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POETRY.

THE SUPERFLUOUS MAN.

BY JOHN G. Saxe.

It has been ascertained by inspection of the registers of many countries, that the uniform proportion of male to female births is as 21 to 20; accordingly in respect to marriage every 21st man is naturally superfluous.

"I long have been puzzled to guess,
And so I have frequently said,
What the reason could really be,
That I never have happened to wed;
But now it is perfectly clear,
I am under a natural ban,
The girls are already assigned—
And I'm a superfluous man!

Those clever statistical chaps
Declare the numerical run
Of women and men, in the world,
Is Twenty to Twenty-and-one;
And hence in the pairing, you see,
Since wooing and wedding began,
For every consubstantial score,
They've got a superfluous man!

By twentys and twentys they go,
And giddily rush to their fate,
For none of the number, of course,
Can fail of a conjugal mate;
But while they are yielding in scores
To Nature's inflexible plan,
There's never a woman for me—
For I'm a superfluous man!

It isn't that I am a churl,
To solitude over-inclined;
It isn't that I am in fault,
In matters of morals or mind;
Then what is the reason, you ask,
I am still with the bachelor-clan?
I merely was numbered amiss,
And I'm a superfluous man!

It isn't that I am in want
Of personal beauty or grace,
For many a man with a wife
Is uglier far in the face.
Indeed, among elegant men
I fancy myself in the van,
But what is the value of that,
When I'm a superfluous man!

Although I am fond of the girls,
For aught I could ever discern
The tender emotion I feel
Is one that they never return;
This tide to quarrel with I can,
For, struggle as hard as I can,
They're mated already, you know—
And I'm a superfluous man!

No wonder I grumble at times,
With women so pretty and plenty,
To know that I never was born
To figure as one of the twenty;
But yet, when the average lot,
With critical vision I scan,
I think it may be for the best
That I'm a superfluous man!

Truth Stranger than Fiction.

In the autumn of 1817, while the woods were bright with the variegated hues which follow the light touches of early frost, a mounted traveller was quietly pursuing his way through a dark, broad, lonely forest in the western part of the State of New York. He had ridden three miles since seeing a human habitation, and he had yet two to go before he could get sight of another. He was descending a hill into a gloomy-looking valley, through which flowed a shallow but swift-running stream; and on reaching the water, he permitted his thirsty beast to stop and drink.

At that moment a man came out from a cluster of bushes into the road, or horse path, on the other side of the stream. This man was dressed like a hunter, and carried a rifle on his shoulder. In his general appearance there was nothing that indicated hostility or wicked design. He was of medium size, compactly built, with intellectual features and a certain air of gentility—seeming rather as one abroad from some settlement for a day's sport than a professional hunter. All this the mounted traveller carefully noted before he crossed the stream to continue his journey, and when they came near together a pleasant salutation was exchanged.

"Fine weather for travelling, sir!" remarked the man with a gun.

"And for hunting also, I should suppose!" smiled the other on the horse.

"Yes, there is game enough," returned the other; "but I am not a good hunter, and can only show one bear for my days work thus far, and that is almost useless to me, because I have no means to take it away. I would willingly give a dollar for the use of a horse like yours for a couple of hours. If you could spare five minutes or so, I would

like you to see the bear. It is just back behind these bushes, some two hundred yards from here."

"I will not only look at it," replied the traveller, dismounting and fastening his horse, "but it is not too heavy, I will take it along for you, seeing I am going your way."

The hunter thanked him in a most cordial manner, and then, as if to make himself agreeable and keeping up the conversation, inquired where the other was from, whither journeying, and so forth; and learned in reply, that the latter resided in Albany, was a merchant in good business, and was travelling, partly for his health, and partly with the view of making an extensive land purchase for future speculation.

"Well, here we are!" exclaimed the hunter as the two emerged from the dense thicket, through which they had slowly forced their way, into the more open wood; "here we are! and now I will show you as neat and fat a beast as you ever saw. Observe where I point my rifle!"

He stepped back some eight or ten feet, deliberately raised the piece to his eye, and pointed the muzzle directly at the head of the traveller. There was a flash, a loud report, and the victim fell like a log, his face covered with blood.

This might, or it might not, have been the first crime committed by the man with the rifle. But as the traveller fell the rifle slipped from his hands, and he shook violently from head to foot; yet he ran to his victim, and hurriedly robbed him of a purse, a pocket-book, a gold watch and chain, some few seals, a diamond ring, which he fairly tore from his finger. Then he dragged the body into the thicket, picked up his rifle, plunged madly through the bushes to the road, mounted the traveller's horse, and dashed away from the awful scene.

We must now suppose a lapse of twenty years. In the spring of 1837, there lived in the city of New York a banker and millionaire, whom we shall call Stephen Edwards. He owned a palatial mansion, splendidly furnished, in the very heart of the town; he and his wife were among the leaders of the fashionable world. They had a beautiful daughter, just turned of sixteen, who was about to be married to a foreign nobleman, and great preparations were making for the happy event.

One day, about this period, as the great banker stood conversing with a gentleman from another city, who had called to see him on business, he observed the latter suddenly turn very pale and begin to tremble.

"My dear sir," he said, in the usual tone of off-hand sympathy, "what is the matter? are you ill?"

"A little faint sir, but nothing to cause alarm," replied the other hurriedly. "I am subject to similar spells. If you will be kind enough to excuse me for ten minutes or so, I will take a short walk and return in better condition."

In ten minutes he did return, said he was quite well, calmly proceeded to finish his business with the banker, and then respectfully took his leave.

It was, perhaps, a week after this that, one night, the great banker was sitting before the fire in his library, when a servant came in and presented him a letter. He took it with a frown, opened it in the most indolent and indifferent manner possible, but had not read a dozen words before he came up with a start, turned deadly pale, and trembled so that the paper rattled. He finished the note—for it was rather a note than a letter—worked one hand nervously to his throat, and with the other clasped his forehead and temples. For a minute or two he seemed to be choking into calmness, by an iron will, some terrible emotion, and he so far succeeded as to address the waiting servant in an ordinary tone.

"James," he said, "who gave you this letter?"

"A man, sir, as said he'd wait for an answer."

"Then I suppose he is waiting?"

"Yes, sir."

"Very well; show him in."

Soon there was a light tap on the door, and the banker said, "Come in," in an ordinary tone.

The servant opened the door, ushered in the stranger, an immediately withdrew.

The latter was a man verging on sixty, of rough appearance and coarse attire. He wore an old gray overcoat, buttoned to the throat, and a pair of green goggles, and his whole dress was saturated with rain.

"Take a seat," said the banker, pointing to a chair near the fire.

"No, thank you, I'll stand," was the gruff reply. "You got my letter, and, of course, know my business!" he added.

"You allude to this, I suppose," returned the banker, producing the letter which had caused him so much perturbation.

"I do not understand it! you must have made a mistake!"

"No, no mistake at all. I was present, twenty years ago come the tenth day of next October and saw you, Stephen Edwards, shoot the man, and if you go to deny it, I'll have you in prison before morning. I've laid my plans and got everything sure; and if you go to playing innocent and refusing my terms, I'll take care to see that you die stretching hemp."

The banker, in spite of himself, turned pale, shuddered, and staggered to a seat.

"What do you want?" he groaned.

"A hundred thousand dollars—not a cent less!"

"I cannot give it—it would ruin me!"

"Just as you say!" rejoined the other, moving toward the door; "you know what will follow if I go this way."

"Oh, stay! you must not go yet!" cried the man of crime, in terrible alarm.

He argued, urged, pleaded, implored for mercy at a less fearful cost. In vain. At last, the banker, seeing ruin, disgrace and death before him, if he refused—agreed to the terms. He also agreed to meet the stranger, with the required sum, on the following night, in front of St. Paul's Church.

Both were punctual to the fixed time, and bills and checks, to the amount of one hundred thousand dollars, changed hands.

A month later there was a tremendous run on the bank of which Stephen Edwards was the principal owner. It was soon broken and closed. Then the sheriff was set to work by eager creditors, and all the real estate and personal property of the late millionaire was seized and sold, leaving him a beggar and the just claims unsatisfied. Fashionable friends deserted the family, and the proud nobleman refused the hand of a ruined banker's daughter.

In the very midst of this disgrace and tribulation, Stephen Edwards encountered the man who had turned so pale and become so agitated in his presence a short time before.

"I rather think you do not know me, sir," said the gentleman, with a formal bow.

"Your face seems somewhat familiar, but I cannot place you," returned Edwards.

"Permit me to bring myself to your recollection now, as I wish you to know me. A little more than six weeks ago, I was talking with you on business, and you observed that I turned deadly-pale and became agitated."

"Ah yes, I remember you now."

"Let me tell you why I was thus affected. My eye had just chanced upon a curious watch-case, which had once belonged to a merchant named Philip Sydney, who was shot in the western part of this State, some twenty years ago; and on looking at your features closely, I knew you to be the villain who perpetrated the foul deed!"

"Merciful God!" exclaimed the *ci devant* banker, with a blanched face and quaking form.

"Yes, I knew you," pursued the other, "and a week after, I disguised myself, and had an interview with you in your own mansion. You remember that of course?"

"But," gasped the trembling wretch, "did I not pay you your own price to keep my fatal secret?"

"Yes, and with that very money, and what other I could command, I was enabled to buy up enough of your own bills to make that run upon your bank which broke it and forced ruin upon you!"

"And what would you now that I am ruined?" inquired the other, with the deadly calmness of desperation.

"Now that I have had my revenge, I want you to know that I myself am the man you attempted to murder and did rob! I am Philip Sydney!" Behold the scar where the ball struck and glanced! and he lifted his hat and showed it.

"God be praised!" ejaculated the other; "God be praised that you are still living! and unable to restrain his emotion, he burst into tears. "Oh, sir," he continued, "you have taken a load from my conscience—a weight from my soul! I thought poverty, beggary, disgrace and death are staring me in the face, I am happy in the knowledge that I am not guilty of murder—more happy than I have been for twenty years, with all the luxurious surroundings of wealth! It was my first and last crime, and I have never been able to tell how I was tempted to so outrage my nature as on that fearful occasion. Now, sir, do with me what you will—only, I pray you, be merciful to my innocent family!"

"I forgive you!" returned the other, extending his hand. "I forgive you! You have been fearfully punished already; and as God has seen proper to preserve us both and bring us together, let us hope it is for our present and future salvation, and endeavor so to live as to deserve the blessings we receive! I will restore you enough to place you and your family above want; and for the rest, I trust we shall both remember we shall soon have to render an account of

our stewardship in another world!"

Philip Sydney kept his word; and with a fresh start in the world, and now an easy conscience, the still enterprising Stephen Edwards accumulated another fortune, much of which he spent in charity.

Philip Sydney died in 1847, and Stephen Edwards in 1851.

From a private source we have all the facts we have recorded.

Is not truth indeed stranger than fiction?

MR. AND MRS. COWPEN.

Old Mr. and Mrs. Cowpen belong to that class of the community who are eminently homespun in their characteristics, and who trouble themselves very little about anything that may transpire without the limits of the potato-patch and barn-yard attached to the farm. True, they took a newspaper, but believed three-fourths of it to be made up of romance and lies; and when Mr. Cowpen read to Mrs. C. that the cars performed the distance between Portland and Boston at the rate of twenty miles an hour, he followed up the paragraph with a prolonged whistle, as much as to say, "that's gammon."

Mr. and Mrs. Cowpen lived in Dodgeville, and had reared up a pretty good-sized family in their day, the youngest son being now married and settled with them, carrying on the farm on what is technically called "shares."

Actuated by a laudable desire—though it had come over them at a somewhat advanced period of life—to see something of the world, Mr. and Mrs. Cowpen resolved to visit Boston and see what they could see. Coming down to Bangor by their own wagon, they took the steamboat for Boston, and landed at Eastern wharf the following morning, not, however, without Mrs. Cowpen's nervous system having experienced some severe shocks.

She declared most positively to Mr. C. that she had expected, every minute of the voyage, to be "blown up like a bladder;" and she set it down as little less than a miracle that they hadn't "sunk to the bottom, time and time again;" and moreover, that she shouldn't get the smell of lamp-oil out of her clothes if she should live to all eternity. But these things were mere trifles compared to what both Mr. and Mrs. Cowpen were destined to encounter.

Assisted by the assiduity of the hackmen to help them with their baggage, Mr. and Mrs. Cowpen, after a long and almost frantic struggle to retain possession of the bandbox and bandanna handkerchief which contained all their luggage, at last found their way to the American House, Hazover Street. It was just about dinner time, and Mr. and Mrs. Cowpen were shown to their room, knowing about as much what to do with themselves as fish out of water. They scarcely had time to look at the carpet and the ceiling, and back from the ceiling to the carpet half a dozen times, when Mrs. Cowpen discovered the bell-pull, with its ornamental tassel and green cord hanging most invitingly to the hand. Her curiosity was excited, and she seized it with a pull.

"Creation!" exclaimed Mrs. C., for at that moment the first stroke of the gong for the dinner hour was sounded just at their door.

"What have you pulled over?" exclaimed the astonished farmer, while his wife, with her hands on both ears, keeled backwards on the floor, as little boys do on the muster field when the cannon is fired, in mimic show of being shot. But the gong sounded louder and louder, while the farmer vainly tried to stop it by loosening up the cord of the bell-pull, supposing his wife had set something agoing that wouldn't stop till the cord got right again. Poor Mrs. Cowpen, she looked all over like a pyramid of calf's foot jelly. She told her son's wife, after she got back to Dodgeville, "that the fright 'cuck away' all her appetite," and she was "amazin' fond of sparagus and green peas so airy in the season," she "could not touch one of 'em."

After one day's sojourn in Boston, during which their inexperience cost them not a little annoyance and expense, they concluded that it was best to get home as quick as possible. But how should this be done? Mrs. Cowpen declared she wouldn't go in no steamboat,—that was "fat;" and so Mr. C. discovered that he could go to far as Portland by railroad, and from thence take the stage to Bangor, &c.

"How much?" asked Mr. C. of the ticket-master at the depot.

"Through to Portland?"

"To be sure."

"Dollar ninety cents."

"Dollar and ninety cents. Gracious! how expensive. Well, then, this'll carry us both down to Portland, will it?"

"Both? no; it's a single ticket. If there are two of you, you will require another ticket."

"Well, what'll you take for tew?"

"Three dollars eighty."

"Creation! don't you sell them cheaper where there's tew?"

Being assured that this was not the case, Mr. Cowpen reluctantly paid the fare and got into the cars with his worthy spouse. No sooner had the train got outside the depot, than Mrs. C. discovered that she was on the sunny side, and after pressing a long whistle, got the window open, and her parasol stuck out and arranged so as to screen her face. The cars were going at the top of their speed and the parasol coming in contact with the stone work of an arched bridge, flew out of Mrs. Cowpen's hands into pieces before they had got a mile on their journey.

"Stop! stop! stop the railroad. I've lost my parasol!" screamed Mrs. C.

"Can't help it, marm," said the conductor; "I couldn't stop if you had lost a dozen of them."

This being properly explained to her, and also the fact that by this time the parasol, broken as it must be, was a couple of miles behind them, she fell into a brown study and said nothing, except that now and then she would start almost out of her clothes every time the steam whistle was sounded by the engine, and declare that "the boiler was bustin'."

Perhaps this little trip of Mr. and Mrs. Cowpen's was not without its good effects. After all, for it seemed, in a most remarkable degree to reconcile them both to their home, from which Mrs. Cowpen declared that she would never stir again, "let what would happen. She told the story of the bell-pull until she got so laughed at that she thought it best for the future to leave that chapter out in rehearsing her travelling experience.

Flight of the Eagle.

Great as are the distances which these birds sometimes fly, it becomes comprehensible when we know that an eagle, as he sweeps through the air traverses a space of sixty feet in a second of time. To be able thus rapidly to move along is undoubtedly an attribute of power; but there is something far more imposing, far more majestic in that calm, onward motion when, with wings outspread and quite still, the mighty bird floats buoyantly in the atmosphere, upheld and borne along by the mere act of volition. The length of time he can thus remain suspended without a single beat of his broad, shadowy pinions, is to me still an inexplicable fact. He will sail forward in a horizontal direction, for a distance of more than a mile, without the slightest quiver of a feather, showing that the wings are motionless. Not less extraordinary is the power the bird possesses of arresting himself instantaneously at a certain spot, in dropping through the air with folded wings, from a height of three or four thousand feet. When circling so high that he shows as a dot, he will suddenly close both wings, and falling like an arrow, pass through the intervening space in a very few seconds of time. With a burst his broad pinions are again unfolded, and his downward progress is arrested, and he sweeps away horizontally, smoothly, and without effort. He has been seen to do this when carrying a sheep of twenty pounds weight in his talons; and from so giddy a height that both the eagle and his booty were not larger than a sparrow. It was directed over a wall of rock in which the eyrie was built; and while the speck in the clouds was being examined and doubts entertained as to the possibility of its being the eagle, down he came, headlong, every instant increasing in size, when, in passing the precipice, out flew his mighty wings; and the sheep was flung into the nest, and on the magnificent creature moved, calmly and unflustered as a bark sails gently down the stream of a river.

A Contented Druggist.

A druggist was aroused by the ringing of his night-bell, went down stairs, and had to serve a customer with a dose of salts. On his return his wife grumbled out, "What profit do you get out of the penny?"

"A ha'penny," said the druggist.

"And for that ha'penny you will keep both me and yourself awake for a long time!" rejoined the wife.

"Never mind," added the placid druggist, "the dose of salts will keep him awake much longer. Let us thank Heaven that we have the profit and not the pain of the transaction."

An Irishman says:—"It's a great pleasure to be alone, especially when you have your sweetheart with you."

—In the march of life, don't heed the order of 'right about' when you are about right.

—Cold water ought never to be drunk within half an hour of eating. It dilutes the gastric juice and reduces its temperature and thus retards digestion and injures the health.

FROM THE STATES.

BANGOR, March 11. Times' Washington despatch says Admiral Spaulding's son, who has just been exchanged and arrived at Washington, states that Jeff. Davis issued an order to place gunpowder under prisons in which Federal prisoners were confined, and blow them up if Kilpatrick succeeded in forcing his way into the city.

Col. Dalgren's body servant arrived at Washington. He confirms statement of the baroness treatment of his remains.

New Orleans advices bring report from Mobile that Farragut was at work on Fort Powell. If he reduces it he will send his mosquito fleet in Mobile Bay cutting off Forts Morgan and Gaines.

Mobile is defended strongly at every point. Key West letter has rumor that one of Farragut's vessels passed Fort Morgan under terrible fire.

March 12. Cavalry recently making raid on Richmond are now arriving on transports at Alexandria en route to Potomac army.

House passed bill repealing 2nd section of act regulating foreign coasting trade on frontier, thus taking from Her Majesty's subjects privileges not conferred on American citizens by British Government.

House also passed bill authorizing Secretary of Treasury to sell surplus gold in Treasury.

Additional from Mobile is that Bay is obstructed three miles below city, compelling vessels to pass under guns, from dead forts and batteries on shore. West side of city is defended by line of entrenchments, known as "Fence-line" lies in bay.

Gold, 160.

THE FLORIDA DISASTER.—The Tribune's correspondent says: "The Confederates were posted between swamps, with the railroad intersecting their position. Confederates were concealed in the woods, sharpshooters swarmed in the pine-tops, and a rifle gun mounted on a truck commanded the road, which could only be reached by going to the waist in water, or by an immense detour. Gen. Seymour pushed his guns to within 80 yards of the nearest Confederate battery, where his horses and gunners were shot down with unexampled equality."

The 7th New Hampshire infantry was badly put up and fell back in confusion. The 8th (colored) U. S. V. lost 350 men in twenty minutes, including their Colonel. The concentric fire of cannon and musketry was every where so severe, and so persistent, were the efforts to crush in the Federal lines, that the field-hospital had three times to be removed out of danger, the last time eight miles in the rear. Great havoc was made among the flying soldiers by sharpshooters posted in the trees and long grass. The 1st and 3d U. S. Artillery lost two Parrot and three brass Napoleon guns. Reserves came up, but were soon overpowered and driven back, but in the direction which they created. Gen. Seymour was enabled to secure his retreat, which was continued all night and the next morning to Baldwin, at which place a large quantity of stores was burnt. The road to Baldwin was strewn with all manner of equipments. The Tribune publishes the names of 1,464 killed, wounded and missing.

The Messrs. Derrille, of New York, have addressed a letter to Lord Lyons, at Washington, through the British Consul at New York, relative to the recent action of the U. S. Custom House authorities concerning shipments to the British Provinces. Since Jan. 1st, they have not permitted American produce and other lawful merchandise to be shipped until bonds have been given by the shipper, that they are intended for consumption in the Provinces, and under no contingency to be re-shipped so as to give aid to insurgents; but when Landing Certificates are obtained difficulty is found in cancelling the bonds.

It is impossible to trace goods after they have passed through several hands, and should they not be blocked the shipper is responsible. This action of the Customs places almost a total prohibition on trade, and is deemed a violation of treaty stipulations.

On the 6th of February, inst., the Customs authorities declined to receive bonds from the shipper, demanding that the captain of the vessel should give bonds, and refusing a clearance until this was done.

The letter protests against the requiring of bonds from masters of vessels. It says: "When the cargo is delivered the vessel's contract is ended, and after obtaining sworn statements from the consignee of the goods that they are to be consumed there, we may find difficulty in cancelling the bonds, and the vessel be seized on her arrival in an American port."—Telegraph.

THE ALABAMA.

The following extract from a letter, dated Singapore, Dec. 25, and referring to the recent visit of the Alabama to that port, will be read with interest:—"The Alabama is not large, barely 1000 tons, but she has the air of a desecrated craft that would hesitate to fight to her strength against a much stronger enemy. She is very low in the water and extremely long, but the most remarkable feature of her build is her extreme narrowness: her beam amidships we should set down at very little, if anything, over 27 feet. She has tremendous spars, and her greatest spread of canvas is in her fore and aft sails, which are of gigantic proportions. Under canvas alone she has guns as much as 134 knots. Her armament consists of six 32-pounders smooth-bore broad-

side guns, and two large pivot guns, one fore and the other aft, the former being rifled for 100 lb. shot, and the latter a smooth bore for 68 lb. shot. Everything on deck is in splendid order and of the very best material. The engine room is a picture of neatness, and the engines are double cylinders of 300-horse power (nominal), though capable of being worked to considerably over that power. Under steam alone she has gone 14 to 15 knots. The impression which a thorough inspection of the vessel left on our minds was that she is essentially a hand-craft capable of the most rapid movement, and effective to the extent of her strength. We had been accustomed to think that she was slightly built, but this is a mistake, for though wobbly built she presents a side equal in strength to that of any modern vessel of war of her size. When talked to here about the hard push the Southerners were having for it, Captain Semmes, pointing to the Confederat flag over his head, said: "It is no matter, that flag never comes down,—a bold and confident boast, which only time can test the truth of."

The Alabama left Singapore on the 21th of December after embarking supplies capable of lasting three months, and was next heard of in the Straits of Malacca, where, as is now well known, she captured the American ships Sonora, Highlander, and Texian Star. The last information received of her was on the 5th of January, at which time she was cruising off Bangoon, watching the rice ports.

Telegrams received on Tuesday in advance of the incoming East India mail give considerably later intelligence of the movements of the Alabama, and the destruction of another American ship. Now she is on the west coast of India, somewhere in the vicinity of Bombay. The vessel she has captured is reported as the Emma, of New York; but this is doubtful as according to the American register of shipping no such vessel exists, nor have we been able to discover any such vessel as the Emma in Eastern waters. She may, it is true, be one of the recently "whitewashed" fleet; yet we shall be without further information till the arrival of the mail.—Liverpool Mercury.

A MINISTER HANGS.—The correspondent of the New York Tribune writing from New Orleans on the 29th February, says:—"The Rev. Mr. Cox, a Methodist minister, long a resident of Louisiana, who was the chaplain of the 25th regiment, Corps d'Armee, was on a visit to his family near Donaldville, in this State. Several colored soldiers residing near Chaplain Cox's place accompanied him on a visit to their families. While Mr. Cox was in the house one evening, several guerrillas seized him, and knowing him to have been a very old Union man, they dragged him away and hanged him to a tree near his house. The soldiers got away and reported the fact to the commanding officer of the regiment."

THE BOHEMIAN.—The hull of this ill-fated vessel broke up Monday night, and all day yesterday there were hosts of people near the scene. The shore for miles is strewn with articles of every description, from the wreck, and there are numerous parties of men engaged in gathering them, and trucking to the city, but a large portion of the cargo will undoubtedly be lost. While there may be some plundering, we are glad to see that the prevailing spirit seems to be to save the property and restore it to its owners. Five more bodies came ashore yesterday, making in all, so far found thirty-two.—Portland Courier.

We have to day seen specimens of the Cotton manufactured by Messrs. William Parks & Son, of St. John, at the Store of S. Barker, Esq., of this city. These are in quality equal to any which we have seen in the Province for the last three years; and in price certainly far below the present extreme rates. We invite our readers to see and judge for themselves.—[Reporter.]

While in prison, after planning his escape John Morgan wrote to a lady friend in a peculiar cipher, which when read in the usual manner, contained nothing coherent. Acting on information thus secretly conveyed, the young lady sent John some books, in the back of one of which she concealed some greenbacks, and wrote her name across the place to indicate where the money was deposited. The money thus sent enabled Morgan to pay the expenses of his escape.

The vessels destroyed by the Confederates in the Chesapeake were the steamer "Lonteliana," the despatch boat "S. H. Thomas," and two tugs called "Titan" and "Gola." The Thomas was released on \$20,000 bonds, the Gola burned and the Titan taken up the Rappahannock river.

The Federal Government system of managing the negroes does not answer in Louisiana, and the New Orleans Era says unless some different method is adopted the close of the war will cast upon society a mass of paupers and vagrants, thousands of whom must perish for the necessities of life, or be sent to organized systems of robbery and plunder disturbing the peace and security of the citizen.

The steamer "Herald" has been one of the most fortunate of the blockade runners, having eluded the Federal cruisers for upwards of a year and a half, made eighteen voyages outward from the Confederacy, carrying at least 12,000 bales of cotton, which, at an average of 250 per bale, would be worth \$3,000,000.

—One house in Halifax transmitted per last mail to England 1000 ounces of Nova Scotia Gold.

The Standard.

ST. ANDREWS, MARCH 10, 1864.

In consequence of the Nova Scotia Legislature having determined to repeal the Intercolonial Railway Act of last Session, and information to that purpose having been received by the Government of this Province, our ministry are now relieved, and can devote their time and talents to the "Railway Extension Westward" resolution; by doing so whether right or wrong they will be according to the wishes of a large majority of the people of the Province. It may be a nice question to decide how far the Province can proceed with railway construction, with its present liabilities. The whole features of the railway movement are changed. Under the Intercolonial Railway Act the British Government had agreed to guarantee the interest on the sum required for construction; now the Province will be compelled to raise the amount necessary for the Extension on its own faith, while the cost of money is nearly double what it was last year. What if it is provided the Province can pay the interest, and the people are willing to be further taxed. Parties of all shades of politics are demanding the "Extensions," and the Government by yielding to these demands, cannot be stigmatised as doing so, for the purpose of "retaining the confidence and support of the country." They have shown to the Colonies and to the world, that they kept "their word" and were resolved to "carry out their solemn pledges, while they were in a position to do so."

Canada, however, departed from the basis of 1862; Nova Scotia has repealed the Act, leaving New Brunswick no other course than to do likewise. By taking up the Western Extension and completing it the question of the Intercolonial route would be finally settled.—Canada would no doubt complete the line (140 miles) from River du Loup to the Grand Falls and the iron connection between Canada and New Brunswick would be complete, and we may add Halifax, as the Nova Scotia Legislature will construct their line to Shediac. The St. John and Shediac line will then be in a position to pay, will describe the grand route of the European and North American Railway, and will then be a "fixed fact." Canada will also possess three winter sea ports in British territory.—St. Andrews, St. John and Halifax.—The next measure required is a Federal Union of the Colonies.

In the course of Mr. Lawrence's able lecture on Railways last week, he referred to the energy, perseverance and successful efforts of the promoters of the "St. Andrews and Quebec Railway," and read the following resolutions from the House of Assembly Journals for 1836,—being the first ever introduced in a Colonial Legislature, relating to railways:—

SATURDAY, Feb. 6, 1836. Mr. Wyer moved for leave to bring in a Bill to provide for building a Railway from St. Andrews to Lower Canada. Bill passed.

The following Resolution was moved by Mr. Wyer:—

Resolved.—That the establishment of a Railroad between the Port of St. Andrews, which is open at all seasons of the year, and the Port of Quebec, would promote the settlement of the country, greatly facilitate the intercourse and extend the interchange of commodities between the British possessions in America, increase the demand for British manufactures, afford facilities for conveyance and settlement of Emigrants, and be the means of giving additional employment to British shipping.

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

Resolved.—That an humble address be presented to the Lieut. Governor, praying that His Excellency will be pleased to transmit the above Resolution to the Secretary of State for Colonial Department, and praying that His Excellency will be pleased also to recommend the same to the favorable consideration of the British Government.

Ordered, That Mr. Wyer, Mr. Brown and Mr. Hill do wait on His Excellency with the said Resolution.

Mr. Wyer from the Committee appointed to wait upon His Excellency with the Resolutions and Address of the House upon the subject of the contemplated Railway from St. Andrews to Quebec.—Reported that they had attended to that duty, and His Excellency was pleased to say that he should not fail by his recommendation to give every possible encouragement to an undertaking which promises such vast advantages "to all His Majesty's North American Colonies."

The Railway Delegation from the counties of St. John, Charlotte, Queen's, and Carleton met on the 10th inst., in Fredericton. Their Resolution does not appear to have given satisfaction in St. John, as it was expected they would have advocated "immediate Western Extension." The following is their Resolution:—

"That an Act be passed by the Legislature to provide for the construction of the Railway westward from St. John, connecting with St. Stephen, Fredericton and Woodstock, through the Douglas Valley—a survey to be made during the coming summer—and the joint construction to be commenced at the expiration of the Inter-Colonial Railway Act of 1863."

Ordered.—That each member of the Assembly from the Counties represented in this joint delegation be furnished with a copy of the above resolution.

Secretary to Meeting, Fredericton, March 10th, 1864.

From Fredericton papers we learn that the office of Sheriff of York, has not yet been filled, as each representative of that County has "his favorite." So it is rumored. It is currently reported here, that one of the Representatives for Charlotte has applied for and is to be appointed Clerk of the Peace for that County; if the report is correct an election will take place early this spring; and a rumor says that a former representative will offer, whose chances of success are said to be sure. We gather the foregoing from private letters.

THE CHESAPEAKE PRISONERS.—Judge Ritchie delivered his judgment in the case of the three men, Lieut. Collins, McKinney and Seelye, on Thursday last, discharging the prisoners. The Judge expressed his disapproval of the act for which the unfortunate men had been arraigned. The men were at once hurried away to parts unknown, and well for them they were, as the Attorney General stated in the House that he had, under Imperial instructions, issued a warrant for their arrest, under a charge of piracy, and infringement of the Foreign Enlistment Act.

We have received the Annual Report of the Postmaster-General for 1863. It abounds with figures and gives an exposition of postal affairs during the year. The net postal receipts of the Department for the year were \$46,122.12, being \$149.60 less than that of 1862. Three mail routes were added last year, the total is 118. We notice that no account has been received of a letter posted by the Editor of this paper. We shall notice it more at length in another issue.

The heavy rain of Friday night, made such a flood by melting the snow that several cellars were filled with water, the drains having become choked up. Several persons sustained considerable damage to their property.

From the "Globe" we learn progress was made in the Nova Scotia legislature on the Railway Bill, members of the legislature the Intercolonial Act last year, including their assistance to the Extension to Port A. The Government will carry their measure of repealing the Intercolonial Act.

New Brunswick and Canada Railway. COMPARATIVE RETURN OF TRAFFIC RECEIPTS. JANUARY, 1864. JANUARY, 1863.

Table with 4 columns: Category, 1864, 1863, Corresponding month. Rows include Passengers, Freight, Increase 1864, and Totals.

HEXLEY OSBERT, Manager, Railway Office, St. Andrews, March 1, 1864.

ITEMS.

—Samuel W. Day, who was convicted of sending a false marriage notice to a newspaper, was sentenced at Taunton, Me., lately, to pay a fine of \$25 and costs of prosecution. Another complaint for sending a similar notice to the Taunton Gazette, was laid on file.

—To make home-made candy add one cup of sugar (New Orleans is the best) one cup of cider vinegar. If the vinegar be very sour put in one third water. Boil 15 to 20 minutes, then work till white. This is very nice, and when thus made at home you know that it contains no poisonous substance.

—To wangle is now in Prestonville Prison. The births of 1009 boys and 996 girls, in all 2005 children, were registered in London in the second week of February. The average number of births each week is 2116.

—A young man, a native of Dundee, who went to China as a carpenter's apprentice about nine years ago, writes to his parents that he is now a colonel in the Chinese Imperial Army.

—If Brigham Young, the Mormon, were to lose one of his 60 wives, would he be a widower? Answer: Not enough to hurt him.

—The other day a little girl, whose music master was supposed to be giving her a lesson, was heard to utter the most doleful cries. On her mamma's entering the room suddenly, the professor was found attempting to hammer a tune into the child's head. The mother's feelings may be imagined.

—Richmond papers of the 8th inst., state that Longstreet is again advancing on Knoxville, and a great battle will be fought within a week for the mastery of East Tennessee, unless the Yankees retreat.

—Gen. Sigel has assumed command of the Department of Western Virginia, with his headquarters at Cumberland, Md.

—Gen. Grant is now with the army of the Potomac, where he will remain three or four days.

—The proceeds realized at the Baptist Bazaar, Fredericton, amounted to \$180.

—Twenty-three Union soldiers, belonging to Gen. Foster's command were hung to the rebels at Kingston, N. C., on the 6th, charged with being deserters from the rebel conscription.

—It is reported that the rebels intend hanging all the Union soldiers captured by them from Gen. Foster's command—51 in number—half of whom have never been in the rebel service.

—Chas. A. Weed, a Connecticut man, has bought the estate of Secretary J. P. Benjamin.

min of the rebel Confederacy, on the Mississippi River near Baton Rouge, for \$140,000. He must have great faith in the success of the Federal arms.

THE BEST PILLS TO TAKE. THE BEST PILLS TO TAKE.

Dr. Rowley's Pills are the easiest pills to swallow. They are elegantly coated with gum, occasion neither sickness, straining, tenesmus, weakness or irritation. They purge thoroughly, cleanse, purify and equalize the circulation of the blood. Other pills may afford temporary relief, but Rowley's Pills will effect a cure; other pills may afford a little ease, but Rowley's Pills will save your life. Let those who have taken other pills and medicines for Dyspepsia, Liver Complaint, Indigestion, Costiveness, Nervous Affections, Gout, Piles, Biliousness, Headache, Enlargement of the Spleen, Affections of the Kidneys, and other established diseases, without deriving a perfect cure, take Rowley's Pills. One to six boxes are warranted to cure you. Price 25 cents per box. Sold by Druggists.

Legislative Summary.

FREDERICTON, March 10. Mr. Melan introduced a bill to authorize the appointment of Commissioners of Ports for Parish of Baltimore.

Dr. Vail presented petition, from King's in favor of Western Extension.

Mr. Perley introduced a Bill relating to election of Parish Officers of municipality of Sunbury.

Mr. Tilley resumed Railway speech at 11:25 ended at 1.

Up to 11 o'clock, to-day nothing was done in the House, save the routine business, and the introduction of some Bills, the majority of the members being present at a meeting of the St. John and other Railway delegates, in one of the Committee-rooms, at which Wm. Parks, Esq., was chairman. A great many conflicting views were promulgated, and a want of unity among the delegates was observable, and it was even apparent that the representatives disagreed with their constituents in regard to what was the best thing to be done and as to the present position of the Inter-Colonial question. Dr. Vail presented a petition from Nelson Arnold and 118 other inhabitants of King's in favor of the Western Extension by the Douglas Valley.

The order of the Day being taken up at 11:15, Mr. Tilley resumed his speech.

March 11. Mr. Cudlip presented a Bill for repeal of Act establishing Agricultural Board; he also introduced sundry petitions referring to local matters.

Mr. Glazier presented petition of 250 persons in Sunbury for Western Extension.

Mr. Tilley said Government had received information, not official, that Government of Nova Scotia intend to repeal Inter-Colonial Railway Act, and asked that the debate on Cudlip's resolution be postponed till to-morrow.

Supply stands for Monday. The Attorney General in reply to Stevens, said in accordance with Imperial instructions, he had ordered the apprehension of Chesapeake prisoners on charge of piracy and infringement of Foreign Enlistment Act, and had not heard if such order been carried out yet.

Bill relating to Abolition of St. John agreed to; also Bill exempting books, pamphlets, &c., from compulsory pre-payment.

LEGISLATIVE COUNCIL. MARCH 12th.

A motion having been made to suspend the 34th rule of this House in its application to a Bill to provide for the establishment of a Poor House at St. George, Charlotte County, a long discussion ensued upon the merits of the rule and the necessity of its enforcement. It was carried.

House in Committee agreed to a Bill to provide more effectually for repairs of streets, bridges, side-walks, &c., at St. Stephens. The 34th rule was suspended.

—Hon. Mr. Todd explained that the Bill was simply to increase the commutation money from 25 cents to 40 cents in the district referred to.

March 12. The following Bills were agreed to in Committee:—to enable Corporation of St. John to raise money for improvement of streets in Carleton; for repayment of certain monies expended on repairs of sewers, St. John; to amend the act to provide for the erection of a City Hall, East side; relating to Debt and Property of Corporation of City of St. John.

Mr. Tilley introduced a bill to procure a Dredging Machine for harbour of St. John.

Mr. Gray presented petition of Margaret Brown, against repeal of law 3 Victoria, relating to wharves, East side.

A Bill to amend the law relating to certain exemptions from duty at the port of St. Stephen was again committed, and again fully discussed. It will be remembered that this Bill gives pilots the power to recover pilotage, of which they are forbidden by the Bill of last Session. The object of the law of last year was to place ships entering the port of St. Stephen on the same footing in every respect with those entering Calais.

Pilots and Pilotage are not required in Calais, although there are persons there who receive pay for bringing vessels into that port. Col. Boyd presented a new Bill, as a substitution. He allowed by his Bill that vessels of 175 tons and upwards, entering St. Stephen, be compelled to take pilots, and this was carried.

Mr. Gilmour gave notice of motion of address for all minutes of Council and other transaction by the Government in connection with the Chesapeake prisoners and what steps have been taken by the Government in reference thereto since their discharge.

Bill relating to Courts omitted and referred to select committee.

House went into Supply the chair. No motion yet time spent in talking between Tilley, former complaining statement was not clear and of all financial affairs of Province explaining various points showing how statement of thing, and on its face was correct.

Angli asked what had by thousand dollars Savings' over withdrawals. They did face of financial statement, showed they were at provincial Commercial Bank. Smith's was increased by that amount replied the increase was applied because assets showed same liabilities.

Smith thought surplus should be bought up by Province, for that purpose, and having him last mail that \$5,300 had at 1 1/2 and 1/4 per cent premium in depressed trade, there deficiency in 61 and 62, but '6 of \$15,000.

W. J. Gilbert wanted account \$19,710 voted for Legislature \$540 for Clerk Supreme Court collection and protection.

Her words passed between Chief Commissioner. McQueen introduced Bill for consolidating Highways, to incorporate Fredericton St. Progress made in Bill relating

House engaged all forenoon R. B. Cutler's claim for service sinner disputed territory. No Lectures.

Last evening Mr. Rosser de lecture on "Hindostan," treating history, geographically, socially, &c. The lecturer was listened to for an hour and a half and respectable audience. A was unanimously voted to Mr. Chairman, Rev. T. W. Craxle tendering the compliment for his own thanks.

St. Andrews. To the Editor of the Standard. This morning we received from Mr. Willard Smith, de the Lecture on Tuesday next, as evening. You will therefore publish of this day's issue, that in Mr. A. A. Smith's refusal to lect

Mr. ANDREW ELLIOTT, will opening next, deliver the ninth lecture Subject:—"Man and his w

Respectfully Yours, Jon W.

Arrival of the "Jura" PORTLAND. The Jura arrived at 6:30 p.m. Schlewig unloaded. Co progress. Danish Foreign Min ed.

The rumor that Maximilian I ed his intention of going to Me the King of Belgians arrived to attend the christening of th Wales' son.

Rowland Hill resigned Post retires from public life in consequence of ill health.

The English Ministry escaped the night of the 3rd, on a mere p in the Commons. Majority one Ship "Windor Forest," for Bombay, was burned on the way.

Sir William Brown, of the firm & Shipley, died at Liverpool on 6th. Gerlach succeeded De l chief command of Danish army.

Cotton unchanged; Wheat Flour easier; Corn lower; Sugar, Tea, firm. Consols closed 91 1/2. In the House of Commons, Fe Haliburton said that at the requ Under Foreign Secretary, he pos inquiry as to negotiations with States relative to their forcible p the Island of San Juan, but he postpone the question indefinitely.

LIVERPOOL, Feb. 27. The charge with piracy in seizing the Joseph I. Gerly, have been again Liverpool Magistrates. The com American Government demanded extradition treaty that the prison to New York for trial.

Latest American News BANGOR, M Times Washington despatch a Gilmour and Seymour are summo a committee on the conduct of the Gen. Wadsworth gone to Fort to stop exchange on Butler's pl which 100 Confederates are exp 75 Federal.

Mr Reported that suspension of ex prisoners on Luller's plan denied, ment has no intention of interfering arrangements.

A report that the President will for 300,000 men is repeated from H on authority of Gov. Curtin. Super 66.5% \$6.50. Extra \$6. 76 Gold 101 1/2.

