where most required.

To be expended on the roads and bridges of Saint David's by the Bye Road Commissioners where most required.

To be expended by David Higgins on the road leading from the via grid near Maxwell's in Saint Stephen, to the main road of communication near M. Knight's in Saint David's.

To be expended on the roads and bridges in Dumbarton, by the Bye Road Commissioners where most required.

To be expended on the roads and bridges in Saint Patrick, by the Bye Road Commissioners, where most required; a sum of \$1500 of the same may be reserved by them, to procure materials for the Saint Water Bridge during the ensuing Winter.

To the Commissioners of Bye Roads for the Parish of Saint Andrew, to be expended on the roads and bridges, where most required.

To the Commissioners of Bye Roads for the Parish of West Isles, where most required, for roads and bridges.

To the Commissioners of the Bye Roads for the Parish of Camps Bello, where most required, for roads and bridges.

To the Commissioners of Bye Roads for the Parish of Grand Mount, where most required, for roads and bridges.

To Henry Hitchings, for the completion of Waverly Bridge at Connaick, amounting \$1425 commissions.

LEPRELAI.

To the road from Dowd's cove to Peter Cassidy's.

To the road from M. Pherson's road, by Michael A. Hill.

50 Michael Haggerty, part balance due for building bridge over Shaw's Stream.

24 Michael Haggerty, Hanson's road in Charlotte County.

To be expended by the Bye Road Commissioners, where most required.

THE WAR IN THE SOUTH!

Boston, April 22.

Telegraph communication south of Philadelphia cut off since Saturday, P. M. Reports via Annapolis says that the capital was safe Saturday night.

Two Massachusetts Regiments have been landed at Fort Monroe, another Massachusetts regiment also in New York. The 7th regiment reached Annapolis on Sunday morning, and are probably now in Washington.

Five steamers left New York yesterday with 5,000 troops.

Virginia Rebels occupy Harper's Ferry.

Heavy cannoning heard in vicinity of Baltimore, yesterday. It is rumored that Fort M'Henry is being shelled.

There are now 10,000 Federal troops in Washington in batteries erecting surrounding heights.

William B. Astor of New York gives the Government four millions, and loans it ten millions for war.

Special messenger from Washington, who passed through Baltimore, on Saturday night reports fearful excitement there; Union men were driven from the city, the streets were barricaded, and loop holes made in the buildings for the rebels. No attack on Fort M'Henry.

Washington, deemed perfectly safe against any force rebels can bring.

CHARLESTON, S. C., April 19.—Lieut. Jones, late in command of Harper's Ferry, arrived with his command, 45 men, at 3 o'clock this afternoon.

The Lieutenant having been advised that a force of 2500 troops were ordered by the Governor to take possession of Harper's Ferry, and finding his position untenable, under the direction of the War Department, he destroyed all the magazines of war, the armory, arsenal and buildings. He withdrew his command under cover of night, and in the presence of 2,500 troops. He lost 2 men. Fifteen thousand stand of arms were destroyed. His command made a forced march of 30 miles last night—from Harper's Ferry to Hager's town, Mo. They look much worn and fatigued. They were enthusiastically received by the population of this place.

Boston, April 24, 12 Noon.

Nothing later from the South this morning.

Many exciting rumors abound—one that Jefferson Davis is coming North with sixty thousand rebels, and expects fifty thousand recruits in Virginia.

President Lincoln declares that he will lay Baltimore in ashes if further attacks are made on Federal Troops.

Boston, April 24, 7.30 P. M.

Fort M'Henry, near Baltimore, has been reinforced by 600 men.

Two Massachusetts regiments and the 7th New York regiment have reached Washington.

The bridges destroyed between Baltimore and Washington are to be repaired by Maryland.

Telegraph communication still suspended. Nothing definite known about movements of Rebels.

WASHINGTON, April 22.

Fourteen thousand troops here, including five thousand regulars. All is quiet, and there is a confident feeling.

NEW YORK, April 23.

The State authorities have decided to muster for immediate service, the whole number of volunteers, 30,000 authorized by the Legislature.

The telegraph lines and railroad bridges are still incomplete, consequently the news from the South is meagre.

Two vessels from Boston, bound to Baltimore with provisions, have been seized and brought into port. The Baltimore "American" of yesterday states, that the ships of war belonging to the United States Navy, and lying at the Navy Yard in Norfolk, have been scuttled and sunk; and their guns destroyed by order of Captain Pendennis, the commanding officer, in order to prevent their falling into the hands of the Southern Confederacy. These vessels are, the "Pennsylvania,"

the "Delaware," the "Columbus," the "Merimac," and the "Harrigan."

HARRISBURG, April 23.

Caleb Cushing, formerly Attorney General of the United States, has just arrived from Washington, which he left on Sunday. He reports that General Lee, with five thousand troops, is occupying Arlington Heights, one mile and a half from Washington, on the Virginia side of the Potomac.

The Mayor of Baltimore has assured the President that he will use his best efforts to protect any troops which may pass at a distance from the city, by preventing citizens from leaving the city.

New York, April 23d.

Stocks active and higher.

Boston, April 23d.—Stocks a little firmer here. Pork very firm; beef in good demand.

Latest, New York, 5 o'clock.—The steamer "Yankee" has arrived from Norfolk Navy Yard. She reports the total destruction of all the buildings, store houses, and Government property, included all Federal War vessels then in port, to prevent capture by the Confederacy.

The movements at Norfolk were so hurried that two Naval Officers were left behind by the "Yankee."

An arrival at Harrisburgh, Pennsylvania, brings one day's later news from Washington than was brought by Hon. Caleb Cushing, and reports that the Virginians were not on Arlington heights.

The Washington dispatches to the N. Y. Herald contain the following:—

"The government has no doubt that the report that Fort Pickens has been reinforced in Washington in batteries erecting surrounding heights, is true. It was the intention not only to put provisions into the place, but men, additional powerful guns and ammunition.—When the rebels attack Fort Pickens they will find it a different affair from the bloodless act so recently played at Charleston.—There is a report to-night that an attack has been made upon that fort, but it is not credited.

The government is about notifying the foreign powers of its intention to blockade the Southern ports. The exportation of cotton will not be obstructed.

The English, French and Russian Ministers are in constant communication with the Secretary of State, and manifest the greatest anxiety and solicitude respecting our political troubles. They dispatch special messengers from this city, with dispatches to their respective governments, at the departure of every foreign mail.

Southern Privateers.—The following advertisement, intended for Northern readers appears in the Charleston newspapers:—

"Hunted.—A first class new built clipper steamer, she must be fast, light draught, and capable of being fitted out as a privateer. Address 'Samter,' through the Post Office.

There is something peculiarly audacious in the last sentence, in which it is proposed to use the United States post office to obtain the means of waging a war against United States commerce.

The New York Commercial thus shows the difficulties in the way of carrying out the privateering system, which the Secessionists are so eager to begin:—

Northern commerce, we are aware, is threatened with privateers, to be fitted out at Northern ports, and made to prey upon California steamers and other vessels carrying valuable cargoes. Admitting that such a class of vessels could succeed in making a few prizes where there are to be carried? They will hardly be allowed to enter either Northern or Southern ports, and they cannot by the law of nations enter those of powers with which we are at peace. The King of Dahomey might admit them, or possibly some pirate leader in the East Indian Islands, but the harbors of every civilized community will be shut against them. Besides, the Federal Government has a ten-fold greater power for retaliation for such proceeding, and inflicting damage.—[Boston Transcript

THE CALIFORNIA STEAMERS.—The New York Herald says:—We are gratified to learn that the Pacific Mail Steamship Company have acted in the most prompt and efficient manner to assure the protection of passengers and the security of freight and treasure on their steamers in the Pacific.—Besides supplying abundantly with small arms including revolvers, muskets and cutlasses and ammunition, each steamer will carry at least two heavy cannonades or twelve pound cannon; and instructions have gone out some time since to thoroughly shakedown each ship with iron, so as to enable them without any injury to themselves, to run down and sink any pirate or privateer which might attempt their capture.

As they are all fast vessels, they would prove most formidable in an encounter with the usually calm Pacific, where sailing vessels could not so well manage to escape.

Their engines are provided with hot water pipe and hose, which with the large number of well armed California and Oregon passengers always on board, would enable them to repel any hostile visitors.

The commanders, who are well known as true, intelligent and able men, have likewise been instructed not to permit the near approach of any suspicious vessel, and all their officers are well known to be staunch and true to their owners and to the American flag. Their crews and firemen are composed of men many of whom have fought for their country in the Mexican war, and consequently well versed in the use of arms.

JEFFERSON DAVIS'S CONGRESS.—The Charleston correspondent of the New York Tribune says:—

"A gentleman who was at Montgomery during most of the late session of the Jefferson Davis Congress, informs me that most extraordinary scenes occurred in the famous secret sessions. The obligation of secrecy has never been removed. The debates never have been and never will be published.—Should a faithful report be published, I am assured the whole concern would be blown up. The designs, the motives, the expectations, which would be laid bare, would, I am assured, arouse the people to immediate rebellion. In time these designs will come out. One of them is to take possession of the entire Gulf as they have obtained of the mouth of the Mississippi and the principal ports either by inducing the Federal Government to withdraw its fleets, or by recognition of the new Confederacy. Systematic protection to the introduction of the slave ships, and thereby the practical opening of the slave trade will follow. As the basis of operations on Cuba and Mexico, the possession of the Gulf become extremely desirable, and the getting of it, you may rely, is a grand feature in the plans of Davis & Co.

THE SLAVE TRADE.

Justice requires the confession that the horrors of slave driving rarely meet the eye in East Africa. Some merchants chain of cord together their gangs for safer transport through regions where desertion is at a premium. Usually, however, they trust rather to soft words and kind treatment; the fat lazy slave is often seen stretched at ease in the shade, whilst the master toils in the sun and wind. The property is well fed and little worked, whereas the porter belonging to none but himself is left without hesitation to starve upon the roadside. The relationship is rather that of a patron and client than of lord and bondsmen; the slave is addressed as Njugu-yango, 'my brother,' and he is seldom provoked by hard words or stripes. In fact, the essence of slavery, compulsory unpaid labour, is perhaps more prevalent in independent India than in East Africa; moreover, there is no ascription of gloom, as in the horrid thraldom of Malabar.—To this general rule there are terrible exceptions, as might be expected amongst a people with scant regard for human life.

The Kirangozi or guide attached to the expedition on return from Ojiji, had loitered behind for some days, because his slave girl was too footsore to walk. When tired of waiting he cut off her head for fear, lest she should become gratis another man's property.—[Captain Burton's Central Africa.

STRENGTH.—A man belonging to the Royal Artillery committed suicide in the Park on Wednesday night last, by hanging himself with a strap. Various reasons are assigned for the act, but it was most likely caused by the effects of liquor.—[Hullfax Journal.

TRADE IN BOSTON.—The Boston Journal in reviewing the market, thus notices trade in domestic goods:—

"The trade still drags, and nothing better is now expected during the season. There may be a little increase in the demand after the canals open, but no considerable activity is expected, the constant excitement and irritation of the public mind being unfavorable to mercantile enterprise. The collections from this State and from Ohio have come forward more freely, but from the Far West and North-West the money comes slowly, and there is a corresponding depression of the market. The year by and local trade is not as good as promised, and there is a falling off in the demand from New England.—Especially from the districts dependent upon carriage and implement making, and other miscellaneous manufactures the business is very light. The cotton spinners have not been much affected, and few of the workers on plain fabrics have been altogether thrown out of employment."

A Storm Brewing.—A New York correspondent writing to the Boston Journal, under date 17th, says:—

"The authorities are alarmed for the safety of the city. The 'Kerrigan party' are said to be ready to attack all the Republican headquarters. This is a secret Southern armed force. The danger of a breach of the peace is imminent; and you need not be surprised to hear that a riot rages in some quarters of New York in 24 hours. The military men are in consultation.

The Law of storms.

A grand age, a Titan age—the nineteenth century, has been the first to venture to look under certain regular forms, to note them down, so to speak at its dictation. In this age all the perishing signs, the characteristics, and the results of storms have now been registered, explained, and generalized. The result has been the development of a system; and to this system has been given a striking title, which in former ages would have seemed an impious one, "The Law of Tempests." What had been ever regarded as a wild accident, has now been brought within the limits of a law, and all its terrible incidents, classed under certain regular forms. I've lost to a great extent, their power of exciting our terror or surprise. Calm and strong, we cannot consider in their midst whether we cannot oppose to them means of defence no less regular than themselves. In short, since a storm has arisen from the bosom of the storm, we may ask ourselves whether it be not possible to create an art of safety; an art which will teach us not only how to baffle the terrors of the hurricane, but even how to turn them to our advantage. Science could not of course, arise, so long as men were resolved to see in the tempest nothing but a "caprice of the winds." Careful observation taught them at length that the winds have no caprice—that they are the accident, and sometimes the agents, of the tempest, but that the latter itself is in general an electric phenomenon, and frequently exists unconnected with them. The ground work of this science was laid by the brother of the conventional Romme (principal author of the Calendar.) English navigators had remarked that in tempests in the Indian Ocean, they frequently sailed long distances without making much advance, and sometimes even found themselves at the conclusion of a storm in nearly the same place in which they had first encountered it. Romme analysed all the observations which had been made on this subject, showed that the same phenomenon was observable in the storms of China, Africa, and the Sea of the Antilles, and pointed out that wind in a storm seldom blows in a direct line, but in general has a circular character, and is, in fact, a whirlwind. The whirlwind in the United States, in 1815, and 1821, (the year of the great rupture of Hecla,) when the wind blew from all points of the compass towards a centre, aroused the attention both of America and Europe; and Brande, in Germany, and Redfield, in New York, simultaneously made the first advances in the subject after Romme established the law, that the tempest is generally a progressive whirlwind, which advances by revolving on its own axis. In 1831, the English Engineer, Reid, sent to Barbadoes after the celebrated hurricane there, which destroyed 1,500 persons, established the fact of the double rotary movement of storms. But his grand discovery is contained in the formula, that in our Northern Hemisphere the storm turns from right to left, that is to say, setting out from the East, advances northwards and turning first westward, and then southwards, returns to the east; while in the Southern Hemisphere the storm turns from left to right.—[From a Mer. By J. Mielcheit.

Assessors Notice.

NOTICE is hereby Given, that the undersigned Assessors of Rates and Taxes for the year 1861, in the County of Charlotte, will receive, until the 25th day of May next, statements of writing from all who are liable to be assessed for the current year in the Parish of St. Andrew the real and personal property and income they possess.

HENRY HITCHINGS,
A. T. PAUL,
B. R. STEVENSON,
Assessors.

Dated St. Andrews, April 23, 1861.

TO LET

AND possession given immediately, the premises known as the "Housing House" and Store 1, Water Street, adjoining a building. The premises will be let on a lease, and the terms will be given on application. Apply to ALBERT MCLEAY.

THE AMERICAN NAVY.—The following extracts from the "Scientific American" (New York) of the 27th April, show the real strength of the American Navy:—

We must first strike from the list every ship which is not furnished with steam. No argument is required to make good this assertion; for it is now the practice of every naval power to build steamers only, and to convert all sailing ships that are capable of being converted into steamers. Our sailing vessels, without steam, could not overtake a ship of 500 tons, nor escape from a vessel of 1,000 tons. This operates as a tremendous reduction; for it deprives us at once of 1,500 guns out of 2,300. But there is a second, and the more stubborn as it is, a third, obstacle. The conversion of the hull of a sailing vessel naturally suggests itself, but even this process requires time, which is precisely what our necessities demand. It is not of course, if the work were done by machinery, it is doubtful whether a single vessel could be got to sea in a single month. The late experience