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26

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LOCOMOTIVE EXPERIENCE.

ding on the engine of an express train. We made intercession for the powers that be, the other day and red a passage for a distance of ten miles "the machine." It is interesting to watch the track ahead, and imagine yourself going in the banks, from some obstruction. A look at the steam gauge, and wonder if under and ten pounds of steam is a safe quantity. As the speed increases, the engine attracts especial notice. The very little roughness of the track is felt, and the machine goes knocking about from side to side, with force enough to tear the rails from the ties. The flat ribbon of rail extending so far before you, seems utterly insufficient to hold the vast, ponderous weight of iron upon it. For relief from the terrors you have conjured up, you turn to the engineer, and venture a remark. He does not look round, his hand is on lever, his eye steadily fixed on the track. Just then, the fireman rings a bell for a crossing. You can see it swing, but in the crash and thunder of your progress, you hear no sound, and then you think the engineer, perhaps, did not hear your voice.

The fireman is constantly busy. He piles up the wood in easy distance, and then "stokes." As the dry sticks are cast into the furnace, the devouring flames seize them with fierce avidity, cuts into their substance, penetrates their pores, and tears them to pieces almost in a moment. It is an awful fire, unlike any you ever witnessed.

You take another look at the track, and gain a new sensation, for wherever the rail is a little settled, the engine sinks down upon it, and seems as if the wheels and trucks were giving away, and the whole machine about to crash down in one fatal smash-up.

These are daylight observations, but the night is the time to enjoy a locomotive ride. The light from the engine lamp extends only for two or three rails forward beyond that all that is darkness, and you go plunging on into the black unseen before you, without a possibility to a forewarning of any danger. You can see the switch lights, or that of another locomotive, but a log or a drunken man may be on the track, or a rail may be broke, and you not the wiser, till, with one tremendous crash, you meet your doom upon it. — [Buffalo Commercial Advertiser.]

Keep your eye on your Neighbors.

Take care of them. Don't let them stir without watching. They may do something wrong if you do. To be sure you never knew them to do anything very bad, but it may be on your account they have not. Perhaps if it had not been for your kind care, the might have disgraced themselves and families, a long time ago. Therefore don't relax any effort to keep them where they ought to be; never mind your own business, that will care of itself.

There is a man passing along—he is looking over the fence—be suspicious of him; perhaps he contemplates stealing, some of these dark nights: there's no knowing what queer fancies he may have got into his head. If you see any symptoms of any one passing out of the path of duty, tell every one else that you can see, and be particular to see a great many. It is a good way to circulate such things, and though it may not benefit yourself, or any one else particularly, it will be something important about some one else. Do keep something going—silence is a dreadful thing; though it is said there was silence in Heaven for the space of half an hour don't let any such thing occur on earth; it would be to much like Heaven for the inhabitants of the mundane sphere. If after all your watchful care, you can't see anything out of the way in any one, you may be sure it is not because they have not done anything bad; perhaps, in an unguarded moment you lost sight of them—throw out hints that they are no better than they should be—that you should not wonder if people found out what they were, after a while, and then they may not carry their head so high.

Keep it going, and some one will take the hint and begin to help you after a while—then there will be music and everything will work to a charm.

REMARKABLE ESCAPE.

A little girl of about five years, had a narrow escape from death, yesterday afternoon. She was upon the track of the Boston and Worcester Railroad, at Auburndale, Newton, when, to avoid an approaching freight train, she ran directly in front of the inward Newton special train. It seemed to those on board the train that she must be crushed to death, but she reached the platform and was climbing up just as the train came along. The locomotive as it passed by her seemed to aid her endeavors; for when she was reached she was unharmed, and not half as much frightened as were the passengers upon the train who witnessed the occurrence. Boston Traveller, 18th.

GREAT CLOCK.

Henry C. Wright in a letter to the Liberator, thus describes the great clock in the Cathedral of Strasburg:

"The priests and military have retired, and I am now sitting in a chair facing the gigantic clock—from the bottom to the top not less than 100 feet, about 30 feet wide and 15 deep. Around me are many strangers waiting to see the working of this clock as it strikes the hour of noon. Every eye is upon the clock. It now wants five minutes of twelve. The clock has struck and the people are gone, except a few whom the sexton or head man with a wand or sword is conducting round the building. The clock has struck in this way: The dial is some 20 feet from the floor, on each side of which is a cherub, or little boy, with a mallet, and over the dial is a small bell, the cherub on the right strikes the first quarter, that on the left strikes the second quarter. Some fifty feet over the dial is a large niche, is a huge figure of Time a bell in his left, a scythe in his right hand. In front stands a figure of a young man with a mallet, and places himself in front of him. As the hour of twelve comes, the old man raises his mallet, and deliberately strikes twelve times on the bell, that echoes through the building, and is heard all round the region of the church. The old man glides slowly behind Father Time, and the young man comes on readily to do his part, as the time comes round again. Soon as the old man has struck twelve and disappeared, another set of machinery, is put in motion some twenty feet higher still. It is thus; there is a high cross with the image of Christ on it. The instant twelve is struck, one of the apostles walks out from behind, comes in front, turns, facing the cross, bows, and walks on around to his place. As he does so, another comes out in front, turns, facing the cross, bows, and walks on around to his place. So twelve apostles, figures as large as life, walk round, bow, and pass on. As the last appears, an enormous cock, perched on the pinnacle of the clock, slowly flaps its wings, stretches forth its neck, and crows three times, so loud as to be heard outside the church to some distance, and so naturally as to be mistaken for a real cock. Then all is silent as death. No wonder this clock is the admiration of Europe. It was made in 1571, and has performed these mechanical wonders ever since, except about 50 years, when it stood out of repair."

THE BIBLE.

How comes it that this little volume, composed by humble men, in a rude age, when art and science were but in their childhood, has exerted more influence on the human mind and on the social system, than all the other books put together? Whence comes it that this book has achieved such marvelous changes in the opinion of mankind—has banished idol worship—has abolished infanticide—has put down polygamy and divorce—exalted the condition of women—raised the standard of public morality—created for families that blessed thing, a christian home and caused its "other triumphs by causing benevolent institutions, open and expansive, to spring up as with the wand of enchantment? What sort of a book is this, that even the winds and waves of human passion obey it? What other engine of social improvement has operated so long, and yet lost its virtue? Since it appeared many boasted plans of amelioration have been tried and failed—many codes of jurisprudence have arisen, and run their course. Empire after empire has been launched upon the tide of time, and gone down, leaving no trace upon the waters. But this book is still going about doing good, leavening society with its holy principles—cheering the sorrowful with its consolation—strengthening the tempted—encouraging the penitent—calming the troubled spirit—and soothing the pillow of death. Can such a book be the offspring of human genius? Does not the vastness of its effects demonstrate the excellency of the power to be of God?

Neatness of Speech.

The nose and the roof of the mouth may be regarded as the sound board of the voice. The teeth form a bridge or barrier, upon which the lips and tongues are constantly playing; and their beauty and regularity contribute much to the neatness of speech. The action of the tongue is susceptible of high cultivation, and upon its activity depends much of that silvery tone of voice that delights us. With many it lies a sluggish lump in the mouth, as when pronouncing the letter L, it so blocks up the passage that the voice escapes with difficulty. The lips are employed in the softer tones, and are chargeable with the same lassitude of expression. The chin has an important office to perform, which is to operate upon the hinge, which opens and shuts the mouth, for upon its activity

ity we either disclose a polite or vulgar pronunciation. Every one must have noticed in lazy speakers, how the words are drawn out of the mouth, as *nao* for *no*. Others begin to talk, before their mouths are open, affixing the mouth-closing M to most of their words, as *M* yes for *yes*. — [Gardner's Music of Nature.]

Depressions of the Earth.

Surprise has been manifested and inquiries have been made as to the cause of mountains but the cause which produced the valleys or depressions of the earth is just as much a matter of wonder. Some suppose—indeed, it is a very general opinion—that all the lower parts of the surface are covered with water but this is not exactly so. Seas, lakes, and rivers are only lower than surrounding lands, but there are many inhabited portions of our globe which are much lower than some great seas and lakes. Thus the waters of Lake Erie are about two hundred feet higher than the rich, cultivated plains surrounding Lake Ontario, but the latter lake is some feet lower than these plains, and if the receptacle of their drainage waters. The most extensive and wonderful depression of the earth is in Asia. It is a vast region of about 18,000 leagues square; it is occupied, to be sure, mostly by the Caspian Sea, but it also contains populous cities and extensive cultivated districts situated in a depression of three hundred and twenty feet below the level of the Black Sea.

It is an opinion pretty generally admitted by scientific men at the present day, that the mountains have been formed by the upheaving of their materials, and that they have issued from the bosom of the earth. The necessary consequence of another portion of the earth, Asia abounds in lofty mountains, and the vast depression of the Caspian Sea and its adjacent plains is surrounded with great mountain chains, hence it is supposed that the elevation of these masses caused a consequent depression of the Caspian valleys. — [Scientific American.]

Deaths by Drowning.

At this season of the year we usually hear of numerous instances of drowning, and this city is no exception to the melancholy frequency of the occurrence. These instances mostly occur while bathing, and the sufferers are generally boys or young men. Dr. Arnot, in his Elements of Physic, states the following reasons why, in ordinary accidents, so many persons are drowned who might so easily have been saved:

1. Their believing that the body is heavier than water; and therefore that continued exertion is necessary to keep them swimming. Now as a man cannot retain the swimming position without continued exertion, the body raised for a moment above the natural level, sinks below it when exertion ceases; and the plunge by appearing the commencement of a permanent sinking, terrifies the unpractised individual and renders him an easier victim to his fate.

2. From a fear that water, by entering the ears may drown; as if entered by the nose or mouth, a wasteful exertion of strength is made to prevent it; the truth being, however, that it can only fill the outer ear, or as far as the membrane of the drum, and is, therefore, of no consequence. Every diver and swimmer has his ears filled with impunity.

3. Persons accustomed to the water and in danger of being drowned, generally attempt, in their struggles, to keep their hands above the surface from feeling as if their hands were tied if held below; but this act is most hurtful.

4. Not knowing the importance of keeping the chest as full as possible, the doing of which has nearly the same effect as tying a bladder of air to the neck, and without other effort will cause nearly the whole head to remain above water. If the chest be once emptied, while from the face being under water, the person cannot inhale again, the body remains specifically heavier than the water, and will sink.

THE LEVIATHAN BEATEN.—The English papers state, that while so much has been said about the great Leviathan, building at London, two steamers have been quietly building at Liverpool, and are now nearly completed, each of which is seven hundred feet long, or sixteen feet longer than the Leviathan! They are intended for the India trade.

There is a cockney youth who, every time he wishes to get a glimpse of his sweet-heart cries "Fire!" directly under her window. In the alarm of the moment, she plunges her head out of the window and inquires "Where?" When he poetically slaps himself on the bottom, and exclaims—"Fire, my Angelina!"

If a small boy is called a lad, may not a bigger boy be called a ladder?

Letter from Admiral Stewart of the British Navy, to Captain Sands.

The following is a letter from Admiral Sir Houston Stewart, commanding the British West India squadron to Captain Joshua R. Sands, of the United States Navy, recently in command of the steam frigate *Susquehanna*, which vessel, with yellow fever on board, put into Jamaica, where prompt and efficient aid was rendered by the British naval authorities to the sick seamen:

"Bermuda, May 23, 1858.—Dear Sir: Your very gratifying letter of 7th April, written at Port Royal, Jamaica has only now reached me here, and I hasten to assure you of the lively satisfaction it has afforded me to find that we have been able to succor and comfort your gallant officers and crew when suffering so severely from fevers.

This feeling I share in common with Commodore Kellett, Captain Hay and all the officers at Jamaica; and although we did nothing more than was our duty to our fellow creatures and brother seamen in the hour of need, yet I acknowledge that it was an additional satisfaction to feel that we were rendering those good offices to Americans. Long, long, my dear sir, may our respective nations live in harmony and mutual confidence towards each other. Nothing shall ever be willingly wanting on my part to contribute to so desirable an end.

I have to thank you cordially for the very handsome terms in which you have reported the circumstances to your government, which has conveyed its thanks to us through Lord Napier.

I shall live in hopes of our meeting, and assure you that it will afford me much pleasure to see you at Halifax, or at any other port on my station, in order that I may have an opportunity of showing to you personally the respect and esteem with which I remain, my dear sir, yours, most faithfully,

HOUSTON STEWART.

Capt. Joshua R. Sands, Commanding U. S. steam frigate *Susquehanna*.

The loss of the Pennsylvania.

The American papers give the particulars of the explosion on board of this steamer, on her passage from New Orleans for St. Louis which caused the death of at least 160 persons.

Nearly all the cabin passengers were in their state rooms, and the cabin was torn to pieces forward of the wheel-house. Fire did not break out at first, but when it did, the flames, owing to some combustible fluid in the hold, almost instantly enveloped the whole boat. Those of the passengers and crew who had not been killed or entirely disabled by the explosion, jumped from the burning steamer upon a wood-boat which had been brought alongside from the shore.—182 escaped on the wood-boat, and 70 escaped in various other ways leaving 200 as the number lost or unaccounted for. Those saved were landed on Ship Island, from which eight hours after they were taken by the steamer *Imperial*, Diana, and Fribee, and carried up to Memphis and St. Louis. The full account of the catastrophe discloses the most dreadful details. A gentleman and his wife were buried alive in the cabin, the ruins having fallen upon them, with a boiler on top of the fragments. A Catholic priest was so scorched and scalded that he looked like a negro, and his lower extremities were literally boiled. A tall gambler from Texas was among the lost. Many of the deck passengers lost their lives by delaying to leave the boat until they had tried to pick out their baggage. The cabin passengers who escaped made no attempt to secure their effects. Not one half of the badly wounded, left at the hospital at Memphis, could recover. The scenes on board the rescuing steamers were appalling. Scattered around, writhing in agony, were the dying, lying side by side with the dead. The list of lost, injured and saved, which has come to hand is necessarily very imperfect. Among the injured, we find the name of Capt. J. W. Fairfield of Boston; but no other person described as from an other part of New England. There was a French opera troupe on board, and most of the male members were killed. The first fireman, who was blown into the water over the side of the boat and saved, states that the firemen had just cleaned out the fire-pot and started a fresh fire, when the explosion took place. There were two explosions in quick succession. He thinks they were caused by a deficiency of water in the boilers. Nearly all the decks hands were killed or missing. The captain was the only officer that was neither killed nor wounded. Only one fireman was saved.—The engineers and pilot all killed or missing. The *Pennsylvania* drifted down about two miles and a half, where being stopped by tow-head, she speedily burnt to the water's edge.

General Peel recently stated in the House of Commons that Mr. Elliott, military store-

keeper at Weeden, had absconded to America in the steamer of the 22d ult. The amount of his deficiency had not been ascertained.

Quick.—The steamer *Emperor* last evening brought a number of passengers from Halifax among whom was the Hon. Alexander Keith. The passengers were only 11 hours and 10 minutes in traveling the entire distance from Halifax to St. John. They were thus enabled to take breakfast at the former place and tea here! This is a revolution in travel between these two cities.—[Nbrk.]

A man named Pearce had his leg nearly cut off below the knee on the Railroad on Friday the 11th inst.; The leg was afterwards amputated by Dr. Alward.

The rust in oats seems to be prevailing every where in Alabama. Some of the crops are almost entirely destroyed.

The American blusters are likely to have their hands full shortly. They are stirring up a quarrel with England about the right of search; they are apparently on the eve of war with Paraguay, on the account of some insult, (real or imaginary) offered to their flag; a Monsieur Belli, an agent of Louis Napoleon's, has well nigh succeeded in persuading the several States of Central America to unite and resist American pretensions, and rely upon the protection of France.

An Irish dragoon on hearing that his widowed mother had been married since he left home, exclaimed, "Murder! I hope she won't have a son older than me—if she does I'll lose the estate."

A portion of the Canadian 100th regiment are to leave their head quarters for England to-day. The remainder will follow in such strength as they can be accommodated in the two succeeding steamers.

The Halifax Morning Sun states that the number of vessels fitted out at that port for the fisheries this spring is very large.—No less than fifty-three fishing schooners cleared on the 7th, 9th, and 10th of this month, nearly all of them for Labrador, and a number of others were in port receiving supplies.

MEDICAL SCHOOL OF MAINE.—Amongst the names of those to whom Diplomas of M. D. were granted at Bowdoin College on the 28th ult., we find the following names with the subject of their Theses appended:—

Wm. L. Ferguson, of Woodstock, N. B., Typhoid Fever.

Jonathan R. Henderson, of Londonderry, N. S., Dysentery.

"How would you divide a drachm?" asked a printer of another. "Why," replied the other "I would drink half."

"So you would not take me to be twenty?" said a young lady to her partner while dancing the polka a few evenings ago; "what would you take me for?" "For better, for worse," replied he.

Never let your wife live with her mother unless you first resolve to place your temper on a shelf, and your purse on the table for public good.

Why was Pharaoh's daughter like a stock-broker? Because she got a little prophet from the rushes on the banks.

Rev. C. Hibbard, writing from Burnah to his father, says: I have used Perry Davis' Vegetable Pain Killer for coughs, colds, summer complaints, burns, bruises, and for the sting of scorpions, with uniform success. We always keep it where we can put our hands on it in the dark if need be. Sold by Odell & Turner.

FATAL RAILROAD ACCIDENT.—A lamentable accident occurred yesterday afternoon, on the Quebec and Richmond section of the Grand Trunk Railway. As the down mail train was nearing Black River Crossing, a boy about four years old was observed sitting on the rails. At the approach of the train, Benjamin Carrier, the father of the child, ran to his rescue, and was followed by another of his children. Unhappily they had no time to get off the track, and all three were struck by the engine. The youngest child was killed on the spot, and the other one had his head severely cut. Carrier, received such injuries that he cannot survive, having had both legs broken, and his head fearfully fractured. The Rev. Mr. Beuchard, who was a passenger on the train, attended to the dying man. The employees of the Company are acquitted of all blame; the usual signal for danger was given by the engineer, but the train could not be stopped in time to prevent the accident.