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Democracy Teaching by Example.

FROM "BLACKWOOD."

In Austria absolutism has its choice between concession and destruction. In Naples and Rome the alternative was neglected, and the attributes of despotism have vanished, as the coins in the Eastern story turned to withered leaves when the magic spell ceased. Over the semi-barbarous peoples of Russia and Turkey the ruling power is still absolute. Judging from these facts taken alone we might infer that absolutism is only possible in the absence of intelligence. But in France we see a people boasting to be more advanced in civilisation than Germans or Italians apparently content to be ruled with a rod of iron. And we know that the reason why such a state is possible to them is, that they have learnt by a tremendous experience to dread the excesses of liberty more than the excesses of power. The empire is not loved, and could not endure, but that there is a class of order in France that prefers its self-republicanism. Yet in choosing between the principles whose conflict is represented in the upheavings of society in the present century, the friends of democracy might retort that system they plead for has never, in France, had a fair trial, and that the excesses of liberty there were owing, not to any vice inherent in the principles of the Revolution, but to the natural violence of the rebound from previous tyranny and long misgovernment; and that for these excesses despotism itself was thus ultimately responsible. Thus it would have been still possible for them to dream of their ideal, but that America has furnished the example necessary to supplement former experience. Here we saw the liberty which enthusiastic sages imagined, realized under the most favorable conditions. A century of mild rule had fostered the principles of freedom planted by the Pilgrims, who had gathered there amid the abundant crop of the great civil war of King and Parliament. The independence of the Confederated States ensued from a struggle in which there was nothing exaggerating, from whence the machinery of law and order emerged unharmed, and which had secured to the new nation respect at home and abroad. There was no old nobility to be swept out of the way, and to bear to other lands the tale of spoliation and of wrong. When the royal authority disappeared, there was a clean page to write the constitution. It was framed with deliberation; the deficiencies of the existing Confederation served as a warning, its merits as an example; and the chief who, at the outset, presided over the destinies of the Republic was a man of pre-eminent influence, great good sense and remarkable moderation. The nation thus provided with all political safeguards, commenced its career on a throne where no rival powers existed to perplex or disturb, and where limitless territory and inexhaustible supplies of material wants were security against the poverty and discontent which form the severest trial and knottiest problem of governments. Yet thus dandled and nursed—one might say coddled—by Fortune, the spoiled child Democracy, after playing strange pranks before high heaven, and figuring in wild and unexpected disguises, dies as shepherly from lack of vitality as the oldest of worn-out despots.

Amid the crash and chaos of governments and peoples, England still rears her head a landmark for the wreck of nations. The constitution, whose origin goes beyond the ancient records of the state are still fresh, vigorous, and elastic, maintaining freedom amid the rush and whirl of this age as it did five hundred years ago. We still offer to the political Edipos the grand enigma whose solution is liberty; while the constitution framed in the time of our fathers, by the light of all experience, to be the shame of the past, the glory of the present, the example of the future, is gone like a bubble on the stream. From our own history we learn how liberty can come to make her home with a people. She does not seek to rise by a sudden bound on the ruins of despotism, for that we know leads only to anarchy and through anarchy back again to despotism. She establishes herself by steps slow and successive. Her path, like the path of a planter, is the result of opposing forces. It is process of winning privileges from the governing power, and of maintaining them when won, that constitutes liberty. And when all are won—when the governing power is bankrupt—then liberty has already perished, leaving only a shadow which a breath will dissipate.

But when a people already free from restraint take counsel how to produce that balance of powers whose regulated vibrations shall define the bounds of liberty, the process that we have passed through is exactly reversed. With us it was at first the people's scale that kicked the beam. In this other case, it is the scale of the Government that dies upward. The people now have

not to take, but to give. Power is not to be won from the government, but conferred upon it; and the people are much more apt at taking than giving power. And this is the case which American institutions illustrate.

That the people shall bear their full share in legislation, and that the laws so made shall be impartially administered, are important steps towards good government, but still only steps. The laws so made must be executed with certainty and promptitude. But a government that rests only on the moral influence derived from the support of the people, can be efficient only so long as the nation is of one mind respecting the laws that are to be executed. Laws framed for the general benefit are frequently opposed to the desires and interests of classes or sections of the community. The suppression of discontent must be provided for; unpopular taxes must be levied; and to this end, the executive must be armed with material force. For a government that depended only on moral support would, in the case of contending interest, be dependent on a majority; and if before acting, it should wait to ascertain and appeal to the majority it would never act at all. Its action must be independent of all disturbing influences; and thus a strong executive becomes an essential condition of liberty. But a government that is independent and strong may assail liberty; and how to prevent that is a problem that we have practically solved by committing to the government the power of the sword, and retaining for the people the power of the purse. The strength of our executive needs not to be exactly defined, because the force necessary for the defence of the country will always be more than sufficient for the assertion of the laws. But in America, where no foreign enemy was feared, and where, consequently, the people must tax themselves for the support of the executive with the single object of internal government, the measure of strength that should be allotted was much more fully calculated. And the limitation of the powers of the President and the mode of his appointment, formed, accordingly, the grand difficulty of the framers of the constitution.

It is impossible to doubt that those ten men intended to allot due influence to each power of the state. It is true, the foundation they professed to raise it on was what they somewhat paradoxically termed the sovereignty of the people. But, whatever meaning they may have attached to the phrase they certainly would not have interpreted it to signify the supremacy of the mob. There were men among them—Washington himself for instance—proud, dignified, even aristocratic in temperament, severe in discipline, and of steady judgement; and such are not friends to the domination of the many. And one especial object of their labours was to remedy the want of a permanent executive power in the existing Confederation of States. But the spirit raised in the revolution was too strong for them. The doctrines of the freedom and equality of all men, however servile in a revolt against monarchy, were found very embarrassing in the effort to frame a strong government. Men who had borne a considerable part in the revolution were bound to show the world a constitution not only more perfect, but also essentially different, from that which they had repudiated. Thus, whatever their natural predilections might be, their own successes dictated their course. Moreover, a powerful influence was exercised on them by the States legislatures, too jealous of the executive that was to be paramount, to permit it to be strong. These considerations obliged the constructors of the Union to cast their weight into the scale with the sovereignty of the people. They treated their President as a very disagreeable necessity. They restricted his powers, not only by narrow limits, and by check and countercheck, as on the exercise of authority but by the conditions of office. The man thus to be elevated from amongst the people was, in four years, to sink back again amongst the people. No opportunity would thus be allowed for him to extend his powers beyond their limits by his personal influence. To confer on him the appearance of independence, they caused him to be chosen by electors, who were presumed to be free in their judgement. But when the electors themselves came to be elected, who could answer for the constituency? So it came to pass that the electors were merely the nominees of particular interests, who had already made their own selection of a candidate for the presidency. "Experience," says Dueran, an American writer on jurisprudence, "has proved that the electors do not, in fact, assemble for a strictly free exercise of their own judgements, but for the purpose of sanctioning the choice of particular candidates previously designated by their party leaders." In some instances the principles on which they are constituted have so far forgotten that the individual opinion of the elector has submitted to the dictation

of those by whom he was chosen; and, in others, the electors have even pledged themselves beforehand to vote for a candidate prescribed to them by the managers of their party; and thus the whole foundation of the elaborate theory on which this part of the constitution was built has been subverted in practice.

FROM "DIXIE'S LAND."

We copy the following from the Halifax Morning Journal:—

We are indebted to the politeness of a friend for a copy of the Charleston Daily Mercury, of Oct. 25th, brought from Charleston by the Confederate man-of-war *Nashville* to St. George's, Bermuda, and from thence to this port by R. M. S. *Delta*. It affords us an opportunity, not often obtained, for a peep behind the curtain, and a view of matters and things in "Dixie's Land," which is rendered the more interesting, as we can place no reliance on any information concerning the war, which comes through Northern channels.

BEAUREGARD'S REPORT OF THE BATTLE OF MANASSAS.

The official report of the battle of Manassas has been published. The Mercury says:—"It was mistakenly believed that we had under Gen. Beauregard from 41,000 to 60,000 troops. Gen. Beauregard's report states that at the battle of Manassas there were but 28,000 men in the Confederate Army. Of the 28,000 there were but 7,000 immediately engaged. The United States authorities admit that they had 50,000 men in the field. Gen. McDowell, in his official report, states that 18,000 men crossed Bull Run, and were engaged. This would make the proportion nearly three to one, besides an immense body in reserve. General Evans in his recent gallant victory at Leesburg where there were three to one, only repeated the presence of our daring and successful."

THE EXPECTED BATTLE ON THE POTOMAC.

In the discussion the probability of a battle upon the Potomac, the Mercury says:—"Will General McClellan, after the defeat of his troops at Bethel Church, Bull Run, Manassas, and more recently, at Leesburg, the Grand Army of the Confederate States, on their chosen field, behind their entrenchments? To us it appears absurd to expect it; and yet, it will not be more absurd than the whole war."

FROM THE STATES.

(NEW YORK, Nov. 13.)

Official advices from the Expedition state that the defenses of Port Royal were captured on the 7th inst., after a smart action of four hours with but little loss to either side. The Federals only 30 in killed and wounded and the Confederates about 50.

The Federal troops landed at Beaufort on Saturday and found the town deserted, the Confederates having retired on Charleston taking with them everything of a useful or needful nature.

The Confederate force engaged was but 800, the main army at defenses of Charleston.

Supposed that Federals will not advance on Charleston until further reinforced. The Expedition lost five vessels in the great gale, all were more or less damaged.

The Nova Scotian arrived at Father Point on the 12th inst.

Political news unimportant. Cotton declined 3d. Consols 93½ a 63½.

THE STORM AND FLOOD AT HATTERAS ISLAND.

—The late storm and the land forces at Hatteras Island were engaged in a serious contest with the elements. On Friday evening a gale sprang up, which continued to increase in fury every moment until morning, when it assumed the form of a perfect whirlwind, accompanied with rain, which at times fell in torrents. The correspondent of the New York Tribune thus describes the scene which followed:—

"About 3 o'clock this morning the waves from the ocean began to sweep over the island (half a mile wide) into the sound, and before daylight those two bodies of water were united. Not a spot of land was to be seen. All the lower portion of the island, where Forts Hatteras and Clark are situated, was under water, and so sudden was the up, having so violent the storm, that all chances of escape were cut off before the morning light came. It was utterly impossible for any assistance to reach them from our fleet, so terrible was this Hatteras storm. And it was not until a breaker swept across the island, carrying men, tents, shanties and every creeping thing with it, that the soldiers were aware of the presence of a great flood. Men were suddenly washed out of their beds and found all their clothes (what few had

undressed) borne by the water to the sound. Live stock—such as pigs, chickens, horses, cattle, dogs, cats—and cooking utensils, lumber, drift-wood, boxes, barrels, trunks, shanties, were carried forward, together with men on them and in them, some jumping out of windows, some cutting their way through the roof, others jumping into the water, which in many places was over their heads in depth, and making for a box or barrel in order to reach the roof of a shanty still standing. Officers on horses were riding or swimming through this moving mass, giving orders to this floating army of men, who, with a gun in one hand and with the other hanging on to some kind of an object kept themselves above water. The most mournful sight of all, however, was to witness the moving of the sick, some whom were in a dying condition, before the storm came. They were carried on cots from place to place on the shoulders of men who were wading through water nearly neck deep. It was also a sad sight to witness such a destruction of property. At the wharf where all the government property is stored, a destruction took place. Provisions of every kind were soon afloat—barrels of crackers, bread, sugar, pork, beef, molasses, beans, potatoes, fish, boxes of candles, soap, clothing, and in fact everything, required for an army was seen to go with the flood, with the buildings containing them in a very dilapidated condition.

Between Fort Clark and Hatteras, a new inlet, some six feet deep, was formed during the night, and now it is a vast sheet of water between the two forts. Fort Hatteras now stands isolated from the land, and will be swept entirely away in the next severe storm, its sandy walls having already commenced to crumble."

THE FEMALE PRISON IN WASHINGTON.

The "House of Correction," as the female prison is called, is still an existing institution in Washington. Mrs. Greenhow is still in close custody. Mrs. Hassler has been released upon her taking a stringent oath of allegiance. Mr. Oberdonk, of Louisiana, who was arrested in Chicago, was recently transferred to quarters with Mrs. Greenhow, and she now awaits her release with much impatience. Mrs. Posay is also a prisoner, and she has for company her daughter, a beautiful girl of fifteen, and her little son, five. She and her husband were recently arrested near Port Tobacco, Md., on a charge of giving the rebels information of the arrival of our troops, displaying signal lights. Mr. Posay is in the old Capitol Prison.

A LION AT LARGE.—A lion, which was being transported in a wooden cage from a travelling menagerie, in Hamburg, a few weeks ago, managed to break loose and get out of his temporary prison. The ferocious brute immediately fell upon one of the three horses that were attached to the carriage, and commenced tearing him to pieces. The driver, who was upon one of the two others, sat still in blank amazement at the sight, which was declared by many spectators—who, by the by, were all out of harm's way—among the finest they had ever witnessed.

In a moment, the driver of a second menagerie wagon, who happened to be just behind, came up, and calling out for a rope, which was fortunately at hand, approached the lion, and with great nerve and coolness, fastened it round his throat. The infuriated beast, who was already feasting on his victim, disdained to take any notice of the daring act. Soon, however, the sling was fastened round the neck of the destroyer, and with the help of half a dozen of the bolder lookers on, the animal was dragged by the side of the wagon, and ignominiously secured. The horse, in spite of its fearful wounds, was not quite dead when released. The town, or that portion of it, at least, where the lion performed this unusual act, was thrown into no little commotion during the period while his majesty was at large.

THE RAILWAY ACCIDENT.

Inquest on the body of George Hughes.

Held before A. D. Allan and John S. Patterson, Esquires, Justices of the Peace, on the 6th day of November 1861, at Canterbury, in the County of York, upon view of the body of George Hughes, found dead.

The following Jurors were sworn, viz.,—Peter Ross, Bernard Gorman, Thomas Panneux, John Sinclair, John French, Geo. Gibbs, Richard Stork, W. Hawkins Joseph Harvey, E. Watson, Thomas Hawley, Philip Fowler. The first witness was

W. H. Topham, sworn.—Yesterday morning, November 5th, at 10 minutes past 10, gave Geo. Hughes an order that as soon as he had delivered the material that had on train he was to run earth from cutting near Howay's house to a temporary bridge on the North

side of Ballast Pit; balls gave him orders to tell John Sinker, the foreman in charge of ballast train, where he should be working, that he John Sinker should ballast on the south side of the ballast pit.

Question—Did you give any orders for the engine Rose, to leave her section allotted for her to work on yesterday?

Answer—I did not. The foreman of the ballast train, has it in charge, and receives instructions from me. The instructions from the Manager (Mr. Osburn) through Mr. Jack, were forbidding any Shanty goods or provisions being brought by the ballast train. Question by the Jury—Is there any other person to give orders but Mr. Topham to the ballast engine at the time she is running ballast?

Answer—Not without written or verbal instructions to the foreman, or Mr. Kendrew.

Question by the Jury.—What is Mr. Jack's occupation?

Answer—Conductor of the ballast train.—The Conductor is employed by the N. B. & C. Railway Company.

Howard Sawyer sworn. Question by the Jury.—Who invited you on the engine Rose, yesterday 5th November?

Answer—Mr. Kendrew first, and then Mr. Jack.

Question—Who was there in your party?

Answer—Three ladies, a boy, and my brother.

Question.—Were you aware of any danger, or of meeting with any other engine?

Answer—I was not, until we passed the temporary bridge, where I saw the gravel; I was aware of the other train, the Thistle Engine, coming down as far as the temporary bridge.

Question.—Were there any cars attached to the Rose?

Answer—Not that I was aware of.

Question—Did you hear the Driver make any remarks of any danger going up that far with the Engine?

Answer—No I did not.

Bartholomew Donohugh sworn.—Am driver on Thistle engine, No. 3; employed by Superintendent at St. Andrews to work for Walker Johnston & Co.

Question—Who did you receive orders from not to allow any person to ride on the ballast train?

Answer—From Mr. Jack and from Mr. Osburn. I am supposed to obey orders from the Manager.

Question.—Were those orders contradicted by the Manager?

Answer—No they were not. The Station Master, Mr. Ironsides, told me that I could take what I liked, that they (the Company) had nothing to do with that part of the Road from Canterbury Station upwards while that part of the Road was under construction.

Question.—What position does Mr. Jack hold over you, on your train the Thistle engine?

Answer—Nothing that I am aware of, except he gets orders from the Manager, or Mr. Jones, the Chief Superintendent, to go down, or something like that.

Question.—Do you consider yourself in duty bound to obey Mr. Jack's orders, when you are working on your ballast train?

Answer—I think that I would, I was on my part of the Road, at the time of collision, when George Hughes was killed. George Hughes was on my train at the time he was killed; I was then working under his orders, and I think this accident, (the death of Geo. Hughes) would not have happened, if the Rose had been on her own section.

Peter Halloran, sworn.—I am driver of engine Rose, No. 3. Yesterday, 5th, was ballasting at the cutting north of Howay's, in the forenoon. At noon I told the foreman of the train I was going home to dinner.

He said that was all right, and told me to bring the men and tools on my return down to the ballast pit. In the afternoon I commenced working north of the ballast pit. I have been in the habit of receiving instructions from Mr. Topham and Mr. Kendrew to run parties both north and south of the pit during the time of loading or unloading the train. On yesterday Mr. Topham gave me orders to run him and Mr. Belcher down to Craig's bridge, in the forenoon.

In the afternoon Mr. Kendrew gave me orders to run, while my cars were loading some parties up to Ballast. I did so, as I got no instructions whatever that he was running down to the temporary bridge; and had been in the habit of working on that part of the road for two weeks before this time.

Question.—Who requested you to run up the line?

Answer—Mr. Jack first, my answer to him was, that I had not time. After I got the cars in the pit, Mr. Kendrew told me run those parties up to Ballast. I was going near 20 miles an hour, when we met. I saw the body of George Hughes and believe that this deadly was caused by this collision.

Question.—Did you think that Mr. Kendrew had the power to order you to go with

draw had the power to order you to go with the engine?

Answer—I thought he had the power, as I had gone down to Canterbury before that for provisions by his order, and no fault found for doing so. Mr. Jack and Mr. Kendrew were both on the engine with me at the time of the collision.

John Sinker, sworn—The orders that I got yesterday, were to go on with my work the same as usual, until George Hughes came back, and then to give him the privilege of the Road from Hovey's cutting to the temporary bridge, and for me to take my tools and go to work on the other side, leaving the road clear to them. At half past eleven I went to the ballast hole and met George Hughes there; he told me that he was going into the cutting, and I said I was satisfied that the collision was the cause of the death of George Hughes.

John A. Kendrew, sworn—Am Time Keeper to Messrs. Walker, Johnston, & Co.—I came from McCarthy's cutting about half past three or four o'clock in the afternoon and went into the pit I had been there a little while, when Mr. Jack said to me, that "he supposed that the engine might run a party up as far as the other train." I said I supposed so as he is doing nothing. I said to Peter will you do so? His answer was "yes;" at the same time, I did not think he would go beyond the bridge where they were tipping. I had no power to give any orders, unless I got them from Topmast, he did not give me any orders to take the engine off of that section.

Question—Did you invite the parties (the Sakers) to ride on the engine?

Answer—No, Mr. Jack asked them.

Robert M. Jack, sworn—Am Inspector of Ballasting. The duty of my situation requires me to see that the ballasting on the Road is properly done, and to see that no ballast is put on the road unless the road is in a proper state to receive it. No particular orders to what the engine was to do. There were no particular orders given as to persons riding on the engine from Canterbury station to Eel River.

The Road was on the track near the pit, I was in her when I saw the people coming down the track; in going to the pit, I was joined by Mr. Sawyer, who introduced a lady of the party to me; we all went to the pit the visitors told me they wished to see the steam shovel work. In the course of conversation with them, while there, I asked them if they had walked all the way down; their answer was "The Thistle brought them part of the way down; I then went to Peter who was standing in the Sack's Shovel, and asked him if he thought he would have time to run the visitors up a little, while they were loading the cars. He said he thought he would; I then mentioned to the visitors—the ladies—that perhaps we might take you up a little piece. Shortly after, seeing Mr. Kendrew in the pit, I said something to this effect—"Well Kendrew, are you not going to take those visitors up a bit on the engine, he replied "certainly." After the engine went out and unloaded her set of waggon, and had returned and left her empty waggon in the pit, the engine started up the line with the visitors; I was on the engine with them and was standing in the cab in front of the furnace door. I suppose we had gone about two miles up, when hearing a commotion in the engine I looked out the front window and saw the brakesman making a motion to stop her; I immediately put my hand to assist in stopping the engine. The Driver then said "look out," I think my hand off, the driver reversed the engine, the next I knew I heard the crash, and found myself buried up in the wood from the Tender.

Question—Were you aware that the engine Thistle came down as far as that bridge?

Answer—I was.

Question—Did you intimate anything to the Driver that the Thistle came down to that bridge?

Answer—I did not, as I supposed the driver understood it himself. I think we were not going more than 20 or 25 miles per hour. I do consider the collision altogether accidental. I knew George Hughes, and believe that he was killed in consequence of the collision. I had no authority to order the engine to leave her train and go on any other business.

The verdict of the Jury was as follows:—

"That George Hughes came to his death by the accidental collision of the two engines on the Rail track. And we advise that more caution should be used in future in the management of running the cars."

European Intelligence.

ARRIVAL OF THE NIAGARA.

HALIFAX, Nov. 14th.

The steamer "Niagara" left Liverpool at 9 a. m. and Queenstown on the afternoon of the 2nd inst., arrived at Halifax at 4 o'clock on Thursday morning. She has 815,200, and 61 passengers for Boston.

The "City of Washington" reached Liverpool on the morning of the 1st. While en route from Queenstown, during the night of the 30th, her main shaft broke and she proceeded under canvas until she was sighted off Holyhead, when tugs were sent to her assistance, and she was towed to Liverpool.

The Times publishes a long letter from Theodore S. Fay, late American Minister to Switzerland, which is mainly devoted to the repetition of Earl Russell's late speech at New Castle, in which he asserted that one side in America was striving for Empire

and the other for Independence or power.—

Mr. Fay protests in the strongest terms against Lord Russell's reasoning and complaints in general terms against the sympathy accorded to the rebels by the English and Continental journals.

The Times editorially criticises Fay's letter; it says although it carries American hostility to its furthest point it is not to be compared to the absurd and peevish utterance of Cassius Clay and other of Lincoln's diplomatists. After arguing the question of slavery in its relation to the existing contest and asserting that the recognition of Confederate States and peaceable separation will be so much less than of yore. Formerly every filibuster had the whole American Union at his back, and he knew it. The case will be different when the country which sends him out is only a kind of Anglo-Saxon. Brazil could have been easily cured in its ambitious propensities. If the old union had lasted the extension of slavery over Mexico would have been certain after a few years; now, however, the South will find rivals determined to prevent her aggrandizement, and the cause of justice and civilization will gain by the quarrel of those partners in guilt.

These are some of the reasons which have influenced Europeans in their judgment of American affairs; then seem to us cogent; they have never been answered hitherto, and Mr. Fay does not attempt to answer them. Until we hear some better arguments than this we shall remain without any desire for reconstruction of the Republic, which was as completely founded on principle of slavery as is the Government of the Confederate States, and which was more overable to propagate slavery by aggression on which Confederate States alone can never venture.

Special correspondence to the Times comes down to October 18th—unimportant.

At a Conservative demonstration at Worcester, Earl Shrewsbury in allusion to America said that they saw Democracy on its trial, and how it fared; he thought separation inevitable and predicted ultimate establishment of some sort of aristocracy in America.

Sir John Pakington at same meeting pointed to the failure of Democracy in America as a warning to England, and expressed conviction that resumption of States was hopeless. He wished the Great Powers would remonstrate against continuance of the war, and while approving England's neutrality he regretted that Earl Russell in his recent speech had not in more decided language, expressed the views of England.

The Paris correspondent of the "Independent" professes to have learned from reliable quarters that the projected intervention of Mexico is conceived with ulterior views; time must come when cotton blockade can no longer be tolerated, and the further period allotted for the game now on foot by North and South, to be played, is fixed for January next; if at that date the Southern States hold their own, their claim to a joint recognition by France and England will assume such urgency that a decision must ensue. These assertions are regarded in England as utterly untrue.

The Lancashire movement in Lancashire continued to make progress. Mills in various parts were reducing their time to three days per week, and in numerous instances entire suspension was taken place.

Investment of numerous distinguished persons with new order of Star of India took place with great magnificence at Windsor on 1st.

Prince of Wales officiated at opening of new Middle Temple Library, London, and was at same time installed a member of the Temple, and created a fletcher. A brilliant festival was got up in honor of the event.

The telegraph between Malta and Alexandria was opened on the first of November.

Colliery explosion at Sherington near Wigan, killed 10 and injured 5 persons.

FRANCE.—It is reiterated that France has opened negotiations with Austria for cession of Venetia.

It is reported that Duke Magenta has been entrusted with mission to Vienna on the subject of the Dapen and the Swiss Government had sent commissioners to his support, and had resolved to protect and demand satisfaction for violation of Swiss Treaty.

Six companies of 1st Regiment of Marines had been selected to form part of the expedition to Mexico.

Frigate Languierre had received final instructions and would sail for Mexico about 4th November.

Paris correspondent of the London Herald says Bank of France succeeded in obtaining two and a quarter million sterling from the Bank of Prussia.

Nothing done on Bourse since Nova Scotia left, the 1st being a holiday.

ITALY.—Gen. La Marmora had arrived at Naples to assume military command.

Name of Father Passaglia had been erased from list of Professors of Roman Mincosities.

SPAIN.—Paris Patrie asserts that Spain, wishing to give Mexico proof of good will, decided to commence evacuation of Tetuan, 10th Nov.

PORTUGAL.—King had slight attack of fever. Importation of cotton reached Lisbon from Portuguese possessions of Gore, stated

to be a good quality, and cost of production moderate.

Russia.—London Times in an editorial on Russian affairs anticipates exciting times in the country are long, says things are moving gradually, but decidedly towards a very tremendous crisis.

MANAGERS.—Cotton dull and unchanged. Broadstuffs quiet, steady.

Provisions dull.

Bullion in Bank of England increased £12,000.

FROM THE STATES.

Despatches from Fortress Monroe announce the arrival of frigate San Jacinto with Mason and Slidell, Rebel Commissioners to Europe on board as prisoners. They were taken from an English mail steamer off Bermuda. The English Capt. protested against the act.

Nothing important from Beaufort.

Federal forces in Missouri have abandoned Springfield and appear to be concentrating mainly at St. Louis.

Some skirmishing is reported in Western Virginia.

All quiet on the Potomac.

Arrest of Messrs. Mason and Slidell on board an English Steamer.

The telegraphic report that we publish this morning is really startling, and if the facts are as stated, they will lead to something more decisive than anything that has yet occurred. England will never submit to have her steamers stopped on the high seas, and passengers taken therefrom by an armed force of a foreign power; and if the fullest apology and reparation are not made, there is certainly trouble looming in the future. The indignity is one that can by no possibility be overlooked, and now the next movements may be looked for with considerable anxiety.

The mission of Messrs. Mason and Slidell to Europe may be said to be accomplished by their capture.—Col. Empire.

BRITISH AND AMERICAN SOLDIERS AND OFFICERS.—Comparisons are proverbially odious; but the Montreal Herald takes up on itself to rank the soldiers at Ball's Run with those in the Crimea. The soldiers were "lame" in both instances, we are told, but by "lame" they meant that they were the brave men who led up the heights of Alma! They showed there, at least, that if British officers were asses it was one feature of their stupidity that they could not be taught or forced to run away.—Montreal Gazette.

THE CANADIAN STEAMSHIP LINE.—The Canadian steamship line has been peculiarly unfortunate having lost during the past few years at least one steamer in each year. The Indian, the Hungarian, and the two Canadians have been lost on their line, and now the North Briton has followed their fate, although the wreck of the latter has proved a less serious disaster, as no lives are known to have been lost.

The Standard.

ST. ANDREWS, NOV. 20, 1861.

ESCAPE OF PRISONERS.—After the Standard was issued last week, it became known that two young ladies named Gray and Wheeler, belonging to the Parish of St. David, committed for stealing boots and shoes out of a store in Cairns, U.S., effected their escape from the County goal on Tuesday night.

The following facts relative to the Escape we clip from the "Col. Empire," as they are correct.—It appears, on investigation of the matter, by the Magistrates of the town that the prisoners were shut up at night in separate cells but, during the day time were allowed to exercise in a stone passage, into which the cells open and in which there is a stove. At the end of this passage, a few feet from the ground, is a window secured by a heavy iron grating, composed of bars, one and a half inches in thickness. One of the lads contrived, by thrusting his arm thro' the bottom of the iron door, where there is a small aperture, for the purpose of handing in water, &c., by means of a stick to push back the two iron bolts, which secured his cell on the outside. On gaining the passage, he immediately unbolted his companion's door; they then in conjunction, completed the fracture of an iron bar, in the window grating, which had been previously sawn through, by some fine instrument, and contrived to squeeze themselves through an opening in the window, scarcely fourteen inches wide, and six and a half high.

A reward of forty dollars is offered by the Sheriff for their capture. An inquiry was immediately instituted into the matter, and on examination of the goal, the magistrates of the town, exculpated the gaoler, Mr. Mark Young, from any further blame, than not having taken the precaution, in obedience to the Sheriff's instructions, in locking that evening, the bolts on the cell doors of these prisoners.

The 19th and 20th numbers of that excellent work "The Altar of the Household," have been received from the agent, Mr. Finley.

The accounts received daily from the States by telegraph, are interesting and exciting, but much allowance must be made, as many of them are undoubtedly made up to create a sensation, without any regard to truth. The Government despatches are reliable, and do not appear so highly coloured; that the Federal fleet has been successful does not admit of a doubt, and that the land forces have driven the Confederates far into Carolina is also correct. The Southern armies of Generals Price and McCulloch have, it is reported, retreated into Arkansas, and have gone into winter quarters at Fort Smith.

The latest and most important information received by telegraph is the arrest of Messrs. Mason and Slidell on board the British Mail Steamer Trent. If it be true that the Southern Commissioners were forcibly taken from on board a British mail steamer; we shall soon hear of a demand being made by Lord Lyons for their release and satisfaction for the indignity to the British flag. The fact that Com. Wilkes had an interview with Gen. Wool and expressed the opinion that he had done right; and said right or wrong those men had to be secured; and if he had done wrong he could do no more than be cashiered for it," will not avail his Government, as it may lead to further trouble. This high handed act is unparalleled in the history of nations, and under any pretext cannot be defended by the Cabinet at Washington. Had those gentlemen been on board a British Ship-of-War—Lieut. Fairfax would have returned as he came. The following are the particulars as received:—

The San Jacinto stopped at Chienfugai. The escape of Slidell and Mason was ascertained. Proceeding thence to Havana. It was understood they had taken passage on the 7th inst., on board the British mail steamship Trent, plying between Vera Cruz, by way of Havana and St. Thomas and Southampton. While the San Jacinto was in the Havana channel about 24 miles to the westward, she met the packet and, in such cases, fired a shot across her bows and brought her to. Two boats were sent to her under the command of Lieut. Fairfax, who, boarding the packet, arrested Mason and Slidell who were personally known to him. They at first objected to be removed without the employment of force for that purpose. However they were soon after removed, without further trouble and conveyed to the San Jacinto. Their respective Secretaries Edwin and M. Farland were also brought on board and are now on their way to New York. The Packet had no other flag save her own. The remainder of the passengers including the ladies connected with the Slidell and Mason party, were not molested and were therefore left free to pursue their journey. The despatches are voluminous and include several accounts of capture together with the protest of Mason and Slidell against being taken from a British ship. The official despatch are withheld for the present for satisfactory reasons.

The proceedings of the Inquest on the body of George Hughes, killed by the collision of the engines on that part of the Railway now in course of construction, is published in our columns to-day, and the public will now be in possession of the facts from the testimony of the witnesses. Mr. Hughes has left a wife and family, Kelley, the other person killed, was only 16 years old.

THE LONDON QUARTERLY REVIEW for October has been received from Messrs. L. Scott & Co., New York. The contents are more than usually interesting, and consist of:—

Life of Shelley, Life, Enterprise, and Power in Coal Mines, The Immutability of Nature, Newton as a Scientific Discoverer, The Growth of English Poetry, Plutarch, Education of the Poor, Alexis de Tocqueville, Church-rates.

Advice by steamer City of Manchester, off Cape Race state that feeling in England ran high, upon publication of Secretary Seward's letter justifying acts of the Federal Government on British subjects as well as American citizens.

RAILWAY TRAINS.

MR. EDITOR.—Can you inform the public why it is that the time of departure and arrival of the trains on the N. B. & C. Railway, are not advertised? Every other Line in the Colonies and United States, as you may observe by the papers, has an advertisement giving the required information. The Province has a large amount of Stock in the Line to Woodstock and have granted great facilities, and the public should be in possession of the information required. If not asking too much, will you publish the actual time of the arrival of the trains each week.

Yours, THE PEOPLE.

Nov. 10, 1861.

Married.

On the 18th inst., by the Rev. John Ross, Edmund P. Knight, Esq., of St. George, to Eliza Helen, second daughter of Mr. John D. Cameron, of St. Andrews.

DR. PARKER

Has removed to the Cottage in Queen Street, adjoining the Agency of the Commercial Bank, and nearly opposite to the Sheriff's Office. St. Andrews, Nov. 18, 1861.

MAIL CONTRACT.

SEALED TENDERS Will be received at this Office, until

TUESDAY, The 10th of December, next, at noon, for the

Conveyance of her Majesty's

MAILS

BETWEEN SAINT ANDREWS

CAMPO BELLO

Twice per week each way, during the Summer season, and once per week each way in Winter, commencing on the 16th December next. The mails are to be conveyed in a Sailing Vessel, on such days and at such hours, as may from time to time be appointed by the Postmaster General.

Tenders must be made on the proper Printed Forms, which can be obtained from any Postmaster; must state the Sum per annum for which the service will be performed, and be addressed to the Postmaster General.

JAMES STEADMAN, Postmaster General.

Post Office Department, Fredericton, 16th Nov., 1861.—34.

House for Sale at Auction.

THE Subscriber will sell at Public Auction, on FRIDAY, the 29th inst., at 12 o'clock M., on the Premises:

That neat, comfortable and elegantly situated Cottage, adjoining Kennedy's Hotel, in Water Street, owned and occupied by Mr. Patrick Quinn.

Terms of sale: 10 per cent at time of sale, 10 per cent on delivery of the Deed, the remainder in three equal payments of 9, 12 and 18 months with interest and satisfactory security.

ALSO—At same time, a quantity of Groceries, &c.

J. H. WHITLOCK, Auctioneer.

St. Andrews, Nov. 19, 1861.

NOTICE.

APPLICATION will be made to the Exchequer next Session for an Act to incorporate the Mossburn River Draining Company.

LETTERS

REMAINING in the Post Office, St. Andrews, Nov. 1, 1861.

Avery Wm. James Mrs. E. Jones Flora A. McElroy John McHandies E. B. Maen John Peacock Martha Porter James Richardson T. Richardson Jane Speirs John Smith L. A. D. Sande George E. Valentine James Williams James D.

For the Railroad.

Carroll Peter McGillicvery Wm. Commins Patrick McKenon Michael Flaherty Thomas Pearce Edward 2 Flaherty Thomas Sullivan John Hawkins Wm. Vincy George Hennessy Patrick Kerny Wm. McDermott Patrick

Persons calling for any of the above will please say "advertised."

G. F. CAMPBELL, P. M.

NOTICE.

THE Subscriber gives notice, that he is authorized to collect and receive all debts due, and demands, owing to the late firm of Slason & Rainford, (deceased in St. Andrews.)

And, immediate payment is requested of all unsettled accounts, to the undersigned.

J. W. SLASON.

St. Andrews, Nov. 13 1861.

Woodstock Journal—3m.

NOTICE.

ALL Persons having any demands against the Estate of George Trank, late of the Parish of St. George, deceased, are requested to present the same duly attested within three months; and all those indebted to said estate are required to make immediate payment to

CLAUDUS MESSENETT, Attorney for James Trank, Administrator.

St. George, Nov. 12, 1861.

EDUCATION.

THE Subscriber begs respectfully to announce to the Inhabitants of St. Andrews, that he has opened the School, known as the "Roman Catholic School," of said Town, where all pupils who may be placed under his tuition, without distinction of class or creed, will receive his best and most assiduous attention. Besides the usual branches required of a First Class Teacher, as enumerated in the "Act," the subscriber will give Lessons in the elements of Astronomy, Rhetoric, and Agricultural Chemistry, if required.

Oct. 29, 1861.—J. JAMES DALTON.

DENTAL NOTICE.

DR. R. B. PATTERSON, Dentist, Will visit St. Andrews Monday Nov., 4th and remain one week. Rooms at Bradford's Hotel. Where he will hold himself in readiness to attend to all who may favor him with a call.

Teeth filled, cleaned and extracted, also Inserts whole or parts of sets on Gold or Silver. All operations pertaining to the profession carefully attended to and warranted to give entire satisfaction. Charges moderate.

100 CORDS

Hemlock Bark are wanted by the subscriber,—payable in Waggon and ledges.

St. Andrews, Jun 16. E. T. ENTIFORD.

NEW EXPRESS

TO BOSTON, NEW BRUNSWICK

WILL LEAVE BOSTON, per steamer, every Thursday morning at 7 1/2 o'clock, with stages at Woodstock and parts of Woodstock and upper St. Andrews, connecting with all Eastern and Western

Return

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