

The St. Andrews Standard.

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SAINT ANDREWS N. B. WEDNESDAY, MAY 14, 1862.

Vol 29

Transportation of Troops from Halifax to Canada via the Port of St. Andrews and the New Brunswick and Canada Railway.

FEBRUARY 13, 1862.

The tracings which accompany the following Report are as hereafter mentioned, viz—

- No. 1. Chart of the Port of St. Andrews showing the soundings in feet at low water, within quarter-mile bolts for a distance of two miles from the Lighthouse.
- No. 2. Chart of Passamaquoddy Bay, and Bay of Fundy, showing the Channel approaches to the Port of Saint Andrews.
- No. 3. Plan of a portion of the Great Roads of New Brunswick, showing the relative position of the chief towns from and to which the troops travel and the facility afforded by the N. B. & Canada Railway.

1. St. Andrews is the Chief Town of the County of Charlotte, containing within its Parish about 3,000 inhabitants. It is situated upon a peninsula extending into the Passamaquoddy Bay, and lies N. W. and S. E. It is also the terminal town and sea port of the New Brunswick and Canada Railway.

2. As far back as the years 1823-4 and 5, the number of vessels that entered and cleared this port was 435 with a gross tonnage of 91,207.

3. Between the years 1833 and 1838, the number of vessels that entered and cleared was 2,418, with 240,892 tons.

4. During this period, all lumber and merchandise shipped from the ports of the United States to West India ports, was first conveyed here and then reshipped; and there have been upwards of 25 square rigged vessels lying in this harbor at one time, besides from 50 to 80 schooners laden with plaster from places along the shores of the Bay of Fundy.

5. The sudden decline of this fruitful commerce, and the profitable mercantile business it treated in the town and through the County, is dated from the period when a reciprocal treaty opened the West Indian ports to a more direct American trade.

6. For some years past a great number of full rigged ships have been launched at this port, averaging 500 tons each.

7. The Port of St. Andrews is approached by LeTete passage, and Head Harbor Light or Quoddy channel, the former being 8 miles shorter from the Bay of Fundy, but the latter is the better course for night vessels.

8. Passamaquoddy Bay is about 15 miles long by 7 miles wide, it is not equalled in extent by any other harbor, purposes in North America, except Halifax; there is good anchorage all over this bay, which is capable of giving swinging room to the whole of the British fleet.

9. This at present, and always has been the chosen anchoring ground for nearly all vessels bound for loading at the various river mills, and at the Ledge near St. Stephens in the St. Croix river, when detained waiting for favorable winds, or the aid of the tug-steamers.

10. Being "land locked" on all sides it is protected from the surging influence of boisterous weather, the greatest reach from N. E. and S. W. does not exceed 6 miles, and ships have good ground tackle, can lay at all times, and at all points with perfect safety.

11. Her Majesty's troops, "en route" for Canada, have been recently transported from Halifax to this place, and thence by rail to Canterbury, and by sleds to Woodstock.

On the 1st January the Cunard steamer *Delta*, Capt. Hunter, arrived with 2,000 soldiers and ammunition. This vessel is over 800 tons, and draws about 15 feet of water; she first dropped anchor inside the east and south basins, on the second circle (see tracing No. 1), one half mile from the inner harbor, in 8 fathoms at high water, and subsequently entered the harbor about two hours, flood tide, disembarked her troops and stores at the Commissariat wharf in the rear of the "Sutherland Barracks," (colored red on tracing No. 1), the property of Mr. Chas. Geve, merchant, and was enabled to remain six hours at her wharf moorings. She has already made five trips to this port and has on two occasions discharged on board of schooners alongside at her anchorage before mentioned. She has never once been detained at this port on account of wind or weather, although her arrivals were during one of the worst winter months; and as an instance of the advantage of this port and bay over the harbor of St. John in point of safety, it may be stated that on the last trip but one of the *Delta* to Saint John, and during a snow storm on the night of the 25th January, she was unable to make the harbor, and had to lay off and on all night for 12 hours before she could enter. The night had set in thick and dark, blowing a gale of wind, but had she been bound for this port on that night she would have arrived 24 hours earlier and had snug anchorage on Passamaquoddy Bay on her old ground.

12. The New Brunswick & Canada Railway is open for traffic to Canterbury, distant 65 miles from St. Andrews, this section being run over since the first day of December, 1861; the remaining portion to the high road between Woodstock and Houlton 23 miles in length in course of construction, and will be completed during the ensuing Spring. The rails are laid from Canterbury to within four miles of the contemplated terminus, but a portion of the work being still incomplete it has not as yet been accepted by the Company; the troops consequently have only been conveyed over the rails as far as the present temporary terminus at Canterbury, (see tracing No. 3), the rest of the journey to Woodstock, 21 miles, is traveled on sleds.

13. In computing the aggregate distance from Halifax to Woodstock by way of St. John, with that by way of St. Andrews, we arrive at the following result viz—
From Halifax to St. John by steamer 259
From St. John to Woodstock by sleds, 127
Total 386
From Halifax to St. Andrews by steam 294
From St. Andrews to Canterbury by F.W., 65
From Canterbury to Woodstock by sleds, 21
Total 380
Difference in favor of St. Andrews 66
Difference of road shelving in favor of the 106
Difference of time steaming do 24h
Time occupied in travelling from St. John to Woodstock, 4 days
Time occupied in travelling from St. Andrews to Woodstock, 1 day
Difference of time in favor of St. Andrews and New Brunswick and Canada Railway 3 days

All the troops with the exception of the 1st detachment of the 62d Regt., with Col. Ingall, C. B., (who were forwarded during a violent snow storm which blocked up the road within 12 miles of Canterbury) have reached Woodstock within the 24 hours from starting.

14. The following extracts are taken from the last issue of the "St. Andrews Standard" of the 12th inst:—
"The Capt. Leslie's Battery and men left here by railway on Saturday last for Canterbury, and on Tuesday Lieut. Clark and the men of the military train and stores, went by rail to Canterbury on their way to Canada."

"The steamer *Delta* arrived here on Sunday last with a sergeant and 15 men of the 15th Regt., and Commissariat stores."

"The first detachment of Captain Leslie's battery was conveyed to Canterbury just in time to escape the dreadful snow storm of the 26th of January, before mentioned, which continued for two days following, such was its intensity, and that of the accompanying frost, that the road was completely blocked up throughout its entire length, 45 miles of the rails being imbedded in ice. The European & North American Railway from St. John to Shediac met with a similar fate from end to end. Also the Nova Scotia line, and several of the New York lines in the United States. Captain Leslie's Battery and men were consequently detained here until Sunday last. This explanation is deemed necessary, in order that the chain of facts may not be broken, or any mention of casualties and difficulties encountered by rail be here omitted, and reported elsewhere."

"I may further remark that there was still another route via St. Andrews to Woodstock, even if the New Brunswick & Canada Railway had no existence, and upon reference to the Road Map No. 3, it will be seen that there is a road communication between St. Andrews and Oak Bay and Pel river at "Carpenter's" intersecting the railway at Canterbury, the relative distances will thus compare:—
From St. John to Woodstock, 127
St. Andrews to Oak Bay, 14
Oak Bay to Pel river (Carpenter's) 50
From Carpenter's to Woodstock, 12 35

"Difference, 91
The road from Oak Bay to Pel River is an excellent winter road through the interior, and completely sheltered from the heavy snow drifts and freezing winds to which the river roads are at all times subjected throughout the winter season."

"The number of troops which have been forwarded by railway, to date, is 12,000 and the gross weight of guns, ammunition and stores similarly conveyed is 80 tons."

All of which is respectfully submitted.

WALTER M. BUCK, C. E.
Late Chief Engineer of the New Brunswick & Canada Railway.

On Saturday week four men were poisoned near Huntingdon, Canada, by drinking beer, which they supposed to be white. Two of them shortly died, and but little hopes are entertained of the recovery of the others.

BRITISH COLUMBIA.

The *Guelph Herald* publishes a letter from Mr. Robert Carter, brother of Mr. J. H. Carter, of that town, from which we take the closing paragraph:—
"I hope none of you have taken the gold fever. A great many who have come here have not made much gold, but have got as much cold and rheumatism as will trouble them for years, perhaps for life. Some few have done well. I saw one person with \$10,000, another with \$15,000 but these are exceptional cases. I saw hundreds who had come from the diggings who had not made as much as would carry them down. I pity those who come here without at least \$300 in their pockets after landing."

Our English exchanges announce the death of Mr. S. Nelson, after a short illness, in London. The deceased has a world-wide reputation as the composer of some of our best English ballads. "The Rose of Allen Dale," "The Flag that braved a thousand years," "Oh Steer my Bark to Erin's Isle," "The Pilot," "Maidens' Dec. &c. &c." are amongst the many of his compositions. Mr. Nelson was the father of the talented Miss Nelson, who played so successfully last season, also of Mr. A. Nelson, the present acting stage manager of the Theatre Royal. He died deeply regretted, leaving a large circle of relations and friends to mourn his loss.

THE CAPTURE OF NEW ORLEANS.

The following correspondence between the Mayor of New Orleans and Commodore Farragut is taken from the Boston Journal:—
UNITED STATES FLAG SHIP HATFIELD,
Off New Orleans, April 26, 1862.
To His Excellency the Mayor of the City of New Orleans.

Upon my arrival before your city I had the honor to send you Capt. Bailey, U. S. N., second in command of the expedition to demand of you the surrender of New Orleans to me, as the representative of the Government of the United States. Capt. Bailey reported the result of an interview with yourself and the military authorities. It must occur to your Honor that it is not within the province of a naval officer to assume the duties of a military commandant. I came here to reduce New Orleans to obedience to the laws of, and to vindicate the offended majesty of the Government of the United States. The rights of persons and property shall be secured, I therefore demand of you as its representative the unconditional surrender of the city, and that the emblem of the sovereignty of the United States be hoisted over the City Hall, Mint and Custom House by the meridian of this day, and all flags and other emblems of sovereignty other than those of the United States be removed from the public buildings by that hour. I particularly request that you shall exercise your authority to quell disturbance restore order, and call upon the good people of New Orleans to return at once to their vocations; and I particularly demand that no person shall be molested in person or property for sentiment of loyalty to their government. I shall speedily and severely punish any person or persons who shall commit such outrages as witnessed yesterday, by armed men firing upon helpless women and children for giving expressions to their pleasure at witnessing the old flag.

I am very respectfully,
D. G. FARRAGUT,
Flag Officer, Western Gulf Squadron

[THE REPLY]
MAYOR'S OFFICE, CITY OF NEW ORLEANS, City Hall April 26, 1862
Flag Officer D. G. Farragut, United States Flag Ship Hartford.

In pursuance of a resolution which we thought proper to take, out of regard for the lives of the women and children who still crowd the metropolis, Gen. Lovell has vacated it with his troops, and restored back to me the administration of its government and the custody of its honor. I have in council with the City Fathers considered the demand you made of me yesterday, of an unconditional surrender of the city, coupled with a requisition to hoist the flag of the United States on the public edifices, and I had down the flag that still floats upon the breeze from the dome of this hall. It becomes my duty to transmit you an answer, which is the universal sentiment of my constituents, no less than what the promptings of my own heart dictates to me on this solemn occasion.

The city is without the means of defence, and is utterly destitute of the force and material that might enable it to resist an overpowering armament displayed in sight of it. I am no military man, and possess no authority beyond that of executing the municipal laws of the city of New Orleans. It would be a presumption in me to attempt to lead any army into the field, if I had

one at command, and I know still less how to surrender an undefended place, held, as this is, at the mercy of your guns and mortars. To surrender such a place were an idle and unmeaning ceremony. The city is yours by the power of brutal force, not of my choice or the consent of the inhabitants. It is for you to determine what will be the fate that awaits us here.

As to hoisting any flag out of our own adoption and allegiance, let me say to you that the men lives not in our midst whose hand and heart would not be paralyzed at the mere thought of such an act. Nor could I bid in my entire constituency so desperate and wretched a renegade as would dare to profane with his hand the sacred emblem of our aspirations. Sir, you have manifested sentiments which would become one engaged in a better cause than that to which you have devoted your sword. I doubt not that they spring from a noble though deluded nature, and I know how to appreciate the emotions which inspired them. You have a gallant people to administerate during the occupancy of this city—a people sensitive to all that can the least affect their dignity and self respect. Pray, sir do not regard their susceptibilities. The obligations which I shall assume in their name shall be religiously complied with. You may trust their honor, though you might not count on their submission to unmerited wrong.

In conclusion, I beg you to understand that the people of New Orleans, while unable to resist your force, do not allow themselves to be insulted by the interference of such as have rendered themselves odious and contemptible by their dastardly desertion of our cause in the mighty struggle in which we are engaged, or such as might remind them too forcibly that they are the conquered and you the conquerors. Peace and order may be preserved without resort to measures which I could not at this moment prevent. Your occupying the city does not transfer allegiance from the government of their choice to the one they deliberately repudiated, and they yield the obedience which the conqueror is entitled to from the conquered. Respectfully,
JOHN F. MONROE, Mayor.

BANGOR, May 7.
Confederates made decisive stand at Williamsburg, opening on Gen. Hooker's division; action heavy, with considerable loss.

Enemy repulsed at all points. On Monday afternoon Gen. Hancock's Brigade encountered several Confederate Regiments, latter advancing steadily within 200 yards, when a brilliant bayonet charge scattered them in panic, leaving eighty dead, 40 wounded and 200 prisoners. Hancock took two redoubts.

Enemy's works very formidable across the Peninsula, near Williamsburg.

General Pope lured portion of Beauregard's army to take a battery, and made prisoners of whole force of 2,000.

Condition of roads prevents movement of Halleck's army.

Gen. McDowell occupies Fredericksburgh and has seized a large amount of stores.

Gen. McClellan telegraphs that Monday's battle influenced the enemy to evacuate Williamsburg same night, leaving their sick and wounded; 300 uninjured and 1000 wounded prisoners are in the Federal hands.

The enemy's loss in killed very heavy—Gen. Ricketts among them. The pursuit is following up. A large force has been sent to Westport, to attack the enemy in the rear.

At New Orleans Confederates lost 11 gunboats. Thirteen steamers passed, the four which did not surrender.

Burnside was organizing a Union Regiment in North Carolina.

The French have commenced hostilities, Mexico and have taken Orizaba. Superfine state flour \$4.25, \$5. Extra \$5.10 a \$5.20.

IMPORTANT TESTS OF WIRE ROPE.

Of Wednesday some tests of wire rope took place at the Mersey Chain testing works, the first two experiments for the purpose of practically ascertaining the relative value of wire and hemp rope for standing rigging. The experiments, which were watched with great interest, were decisively in favour of wire, both as to durability and length of wear. The first was a piece of 2-inch galvanized steel wire, the Admiralty test for which is 4 tons 6 cwt; it broke at 5 tons 15 cwt. This piece of rope, it must be remarked, was taken from the topgallant backstays of the ship *Bogota*, belonging to Blythe, Brothers, and was supplied by Garcock, Bibby and Co., to this vessel 11 years ago. It is still in good condition, there being no sign of rust in the rope, and it stood up wards of 30 per cent. above the Admiralty

test—a fact which proves not only that wire rope, kept free from rust, is far superior to hemp in durability, but that it improves in strength with age—a circumstance as remarkable as it is important to shipowners, and hitherto, we believe, unsuspected. The next test was a piece of 1 1/2-inch galvanized H. B. wire rope, which broke at 2 tons 15 cwt. This was part of the royal backstay of the ship *Infra*, belonging to T. Royle and Son, and supplied by the above firm previous to the last voyage of the vessel. The last experiment was made at the instance of John Dickenson and Son, of George Place, and intended to decide the merits of formed or laid rope. The following is the strain borne by the two pieces of rope tested: One piece 3/4-inch wire rope, 6 strands, 17 tons 15 cwt; one piece 3/4-inch galvanized wire rope, 4 strand formed rope, London make, made of fine wire, 12 tons 5 cwt. The 4 strand rope stretched very considerably in testing, as compared with the 6 strand, which is an objection to its use for ships' rigging.—*Liverpool Telegraph and Shipping Gazette*, April 17.

DOUBLE FLOWERS.

[From the Cultivator.]
Double flowers are almost universally preferred to single ones. They are almost entirely the result of artificial treatment, single flowers being the rule and double ones the exception, in the natural state of plants.

The perfection of the flower, considered simply from a scientific point of view, is injured by the transformation, for double flowers are produced by the change of a portion of the stamens into petals, thus destroying in a measure, the symmetry of the flower, and injuring its fruit-bearing properties. (But considered simply as beautiful objects, there can be no doubt that in the vast majority of cases, the double sorts of flowers are infinitely preferable to the single ones.)

There can be no question, that high and careful culture is the agent in producing this change from single to double flowers. Plants in a wild and uncultivated state, receiving no attention from the hand of man, rarely produce double flowers; but brought under judicious culture they will in time exchange their single for more or less double flowers, with a constant tendency, however, to return to their normal state. While enriched soil is one of the means to be used in producing this change it is possible to make the soil so rich as to defeat the end desired; for if carried too far in this direction, the result will be, not the transformation of stamens into petals, but the undue development of the foliage at the expense of the blooming properties of the plant.

We have spoken of the tendency of double flowering plants to return to their original production of single flowers. This tendency must have been frequently observed by persons cultivating flowers, in the variety of flowers from plants grown from seed. Some being tall double, some semi-double, and others single, the proportion varying in different sorts. The more recent double flowers, with a constant tendency, however, to return to their normal state. While enriched soil is one of the means to be used in producing this change it is possible to make the soil so rich as to defeat the end desired; for if carried too far in this direction, the result will be, not the transformation of stamens into petals, but the undue development of the foliage at the expense of the blooming properties of the plant.

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The London (Canada West) "Daily News" says:—On Thursday last a strange circumstance transpired at Enniskillen. A large well, which heretofore has yielded coal in great abundance, suddenly changed the nature of its production, and instead of oil poured forth brine in immense quantities. Nitre is supposed to be an abounding element in the new fluid discharged. How it is to be accounted for? It is possible after all that the new commodity may prove more lucrative than the old.

HENRY J. LIVERPOOL.—J. C. Heenan, accompanied by his brother James Heenan, arrived at Liverpool recently in the City of Washington, from New York. The "Times" says that Henry was warmly received on landing by a large number of friends who were awaiting arrival. Heenan's second visit to England is to encounter Mac for the belt and championship, and the friends of Heenan are confident of success.

GARIBOLDI.—Garibaldi is to visit London during the Exhibition, and also will pass his respects at various towns in the province during his visit.

RECAPTURING A PRIZE.

The recapture of the prize ship Emily, St. Pierre, and her arrival at Liverpool, have been briefly reported by telegraph. The St. Pierre is a fine vessel of eight hundred and eighty-four tons, and had a cargo of guano, with which she was attempting to run into Charleston, when she was captured by the James Alder, one of the blockading fleet. The major part of her crew were transferred to a Federal vessel, and she was placed in custody of a prize crew of sixteen men, under command of Lieut. Stone of the Navy. Capt. Wilson, cook and steward, were alone allowed to remain on board the St. Pierre. It was the second day after her capture by the Federalists, the Captain, with much courage and considerable ingenuity, succeeded in retaining the management of his vessel and subsequently navigating her to Liverpool. How he accomplished this surprising result is narrated as follows in the London Times:

The prize master's mate was asleep in the cabin on the morning of the second day after the capture, and he determined to secure him in the first instance. The cook and steward were armed, and were instructed by Captain Wilson of the prize crew, were allowed to remain on board the St. Pierre. It was the second day after her capture by the Federalists, the Captain, with much courage and considerable ingenuity, succeeded in retaining the management of his vessel and subsequently navigating her to Liverpool. How he accomplished this surprising result is narrated as follows in the London Times:

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FROM THE STATES.

BANGOR, May 10. Gen. McClellan telegraphed yesterday noon, that he had effected Junction with Gen. Franklin and the troops were in fine spirits. Galena agreed upon James River, but no harm apprehended. Another despatch says that the main body of the enemy retreated across James River. The road ten miles beyond Williamsburg is strewn with enemy's broken army wagons. Military men have impression that enemy has made its last stand in Virginia. West Point was a strong position. Memphis Avalanche says that battle at Corinth is postponed. Conspiration at Memphis going on, and Union men fleeing. Avalanche deprecates persecution. Heavy guns being planted at Vicksburg to prevent Federal fleet coming up river. Steamers are taking 12,000 Arkansas troops from Little Rock for Corinth. May 12. Five thousand troops under Gen. Wood were landed at Willoughby's Point on Saturday, at a place selected by President Lincoln in person. Little opposition on march. On approaching Norfolk a deputation of citizens formally surrendered the city, and it is now occupied by the Federals, together with Portsmouth and the Navy Yard. Yesterday morning the Confederates fired

and blew up the Merrimac. The Galena captured the Yorktown and sank the James town.

McClellan's advance was within 27 miles of Richmond. Supposed the Confederates will make a stand 15 miles from city. Confederate iron clad gunboats attacked the Federal fleet near Fort Pillow. Two of the former were blown up, one sunk the rest retired under the guns of the Fort. Only one Federal vessel was injured.

From CHARLESTON. A letter from Charleston, dated April 21st, published in the Philadelphia Express, says the recent victories of the Union arms have dispirited the people there, though the leaders still wear a bold front. The Charleston people expect to be attacked by an army landed at Georgetown, about 60 miles distant, where a considerable force is gathered, though it has been reduced by reinforcements sent elsewhere.

The inhabitants of Georgetown and other exposed places have mostly fled with their slaves into the interior away from the navigable streams and railroad routes. Merrimac, the Collector of Georgetown, and his clerk, who were imprisoned a year ago, in consequence of the information they imparted to the general government, have made their escape and got on board the blockading fleet.

Labeled affirmatives of the State are very active in forcing all suspected Unionists into the army and confining their property.

ANOTHER OUTRAGE.

The following has been handed to the Halifax Journal for publication:— HALIFAX, N. S., May 1st, 1862.

MR. EDITOR.—By inserting the following facts in your paper, the British public will be enabled to learn with what contempt their flag is held by the people of the Federal States of America.

On the 11th April, 1862, while on the passage from Newfoundland, Cuba, to this port, at 2 1/2 P. M., I observed a ship on my port beam, running in a direction apparently for the purpose of crossing my vessel's bow. I thought she might want to communicate with me, but as she showed no colors I took no notice of her. She kept on towards us until 6 P. M. She was then about a mile astern of us. She then fired a gun, but as she showed no colors I took no notice of it. Keeping on my course, after a short time she fired a second gun. I then hoisted the British ensign. Some four or five minutes after a third gun was fired, and a round shot fell a short distance to leeward of my vessel. I then shortened sail, backed, and stood towards the ship, which now hoisted the flag of the Federal States. When within speaking distance I was ordered to heave to, and when I demanded to know by what authority she obliged me to heave my ship to, she repeated the order, and fired a fourth shot which passed within a few feet of my head. On being asked again to heave to, I answered in the affirmative, not wishing to have my vessel sunk by her guns. When I got my ship in a position to heave to, I was fired upon by her quarter. My vessel was then boarded by a crew, accompanied by two officers, who demanded to see my papers. After examining them, and the vessel's hold they took their departure, ordering me to lay still until they ran their flag up and down, which they did in about fifteen minutes. I then proceeded on my voyage. I am, Sir, yours, &c. J. B. CONNOR, British Brig. "Dart."

[We understand that our correspondent has laid his case before the senior naval officer on this station who has communicated with the Admiral, concerning what must be considered in the light of an outrage to the British flag.—Ed. Journal.]

Arrival of the Steamship Hansa at New York.

New York, May 12. Steamship Hansa, from Southampton, 30th, arrived at Queenston on the 27th ult. The Queen has come to Baltimore. The district in Blackburn increases. The new Russian loan of fifteen millions sterling 5 per cent, at 94 was quoted at 1 per cent. premium. Leading London capitalists and merchants have subscribed. Consols advanced to 92 1/2 for money, and 94 1/2 for account.

ITALY.—The King arrived at Naples on the 26th. The French and English ambassadors accompanied him, with three frigates each. The enthusiasm at Naples was indescribable. The city was illuminated. Garibaldi has recovered.

The Paris correspondent of the New York Herald says that Messrs. Sidel & Co., the Confederate agents in France, have been discussing the merits of the Patterson case, and knowing how anxious the Emperor and Prince Napoleon are to move Captain Bonaparte from his present inconspicuous to their position, they have intimated to His Majesty that the Southern Confederacy might be willing to accept the American Bonaparte as its monarch. This proposition would at once gratify the ambition and pride of the Emperor—the former in removing an obstacle to the legitimate succession of his dynasty to the throne of France; and the latter, in the establishment of one whom he still acknowledges as a Bonaparte, upon the throne of an American monarchy.

The steamer Lord Seaforth is to run between Cape Breton and Pictou, N. S., during the summer.

It is stated in some of our American exchanges that Captain Semmes and the officers of the privateer Sumter arrived at Southampton on the 17th in the mail steamer Mooltan from Gibraltar. The crew of the Sumter had been paid off and she was to be sold.

Notice has been given in the Common Council on London of a motion to present the honorary freedom of the city in a gold box to Mr. George Peabody, for his munificent gift of £150,000 for the permanent relief of the poor of London.

A conspiracy has been discovered among the old Neapolitan army at Milan and Monza. The clergy supplied the conspirators with arms and money. Many have been arrested.

THE STANDARD OFFICE is removed to the building on Edward Street, adjoining Miss Irwin's store, corner of Water and Edward Streets.

The Standard.

ST. ANDREWS, MAY 11, 1862.

The pay of the Members of the Legislature and mileage, appears to exercise some of our contemporaries. As these matters are fixed by law and none of our legislators feeling themselves above receiving their allowance, we can see no impropriety in their taking the amounts offered them. The Session might be shortened and the business of the Country attended to just as well; this would be one item of retrenchment on their part, and no doubt it will be carried into effect at the next Session. During the past Session the pruning knife was applied, and one of the numerous branches of extravagance lopped off, there are several others, of the same growth, that require cutting down, and many smaller should be "chipped in the bud; these will no doubt be attended to next season, by those who sincerely wish to carry out retrenchment in the public expenditure.

Mr. Grimmer, we trust, will be assisted in his labours of love to pare these extravagant amounts down to a reasonable sum. The shafts of ridicule which have been hurled at him for his praiseworthy measure of retrenchment, have raised him in the estimation of his constituents; we regret to say with many, they have led to the belief that a portion of the Press is "subsidized," this however, is a mistaken notion; "government paper" is not abundant enough to support those Journals, which we believe supported the Government from a conviction of right, and have occasionally opposed them when they believed it was to the interest of the country to do so.

The report on the transportation of troops from Halifax to Canada via the Port of St. Andrews and the New Brunswick & Canada Railway, published on our first page, was we are informed, prepared by Mr. Buck for the purpose of being submitted to Colonel Shadwell at St. John, through whose approval and kindness copies were furnished to the authorities in England at the Horse Guards and War Office. That this has actually been done, we feel certain few of our towns people have been aware of, and we cannot but express our gratification that the position of our seaport town, and spacious bay, and the facilities afforded by the Railway in connection therewith, have been so graphically and truly represented, and when we add that we know for a fact that all this has been done with a laudable desire to advance the interests of our town and to help its commercial prosperity, by giving a proper prominence to its apparently obscure position, and more, that it has been done gratuitously by Mr. Buck, we are confident that the mercantile portion of the community in particular will appreciate such disinterested kindness which he is ever willing to render, and which should be rewarded by some acknowledgment.

SHOULDER ARMS.—The youth of this town have a decided turn for military tactics. We were surprised the other evening while returning from our office to see no less than three military companies of mere children, many of them not twelve years old going through their drill with a precision and exactness that would compare favorably with the volunteer Companies. So much interest do the little fellows take in the drill, that they have nicely made wooden guns painted black, and three evenings each week they may be seen drilling, and afterwards marching. These Companies have elected officers, viz—a captain and lieutenant, who in turn put their company through the drill. A former Monarch of Great Britain was vaunted upon by his Prime Minister for the purpose of enquiring—"Will Your Majesty declare War?" The King enquired, "what are the boys playing at in Scotland?" "At Soldiers Your Majesty," was the reply. "Then declare war at once." We give the anecdote in connection with the Military disposition

of the boys, and to show that the boys of the British Colonies are not a whit behind their fellows in the Mother Country; they can claim a Williams, an Inglis, and many other natives of the Provinces, who have distinguished themselves in the British Army and Navy too.

RAILWAY TIMBER LANDS.—We are happy to learn through the "Colonial Presbyterian," that "The Timber Lands attached to the St. Andrews Railroad are now being made to yield a handsome and rapidly increasing sum for stoppage, under the management of Mr. EDWARD JACK." It is time that the valuable timber on these lands was turned to account; Mr. Jack understands its value, and is thoroughly acquainted with the lumber business, and under his management it will become a valuable source of revenue to the Company.

MARSHALL HOUSE, BOSTON.—The season for travelling having again opened, we beg to refer persons visiting Boston, to the card in our advertising columns headed "Marshall House." The proprietors of this excellent establishment, J. & G. Wadsworth are obliging and attentive landlords; they conduct their House on the European plan, and those who have stopped there speak favorably of the House, which is located in the centre of the business part of the city, between Hanover and Union Streets.

THE INTERCOLONIAL RAILWAY.—A Despatch from the Colonial Secretary to the Governors of Canada, Nova Scotia and New Brunswick, on this subject has been published. From it we learn that the British Government are willing to offer to the Provincial Governments an Imperial guarantee of interest towards enabling them to raise by public loan, if they should desire it at a moderate rate, the requisite funds for constructing the Railway. This proposition we have reason to believe will be entertained, and accepted by the Colonial Governments—in the best which has been made; it is plain from the distance named to connect Halifax and Quebec, 350 miles, that the Duke of Newcastle, includes the two Lines now in existence, the St. Andrews & Quebec and European, as portions of the proposed Intercolonial Railway.

A Bill, it is reported, confiscating the property of the leaders of the Southern Confederacy will pass Congress; the masses of the people will not be affected by it. A Collector for the Port of New Orleans, has been appointed by the Government. This looks like an immediate opening of that Port.—The one grand idea from the commencement of the War, has been to put down the so-called Southern Confederacy, and restore the needed States to loyalty. No power can induce the Federal Government to treat with the South on any other terms than absolute submission to the laws of the United States.

THE SWISS BELL RINGERS, it will be seen on reference to our advertising columns, will give one of their interesting entertainments, in the Town Hall, on Thursday evening. Every where they have performed in the Colonies, they are highly spoken of; their entertainments have given unbounded satisfaction are well worth hearing.

The Rev. Dr. Clay, was presented with a handsomely bound copy of the Bible, by the men of the 16th Regiment quartered at St. John, who had recently become connected with the order of the Sons of Temperance.

We copy the following from the "Elgin & Morayshire Courier" of the 4th ult. Capt. Thompson was a resident of this Town for several years:—

MUSKETRY INSTRUCTION.—We understand that Captain Thompson, Adjutant of the Morayshire Volunteers, has kindly agreed to deliver a series of lectures on musketry instruction to the Elginshire volunteers.—We trust that all members will endeavor to take advantage of these lectures, which cannot fail to be of great practical service to them.

DOGS IN ENGLAND.—An English paper states that from returns lately made, it appears that last year the duty on dogs produced \$956,720.

Col. Russ, has arrived at Halifax from Boston, with machinery for gold mining operations in Nova Scotia.

A census collector says all the ladies of the district are like the moon, which is never older than thirty.

On the 5th inst., after a long illness, Mr. Daniel Daley, aged 72 years, a native of the Co. Tipperary, Ireland, and for several years a native of this Town.

On the 26 ult. at her residence in Burton, Sanbury Co., aged 38 years, Agnes M. wife of Bradford P. Gilbert, Esq., daughter of David Mowat Esq., of this place.

Ship News

PORT OF ST. ANDREWS

ARRIVED.

May 6 Sloop Matilda, Stinson, Calais, Mead & J. R. Bradford and others. Schr. Victory, Sprague, Eastport, Bricks. Schr. Juliet, Simpson, St. John, Mdze. Schr. Jane, Clark, Portland, B. List. Sloop Matilda, Stinson, Eastport, Pork, James & J. R. Bradford. Schr. Rambler, Young, Flour, J. R. Bradford. Schr. Utica, Britt, Boston, Flour & Provisions, to Sundry. Schr. Frank, Thompson, Eastport. 12th Ship Agnes, Jones, Boston, Ballast C. F. Clinch.

CLEARED.

Schr. Juliet, Simpson, Halifax, Salt. 6th Brig, Australia, Gize, Havana, Railway Sleepers—B. L. Chadbourne. Schr. Victory, Sprague, Bricks, Halifax. 9th, Schr. Jane, Clark, Boston, Sleepers. Brig. Sallie Bunsell, Leavitt, Havana, Railway Sleepers by B. L. Chadbourne. Cardenas, Cuba, 30th April, Brig. Bacheiler, Watcutt, Portland, U. S. 10 days. New York, May 6.—Schr. Georgiana, Hays, loading for San Domingo.

ALBION HOUSE,

Corner of Water and King Streets, St. Andrews.

JOHN S. MAGEE, respectfully informs the Inhabitants of St. Andrews, that he has now ready for inspection and sale, a choice assortment of—

Fancy Dry Goods.

consisting in part of Prints, Grey and White Cottons, Hats, Bonnets, Ribbons, Flowers, Kid Gloves, Gentlemen's Collars and Neck Ties, Braes, and a variety of other articles too numerous to enumerate, all of which are offered at lowest prices. We are prepared to receive orders for MILLINERY in all its branches, and most fashionable styles, at reasonable prices. A large lot of Hoop Skirts from 30 cts to \$1.50. Terms Cash: No second price.

SWISS BELL RINGERS.

BLAISDELL BROTHERS

And their Troupe of

VOCALISTS, HARPISTS, and

CAMPANALOGIANS.

Will give an Entertainment in the

TOWN HALL, on

Thursday evening next, 15th inst.

For further particulars see Programme. Admittance 25 cents.

Whiskey, Old Jamaica

Blended, &c.

Ex "Hesperus" from Liverpool via St. John.

2 Pans Fine Malt Whisky.

1 Panchon fine Old Jamaica Rum.

1 Hhd fine old Brown Sherry.

12 Cases fine old Canadian Whiskey.

1 Do 1st Class Wine.

2 Hhds

2 Kegs

16 Cases Woodstock pipes.

2 Bales London grey and Brown wrapping paper.

70 Boxes window glass (assorted sizes)

150 Gross Wine & Beer Casks &c. &c.

J. W. STREET & SON.

May 5th, 1862.

Teas, Geneva, Old Tom &c &c

Ex "Parkfield" from London via St. John.

48 Cases

32 Hif Chests

30 Hhds Geneva "John DeKuyper"

20 Cases "Old Tom"

10 Cases London Stout Porter

0 do Pale Ale

8 Cases Coleman's No 1 Starch

10 BARRIS

Ex "Titan" from London via Halifax.

13 Hhds

0 qr casks

16 Cases

J. W. STREET & SON.

May 10th, 1862.

UNIVERSITY OF NEW BRUNSWICK.

THE Scholarships which have heretofore been confined to the County Grammar Schools are now open to the respective Counties.

Intending Candidates for such Scholarships are requested to communicate with the President of the University, previous to the first day of July next, in order that he may be enabled to make suitable arrangements for holding competitive examinations, during the ensuing Summer vacation, in any County wherein there may be more than one Candidate.

The Scholarships for all the Counties, excepting Westmorland, Kent, and King's County, will be vacant in September next.

Notice is also given, that Schoolmasters are now admitted to the Classes in the University, free from all charges for tuition.

E. H. WILMOT, Fredericton, 29th April, 1862. [Registrar

Crushed Sugar, Raisins &c.

Ex "Utica" from Boston.

10 Hhds Crushed Sugar—circle a—

15 Boxes

15 Hhds Best Layer Raisins.

FLOUR

Just received from the

100 BLS. F

30 do

25 Chests and

160 BLS. Ext

25 do F

25 do F

15 Hhds. A

Herb's Grass Seed

Boxes Fresh Grass

St. Andrews, Ma.

INTER.

STEAMSHIP

TWO TH

On and after the

1st Steamship C

did Sea-going stea

"Forest City" as fo

Steamer "New B

Master, will leave St

Morning, at 8 o'cloc

Boston.

Steamer "Forest

leave St. John every

for Eastport, Portu

roter.

April

W. W.

HAS just received

York and Bos

50 BLS Extra Sate

20 do double Extra

20 do Cream Meal

20 BLS No 1 Flour

30 do Best Rnd Cl

40 BLS assorted

40 Bags Pe

THE

OSSEY

The

W. W.

joining

APP

April 16, 1862.

ABSTRACT

NOTICE is hereby

Assessors of

of St. Andrews, in th

receive, until the 21

in writing, from all w

for the current year

of the real and pers

they possess.

JAS. McFAR

A. T. PAUL,

B. R. STEW

St. Andrews, April

CHANCERY, NOT

IN CHANCERY.

BREWERS.

PURSUANT to an

by the Court of

the Creditors of the

L. McDonald, for

as Railroad Contract

before 10 of the clock

the sixteenth day of

prove their debts in

Master in Ordinary

Chambers in Osgood

or in default of the

excluded the benefit

of ten of the clock

the twentieth day of

here, is appointed for

claims; and it not th

heard and adjudicate

at twelve o'clock of

the twenty-eighth day

of the month of May

next, at the Court of

the said Court, in

the City of New York.

Dated the twenty-e

Signed

DEUGAN & BRUNS,

Plaintiffs Solicitors.

March

Store and for sale

11 Hhds. "Hones

7 qr cks. 5 Pale and

10 Cases

7 do First old Jam

15 do "Geneva"

12 Cases y

1 Pan Bk at Scotch

7 qr cks "Mehans"

4 qr cks "Best P

2 Octaves

