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Vol 67

Poetry.

For the Standard.

Trust not To-day.
Trust not To-day, thy freighted bark may sail,
O'er seas of blue, untroubled by a gale;
Fair are the skies, no signs of storm;
No lowering clouds, no threatening storm;
Away! away! thy freighted bark may sail,
No lowering clouds, no threatening storm;
The noonday sunbeams dazzle through the air,
We strain each nerve, and ply the glancing oar,
In some far port across the trackless main,
The dream of prize, we deem we can attain.
Already gleam the battlements on high,
Their sun-bright towers stand proudly 'gainst the sky.
At last we seem to grasp the golden spoil;
The glittering wages for a life of toil;
In that far port, ere you reach your goal,
O'er many a wave, thy freighted bark must roll.
Thy shallow joy be turned to deepest gloom,
His evening sings damp thy nodding plume,
—To-day, this favouring breeze and sky,
Is but the Siren's voice thy soul to lullay,
Some creaking plank the morrow may reveal,
Which all thy art in vain may strive to seal,
That starting timber yield, and o'er the deep,
Thy ship wrecked lies, in helpless rest.

SILENCE.

Oh! the awful majesty of silence, deep unbroken silence, such as one feels at sea, in a lone boat, away from the noisy haunts of men, at midnight, when all is still and the silvery moon lights up the scene with mild subdued noonday splendour, all is bright, no shadow there, no sound, silence, oh! what a feeling, we are spell-bound, entranced, words cannot describe the sensation, we feel as if under a prolonged continuous galvanic shock, when all other emotions are dead, nothing remaining but the consciousness of existence, then really may we say that we are alone with ourselves, but to commune with ourself is a happy ability, for the powers of mind are dead, or at least paralyzed by the awful all pervading power which confronts us, who can analyze this feeling, show us its causes or explain its results, to do so transcends the power of the most gifted of men's sons.

Great indeed is the kingdom of silence, within its domain all mighty works are accomplished, her heroes, philosophers, and all the great and good are trained to the performance of their great or noble life works. Get away up into space, far removed from the hubbub of the world, sit in the quietude of a cabin, or in the solitude of a room, and let the great silence of the universe fill your mind, and you will find that the great silence of the universe is the great silence of the human mind.

Walk out with me into the fields in autumn, look around, no life here, and the positive death does not provide all things; the life of all elements, the night of nature has come, when the future not, the life of the sky, the world and ground they stand, as stood the dry bones of the west wind infused vitality into their nostrils. The lulling brooks no more are heard murmuring in sweet and soothing strains as they meander through the grass, dead they are, winter's droning king has laid them for his prey, the spirit of their busy hath fled from his cold embrace, and naught is left but their cold corpses, still, concealed in death—Silence too reigns here, the birds went to sing their heaven-tuned songs, seen conscious that they are in the house of death and will no more move. The lambs that bleated on the hills and the cattle that lowed in the meadows below, oppressed by the universal silence are mute and seem for sorrow for the days departed.

Come again in early summer! The landscape is the same, the same hills and valleys are around us, the same streams flow through our way to the sea, the sky above us is the same, and the same sun shining overhead—But what a change! The bald outline of the picture has been filled up with colours the most gorgeous, and light and shade the most entrancing. Now is autumn day, now every season of labor, life pervades all, life everywhere and in everything and beauty withal.

A boy leaning in the street was asked the cause of his trouble, and replied, "I want my mummy; that's what's the matter. I told the darned thing she'd love me."

Degrees in a lawyer's life—Positive, to get on comparative, to get better, to get superior, to get honest. Few reach the last.

RIVER DU LOUP RAILWAY.

(From the Quebec Mercury.)

The following is the memorial presented to the Government of Quebec by the Quebec and New Brunswick Railway Company and the New Brunswick Railway Company, which most assuredly deserves the consideration of our legislators and the Government:

THE MEMORIAL OF THE QUEBEC AND NEW BRUNSWICK RAILWAY COMPANY AND OF THE NEW BRUNSWICK RAILWAY COMPANY, for the construction of a line of railway from Fredericton and Woodstock, in the Province of New Brunswick, to a point in the River St. Lawrence at or near Riviere du Loup;

That the proposed line of railway is part of a trunk line from the St. Lawrence to the city of St. John, connecting the principal cities of Canada, Toronto, Montreal and Quebec with the seaboard at St. John, St. Stephens and St. Andrews, where there are open harbours all the year round.

The route lies entirely through British Territory.

Most of the necessary branches have already been constructed.

It will connect Fredericton and Woodstock, the present termini of the New Brunswick Railway, with the Grand Trunk Railway at or near Riviere du Loup.

The length to construct, to effect the connection with Woodstock, is about 140 miles and with Fredericton 240 miles.

The railway is divided into two divisions, the Quebec and New Brunswick sections respectively—the former being 80 miles and the latter 160 miles in length.

The line from Woodstock to Fredericton will reduce the through distance considerably and is a necessity to the prosperity of the section.

An accurate survey has been made from Woodstock to Fredericton and Little Falls, enabling us to make an accurate estimate of the cost of that portion.

The Quebec portion has been reported upon by Mr. Roblin, C.E., in 1869 for the Government of Canada; also, more recently, by Mr. Ramsay, C.E., acting under our instructions.

From the reports made, and in personal inspection of the country by H. G. C. Keith, Esq., C.E., we are satisfied that no serious engineering difficulties exist on the contemplated line.

The line is familiarly known as "the St. John railway route."

In 1862, the Hon. Sir Francis Hincks, now Finance Minister of Canada, the Hon. John Young, President of the Montreal Board of Trade, Sir E. P. Taché, and the Hon. E. B. Chandler, Commissioner of the International Railway, were delegates to England, and pressed the importance of this route upon the attention of the Earl of Derby, then Colonial Minister. Their report stated that the question as to the eligibility of this over any other route did not admit of an argument in a commercial point of view.

"There are sufficient grounds for believing that this route would be a remunerative one. The great lumbering interests of New Brunswick and Maine take large supplies of breadstuffs and provisions, which are now subject to enormous charges for transport. How much more applicable the remarks of 1862 are at present requires no demonstration."

Mr. Fanning's report on the International Railway route, page 51, states:—"The lumbering operations of New Brunswick are now carried on chiefly on the upper waters of the St. John, and the supplies for the lumbermen which are not provided in the locality, are now in great measure brought from the United States by water to the city of St. John, and thence up the river. A railway from Riviere du Loup through this section, would enable provisions for consumption in the lumbering districts, not only of New Brunswick but also of Maine, to be brought in from Canada, and thus greatly tend to develop the industry and resources of these regions. At the present time Canadian flour may be seen within 60 miles of the St. Lawrence, after having been transported in the first instance to New York or Portland, then shipped to St. John, and then floated up the River St. John in scows and flat boats."

It needs but a glance at the map to show that this state of affairs would be entirely changed by the construction of this railway.

The cheapest route for breadstuffs to the Maritime Provinces is by vessels during navigation from the Lakes to Riviere du Loup, thence by the railway to the immediate points of distribution, along the valley of the River St. John. In the winter season, during the suspension of navigation, the cheapest route would be by the Grand Trunk Railway and the proposed line.

We extract from the annual report of the commerce of Montreal for 1869 that 513,412 barrels of flour were shipped to the Maritime Provinces from Western Canada in that year alone.

The abrogation of the Reciprocity Treaty,

the imposition of duty on American flour, and the charges for bonding goods from Quebec and Ontario compelled the Provinces to trade with each other more considerably than ever, and in the event of the prevention of the passage of goods in bond across the territory of the United States, it would be a matter of absolute necessity that the most direct route possible through British territory should be adopted.

In the development of intercolonial trade lies the only safeguard to intercolonial union. We quote the following from the letter of J. W. Lawrence, Esq., late M. P. P., and Commissioner of Railways to the Hon. Wm. McDougall, C. E., Minister of Public Works, dated 1867:—"The map shows St. John to be the natural distributing point for a large district of country; her position as such is unrivalled. The population dwelling on the banks of the river and the interior, as well as on the New Brunswick and Nova Scotia sides of the Bay of Fundy, together with a large section of the State of Maine, draw their supplies from her. The railway charges from Montreal to Portland and from Riviere du Loup to St. John would be the same."

"The distance being equal. As the freight by rail to Riviere du Loup is sixty cents additional per barrel on delivery at Montreal, while the freight by steamer from Portland to St. John is from 20 to 25 cents, there is a gain of from 14 to 19 cents per barrel, in addition to the saving of one handling and insurance by this route to St. John." And this will apply in greater force to the nearer points along the line.

Produce could be sent from Quebec by rail to St. John at less cost than from Montreal to Portland, and very much cheaper to the upper districts. "All the upper Province to the westward of Riviere du Loup is interested in the adoption of this line, as their extensive and extending trade requires, all the seasons of the year, the most direct route and from the ocean."

The expense of carting goods is a charge of \$5 for each consignment. Supposing the average to be 100 barrels, this would be 5 cents additional, or 10 cents per barrel, in addition to the saving of one handling and insurance by this route to St. John."

The trade of New Brunswick with the West India Islands and the South American countries is fast increasing. This trade offers superior facilities for return cargoes, as the vessels leave St. John and return during the close of the St. Lawrence season; so that merchants of Quebec and Ontario could receive their supplies over this railway weeks in advance of the opening of navigation. A line of steamships is now running between St. John and Great Britain.

The railways connecting with Fredericton and Woodstock with St. John, were contemplated about a year ago. All these railways are now in the hands of the Government, and the cost of \$10,000 per mile, by means of which, together with municipal grants and private subscriptions, these railways were constructed, and they are now doing a business, and paying more than their expenses.

New Brunswick has recently been granted a donation of 10,000 acres of land per mile of railway. These lands are to be held by the Company, with the approval of the Government, from the vacant lands in the counties through which the railway passes.

As regards the portion of the line which lies within the Province of Quebec, viz: from Edmundston to the River St. Lawrence, a distance of 80 miles, it is hoped that emigrants from the city of Quebec and other portions of the Province will promote the necessary labor for the construction of the Railway, and the population to settle the fine lands which are now lying idle along the route, and that these lands may thus prove the means of checking the emigration from the Province and provide for the return from the Province of those Canadians who would be only too willing to reside in the Province did it afford the necessary accessible lands for the purpose.

The Companies are in possession of all the necessary powers for the immediate prosecution of the undertaking. They have received the greatest encouragement, not only from the Government of New Brunswick, but from the Municipalities and Counties along the route, and have already made preliminary arrangements in England for the placing of the companies' capital.

The Companies now lay their case before the Government of Quebec, feeling confident that such assistance will be granted to them as, looking to the length of the line within the Province and the greater difficulty of the works on the section which places the Quebec section in as favorable a position as that portion which runs through New Brunswick.

With such assistance the Directors have no doubt of being able forthwith to commence operations and to complete as rapidly as possible a railway system which cannot but result in a great increase of prosperity to the sister provinces, and in the removal of serious obstacles to the trade and traffic of the St. Lawrence caused by the long winter, and which thus places the city of Quebec within

400 miles of an excellent open port and connecting it with all parts of the Province, will add in no small degree to the commercial prosperity which its natural position should command.

(Signed) JOHN A. BECKWITH,
Prov. Sec. New Brunswick,
R. D. WILMOT, Senator,
C. CONNELL, M.P.,
H. G. C. KEITH, Esq.,
Directors Quebec and New Brunswick Railway Co.,
ALEX. THOMPSON,
JOHN BUCKARD, M.P.P.,
Directors New Brunswick Railway Company,
JULIUS H. JONES,
Secretary New Brunswick Railway Company,
JAMES TIBBETS, M.P.,
New Brunswick,
J. W. LAWRENCE,
LEVIE THIERIAULT,
M.P.P., New Brunswick,
CHARLES DOUGLAS FOX,
For James Brunsell, Esq., and other parties in England.

The Storm at Sea.

BY MISS CAMILLA WILLIAMS.

What a storm it was, to be sure! All day the wind had been rising, the rain falling in torrents, and as night came on both wind and rain grew worse. The tall trees bent, the bushes and branches cracked, fences blew over and chimneys blew down. The wind caught sticks and gravel and sent them against the windows till you might think the panes were going to be shattered in pieces. It was a sad night for sailors on the coast, and a still sadder night for their families at home; for the sailors had enough to do, and when the danger was over, but those at home could only sit and listen to the wind, and tremble, and fear the worst, even after the trouble was all over.

That was the way with Capt. Cary's family. When the storm was over they did not dare rejoice, for they were not sure but he had gone down in it.

Capt. Cary was one of the best men in the world, and a regular sailor. He had been to sea ever since he was a boy of twelve, had seen all the countries of the world and met with all sorts of adventures. At evening, when he was at home, he used to gather his children about him and tell them how he saw sun set in the north and rise again after a little while and go back to the south, in times when the day was six months long; and when the six months of night came, how he rode over the snow by the light of the northern aurora. He told them of being in Jamaica, and how he used to go out early in the morning and gather oranges when the dew was on them, and how there would be ripe and green oranges all on the same tree. Then he told them of going to China for opium, and stealing up to the coast at night, when the natives would bring the opium to them, and they would cut away with their knives, an English steamer chasing after them.

Many an amusing story that their father told them of the long years he had spent sailing over the sea, and he had stories enough more to tell in hundreds of evenings. But the best story of all he had told them the very night before he went away the last time, and it was that after this voyage he would never go to sea again, but would come home and stay with them all the rest of his life. He was tired of roving, and he had money enough, he said, and when he had gone this once to the West Indies, and from there to South America, and then to Florida, perhaps, he would come home and be a farmer.

Well, he had been to all these places, and they had got good news of him, and the last news was from Georgia. That said that he was going to sail for home immediately, and would be there in a few days.

Then what a joyful family were the Carys! How they set everything in order, and counted the hours, how the children asked their mother every morning if father would be home to day, and every evening if he would be home the next morning.

There were five of these children, and the youngest a baby, a year old, the father had never seen. It was born just after he went away the last time. Next there were Jack and Jane, the twins, five years old and Tom, seven years old, and Nell the eldest, who was ten.

Of course the younger ones did not know much about the storm, though they had been taught to pray every night and morning that the winds and the storms might be kind to their dear father, and the angels of God might turn the lightning of heaven away from their dear father. They had some idea of danger when the wind blew so, and when they saw their mother walking up and down the room with her face so white. But when the sun came out, and all was silent and sweet and bright, they forgot all about the tempest, and asked again if their father would be home that day.

If God is willing, my dears, was all the answer their mother could make. She dared not say she hoped he would come, for it was his duty to be on the coast, and all night the terrible storm had been raging. She knew there must have been disasters and wrecks, and lives lost; and of all that would be destroyed, how could she expect that her husband would be saved?

The children went to their play satisfied, all but Nell. She was old enough to understand, and she had seen her mother walking about the house praying and crying all night long. So she said nothing, only tried to keep the tears back, and all that she could do. She put some fresh flowers in the vases, some fresh pine boughs in the fire place, dusted the chairs and tables in the sitting room, and helped to set the table for one. That one was Captain Cary, and when they were expecting him, the table was kept set for him all the time, so that he could have breakfast, dinner or supper as soon as he got home. The coffee-pot was ready by the kitchen stove, the water boiling, the coffee waiting in the canister close at hand and lots of good things in the closet ready to set upon the table at a minute's notice. The table itself was covered with a beautiful cloth, on which was placed a tete-a-tete set of linen and white little dishes that the captain had brought from Liverpool. A silver fork and spoon were laid out for use, and a wonderful little salt cellar, a shell on a silver stand was kept for the occasion.

Four o'clock came, and eleven, and at noon something must happen. Mrs. Cary gave up trying to do anything, but seated herself in her rocking-chair and gathered her children about her. Daisy was asleep in its cradle, the twins were seated before their mother, playing with a toy horse and cart, Tommy had a picture-book, and Nell, sitting on a stool close to her mother's elbow, made believe dress her doll. Mrs. Cary didn't even make believe to do anything, but sat with her hands clasped, praying silently. If any of the children spoke to her, she looked down, and so they sat there silent, except when the little ones whispered, so silent that they could hear the clock tick, and the tea-kettle hiss as the water boiled, and the far off wash of the sea on the shore, and the far off creak of the town.

By and-by the hand of the clock got round near noon, and the baby began to stir, there was the sound of a step not far away outside. Mrs. Cary sat upright in her chair, clasped her hands and listened.

The baby waked and began to caw to its mother, but she could take no notice of it. Her whole attention was given to that coming step. All the children started a little at that crowing from the cradle. Jane went to ask baby for milk, Nell held up her doll for it to see, Jack began to whip his wooden horses, and Tommy went to ask his mother to tell him what that long word was he had found in his book.

Mrs. Cary did not speak to any of them, did not look at the door, but looked at her baby and thought, "O my little ones! are you orphans, and I a widow?"

The step came nearer, the gate latch clicked, the step came up to the door, into the entry, and to the door of the sitting room. There it stopped, and they all looked up. What do you think they saw? Why a great bronzed sea captain with a smile all over his face, and his blue eyes beaming on them as only a husband and father's eyes can beam when he has not seen his family for a year.

In less time than you can think they were all hanging about him, laughing, crying, rejoicing, thanking God. And then he went to the cradle, where was the baby he had never seen, and that he was such a big man, with a great beard, balding head and long hair, he was the father of his own last from the sea.

Capt. Cary had a narrow escape, and he told them about it, and how, during that terrible night, he had thought of them and known that they were thinking of him.

After a little while Nell stole away from them, and out into the kitchen. There she set the coffee boiling, cut the bread and butter, got out the cold chicken and the preserves, and all the dainties they had prepared, and just as the mother had begun to think that the captain must have something to eat, Miss Nell appeared, with a very red face, at the door and announced that dinner was ready.

Dear housekeeper! said her father, laying his hand on her head.

She reached up for the salt, held it in her hand and led him to the table, and there they all sat down, as happy and thankful a family as there was to be found on the earth.

Pap, says Jack, did the angels of the Lord turn the lightning away from you?

"Yes," says the captain, soberly, folding his hands.

"And was the wind kind to you?"

"Yes," said the captain, again.

"And what made 'em?" asked Jack.

"He who made the winds and the light, and blessed his name," the father said.

TELEGRAPH NEWS.

London, Dec. 9.
A despatch from Tours says the army of the Loire has again commenced a forward movement.

Paris advices by balloon report fixed determination of the inhabitants and authorities to hold out.

The Prussians were constructing defensive works in the rear of the lines from which the French recently drove them.

A large number of prisoners had arrived at Paris captured in the battle east and south of the city on the 2nd inst.

The Prussians in their attack hurled over 120,000 men against General Duret. In spite of their immense numbers, Duret held his ground and repulsed the enemy.

King William has accepted the title of Emperor of Germany.

Gladiators say that H. R. Majesty's Government feels bound to make and has made provision for forwarding protection to the Pacific.

News from St. Petersburg only confirms the idea that Russia will not recognize the Emperor of Germany.

Porto has again proposed peace intervention in France, Prussia, and Italy, and Russia and Austria and England in securing cessation of hostilities.

New York, Dec. 10.
Gold 110 1/2.
Opening of the Ontario Parliament.

Ottawa, Dec. 7.
The Lieutenant Governor opened the Ontario Parliament to-day. In his speech he congratulated the members on the increased prosperity of the Province and the conclusion of the armistice between Ontario and Quebec. He said that large surplus funds remained unused in the public treasury, and recommended applying a portion in developing the resources of the Province by advancing commercial and agricultural interests, and stimulating and encouraging local industries, and to the inland lakes. He said that the statistics show a large increase of population by emigration. The Governor concludes: "The state of the Province is hopeful in the extreme. With the advance in trade, agriculture and manufactures, and cherishing our own hearty preference for British institutions, we have no cause to envy the condition of our neighbors, and hope this flattering prospect will not be marred by disaster among ourselves."

There is considerable excitement in government circles here over President Grant's message, which is almost unanimously looked upon as hostile and insulting to the Dominion. Reference is made to the fact that the Dominion is made in the message of the Fenians.

San Francisco, Dec. 7.
During the night last night the old signal tower on Telegraph Hill in this city, a prominent landmark since 1849, was utterly demolished.

The Navajo Indians have commenced a war against the Apaches.

Portland, Me., Dec. 7.
A Grand Trunk Railroad freight train broke through the bridge at Brunswick Falls in Canada, yesterday, and went into the river. The first man and another man were killed.

Brunswick, Me., Dec. 7.
The train which left here at 2:20 this afternoon, for Bath, was thrown from the track at Cook's Corner, two miles from the station, and the baggage car and one passenger car were thrown upon the rocks. Engineer Hammond was slightly hurt. None of the passengers were reported injured. The accident was caused by a misplaced switch.

Augusta, Dec. 7.
In the case of Edward H. Howell convicted of the murder of John B. Lathin, the counsel of the prisoner have withdrawn the exceptions which were filed this forenoon, and Howell received his sentence of one year in State Prison.

London, Dec. 10.
Despatches, Massacre and Bureaucracy, have been examined by the French.

A Berlin despatch says the bombardment of Paris has been definitely decided upon.

A serious riot occurred at Berlin, caused by an order that married men must join the Landwehr. It still continues and threatens to spread over Germany.

London, Dec. 10, p. 8.
Camelback telegrams from the head quarters of General Chaussey, that Chaussey continues taking many prisoners and inflicting heavy loss on the enemy. From this you may judge how false are the German despatches, which state that the army of the Loire was crushed. Chaussey with only half that army is still able to oppose successfully the German advance.

In the last sortie from Paris the loss of French was 6,580 and Germans 8,000.

The German loss in the battle of the Loire exceeds 7,000.

The German advance on Havre turned aside and Dieppe was probably occupied to-day.

New York, Dec. 13.
Gold 110 1/2 to 110 3/4.

EXTRACTS.
I consider Fellows' Compound Syrup of Hypophosphites superior to any similar preparation yet offered to the public.

CHANDLER CRANE, M. D.,
Halifax, N. S.

It is a really good medicine, well adapted to build up the system and impart vigour of body and mind. [From the St. John, N. B. Journal, 7th Dec., 1868.]

Messrs. E. R. Burpee, of the European and North American Railroad and others will ask the Legislature for a charter for a Railroad, from some point on the line of the European and North American Railroad, between the south line of Passadunkong, and the North line of New, westward, through the Counties

of Penobscot, Piscataquis Somerset and Franklin to the west line of the State at some point between the North line of Township, No. 3, Range 5, and the North branch of Moose River.

The Catholics in New York, Philadelphia and other cities held meetings last week, when addresses were delivered in sympathy with the Pope and protesting against the recent spoliation of the Papal territory.

S. N. PETTINGILL & Co.,
37 Park Row, New York,
Are our sole agents in that city, and are authorized to contract for advertising at our lowest rates.

The Standard.

SAINT ANDREWS, DEC. 11, 1870.

RIVER DE LOPE RAILWAY.—On our outside page is published the Memorial of the gentlemen who form the Quebec and New Brunswick Railway Company and the New Brunswick Railway Company, and the Government of Quebec, which was favorably entertained, and a grant of land ordered as a subsidy for the building of Line. It is generally believed that this bonus with the assistance to be voted by the Municipality will be sufficient guarantee to the capitalists in Great Britain to commence and carry to this great work which will give the upper Provinces two outlets to the sea through British territory at all seasons, and fulfil a prophecy of the late John Wilson that there would be Railway connection with all parts of Canada before twenty years; and with the Pacific before the present generation passed away. This prediction was verified as far back as 1853, by that far seeing and public spirited gentleman, and was shared in by others who are numbered with the dead.

The President's Message.

has been freely commented on by the Dominion Press, and some of the leading journals in the United States criticize the positions assumed by Gen. Grant on International questions—particularly the Alabama claims and Fisheries question. The timely letter of the hon. Reverdy Johnson ex-Minister to Great Britain has shown Gen. Grant's untenable position on the Alabama claims. The arrangement of a convention by Mr. Johnson with Lord Clarendon, which was satisfactory to President Johnson's Administration and would have led to the payment of all losses by American citizens. The treaty of convention however was rejected by Gen. Grant's new administration. It should not be forgotten that the Insurance Companies paid the owners of the vessels destroyed, which were insured at war risks, and the Imperial Government had agreed to consider their claims. Gen. Grant appears to have in some measure adopted Butler's views; but he has to deal with statesmen who know full well that the only definite proposition for the adjustment of the Alabama claims came from the British Cabinet, and that it now devolves on the Washington Government to make the next advance towards a settlement of these claims.

The President deals with the Fishery question according to his views of the matter, and in offensive terms, and insults the Dominion Government, which he terms "this semi-independent but irresponsible agent" and makes the following recommendation:

"Anticipating that an attempt may possibly be made by the Canadian authorities in the coming season to repeat their unneighborly acts toward our fishermen, I recommend you to confer upon the executive power to suspend by proclamation the operation of the laws authorizing the transit of goods, wares and merchandise in bond across the territory of the United States to and from Canada; and further should such extreme measure become necessary, to suspend the operation of any laws whereby the vessels of the Dominion of Canada are permitted to enter the waters of the United States."

Magnanimous Grant! put this suicidal policy into effect, drive business from your country, compel the Dominion to finish their Railways to connect the Maritime Provinces.—The "semi-independent and irresponsible" Dominion Government will not yield its rights, nor be deterred from enforcing them. The opposition element in the States explain the President's moves on the political chess board, being made for the purpose of securing his reelection.

The United States Patent Laws, with instructions how to obtain Patents, is the title of a work of 112 pages, sent to us by MUNN & Co., 37 Park Row, New York. It also contains the official rules, forms for patent deeds, hints on selling patents, 150 diagrams of mechanical movements, and a large variety of other useful information. It is a book really worth having, and can be had free by all who will send their names to Messrs. MUNN & Co. as above.

CAPT. WREN.—We notice from the "Globe" that Capt. Wren, a St. John's man, has been appointed to the command of a new and splendid ship of 800 tons, named the

"James W. Elwell" launched at St. John last week. She is owned by St. J. King, Esq., Messrs. Troop & Son, H. Runney, Esq., and Capt. Wren. St. Andrews has just reason to be proud of her shipmasters, the names of Capt. McCulloch, Morrison, Wren, Miller and others stand high with the mercantile men in Liverpool, England, and St. John, New Brunswick.

It is amusing to read the egregious blunders published with reference to the authorship of correspondence in the "Standard." In two of three instances those criticised had nothing whatever to do with the letters, while we verily believe the author of one of them, very quietly threw the criticism off the track. We have on hand half a dozen squibs from as many writers; any one of these squibs would be set down to two gentlemen, who from their ready wit, humor and abilities, could, if they chose, write well upon almost any subject. One of them was most unjustly accused, and that at with paper pellets for what we can vouch he never read and it appeared in these columns. He survived the attacks, however, and did not deem it worth ink and paper to reply to them.

THE SCIENTIFIC AMERICAN.—We have frequently called attention to this ably conducted and neatly printed scientific journal. Almost any one number is worth the year's subscription \$3. A new volume commences on the first of January, and to mechanic or scientific man should be without it. The paper occupies a special field in journalism, and being thoroughly devoted to the industrial arts and sciences, it does not interfere in politics. Published by Munn & Co. New York.

At the annual meeting of the St. Patrick's Society, at St. John, Christopher Armstrong, Esq., of the "Globe" was elected President for the ensuing year. We congratulate this gentleman upon his elevation to the chief office of so large and highly respectable Society.

THAT "BLACKING."—It is really astonishing that the "Magic Lantern" has cast its shadow on the pages of the "Courier" in connection with a subject of no interest to the writer. Blacking forms an indispensable article for the toilet of a GENTLEMAN, others find a cheap and dirty substitute in their own characters, which furnishes all the blacking, "unmas the polish!"—Shine in, shine!

THE HOME JOURNAL, the leading organ of cultivated American Society, will celebrate its twenty-fifth birth day, on the first of January, by an addition of 8 Columns, making it one quarter larger than at present. The property of the Home Journal under its present management has made it more than ever welcome to the parlors of the elite and to the firesides of the humble and virtuous classes. We can recommend the "Home Journal" as an excellent family paper. Published by Morris Phillips & Co. 3 Park Place, New York City. Price \$3 U. S. per year.

CORRESPONDENTS have been heretofore advised "that we cannot guarantee the publication of their letters unless received at the latest, by one o'clock on Tuesday afternoon. This morning we received two after the paper was made up; this will account for their non appearance in this day's issue. Will they also please write only on one side of the sheet, as it is difficult to read writing which shows through on this paper. Their letters will appear in our next issue."

JAMES A. MORAN, Esq., has been appointed Collector at the Port of St. George, in the place of the late much respected A. J. Wetmore, Esq. Mr. Moran's business qualifications fit him for the office, and we learn the appointment is a popular one.

The Colony Lodge of British Templars met at the Lodge, yesterday. A representative from the Lodges was present. In the Evening an enthusiastic public meeting was held, and several spirited addresses delivered. We have no space to-day to give even an outline of the "states" as a facetious member termed them.

We regret to learn from the "Sentinel," that the Rev. Mr. Street of Woodstock, was seized by paralysis on the afternoon of Monday the 5th inst., and recovered slightly for about six hours, after which time he sank into a stupor in which he remained until relieved by death.

BALLOU'S MAGAZINE FOR JANUARY.—The January number of Ballou's Magazine is already issued, and a splendid number it is in every respect. The engravings are numerous and well executed, and the stories are the best quality, and of such variety that even the most fastidious must be suited with three or four. There is an illustrated article on the "Oro-Slunguion Marriage," something that will be read with interest; there is a "Juvenile Crazz" by B. P. Stillaber; the great story of "Gerts" by C. A. Stephens; the "Crystal

Palace, London;" "Panama;" "A Leap in the Dark," an interesting novel by Frances M. Schoedraft; "Sweet William," and numerous other articles; and all for the sum of 15 cents single copy, or \$1.50 per year.—Thames & Talbot, 63 Congress Street, Boston, are the publishers, but the Magazine can be found at any periodical depot in the country.

SCHOOL ENTERTAINMENT.—Not having been present at the Entertainment given by the pupils of the Grammar School on the 7th inst., a correspondent has furnished us with the following notice:—

Last Wednesday evening quite a large and appreciative audience assembled at the St. Peter's School to listen to an entertainment given by the boys of the Academy, assisted by the leading musical amateurs of St. Andrews. It is no more than fair to say that it was a complete success, reflecting great credit on the organizers. The musical part of the entertainment was all that could be desired, the selections appropriate, and tastefully rendered. The duet "In the Starlight" was beautifully and effectively sung by Miss Alder and Mrs. Magee, and the Rev. Mr. Partridge's song "Lee Wallace" was much admired and appreciated. The "Sailor's Gaze" was sung by Mr. Morris in a pleasing and finished style with a thorough appreciation of the sentiment. Mr. Geo. Smith followed with the song "I kissed her at the gate," in which he more than excelled himself, calling forth a well merited request from the ladies for another in response to which he sang "The loving face that won me." This young gentleman gives promise of becoming a great favourite, his rich and deep voice requiring but cultivation to bring it to a more than ordinary pitch of excellence. The dialogues and recitations by the boys, were creditable in the extreme, all acquiring themselves admirably, even in places somewhat beyond their comprehension. Several dialogues were given in character in one of which Master Brennan made a decided hit, his personification of Paddy being all that could be wished. Master Barry's stump speech was received with rapturous applause, receiving a "censure" to which he responded, addressing his "clubbed constituency and de ar boys" after the manner of the irrepressible conrabannd. The evening's exhibition concluded by a few views from the Magic Lantern, when the audience retired much pleased with the amusing entertainment. We bespeak for the boys a rousing house, should they again favour us with a similar performance.

Our thanks are due to a friend at Ottawa for Parliamentary returns with reference to Trade &c.

War Notes.

A Paris letter, per balloon, says seven hundred people have gone crazy since the siege commenced; the above of spiritous liquors is said to have caused six hundred of these cases. The writer says he never before saw so many drunken people in the streets. Possible drink to do down every city of the world in a season without.

Marshall McMahon declined to accept of himself with the title of the restoration of the Emperor Napoleon, since his enemies have resolutely refused all invitations to proceed to Cassel.

A correspondent with the German forces commanded by Gen. Von der Tann says the French column at Orleans were seized with the cholera and with deadly effect. The German officers decline these reports, saying that the United States and England, no more of the French constitute but are the less effective.

And now it is Palladium who is a traitor. The fool of France a week since, he is to-day a "suspect." D. beat us in the invasion of Italy, Lombard and Corsica, has proved him under the lion. All idea that the Germans are mainly responsible for the defeat of their armies is soon off by the French people. His T. N. turn next.

SUMMARY.

In New York Friday Edward Oden was arrested for selling washed revenue stamps to brokers. Of late this business has become quite extensive, and of Oden's efforts to turn State evidence into cash the whole system.

The Bangor Whig and Courier says there is a man in Somerset county who has recently caused the arrest and incarceration of his daughter in jail, in consequence of the non payment of fifteen dollars which he alleges is due him for services rendered in obtaining pension-papers for her, her husband having been killed while in the army. Give the name of the unnatural father.

A Montreal bank had \$3,000 in gold, deposited by Wilkes Booth just before his work of assassination, and though the bank has of ten notified his brother Edwin and his mother, both decline to take the money. In a few years it will go the British government.

A New York bull thief confronted by a boarder, said he was taking the animal of clothes to be cleaned. The guileless boarder thereupon added his own consent to the number. He finds they were cleaned out.

A secret society of young ladies exists in Memphis. Each member is bound not to marry a man who cannot give her a diamond ring.

On the 9th inst. Mary S. infant daughter of Capt. B. R. and H. E. Grant, aged 6 weeks At Woodstock, on the 8th inst. Rev. S. D. Lee Street, Rector of Woodstock, in the 65th year of his age.

Ship News.

REPORT OF SHIPWORKERS.
ABRU'D.
Dec. 14. Melilla, Stinson, St. Stephens, gen cargo, J. P. B. & Co. and others.
New York, Dec. 9.—arrd. Sarah Bernice, Wood, Musquash.

CHRISTMAS!

At J. Ingram's Store.
(next the Post Office)

Will be found a large lot of

CHRISTMAS PRESENTS

AND TOYS.

Raisins, spices, Fruits, Candied Orange, Lemon and Citron.

FANCY GOODS

a handsome selection of

Valuable Books suitable for Presents.

Lots of beautiful Note Paper in all colors and patterns. With many new attractions for the holidays.

J. INGRAM,
Fancy Repository,
Water St.

Scientific American

For 1871.

This splendidly illustrated, and interesting journal, published weekly, is a beautiful printed on fine paper, and elegantly illustrated with original engravings representing the most recent and valuable scientific information.

Manufactures, Civil Engineering, Agriculture, Engineering, Science and Art, Farmers, Mechanics, Inventors, Engineers, Chemists, and all those who are interested in the progress of the human mind.

Its circulation is over 100,000 copies, and it is the most valuable source of information to the public.

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Government

Winter Arrangements.

ON and after MON next, Trains will GOING

No. 2 Will leave St. J. at 8:15 a.m. at 3:30 p.m.

No. 4 Will leave St. J. at 10:15 a.m. at 5:30 p.m.

No. 6 Will leave St. J. at 12:15 p.m. at 7:30 p.m.

No. 8 Will leave St. J. at 2:15 p.m. at 9:30 p.m.

No. 10 Will leave St. J. at 4:15 p.m. at 11:30 p.m.

No. 12 Will leave St. J. at 6:15 p.m. at 1:30 a.m.

No. 14 Will leave St. J. at 8:15 p.m. at 3:30 a.m.

No. 16 Will leave St. J. at 10:15 p.m. at 5:30 a.m.

No. 18 Will leave St. J. at 12:15 a.m. at 7:30 a.m.

No. 20 Will leave St. J. at 2:15 a.m. at 9:30 a.m.

No. 22 Will leave St. J. at 4:15 a.m. at 11:30 a.m.

No. 24 Will leave St. J. at 6:15 a.m. at 1:30 p.m.

No. 26 Will leave St. J. at 8:15 a.m. at 3:30 p.m.

No. 28 Will leave St. J. at 10:15 a.m. at 5:30 p.m.

No. 30 Will leave St. J. at 12:15 p.m. at 7:30 p.m.

No. 32 Will leave St. J. at 2:15 p.m. at 9:30 p.m.

No. 34 Will leave St. J. at 4:15 p.m. at 11:30 p.m.

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No. 46 Will leave St. J. at 4:15 a.m. at 11:30 a.m.

No. 48 Will leave St. J. at 6:15 a.m. at 1:30 p.m.

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No. 80 Will leave St. J. at 2:15 p.m. at 9:30 p.m.

MEDICAL ASSISTANCE.

THE GREAT AMERICAN REMEDY



BADWAY'S READY RELIEF

THE GREAT EXTERNAL AND INTERNAL REMEDY

FOR THE MOST AGONIZING PAIN IN A FEW MINUTES.

BADWAY'S READY RELIEF

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EIGHT PER CENT PER ANNUM IN GOLD.

Free From U. S. Government Tax.

THE BALANCE OF THE ISSUE OF

\$1,500,000

OF THE

ST. JOSEPH AND

DIAMOND CITY

RAILROAD COMPANY,

NOW FOR SALE BY THE UNDERSIGNED.

These are 30-year sinking fund bonds,

issued only upon a completed road, and bear

eight per cent interest in gold, payable on the

1st of January and 1st of July, in New York,

London, and in all the principal cities of the

United States, and are secured by a

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INTERCOLONIAL RAILWAY.

The Commissioners appointed for the construction of the Intercolonial Railway give PUBLIC NOTICE that they are prepared to receive TENDERS for the three remaining Sections of the line, all in the Province of New Brunswick.

Section No. 21, from the Eastern end of Section No. 20, and three quarter miles East of the River Miramichi, and will extend to Station No. 1640, three thousand feet West of the River Kouchibouguac, a distance of about 25 miles.

Section No. 22 will extend from the Eastern end of Section No. 21 to Station No. 1180 at the crossing of the River Peticouche, a distance of about 25 miles.

Section No. 23 will extend from the Eastern end of Section No. 22 to the European and North American Railway at Moncton Station, a distance of about 25 miles.

The Commissioners also give PUBLIC NOTICE that they are prepared to receive TENDERS for re-surveying Section No. 10, the Contract for which has been completed.

Section No. 10 is the 10 miles of New Brunswick and extends from the centre of the Chaplin Island Road, near the Court House at Newcastle, towards Badminton, a distance of 20 miles in length.

TENDERS for Section No. 10 will be made upon the basis of the quantities specified in the original Bill of Materials for this section, and in drawing No. 10, and there will be deducted from the amount of the accepted Tender, a percentage sum equivalent to the percentage of the whole work which the Chief Engineer shall report to have been executed by the first Contractors.

These Contracts to be completely finished by the first of July, 1870.

Plans and Profiles with Specifications and Terms of Contract will be exhibited at the Office of the Commissioners in Ottawa, Toronto, Quebec, Rimouski, Pictouville, Newcastle, Halifax, and St. John, and after the 15th SEPTEMBER NEXT, and sealed TENDERS addressed to the COMMISSIONERS OF THE INTERCOLONIAL RAILWAY and marked "TENDERS" will be received at their OFFICE in OTTAWA, up to SIX o'clock, p. m., on WEDNESDAY the 5th day of OCTOBER next.

Surances for the completion of the Contract will be required to sign the Tender. The names in full, occupation and address of each surety should also be given.

A. WALSH,
ED-LE, CHANDLER,
C. J. BRIDGES,
A. W. McLELLAN,
Commissioners

Intercolonial Railway,
Commissioners' Office,
Ottawa, 10th August, 1870.

Intercolonial Railway,
Commissioners' Office,
Ottawa, 10th August, 1870.

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Ottawa, 10th August, 1870.

North British and Mercantile Insurance company, OF EDINBURGH & LONDON.

ESTABLISHED IN 1809.

FIRE & LIFE

CAPITAL - - £2,000,000 STERLING (WITH LARGE ACCUMULATIONS)

The Subscribers having been appointed General Agent for New Brunswick for the above Company, is now prepared to effect insurances on reasonable terms.

NICHOLAS T. GREATHEAD, Esq., Agent for St. Andrews and vicinity.

HENRY JACK, General Agent.

Aug 9.

French White Wine Vinogar.

5 Qr Casks White Wine Vinogar.

Jan 17.

Goods in store.

APRIL 6, 1870.

14 Chests } Fine London Congru

20 Half } do do do do

12 Half chests best (London) Oolong,

12 Brs. London Refined Crushed SUGAR,

1 Hhd. } Barbados Sugar,

5 Brs. } do do do do

2 Hds. } Vacuum Pan Sugar

7 Kegs Saleratus 1 cwt. each.

6 Brs. Mess } PORK

3 do Clear } do do do do

100 Brs best Family Flour.

5 Cases 2 cwt. each No 1 lined Nutmegs,

6 do 1 do do do do do

34 Brs Bridges' London Porter Stout, qts.

49 } Pale Ale qts & pils. [& pils.

3 cases Guinness' XXX Porter,

9 Qr casks Sherry Wine,

1 Hhd. } Port Wine,

7 Qr casks } do do do do

2 Hds Ginger Wine,

23 Hds } "Hennessey" & "Martell" best

40 Qr Casks } Cognac Brandy, v. 63, 5, 6,

14 Hds } "Vine Growers Co's,"

10 Qr casks } Best Brandy.

6