

# The St. Andrews Standard.

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No 42

SAINT ANDREWS NEW BRUNSWICK, OCT. 18, 1871

Vol 38

## Poetry.

### SUMMER FLOWERS.

When Skies are bright, and Nature's face  
Of sadness knows no shadow,  
And Summer's hand is clear to trace  
In woodland and in meadow;  
What time the long-lost summer hours—  
Laughs on the laughing hours—  
Hinted by Spring ere Spring was done—  
We pluck the Summer flowers.

Or culled in garden's rich parterre,  
Or by the hedge-row will,  
Where cultured fragrance steepers the air  
Or where, by breezes mild  
Nurtured spontaneous, Summer's store  
Fulfills the pledge of Spring,  
We search the flowery treasure o'er,  
Which summer bounties bring.

Those summer flowers, where'er they be,  
In wild or tamed place,  
Are sweet: but ah, more sweet to see  
Are yonder summer faces!  
And summer flowers, from out their bed  
When plucked by girlish hand,  
Show but encircling girlish head  
Within their odorous band.

Then gather flowers, while yet you may;  
Lies opening sweetest cherub,  
Ere ago shall shadow youth's glad day,  
Ere life's one summer perihelion  
Ah me! you merry girlish crew,  
Your laughter speeds the hours;  
Your flowers are very fair, but you  
Are summer's choicest flowers.

### Letter from the South.

The following letter, addressed to a resident of St. Andrews, by the Rev. Mr. Rattray, who is at present on a tour in the Southern States for the benefit of his health, has been handed us, with permission to publish it.

CORNWALL IRON WORKS,  
CHICKADEE CO., ALABAMA, Sept. 11, 1871.

Dear Sir—It will doubtless take you by surprise to get a letter from me with the above date and locality. Near about two thousand miles from home and loved ones, surrounded by a people, who, save one, my brother, I had never seen before. Well, it surprises me too; and yet here I am, where a few years ago, and but a few, hostile armies met in deadly combat, and human life was considered of no more value than the cartridge and bayonet that destroyed it. Here I am, where yet the dreaded Ku Klux Klan of whom we have read so much in papers, to some degree hold the reins of government in hand and meet out to offenders such punishment as they may think the offence demands. Only a few nights ago they called upon one man whom they considered had been walking contrary to law and order, by disguising himself, they quietly disrobed him and administered a pretty severe whipping, and left him to repent and reform. In other cases they are more severe; but I have never yet heard of them inflicting any wrong whatever upon well disposed law abiding citizens. Report, however, from other localities says that depredations have been committed by them of a serious character. Of this I am unable to state positively, as there are conflicting opinions of the K. K.'s even among the people of the South.

I have been very desirous of visiting this country ever since the war, but have always considered it a vast undertaking, and indeed it is. But my health failed and I was unable to leave, and my doctor thought I better travel if possible, and that to get out of the way of the autumn changes of weather might be beneficial. I wrote to my brother living here, and he at once invited me to come and pay him a visit. I have been here one week and am filling my mind with entirely new and interesting knowledge—knowledge which all the newspapers North and South could not give. Here I see and know for myself, and come to my own conclusions. Upon my return North, should it be the will of the Lord for me to return with recruited health, I purpose giving a series of lectures upon observations and experiences of a southern tour in Delaware, Maryland, Virginia, Tennessee, Georgia, Alabama, Florida and other southern states. I have conversed freely with a number of southern statesmen who were once leaders in the secession movement, with ex-confederate officers with lawyers and with the common people, and I have invariably found them kindly disposed, free and easy in conversation, affable and perfectly gentlemanly in their demeanor. I have in no one instance been insulted, my feelings have not yet in the least been disturbed, and I receive that attention and courtesy which surprises me. Almost invariably they say to me, "We are glad to have you men from the North come among us. We have been fighting each

other, you have conquered us, we have accepted the condition and position consequent upon the war; we are broken up and almost ruined, we now seek with you to promote peace, heal and forget the wounds of the past and cultivate a mutual interest." Such is the language of men with whom I have formed a brief but pleasurable acquaintance. I have preached occasionally, and have been more highly complimented than I have ever been in the North.

When I return north and deliver my course of lectures I shall have many interesting things to exhibit, such as petrefactions and the strangest fossils or petrefactions. I shall have some of the finest specimens ever discovered; and that which will add to the interest of the specimens, is the fact, that I have dug them out of the Mountains of Alabama with my own hands. I cannot give you by letter any description whatever of the country, I have not time, I have to write so many letters to friends and newspapers that I reserve details for lectures. I think therefore I shall be able to entertain the citizens of St. Andrews some of these days with a subject entirely new. My brother here is to accompany me in my journey further south. He is prepared and furnished with everything for travelling; a splendid pair of Kentucky bloods, a fine buggy and a mind as comprehensive almost as Webster's, and the most happy faculty of public address that I ever heard. He is emphatically an agreeable travelling companion, and it seems very providential that he should be living here and can render me so much valuable assistance.

My kindest regards to all of my dear friends in St. Andrews.

Yours truly,  
B. FRANKLIN RATTRAY.

### Allan's New Steamships.

From an article on "Shipbuilding in the Clyde," in the "Liverpool Journal of Commerce,"

SHIP BUILDING, YARD OF MESSRS. ROBERT STEELE AND CO.

As is well known, this firm has long enjoyed a well-merited reputation as being possessed of high skill and scientific intelligence in the modelling as well as in the building of ships, presenting in their form and proportions those elements of excellence which secured for them celebrity of motion, combined with ease and comfort in working. This prestige, long acquired and assiduously maintained, is still a leading and satisfactory characteristic of the products of this celebrated establishment, and secures for it an amount of patronage indicative of the intelligence which guides the councils of important and liberal-minded shipowning firms. It is only a few days since a small tribute was paid in the columns of the "Journal of Commerce" to the excellence of a noble steamer recently constructed for the Montreal Ocean Steamship Company by Messrs. Robert Steele & Co. That, as it will be remembered, she was the Sarmatian, a vessel of charming symmetry, admirable in her constructive strength, and faultless in the style and extent of her passenger accommodation. This fine, indeed splendid vessel, which is intended for the Liverpool and Montreal trade, proceeded on her maiden voyage across the Atlantic on the 31st ult., but her behaviour previous on the run round from the Clyde to the Mersey was all that her most ardent admirers could desire, and to justify their anticipations that she will prove herself in every respect worthy of the firm by which she is owned, and also that she will sustain the high reputation of her builders. This is gratifying in a pleasing degree; but it is not less complimentary to both parties to know that the Messrs. Steele are well advanced in the construction of two other ships, of a somewhat similar kind, for the owners of the Sarmatian, and that, too, before she had been submitted to the rigorous ordeal of a voyage across the Atlantic. This is a perfect proof, if proof were wanted, of the entire confidence reposed in the builders of the magnificent vessels referred to.

Apart from mere implication of confidence, however, a brief enumeration of a few of the leading particulars of construction of the new vessels will do more to explain the grounds of preference which this firm advances to deserve and ensure a continuance of the favour with which their vessels are regarded. The Polynesian, the larger of the two steamers referred to, is 410 feet in length over all 30 feet longer than the Sarmatian, like which she has a straight stem; she is 42 feet in moulded width of beam, and 46 feet deep in the hold from the spar deck. Her gross measurement is 4,250 tons, n. m., and she is to be propelled by two combined engines of 600-horse power nominal, but capable of being worked up to 2,000-horse power indicated. They are of Macdonald's patent principle, consisting of two vertical high-pressure cylinders, which have given such entire satisfaction in the Sarmatian. The Polynesian is very strongly framed, having double ribs at the engine-room space. All her decks are of iron complete, thus

forming exceedingly strong stringer plates from stem to stern on each deck. She is further strengthened by cross ties, and is divided into seven water tight compartments by six strong water tight bulkheads. Her decks are all covered with wood above the iron of which they are mainly composed, and in fact, everything has been done to ensure strength and speed, combined with safety and comfort. All the framing and decks of this fine vessel are complete, and several of the lower strokes of plating are already put on. In a couple of months or less this remarkably fine ship will be ready for being launched. The Sarmatian, the other steamer in course of construction for the Montreal Ocean Steamship Company by Messrs. Steele & Co., is 300 feet in length over all, but in her case the favourite and much admired bow projection and figurehead extension has been retained. With this last exception the Sarmatian will be a sister ship to the Sarmatian, with which in leading length she nearly corresponds. Her moulded width of beam is 40 feet, her depth of hold being 34 feet 5 inches. Her engines are to be of high pressure, and supplied with Corliss's valves. They are to be of 2,200-horse power indicated. The vessel is nearly all in frame, and the workmen are making rapid progress with the remainder of the constructive processes.

THE BUILDING YARD AND ENGINE WORKS OF MESSRS. TOD AND MACGREGOR.

The extensive building yard and engine works at Patrick belonging to this firm are at the present moment fully, and rather more than fully, occupied. The present chief occupant of the firm and their numerous employees is the construction of a magnificent new steamship, to be added to the already extensive and noble line of human royal mail steamers, which run between Liverpool and New York, as well as some other North American ports. This large and beautiful vessel is to be named the "City of Montreal," and she is so far advanced towards completion, that it is expected she will be ready for launching in course of a week or two. She is of the following dimensions:—Length over all 450 feet; moulded width of beam, 43 feet, with a corresponding depth of hold. She is very strongly built, all the more recent improvements in construction having been applied to ensure her strength and durability. The City of Montreal measures 4,000 tons, builders' measurement. She is divided into eight water tight compartments, whereby she is rendered almost impregnable to fire, and is greatly secured against the result of accident. She is a spar decked closed-in vessel; her saloon and first class passenger accommodation are on the spar deck, and they are fitted up with the luxurious elegance and comfort which are characteristic of the human fleet of royal mail steamers. Adhering to the elegant and favorite form of construction which the utilitarian partialities of the day are endeavoring to abolish, the City of Montreal presents a graceful figure head and awfully flowing cutwater at her bow. Her lines of form are charmingly symmetrical and beautiful, at once suggesting the idea of great and graceful buoyancy, combined with easy celerity of motion. She is to be propelled by fixed trunk engines of 700-horse power nominal, but capable of being worked up to 3,500. Altogether the City of Montreal is a noble specimen of marine architecture, and one which will tend in no small degree still further to enhance the already high character of the Liverpool North Atlantic fleet.

## Interesting Case.

### SENT BY EXPRESS.

Minnie Harlan was alone in the world—her mother just buried.

She was a beautiful brown haired girl, with soft, shy eyes of a velvet gray, and rosy lips compressed to a firmness far beyond her years. For after all she was only seventeen, and so Deacon Gray was telling her, as he sat by the fire, spreading his huge hands over the tarry flax, and asked:

But what are you going to do to 'arn your bread and butter?

I don't know. Mamma had an Uncle in New York—

Yes, yes; I've heard tell of him; he was mad 'cause your mother told not marry till you was sixteen; was he?

Minnie was silent. Deacon Gray waited a few minutes, hoping she would let him into her secret meditation; but she did not, and he Deacon went home to tell his wife that "that Harlan girl was the queerest creature he had ever come across."

In the meantime Minnie was packing her few scanty things into a little carpet bag, by the wicker flicking light of the dying wood fire.

I will go to New York, she said to herself, setting her pearly teeth together.

Mothers' uncle shall hear her case pleaded through my own lips. Oh, I wish my heart would not throbb so wildly. I am no longer,

meek Minnie Harlan; I am an orphan all alone in the world who must fight life's battle with her own single hands.

Lower Broadway at seven o'clock p. m.—What a babel of crashing wheels, hurrying humanity and conglomerate noise it was—Minnie Harlan sat in the corner of an express office, under the glare of gas lights, surrounded by boxes and wondering whether the people ever went crazed in the perpetual din and tumult. Her dress was plain, gray poplin, with a shabby old fashioned straw bonnet tied with black ribbons, and a blue veil lay on her lap. She had sat almost two hours, and was very, very tired.

Poor little thing, thought the dark haired young clerk nearest her, who inhabited a sort of fire cage under a circle of gas lights.

Mr. Evans. The dark haired clerk emerged from his cage with his pen behind his ear in obedience to the beckoning figure of his superior.

I have noticed that young woman sitting here for some time; how came she here?

Expressed on, sir, from Millington, Iowa.

As though Minnie Harlan was a box or a paper parcel.

Consigned to Walter Harrington, Esq.

And why has she not been sent for?

I sent-up to Mr. Harrington's address to notify him some time ago. I expect an answer every moment.

Very odd, said the gray haired gentleman.

Yes, sir, rather.

Some three quarters of an hour afterwards, Frank Evans came to the girl's side with an inside crumpled pity in his hazel eyes.

Miss Harlan, we have sent to Mr. Harrington's residence. [Minnie looked with a feverish red upon her cheeks, and her hands clasped tightly on the handle of her carpet bag.]

We regret to inform you that he said for Europe at twelve o'clock this day.

A sudden blur came over her eyes; she trembled like a leaf. In all her calculations, she made no allowance for an exigency like this.

Can we do anything further for you? he asked.

Nothing; no one can do anything for me now.

Frank Evans had been turning away, but something in the piteous tones of her voice appealed to every manly instinct within him.

Shall I send to any other of your friends?

I have no friends.

Perhaps I can have your things sent to some hotel?

Minnie opened the little leather purse and showed him two ten cent pieces, with a smile that was almost a tear.

That's all money I have in the world.

So young so beautiful, so desolate! Frank Evans had been in New York all his life, but he never met with an exact parallel case to this. He bit the end of the pen in dire perplexity.

But what in the world are you going to do.

I don't know sir. I am there a workhouse or some such place I could go to, until I could find something to do.

Hardly. Frank Evans could scarcely help smiling at poor Minnie's simplicity.

They are putting out the lights and are preparing to close the office, she said, starting to her feet, and added I must go somewhere.

Miss Harlan, said Frank, quietly, my home is a very poor one; I am only a five hundred dollar clerk; but I am sure my mother will receive you under her roof for a day or two if you can trust me?

Trust you? Minnie looked at him through violet eyes obscured in tears. Oh, sir, I should be thankful.

How late you are, Frank. Here, give me your overcoat; it is all powdered with snow and—

But Frank interrupted his bustling cherry-cheeked mother as she stood on tip toe to take off his outer wrappings.

Hush, mother, there's a young lady down stairs.

A young lady, Frank?

Yes, mother; expressed on from Iowa to Harrington, the rich merchant, and she is entirely alone. Mother, she looks like poor Blanche, and I know you wouldn't refuse her a corner here until she could find something to do.

Mrs. Evans went to the door and called cheerily out:

Come up stairs, my dear; you're welcome as the flowers in May. Frank you did quite right.

The days and weeks passed on, and still Minnie Harlan remained an inmate of Mrs. Evans' humble dwelling.

It seems just as though she had taken our dead Blanche's place, said the rosy little widow, and she is so useful about the house,—I don't know how I managed without her.

Now Minnie, you are not in earnest about leaving us tomorrow?

I must, dear Mrs. Evans. Only think; I have been here two months tomorrow; and the situation as governess is very advantageous.

Very well; I shall tell Frank how very obstinate you are.

Dear Mrs. Evans, please don't; please keep my secret.

What secret is it that is to be so religiously kept? asked Frank Evans, coolly walking in to the midst of the discussion, with his dark hair tossed about by the wind, and hazel brown eyes sparkling archly.

Secret, replied Mrs. Evans, energetically wiping her spectacle glasses. Why Minnie is determined to leave to-morrow.

Minnie!

I must, Frank; I have no right further to trespass on your kindness.

No right, eh? Minnie, don't you know that the house has been a different one since you came into it. Do you suppose we want to lose our little sunbeam?

Minnie smiled sadly, but her hand felt very cold and passive in Frank's grasp.

You'll stay, Minnie?

No. She shook her head determinedly.

Then you must be a n. o. to stay, said Frank. I've missed something of great value lately, and I hereby arrest you on suspicion of the theft?

Missed something? Minnie rose, turned red and white. Oh, Frank, you never can suspect me!

But I do suspect you. In fact I am quite sure the article is in your possession.

The article?

My heart, Miss Minnie! Now look here: I love you, Minnie Harlan, and I will be a good and true husband to you. Stay and be my little wife.

So Minnie Harlan, instead of leaving as governess, according to the programme, married the dark haired clerk in Ellisons' express office.

They were quietly married early in the morning, and Frank took Minnie home to his mother, and then went calmly about his business in the wire cage, under the circle of gaslight.

Evans.

Yes, sir.

Frank, with his pen behind his ear, as of yore, quietly obeyed the request of the gray headed official.

Do you remember a young woman who was expressed from Millington, Iowa, two months ago?

Yes, sir, I remember her.

A tall, silver haired gentleman here interposed with eager quickness.

Where is she? I am her uncle, Walter Harrington. I have just returned from Paris where the news of her arrival reached me. She is the only living relative left me.

Alas! but sir, said Frank, you can't have her.

Can't have her? What do you mean? Has anything happened?

Yes, sir, something has happened; Miss Harlan was married to me this morning.

Walter Harrington started.

Take me to her, he said hoarsely. I can't be parted from my only relative for such a mere whim.

I wonder if he can't the marriage service and wedding ring more wisely, thought honest Frank, but he said in silence.

Minnie, said the old man, in faltering accents, you will come to me and be the daughter of my old age? I am rich, Minnie, and you are all I have in the world.

But Minnie stoicly held through her husband's arm.

Darrest uncle, he was hied to me when I most desolate and alone. I cannot leave my husband, uncle Walter; I love him.

Then you must both of you come and be my children, said the old man doggedly. And you must come now, for the great house is as lonely as a tomb.

Frank Evans is no longer an express clerk, and pretty Minnie moves in velvet and diamonds, but they are quite as happy as they were in the old days, and that is saying enough. Uncle Walter Harrington expressed his joy every day, and his two children are the sunshine of his declining years.

Let parents make every possible effort to have their children go to school in a pleasant manner. Never scold or give lectures, or in any way wound a child's feelings as it goes to bed. Let all banish business and every worldly care at bed time, and let sleep come to a mind at peace with God and all the world.

What is the annual corn crop of Kentucky? a tall foreigner tourist of a Kentuckian. I can't exactly say, replied the Kentuckian—but I know it's enough to make all the whiskey we want, besides what is wasted for bread.

One who wishes the world to know what he knows about farming, says the best way to raise strawberries is with a spoon.

Gravity is no more evidence of wisdom than a paper collar is of a shirt.

They who fetch will also carry.—Talcott.



REMEDY FOR

EMPTION,

is prominent pharyngitis to be

reparation ever introduced

and CURE of all

BRONCHITIS, INFLUENZA,

Hemorrhages, Pains in

the Chest and Side,

the Lungs,

throat, etc.

that has attended the applica-

tion of

COMPLAINTS

of high standing to employ

of a non-afflictive of the face

to be used, space only for the

testimony

DISCREDITED.

see in our possession we select

RACINE, Wis.

I have experienced the

from the use of Dr. Wm. W.

I am induced to express that

have in its efficacy. For many

years I have been afflicted with a severe

and distressing cough, and

in three hours after use had

been entirely cured, and in four

days the cough was entirely

gone, and in no case have I

seen any use of the above

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## TELEGRAPH NEWS.

[Special to Daily News.]

Ottawa, Oct. 13.  
Lord Lisgar accompanied by Hon Mr. Tupper, left to-day for the Railway Celebration.  
The Government has received reliable advice of the dispersion and capture of Fenians near Pembina by the American troops and Manitoba Militia.  
British Columbia and Manitoba are made Military districts.

The telegraph wire continues to announce fresh contributions to Chicago by Canadian Cities and towns and meetings are being held here for the same object.  
Loss by Hudson fire probably \$100,000 one third insured.

The "Citizen" this evening says, the Government is about to despatch a military expedition to Manitoba the Commander of which will be Lieut. Col. Osborn Smith, C. M. G. The expedition will consist of ten hundred men, selected from the Militia district of Ontario and Quebec. It departs at once, and on arriving in that province, Col. Smith will assume the Chief command of the force.  
Quebec Legislature meets on the 9th November.

Nothing of any importance in the Gazette, London, Oct. 13.

Health of Queen Victoria improving.  
Losses of Liverpool Insurance Companies by fire at Chicago estimated at £420,000.  
Great sympathy is shown throughout England and on the Continent for Chicago sufferers.

Batavia has pronounced the Papal infallibility as a doctrine dangerous to the State.  
A Cabinet crisis is again threatened at Vienna. The Emperor of Austria is very sick, consequent upon recent excitement.  
Prince Napoleon has applied for a permit from French Government to go to Corsica.

New York, Oct. 16.  
Miller's grain elevator in Toronto, with warehouse and storehouses adjoining, burned on Saturday afternoon. Loss \$50,000; insured for \$100,000.

Seven fires in Syracuse, New York, on Saturday night; six the work of incendiaries. Fortunately no great damage resulted. Supposed to be a plot to burn the city.

Latest particulars of fires in Michigan and Wisconsin show loss of life to be far greater than at Chicago, though destruction has been by no means so great.  
New York, Oct. 16.  
Gold opened at 113 3/4.  
Superfine flour \$6.40 to \$6.55; good to choice \$7.15 to \$7.65.

LOSS AND DONATION.—The following from the "Journal of Commerce," New York, and will give an idea of the ability of the Company in question, to stand its losses at the Chicago fire. It says:

"The North British and Mercantile Insurance Company have telegraphed their Agent here to settle all losses promptly, and to draw Bills of Exchange at 3 days sight for the amount, thus not touching the present American assets over \$1,300,000 of the company held on this side. They also subscribe \$5,000 for the sufferers at Chicago. The only effect of their losses will be to reduce their surplus from fire premiums.  
Mr. Greathead is Agent for the above Company in St. Andrews.

The Death of Sir John Burgoyne.  
During the course of last week the veteran Sir John Burgoyne has passed away from the scenes of living men. Sir John was born in 1782, and was consequently in the 89th year of his age. He had a bright and brilliant as well as protracted career. He fought under Sir John Moore in the Spanish peninsula. He was one of the right hand men of Wellington during the whole course of his struggle with the First Napoleon. In the Crimea he did good service, and on his return was created a baronet. Full of years and laden with honors, the old general has passed away. It is gratifying to know that men of the stamp of Sir John are still at hand and ready to serve the Crown and still in the hour of need. The recent Alibiardt experiments prove that the race of warriors in Great Britain is not likely soon to die out. [Scottish American Journal.

RAILWAY'S MAGAZINE for November has been received, and is sparkling, bright and witty. It has an exciting tale of adventure in China, quite a number of illustrated articles and several excellent stories, the whole making the contents of this popular magazine more select and interesting than many other serials in the States. It is brimful of information, and just what is wanted in the family circle. Our readers can judge for themselves from the following list of contents:

The Tichborne Case; Nice and the Pass of Tende; Canine Beauties; Indian Archipelago; The Grotto of Ganges; The City of Kazan Russia; The Portuguese Man of War; Elder Brewster's Chair; The Hemlock; With what Measure ye Mete; Uncle Sam's Story; Janette's Hatred; The Lovers' Test; Light through Stone Wall; Tragedy or Comedy: Two Thanksgiving Days; What they were—Jacks or Paces; The Fate of Mr. Pilliwig; Sketches of Travel in California; Miss Larkspur's Diamonds; Our Young People's Story Teller—Guess: or, the Son of a Politician; How we caught the Golden Eagle; Lulu's Wedding; Curious Curious Matters; The House-keeper; Facts and Fancies; Our Picture Gallery—Humorous, Illustrations. Published by Thomas & Talbot, 63 Congress Street, Boston.—Price \$1.50 per annum.

In the City of St. John the fund in aid of Chicago amounts to nearly \$10,000, and it will no doubt exceed this sum. People generally give what they can afford.

A boy named Ross had one of his legs smashed at the St. John Railway Station, on Monday afternoon, the locomotive having passed over it at the Dorchester street crossing.

Rhode Island has not raised apples enough this year to make the usual number of piers; while Michigan cannot find barrels enough to hold her crop, and is selling at \$1.

S. M. PITTENGILL & Co.,  
37 Park Row, New York.

Are our sole agents in that city, and are authorized to contract for advertising at our lowest rates.

PUBLISHER'S NOTICE.—Accounts from this Office have been made out for advertising, subscriptions, &c. Many of them are due upwards of twelve months, and it is hoped they will be paid when presented.  
The Standard.

SAINT ANDREWS, OCT. 18, 1871.

OPENING OF THE INTERNATIONAL RAILWAY.

On Monday last, a number of invited guests and passengers left St. John for Bangor by four first class cars, with a new Postal Car, to be present at the celebration at Bangor to-day, and view—perhaps interview—the President of the United States and the Governor General of the Dominion. Among the excursionists were Mr. Willis of the "News," Mr. Ellis of the "Globe," and some attaches of other journals. Tomorrow the distinguished party and excursionists, are to visit St. Croix, where the formal opening will take place.

The Hon. S. L. Tilley who accompanies the Governor General on this occasion, merits the highest commendations for his able advocacy of Western Extension while in the local government and legislature; he can point with a small degree of satisfaction, to his railway policy, of which Western Extension formed a part. His efforts to develop the resources and promote the prosperity of New Brunswick, have met with success. In connection with the Opening of the International Railway, we may give the

Prediction of a Remarkable Man.  
The late John Wilson, Esq., as it is to be remembered, of great grasp of mind, a practical projector of Railways in this Province, and the principal of several visits to England, Canada, and the principal of towns in this Province in the interest of the St. Andrews Railway, and succeeded in carrying out his construction, predicted at a Railway Meeting held in St. Andrews in the year 1847, that ere the lapse of twenty-five years, there were those present at the meeting, who could travel by Railway from St. Andrews to St. John, Fredericton, Woodstock, the Canadas, United States, and even to the shores of the far off Pacific. Had that far seeing gentleman been spared to this day, he would have witnessed the fulfilment of his remarkable prediction. It would only be an act of justice to erect a Monument to his memory; and we have no doubt that if the necessary steps were taken, his many friends would cheerfully contribute towards such an object.

River du Loup Railway.

The Reporter announces the return of Mr. Fraser to Fredericton from England, whither he had gone on a mission to negotiate for the building of the River du Loup Railway, and adds "we are only in a position to state that the negotiations consequent upon his visit are yet in active progress, and that the prospects of the undertaking were never more encouraging than at present. At present we can only state that the company is sanguine of ultimate success."

Mr. Richardson, manager of the Bank of Montreal at St. John, has been transferred to Chicago, to take charge of a Branch Bank in that city. Mr. Munro, is to take charge of the Branch in St. John.

THE NEW HOTEL.—The contracts for the excavation and masonry of the cellar of the new Hotel, have been let, and men are busy at work on the site. It is probable that a number of men will be employed during the winter on the building.

The Annual Cattle Show and Fair of the Charlotte County Agricultural Society will be held to-day at Bay Side. The weather is fine, and several of the townspeople have gone out to the Fair.

Launched at St. Stephen on Saturday last, a new Barque named the "Grasmere," built by those eminent shipwrights Messrs. J. & C. Short, for Messrs. Chipman & Bolton, J. S. DeWolfe & Co., and Capt. Lester. Her

tonnage is said to be 750 new, and 900 old, she is rated at French Lloyds for 8 years, having been built under survey. The Messrs. Short, who are natives of Saint Andrews, have long been famed as successful master builders not alone in this Province, but in Liverpool England.

Bible Society Meeting.

A meeting was held in the Wesleyan Church, on Monday evening, 15th inst., for the revival of the Bible Society in this Town.

The meeting was opened with prayer by the Rev. Mr. Seelye. J. R. Bradford, Esq., was appointed Chairman, and A. W. Smith, Secretary.

Mr. Russell, agent of the British and Foreign Bible Society, advocated the claims of the Society, showing the large amount of work it had done since the formation in 1804, and the immense good it had accomplished. He concluded a highly interesting lecture by suggesting the revival of the Branch Society in this place.

It was moved, and unanimously carried,—"That a Branch Bible Society be formed, and named the St. Andrews Branch of the New Brunswick Auxiliary Bible Society."

Moved and carried—"That the Society adopt the same constitution as that of the other Branch Societies in this Province, and that the officers consist of a President, Vice President, Secretary and Treasurer, with a Committee of five members, in addition to which, all contributing clergymen be members, ex officio."

The following officers were then unanimously elected for the ensuing year:—

J. R. Bradford, President.  
J. B. Balson, Vice do.  
W. Snodgrass, Secretary.  
John Wilson, Treasurer.

Committee:—A. W. Smith, W. H. Williamson, W. Whitlock, G. Gunnison, J. S. Magee.

Resolved—"That the Society respectfully request that the Clergymen of St. Andrews, do very warmly recommend this great and good cause to their respective congregations, both in their public services, and pastoral visits."

The thanks of the meeting were tendered to Mr. Russell for his interesting address; and that gentleman made a suitable acknowledgement.

The meeting was closed by singing the Doxology, and a blessing invoked by the Rev. P. Keay, A. M.

The committee are to meet in a few days, when collectors will be appointed, and other business pertaining to the Society arranged.

Sampo Bello Fish Fair.

Owing to circumstances over which we had no control we were prevented from attending the Fish Fair at Campo Bello, but a friend who was present kindly furnished us with the following brief report:—

On Wednesday last, the 11th inst., the Twenty-first Annual Fair of the Campo Bello Fishery Society was held at Welch Pool, Campo Bello.

Samples of Fish of every kind were exhibited; the Islanders have attained almost perfection in curing the various fish caught in these waters. Liberal prizes were awarded exhibitors according to quality. The harbor at an early hour was alive with sail and row boats of all sizes to take part in the regatta. The sailing boats were started first; this beautiful fleet in miniature darting off at the signal like arrows, dotting and whitening the Bay as far as the eye could reach, and was a sight well worth witnessing. Finer boats and more skillful boatmen cannot be found, than are these Campo Bello boys.

About noon the steamer "Joseph Baker" arrived with a number of gentlemen from St. Stephen and St. Andrews. Just as she touched the wharf three canoes were started, paddled by, six able looking Indians, two in each canoe, with verbal orders from the Judge to go round the Gunboat and back. This was a fine race; on reaching the goal, the paddlers were loudly cheered by the crowd of spectators.

The second race, single sculls, followed over the same course; two boats were entered. The contest was sharp, the rowers powerful and scientific. Race number three, was between three beautifully modelled four-oared fishing boats, over a much longer course. Very great interest was manifested by all in this closely contested match; the rowing was magnificent.

The fourth and last was between two four oared racing gigs. One purchased at St. Andrews the other at St. John. It was remarkable to notice how skillfully these delicate shells were handled, by young oarsmen who had only a few days practice in them. Not knowing the names of the boats, I cannot give the winners.

At about half past six, P. M., a large party sat down to an excellent dinner. Welch Pool Fish Fair dinners are universally admitted to be far above the ordinary standard. Eastport, St. Andrews and St. Stephen were largely represented at the Table. The Hon. Capt. Robinson Owen, President of the Society, presided. All the usual loyal toasts and many others, were given and responded to ably and cheerfully. J. Bolton, M. P., in the course of his remarks displayed a thorough knowledge of Dominion politics. In his hands the interests of Charlotte County are safe. Among the toasts given, none was received so enthusiastically as one to the health of "Capt. Robinson Owen." Evidently the Captain is exceedingly, and no doubt deservedly, popular with the residents of the Island.

We are happy to state, that the strictest sobriety was observed throughout the day, and are safe in stating, that through the excellent arrangements of Capt. Robinson Owen, and to him alone, the successful issue of the Fair may be justly attributed.

The affair was wound up by a Ball, at which all enjoyed themselves. Success to Campo Bello

fishermen and the hospitable and gentlemanly proprietor of the Island.

The new clerk of the Steamer "City of St. John," is winning golden opinions. The passengers all speak in the highest terms of his urbanity and attention, and add that his civilities and kindness will make the boat deservedly popular.

NEW MAIL FACILITIES.—The Hon. Mr. McMillan has made arrangements for the conveyance of the mails to and from the United States by railway. Mails will leave daily by Western Extension for the United States, and will be received by the same line every evening. The cars will run daily from this Town connecting at McAdam Junction, with the mails, and the St. Andrews Post Office will be a distributing office for the Way Offices East and West. The mail to St. George, will continue as at present.

Reconstructing Old Dwelling Houses.

It is a common remark with those who have repaired an old dwelling house, that it costs more to reconstruct an old house than to build a new one. In some instances the saying is true, while in others it is not. The expenses will depend on the sound or unsound condition of the old structure, the alterations to be made, and the management of the proprietor and the builders. In some instances, the structure to be rejuvenated is so different from what is desired, that the most economical course will be to tear the old building down at once, or remove it and appropriate it to some other purpose. If, for example, the siding and roof are old and must be renewed; if the rooms are not of the desired height and size; if some of the timber has decayed, and the studs and joints are so far apart that the laths will spring between the timbers to which they are nailed, and thus fail to make a strong wall, the old dwelling had better be demolished, as a new edifice can be erected more economically than such a shell can be satisfactorily reconstructed. On the contrary, if the frame is sound and the rooms of the desired form, new siding, new windows, new doors, and new walls can be substituted for the old ones much more economically than the old frame can be demolished and a new structure erected.

There are two ways of repairing an old dwelling, one of which is expensive and unsatisfactory, and the other is satisfactory and economical. The expensive way is to let a builder take the job by contract, and agree in writing to do this and that as per contract. Of course, every professional builder knows enough to make an estimate that will cover all expenses and leave him a generous profit. Whenever a contract is drawn, builders are not always careful to note every minor item; and proprietors do not always think of every little job until it is too late to be noted in the contract. Such things cause difficulty. The builder of one of the college edifices of Cornell University was not obliged to make box window frames, and provide weights for the windows, as that particular item was not mentioned in the contract. So the building was finished without window weights, as such appliances had not been thought of by the directors until the building was nearly finished.

The most economical way to repair an old dwelling is to employ a faithful and competent joiner to prepare a bill of such materials as will be required, and to do the work by the day. It may be well, also, to provide one or more assistants or helpers; but let the proprietor bear in mind, that, as the number of workmen is multiplied, unless the superintendent is a judicious manager, the expenses will be augmented. As a rule, it is true that four men, working together at such labor as one man can do, will not accomplish as much in one day as one man alone will do in four days.

First, then, let a thorough examination be made of the structure, and let every alteration be plainly noted on paper, after which let a bill of items be carefully made out. For example, one or two sides of the dwelling will require re-siding. Estimate the number of feet, or the pieces required of a given length and width. If a box cornice or bracket-cornice is desired, let a correct estimate be made of every board, molding fascia, bracket, listel, etc. If a veranda is to be erected, make a note of every piece of timber, cornice, flooring, and roofing; after which, let every article be brought on the ground, and the lumber stacked up or spread out in the sun to dry. One great fault in building is using lumber that is only half seasoned. If lumber that has been sawn a year, or even four years, is spread out in the hot sun for a few weeks, it will shrink but little after being worked up in finishing a dwelling house. Floor boards in particular should be spread out at least four weeks on slabs or timber to keep the ends off the damp ground; and every day they should be examined to see if they do not warp. The rounding or convex side should always be kept up. Clapboards should always be thoroughly seasoned before they are nailed in their places; as boards partially seasoned, when nailed at both edges as clapboards are secured will usually split during the seasoning process, and thus form damaging and unsightly cracks. As soon as the lumber is sufficiently dry, let every piece be dressed out, ready for use; then strip one side of the structure, erect the veranda, put up the cornice, nail on the siding, and let the paint brush follow the hammer in close succession before newly dressed lumber will have a chance to get wet. By adopting such a plan,—"getting a good ready," and knowing what is to be done,—the expense of repairing an old house, will be much lighter than if the various operations were conducted in a haphazard manner. [Technologist.

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ARRIVED.

On the 16th inst., by the Rev. R. Verrier, Mr. JAMES COAKLY to Miss EASY FULFORD, both of St. Andrews.

ARRIVED.

Oct. 13, schr Franklin, Coast-Boston, hides, &c., R. Ross and others.  
Helen McLeod, Cogswell, Boston, hides, &c., R. Ross and others.  
Matilda, Sisson, St. Stephens, gen cargo, J. R. Bradford and others.  
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Ospray, Sprague, Boston, flour &c., Robinson & Glenn.  
16, Sarah Glass, Glass, Boston, ballast, master.  
17, Mary Ellen, Britt, New York, corn, flour &c., G. S. Grimmer and others.  
Eliza Frances, Hunt, Salem, ballast.

CLEARING.

Oct. 12, schr Daisy, Bannock, Boston, 1200 sleepers, 1200 posts, C. O'Neil.  
13, Helen McLeod, Clark, Boston, 2023 sleepers, Goodnow & Co.  
14, Odessa, Tatton, Boston, 77,500 feet boards, Robinson & Glenn.

WOOD FOR SALE.

Persons requiring good Cordwood can obtain the same delivered from the Cars, by leaving their orders at the Railway Store.  
A few bins of choice Dairy Butter for sale. October 18, 1871. J. B. MORRIS.

NEW BRUNSWICK AND CANADA RAILWAY AND BRANCHES.

On and after Monday, October 16th, until further notice, Trains will run daily as follows:—  
UP TRAINS leave St. Andrews at 9 a. m., and St. Stephen at 10 15 a. m., for Woodstock and Houlton.  
DOWN TRAINS leave Woodstock and Houlton at 2 a. m., for St. Andrews and St. Stephen.

Three Trains connect at McAdam Junction with Trains on European and North American Railway to and from St. John and Fredericton.  
HENRY OSBURN, MANAGER.  
Railway Office, St. Andrews, Oct. 16, 1871.  
D. J. Seelye, Agent, Water St., St. John, N. B.

PUBLIC NOTICE.

COMMENCING ON TUESDAY, the 24th inst., the Allan Line of Contract Packets will leave Halifax for Queenstown and Liverpool, every alternate TUESDAY in place of Saturday as at present.

JOHN MCILLAN, P. O. Inspector.  
P. O. Inspectors Office, }  
October 6th, 1871. } oct 18 3i

TENDERS FOR

NEW HOTEL AT ST. ANDREWS.

TENDERS will be received by the undersigned up to the 1st of November next, for the building and entire completion of the proposed NEW HOTEL at ST. ANDREWS.

In accordance with the Plans and Specifications, which can be seen at the office of the Architect, J. T. G. McKean, Esq., Ritchie's Building, St. John, up to the 20th inst., and subsequently at the store of Messrs. Robinson & Glenn, St. Andrews.

The work must be completed to the satisfaction of the Directors and given up to them by the 1st day of July, 1872.

The Directors do not bind themselves to accept the lowest nor any tender.  
NEVILLE G. D. PARKER, Hon. Secretary.  
St. Andrews, Oct. 11, 1871.

COUNTY COURT.

The County Court of the County of Charlotte, will sit at St. Andrews, on Tuesday, the 24th inst., at 12 o'clock, noon. At which time and place all officers of the Law and other persons required to be at this Court, are publicly notified to give their attendance.

ALFRED T. PAUL, Sheriff of Charlotte.  
Oct. 11, 1871.

BANK

OF BRITISH NORTH AMERICA.

CAPITAL £1,000,000 Sterling.

Head Office—London, England.

Interest allowed on Money deposited at FOUR per cent. per annum.  
Sums of \$10 and upwards Provincial currency, will be taken on deposit at interest.  
Drafts granted on St. John a 4 per cent.  
Drafts granted on New York, Boston and Portland in U. S. Cy. a 4 per cent.  
Drafts granted also on Canada, Nova Scotia and England.  
Night Drafts on New York, Boston and Portland in U. S. Cy. bought at par.  
American currency bought and sold.  
Notes discounted.  
Current Accounts opened to be drawn upon by Cheques.

OPEN FOR BUSINESS  
St. Stephen daily from 9 a. m., to 1 p. m., and in St. Andrews, on Wednesday, and Saturday from Four to Six p. m.  
JAS. B. LOCKIE, AGENT.

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HENRY OSBURN,  
MANAGER.

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P. O. Inspector.

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WILLIE G. D. PARKER,  
Hon. Secretary.

11, 1871. 31

COURT.

t of the County of Charlotte,  
ws, on Tuesday, the 24th inst.

At which time and place all  
nd other persons required to  
publicly notified to give their

ALEX. T. PAUL,  
Sheriff of Charlotte.

ANK

NORTH AMERICA.

1,000,000 Sterling.

—London, England.

a Money deposited at Four

apwards Provincial currency,  
xit at interest.

St. John a 4 per cent.

New York, Boston and Port-  
4 per cent.

on Canada, Nova Scotia

w York, Boston and Port-  
ought at par.

bought and gold.

peared to be drawn upon by

OR BUSINESS

a 9 a.m. to 1 p.m., and in  
nesday, and Saturday from

JAS. S. LOCKIE,  
AGENT.

W. Fletcher, M. D.,

DENTIST.

May be found at BRADFORD'S HOTEL  
for ONE WEEK only.  
Patients visited at their homes if desired.  
St. Andrews, Oct. 11, 1871.

LOST,

ON Monday Evening last between Railroad  
Hotel and the residence of N. T. Great-  
head, Esq., a gold shirt stud with pearl  
centre. The finder will be suitably rewarded on  
leaving it at my store.  
Oct. 10. W. B. MORRIS.

TO LET.

Possession given 1st November.

The Two Storey House and Lot, corner of King  
and Fair Streets. Rent moderate. Apply at the  
STANDARD OFFICE.  
St. Andrews, Oct. 4, 1871. 4

Executor's Notice.

ALL persons having claims against the Estate  
of JOHN INGRAM, late of  
St. Andrews, deceased, are requested to present  
the same duly attested, within three months from  
the date hereof; and all persons indebted to the  
said Estate are hereby requested to make imme-  
diate payment to the undersigned.  
LUCY MARIA INGRAM,  
St. Andrews, Sept. 10, 1871. Executrix.

JOHN S. MAGEE

Has Received

10 Cases Boots & Shoes,

for Fall and Winter wear.

LADIES BOOTS,

MISSSES BOOTS,

BOYS BOOTS,

which are made from good stock, warranted,  
and will be sold at a SMALL ADVANCE on cost.

Also Received,—

3 Cases Canadian Tweeds,

Blankets, Yarns, and Mens' Woolen  
Under Shirts,

which were bought before the late advance in  
prices, and will be sold CHEAP.

COTTON WARPS—WHITE & BLUE,  
from the New Brunswick Cotton Mills, W. Parks  
& Son, the quality of which are guaranteed.

MILLINERY GOODS,

In Ribbons, Flowers, Lace and Hats,  
just received.

Mrs. MAGEE has received the  
Autumn Fashions,  
and is prepared to execute orders. A further  
supply of NEW MILLINERY daily expected.

JOHN S. MAGEE,  
Albion House.

Corner Market Square and Water St. opposite  
Head Market, Wharf.

Sept. 6, 1871.

STEAMER FOR

North Shore.

Tenders

Will be received at this office until  
WEDNESDAY the 20th day of Oc-  
tober next, at noon, from parties willing to enter  
into contract to place a good and efficient Steam-  
boat on the North Shore route, to ply between  
SHEDDIAK and CAMPBELLTOWN ON  
THE KESTIGOUCHE RIVER.

CALLING AT

RICHIBUCTO,  
CHATHAM,  
NEWCASTLE,  
SHIPPAN,  
CARAQUET,  
BATHURST,  
and DALHOUSIE.

On return calling at the same ports in reverse  
order—one week, commencing not later than  
the first of May and to continue until the middle  
of November.

W. M. KELLY,  
Chief Commissioner.

Department Public Works,  
Fredericton, 1st Sept., 1871. sept 20

NOTICE.

ALL Persons having any demands against the  
Estate of Price Owen Flagg, late of Campo  
Bello, in the County of Charlotte, deceased, Fisher-  
man, will render the same within three months,  
and all persons indebted to said Estate, are re-  
quested to make immediate payment to  
JANE FLAGG,  
Administratrix.

Campo Bello, 28th August, 1871. 3m

NOTICE.

ALL Persons who have any claims against the  
Estate of Albert Deshray Stevenson, late  
of St. Andrews, in the County of Charlotte,  
merchant, are requested to present the same duly  
attested. And all persons indebted to the said  
Estate, are hereby requested to make immediate  
payment to me.

MARIETTA STEVENSON,  
Administratrix.

St. Andrews, Sep. 6, 1871. 3m

HORSE FOR SALE.

A young Horse rising 4 years old, kind in har-  
ness, is from good stock, and warranted. Will be  
sold to the owner has no further use for him.  
For price &c. apply to  
Sep. 20, 1871. THOS. FINLAY,

MANCHESTER HOUSE,

October 1871.

ODELL & TURNER

Have received per Steamships "SIBERIA"  
"ALLEPO," "SAMARIA" &c., their  
Stock of

Autumn & Winter Goods,

Comprising in part

DRESS GOODS,

Shawls, Mantles,

Cottons, Prints.

Winceys, Flannels.

BLANKETS,

Carpetings,

BROAD CLOTHS,

PILOTS, BEAVERS,  
TWEEDS and DOESKINS.

Cotton Warps,

HOSIERY, GLOVES and small wares

Flowers, Feathers, Ribbons,  
and a general assortment of MILLINERY'S STOCK.

READY MADE CLOTHING,  
and Gent's Furnishing Goods.

A nice stock of

Perfumery and Fancy Goods,  
from Messrs RIMMEL & Co., London  
and Paris.

WHOLESALE AND RETAIL.

RAILROAD STORE,

(Lower end of Water Street.)

St. Andrews.

THE Subscriber respectfully announces to the  
Inhabitants of St. Andrews and vicinity,  
That he has OPENED A STORE at the  
above locality, where he will keep for  
sale a Stock of

FLOUR,

PROVISIONS, AND

GROCERIES,

together with

HARDWARE,  
and other articles usually found in such an es-  
tablishment; and trusts by attention to business  
and reasonable prices, to merit a share of public  
patronage.

He is also Agent for the "Travellers Accident  
and Life Insurance Co." of Hartford, and is ready  
to take risks in life and accident.

He has also a LUMBER YARD, from which  
he will furnish Lumber for building and other pur-  
poses; and will also transact business as an Auc-  
tioneer.

W. B. MORRIS.  
St. Andrews, Oct. 4, 1871.

Notice.

CUSTOMS DEPARTMENT,

OTTAWA, 28th June, 1871.

NOTICE is hereby given that His Excellency  
the Governor General, by an Order in Coun-  
cil bearing date the 22nd inst., has been pleased  
to order and direct that, with reference to the  
"Union Collar Crotch" paper, Collar Cloth Paper  
that it is only for use in the manufacture of Col-  
lars, Cuffs, Fronts and similar goods.

By Command,  
R. S. M. BOUCHETTE,  
Commissioner of Customs.

July 19

Government Railways!

Summer Arrangement, 1871.

ON and after MONDAY, the 8th May next  
Trains will run as follows:—

GOING EAST.

No. 2 Will leave St. John at 7 A.M., Hampton  
at 8 a.m., Sussex 9 a.m., Petitediac 10.10  
a.m., Moncton 11.14 a.m., Painesec 11.40  
a.m., Shediac 12.10 p.m., and arrive at  
Point DuChene 12.15 p.m.

No. 4 Will leave St. John at 11.15 a.m., Hamp-  
Shediac 7.27 p.m., and arrive at Point  
DuChene 7.35 p.m.

No. 6 Will leave St. John at 2.30 p.m., Hampton  
4.14 p.m., Sussex 6 p.m., and arrive at  
Petitediac 7.30 p.m.

No. 8 Will leave St. John at 5 p.m., Hampton  
at 6 p.m., and arrive at Sussex at 7 p.m.

No. 10 Will leave Painesec Junction at 11.40 a.m.,  
Dorchester 12.52 p.m., Sackville 1.30  
p.m., and arrive at Amherst at 2.10 p.m.

GOING WEST.

No. 1 Will leave Sussex at 7 a.m., Hampton at  
8 a.m., and arrive at St. John at 6 a.m.

No. 3 Will leave Petitediac at 5.30 a.m., Sus-  
sex at 7.40 a.m., Hampton at 9.35 a.m.,  
and arrive at St. John at 10.10 a.m.

No. 5 Will leave Point DuChene at 8 a.m.,  
Shediac at 8.06 a.m., Painesec at 8.38  
a.m., Moncton at 8.59 a.m., Petitediac  
10.01 a.m., Sussex 11.15 a.m., Hampton  
12.16 p.m., and arrive at St. John at 1.15  
p.m.

No. 7 Will leave Point DuChene at 10.45 a.m.,  
Shediac 10.53 a.m., Painesec 11.35 a.m.,  
Moncton 12.30 p.m., Petitediac 2.10  
p.m., Sussex 4.10 p.m., Hampton 6 p.m.,  
and arrive at St. John at 7.30 p.m.

No. 9 Will leave Amherst at 9 a.m., Sackville  
6.34 a.m., Dorchester 7.18 a.m. and arrive  
at Painesec at 8.30 a.m.

Nos. 1, 2, 5 and 8 are Passenger, Mail and  
Express Trains. Nos. 2, 5 and 7 connect at  
Painesec Junction, daily, with Nos. 9 and 10.  
Nos. 3 and 6 are Freight Trains, but will carry  
Passengers from St. John to Hampton and in-  
termediate Stations only.

Nos. 4, 7, 9 and 10 will be mixed Trains.  
Freight for Stations East of Petitediac must  
be delivered at St. John Station before 8 o'clock  
a.m., and for Stations West before 12 noon, on  
the same day on which it is to be forwarded.

Freight to be forwarded from Petitediac by  
the 5 a.m. Train must be delivered at that Station  
before 7 o'clock the preceding evening, and from  
other Stations than St. John at least half-an-hour  
before the advertised departure of any Freight  
Train.

Steamers to and from Prince Edward Island,  
Pictou, Port Hood and Canoe, Richmond, Mira-  
michi, Bay Chaleur, Restigouche, Paspébie,  
Gaspé, Rimouski, Québec and Montreal, connect  
at Point DuChene as specially advertised.

Stages connect at Amherst for Truro and all  
places in Nova Scotia. At Sackville, to and from  
Hopewell, Hillsboro' and the Albert Mines. At  
Shediac, to and from Cocagne, Richibucto, Mira-  
michi, and other places on the North Shore of  
New Brunswick.

LEWIS GARY,  
General Superintendent.

Railway Office, St. John, N. B.,  
April 21, 1871.

POST OFFICE,

ST. ANDREWS, June 21, 1871.

Notice to the Public.

MAILS are despatched daily at 3 45 P. M.  
for Saint John, St. George, St. Stephen  
and the United States.

And on Mondays and Thursdays at 9 A. M.;  
(Express Mail) for United States.

On Mondays, Wednesdays and Fridays  
by TRAINS at 9 30 A. M., for Houlton, Wood-  
stock, Canterbury Station, Fredericton, and St.  
John and all intermediate Way Offices.

On Wednesdays and Saturdays at 9 A. M.  
by Packet for Grand Mannan, Campo Bello and  
West Isles.

On and after 1st July, Mails for Ontario and  
Quebec will be forwarded by Express Mail, on  
Mondays, Wednesdays and Fridays, closing at  
9 A. M., via Portland, U.S.

Mails Received

Daily from St. John, St. George, St. Stephen,  
and United States at 7 A. M., also from United  
States at 2 30 P. M. on Tuesdays and Fridays  
by Express mail.

From Houlton, Woodstock, Canterbury Sta-  
tion, Fredericton and intermediate Way Offices,  
by Train, on Tuesdays, Thursdays and Sat-  
urdays at 6 P. M.; and from Grand Mannan, Campo  
Bello and West Isles on Tuesdays and Fridays  
by Packet.

Money Orders issued and paid between the  
hours of 10 A. M. and 3 P. M.

Postal Cards, with Post Office and Revenue  
Stamps, furnished as applied for.

GEO. F. CAMPBELL, P. M.

Government House, Ottawa,

Monday, 31st day of July, 1871.

IN COUNCIL.

HIS EXCELLENCY THE GOVERNOR GENERAL

ON the recommendation of the Minister of  
Customs, and under and in pursuance of the  
provisions of the 8th Section of the Act 31st  
Vic. Cap. 6, intitled: "An Act respecting the  
Customs." His Excellency has been pleased to  
order, and it is hereby ordered, that, on and from  
after the 1st day of September, next, Musquash  
and Quaco, in the Province of New Brunswick,  
be and the same are hereby constituted and cre-  
ated into Ports of Entry, and it is further or-  
dered that Musquash be placed under the survey  
of the Port of St. John, and Quaco under the  
survey of the Port of St. John, the northern li-  
mits of this cut port to be the line of demarcation  
between the Counties of St. John and Albert.

W. M. LEE,  
Clerk Privy Council.

aug 16 31

STREET & STEVENSON,

Barristers and Attorneys at Law,

Solicitors &c.

OFFICES—WATER STREET,  
ST. ANDREWS.

Government House, Ottawa,

Thursday, 6th day of April, 1871.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN

COUNCIL.

Whereas it has been represented to His Ex-  
cellency that the public convenience would be  
promoted if the Custom House station at Esqui-  
maux Point, which is situated in closer proximity  
to the Port of Gaspé than that of Quebec,  
with which it is now connected, was detached  
from the last mentioned Port and erected into an  
Out Port of Entry, and placed under the survey  
of the Port of Gaspé.

His Excellency the Governor General on the  
recommendation of the Hon. the Minister of Cu-  
stoms, and under and in pursuance of the 8th  
Section of the Act 1 Vic. Cap. 6, intitled: "An Act  
respecting the Customs" has been pleased to Or-  
der, and it is hereby Ordered, that on and from  
after the first day of April, inst., the Port of Es-  
quimaux Point shall be, and is hereby detached  
from the Port of Quebec and placed under the  
survey of the Port of Gaspé in the Province of  
Quebec.

W. M. LEE,  
Clerk Privy Council.

may 3 31

PASSAQUODDY HOUSE.

THE Subscriber begs respectfully to announce  
to her friends and the public generally that  
she has rented the house recently occupied by  
Col. Boyd, which she has fitted up with new  
furniture, and is prepared to receive transient  
and permanent boarders, and trusts by attention  
and efforts to give satisfaction, to receive a share  
of patronage. The larder is well supplied, good  
cooks and obliging waiters engaged.

The house is centrally situated, its proximity to  
the public offices, Railway and Steamboat Land-  
ing, render it convenient for visitors.

A good stable and hostler are also on the premises  
E. McLEOD.

St. Andrews, June 15.

CUSTOMS DEPARTMENT.

Ottawa, Sept. 29, 1871.

AUTHORIZED discount on AMERICAN

VOICES until further notice: 13 per cent

R. S. M. BOUCHETTE,  
Commissioner of Customs

GOVERNMENT HOUSE, OTTAWA.

Wednesday, 19th day of April, 1871.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL

IN COUNCIL.

ON the recommendation of the Honorable the  
Minister of Customs, and under the au-  
thority given by the 34th Section of the Act 31st  
Vic. Cap. 6, intitled: "An Act respecting the  
Customs." His Excellency has been pleased to  
Order, and it is hereby Ordered, that the Port of  
McKenzieburg, in the County of DUNDAS,  
Province of Ontario, shall be, and the same  
is hereby ordered into and constituted a Ware-  
housing Port, within the meaning of the Act.

W. M. LEE,  
Clerk Privy Council.

may 3 31

NOTICE.

ALL persons having any demands against the  
Estate of James McMaster, late of the Town  
of St. Andrews, deceased, are requested to pre-  
sent the same duly attested within three months  
from this date; and all those indebted to said  
estate are required to make immediate payment  
to

HENRY STINSON, Administrator.

St. Andrews, Aug. 2, 1871. 3m

Vacuum Pan Sugar.

53 Hbls. Demerara Vacuum Pan Sugar,  
choice quality, just received and for sale at  
lowest market rates, in Bond or Duty paid.

TODD, CLEWLEY & CO.

St. Stephen, N. B.

MILLINERY

AND



