

TELEGRAPH NEWS.

LONDON, Nov. 5th.
George Peabody died at half past 11 o'clock to-night at his residence in this city.

While the gunboat "Thistle" was on a trial trip off Sheerness this afternoon her boiler exploded with terrible effect. Ten men were killed outright and eight were seriously wounded.

A party of priests were attacked by a party of Orangemen it is supposed, at Cavan, Ireland, yesterday, and it is thought that one of them is fatally injured.

New York, Nov. 5th.
The schooner "W. H. Clava" from Nassau, arrived at Key West on Thursday morning, with 129 men who were taken from the Cuban steamer "Lillan". She was captured by the English authorities at Nassau while at anchor in the harbor. The vessel is said to be badly damaged and condemned as unfit for service.

Gold 125½.

LONDON, Nov. 7.
The Queen opened the new bridge and viaduct yesterday with state ceremonies. Crowds of people thronged the streets and the houses in the neighborhood were gaily decorated.

Dispatches from Florence announce that King Victor Emmanuel is dying.

The Prince and Princess, Napoleon, have been summoned to his bedside, and have left for Florence.

The Commission for the proposed Cable between the United States and Belgium was signed yesterday in Paris, by the Belgian minister.

The Cable is to be laid from Ostend to some point between Maine and Georgia, by an American Company.

New York, Nov. 8.

The money market opens with more stringency.

CUSTOMS DIFFICULTIES ON THE BORDERS.

We clip from an American exchange the following extraordinary items:

"There occurred at Port Huron yesterday one of the most extraordinary acts, on the part of the Collector of Customs, we have ever heard of. A party came from Montreal over the G. T. Railway with the intention of passing to this city, and from there to St. Louis. Among the party were Mr. Potter, President of the G. T. road, and Mr. Briggs, Managing Director. The party came in the directors' car to Port Huron, where they were met by the Collector, who demanded that Mr. Briggs should pay \$1,250 in gold as duty on the car. Mr. Briggs stated that there was no intention of letting the car remain in the United States, and proposed to give a bond for its return; but this would not satisfy Mr. Sanborn. It was then stated that it was the daily practice to pass to and from the United States and Canada, and only the freight cars of the Blue-line, but also the Pullman sleeping cars, that officers of the government had repeatedly gone to Canada in cars from this side, and that not long since a party of railway officials had gone from Detroit to Port Huron in one of the cars of the Michigan Central without paying any duties, but all this produced no effect on the collector, who actually collected \$1,250 in gold on the car."

Sir Richard Grosvenor, Marquis Westminster, who died in London on Monday, was not distinguished in politics, though he had some influence, but he was the possessor of probably the largest estate in England. His wealth was enormous, yielding, it is said, an annual income of nearly three millions of dollars. The manner in which this vast fortune was obtained was remarkable. The first Earl Grosvenor was in comparatively slender circumstances, but was the owner of a large tract of low, marshy land in Westminster, which yielded him but little and which was regarded as of little value. The rapid growth of London towards the land attracted the attention of a master builder named Cubitt, who led a number of the unproductive acres, turned them into city lots and began erecting houses. The value of the property now increased with marvelous rapidity. Upon it was built the present aristocratic portion of London known as Piccadilly and Belgrave. Cubitt acquired immense wealth by his enterprise; but the lucky owner obtained the lion's share. In a few years, it is stated, the lots leased by Cubitt will revert to the present owner, whose fortune will then be increased to probably \$4,000,000 per annum.

THE ECUMENICAL COUNCIL.—This grand gathering of Catholic Bishops, Priests and Cardinals will be opened on the 8th of December, the anniversary of the Immaculate Conception. Nine hundred Bishops, Archbishops and Patriarchs, each accompanied by a theologian will form part of the assembly, together with a hundred theologians of the Pope, almost all laymen, fifty Cardinals and eight generals of religious orders. The latter escorted respectively by two theologians. A musical mass will be celebrated on the first day at St. Peter's in which the most celebrated singers of Italy will take part. The communion service will be administered by the Pope in person, with the singing of Veni Creator Spiritus and of Sum Tuum Precibus.

MILITARY.—The troopship "Tamar" from Quebec, with the 53rd Regiment, and a company of Royal Engineers on board, arrived here yesterday. The Engineers will be placed on board H. M. S. "Barracouta," for conveyance to Bermuda, when the "Tamar" will take on board a company of the Royal Engineers and proceed to Jamaica, where she will disembark the 53rd and Artillery and return to Halifax with the 84th, who relieve the 1st Buff. Rif. Regt., the latter corps returning to England in this ship. The troopship "Albatross" also arrived yesterday from Quebec.

with the 29th Regt., on board, and will embark a battery of Artillery here, and proceed to Barbados. After leaving the 29th and Artillery at that place she will sail for England with the 47th Regiment which will be relieved by the 29th.—[Halifax Colonist.]

WORK FOR SOLDIERS.—The Field Marshal Commanding in Chief has sent to Chatham a circular regarding the employment of soldiers in trade in the construction and repair of military buildings, in which he calls attention to the circular issued by the Secretary of War approving such employment of the military. The Duke of Cambridge calls the attention of general and other officers commanding to the advantages of the proposed system. In consequence of the reception of this circular steps have been taken to carry out the plan. Returns have been called for all of those soldiers who by trade are carpenters, plumbers, painters, glaziers, bricklayers, and gasfitters, who might be employed in the repair of public buildings; but every soldier who happens to be one of these trades will not be allowed the privilege of earning extra money by working in his trade for the Government. To be eligible for this he must be a soldier of good character, and have over two years' service.

The Standard.

SAINT-ANDREWS, NOV. 19, 1893.

THANKSGIVING DAY.—Today is being observed as a day of Thanksgiving for the bountiful harvest. The stores and public offices are closed, business generally suspended, and the churches are open for public worship. This is only right and proper—for we all have reason to be thankful for the numerous blessings and mercies vouchsafed to us by Divine Providence.

Lieut. Saxby's prediction as to a violent commotion of the elements early in November has proved correct. Our exchanges contain accounts of storms which in several instances caused considerable damage. In Cape Breton the gale of the 4th was the severest known there for many years. The waters rose to their highest point of ordinary spring tides—cattle were drowned—eight vessels were driven ashore at Cow Bay, and a fire-bellied willow was blown away. At North Sydney vessels were driven ashore and were injured from collision. At Lunenburg the treacherous work and blocks of the Coal Company were carried away, and a barge from London for Paton driven ashore and became a total wreck. In Nova Scotia the storm was also severe, and some damage was done.

The tides all over the Province during last week were higher than for many years. On Sunday last the "Daily News" says, St. John experienced a severe storm, which broke up that portion of Red's Point Wharf damaged by the late storm, which was being repaired; and on the Carleton side the Breakwater was carried away, one house was blown down and others were injured.

The tide here rose to an unusual height on Saturday and Sunday, carrying away wood piled on wharves and breaking up large beams of logs collected after the late storm. In fact from the old Rat wharf down to White Rock all the wharves are gone, and the wood piled on the banks was floating about the harbor on Sunday last. On Monday night there was a strong wind and heavy sea, but we have not heard of further damage.

TURNIPS.—For the last week the annual "turnip chorus" has been kept up from early morn to dewy eve. Double teams loaded with turnips have been driven to the vessels at the wharves, for shipment to St. John, Boston and New York. The quality, it is good, but the roots are not so large as they were last year. We will endeavor to ascertain the quantity shipped this fall, which from appearances must be very large; and trust the farmers will realize remunerative prices for their labor pursued under so many disadvantages during the season just passed.

A SUCCESSFUL SCHOOL.—It is a pleasure to record that parents of the pupils attending Mr. Whyte's School, are pleased with the progress made by their children; we learn that there are nearly 70 scholars on the register and that said they come; at the rate of increase Mr. Whyte will soon require another assistant. He is entitled to all praise for working up a School which had been run down. Punctuality, assiduous attention to the scholars with great aptitude for teaching, are the secret of the success which has attended his labors. In addition to an English education, the lads are also taught French, Latin, Greek and German.

The "Schooling Times" states that some families in Milford and Calais were nearly smothered last week, by eating cheese purchased from a grocer in Calais. Immediate medical

aid prevented any fatal results. The cheese was purchased from a respectable firm in Boston; it is supposed that the poison was introduced at the manufactory.

Subscribers who received their bills a few weeks ago, and have not paid them will have themselves to blame if they are put to expense after the 17th instant.

We are requested to correct a mistake which occurred in awarding the premiums at the Agricultural Fair. In consequence of the numbers of some of the articles having accidentally fallen off or become mixed, the first premium on Wheat was awarded to Jas. McFarlane instead of J. C. Bartlett, who was justly entitled to it. It was purely a mistake, and Mr. Bartlett's name will appear on the records as having the first prize wheat.

"Truth" is one thing, and "policy" another. It may appear on certain occasions "expedient" or "politic" to support a man or to oppose him; but there, as has been frequently asserted, "no honesty in politics, no truth."—But selfishness, an insatiable love of the "shaves and fishes," and a desire for place, power and plunderment. That, goodness, we are simple enough to believe, that we have public men holding high official positions, who work for the welfare of our common country; and we are liberal enough to believe that many of the clever Opposition are sincere in their views, and that in some cases they have succeeded in carrying out arrangements of great benefit to the people.

To our present rulers, we have as far as our judgment dictated, accorded our best support; we did so without arrogating to ourselves any great amount of influence, and without hope of reward—neither of which have we received. While doing so, we admit that we did not approve of every act, and thereby became "a tame follower." We have been appointed made which met with our disapproval and others and judicious ones, which have not been gazetted—of course to our own Province. But this never led us to abuse the Ministers from New Brunswick. They are but men, and cannot always carry a point from the simple fact that they are outvoted at the Council Board; we do not hold that they should throw up their seals of office because they cannot have their own way in every case. We never have joined in the cabals raised against either Mr. Tillyer or Mr. Mitchell, believing that they were working for the benefit of the Province. True, we did not approve of Mr. Mitchell's advocating the North Shore Line for the Intercolonial Railway, but he was working for the benefit of his constituents who placed him where he is. These gentlemen know that we have not so limited either office or enrollment, not that we are better than others, and would refuse a position, when offered, if we felt ourselves competent to fill it.

One of the recent appointments we did not support, and that was Mr. Hinck's as Finance Minister, and we candidly said so at the time; we notice however that some who published opposition in our record some few years ago, are now acquiescing in his appointment; they may however have good reasons for the change in their opinion.

Correspondents should bear in mind to send their letters before Wednesday morning, as we cannot undertake to publish them the day they are received. Tuesday morning is the latest time that letters for publication can be received for Wednesday, issue. "One of the People" and "Tax Payers" received after the paper was made up, we have not had time even to read the letters.

The Ottawa correspondent of the Toronto Globe says: I understand the Government have ordered to be paid to the New Brunswick Government, to be by them paid over to the Eastern Extension Company, the sum of \$547,590. A further sum of \$292,560 has been paid to the New Brunswick Government, being for the advance towards the construction of the Eastern Extension line. A balance of \$144,000 to the Company will be paid as soon as the line is balanced, which will be completed in a month or so. The whole cost to the Government for the Eastern Extension Railway as part of the Intercolonial will be \$894,000.

Among the many incidents told in connection with the Stonewall disaster disgraceful to human nature, perhaps the worst is the account of the behavior of Capt. Washington, of the steamer Submarine, No. 12. The second engineer of the Stonewall declares (and his statement is supported by other eye witnesses) that Capt. Washington passed by the drowning persons without offering any assistance, and that the "wash" from the Submarine sent many of the struggling swimmers to the bottom.

The Officer's Quarters in this City, as well as the Barrack Store Rooms and offices, have been handed over to Deputy Adjutant General Mansell, who will occupy them for the present. It is probable that in a few days all the mil-

itary possessions in Fredericton will be handed over to the local authorities.—[Fredericton Reporter.]

An Ottawa despatch states that the Government is sending out printed forms or bonds for security to be given by all public officers through the country.—[Yes, and they are double bonds, (with securities) and the signers are obliged to make affidavit that they are worth the amounts named.—[Ed. Stand.]

The COUNTY COURT closed its sittings on Friday last. As before stated the business is increasing in this Court, which will make the session of the Circuit Court, shorter.

To the Editor of the Standard.

MR. EDITOR:—I have some experience of fire engines, and likewise of fire and I state, without fear of successful contradiction, and I can bring abundant proof of the fact—that engine No. 2 did poor service at the fire on Capt. Green's premises, and that "Turrent" engine is a much better engine. I and many others who are not grumblers and pay our taxes, feel that the purchase of No. 2 engine, is a heavy loss to the Town. Asking permission to have these few lines published in the paper, I am,

Yours, AN OLD FIREMAN.

STORM.—On Wednesday night, the 27th ult., there was a very severe storm at Cape Breton. At Cow Bay there were seven vessels and one steamer wrecked, but no loss of life. Six cows and a horse were overtaken by the tide and drowned.—[News.]

Professor Jardine, on taking leave of his charge, was the recipient of a handsome address from the students of the New Brunswick University, where he has occupied the position of Professor of Logic and Moral Philosophy for a couple of years.

The London correspondent of the "Elgin Courier" states that Mrs. Leigh's children are commencing an action for damages against "Macmillan's Magazine," and they might perhaps try for an injunction against the publication of anything further from Mrs. Stowe.

New York, Nov. 8.
Late advices from South America says the volcano Parícutine in the State of Canaan, about twenty miles from the capital, burst forth with terrific violence on midnight, 4th ult., vomiting immense quantities of smoke, flame, sulphur and ashes. It was feared that all the towns and villages in the vicinity had been burned in the ashes, and that few, if any, of the unfortunate inhabitants escaped destruction. A short time after the eruption the River Canaan was observed to rise very suddenly, bringing down the dead bodies of men and animals in great numbers.

By order of the Queen, funeral services will be held over the remains of the late Geo. Peabody in Westminster Abbey, on Friday, Nov. 12th.

New York, Nov. 9.
A severe storm has prevailed on Lake Ontario since last Saturday night, and several disasters to the shipping are reported.

ITEMS.

The "Reporter" is informed that our Legislature will meet on the 15th of February.

The first through train of passenger cars—or, for there was only one then—passed from Fredericton to the junction on Tuesday last.

The grading of the Houlton Branch Railway has been contracted for Messrs. William Love, Loring Thompson and William Thompson, Jr., and the work will be proceeded with immediately.—[Courier.]

They have had a heavy storm in the Gulf, and thereby Lieut. Saxby's predictions have been fulfilled.

The King of Prussia has appointed the 10th of November as a day of fasting and prayer, to implore Divine guidance and protection in the great religious movements now agitate Europe.

The American ship J. F. Whitney was lost in the Indian ocean on the 8th of April. Thirty-two men perished. After fourteen days of intense suffering, through want of food and water, the captain and eight men, in a small boat reached a group of islands, whence they were forwarded to Bombay.

Lady Hincks, has arrived per Moravian. WINTERLY DRAWNERS.—Cold and damp winds are noted for producing great disturbances in the circulation, whence proceed bronchitis, asthma, and pulmonary disorders, generally resulting from our variable temperature. A chill, cold, or cough should have instant attention, before serious consequences spring from neglect. All may use, with perfect confidence, Dr. Wilson's Pulmonary Cherry Balsam, with the certainty of curing their ailment, and averting all future danger. This Balsam will soothe your irritable membranes, and give indescribable relief from that torturing cough. If taken at bedtime it will give sound, unbroken, and refreshing rest.

The quickest and surest remedy for subduing pain, taking soreness out of harness galls or shoulder, is Dr. Dove's Soregum Oil Liniment. If you want to relieve the pain successfully you must use the doctor's preparation.

Dr. Wilson's Anti-Bilious Pills relieve constipation, correct the stomach, increase the appetite, so that the coarsest food is relished. When this is accomplished, all other complaints must yield to the restoring influence of these Pills; and returning strength of the vital functions will prevent the nervous and other distressing symptoms which none but sufferers can describe.

Hear this from one of our most intelligent farmers, "Seeing a notice of Clark's Dobby Condition Powders in your paper that they were equally good for stock and having already lost a number of cows this spring from red water, I determined to try them. I had previously used other kinds of Condition Powders without the desired effect. I had not given them more than one or two doses when they began to mend, and they are now entirely over it. As this is a disorder generally considered, among us, difficult to cure, I think you should make the fact known that a remedy so simple and effective is so easily obtained.—FREDERICKTOWN FARMER.

MAILED.

On the 26th October, at the residence of the bride, by the Rev. W. H. Street, Mr. John Day of Grand Falls, to Mrs. George Ketchum, of the Parish of Gordon, Victoria County.

DIED.

On Sunday last, at her son's residence, St. Stephen, Janet, relict of the late Mr. Robert Stevenson, aged 83 years and 3 months. The deceased was mother of the Messrs. Stevenson of this Town, and leaves a numerous progeny. In all the relations of life she was a most excellent woman—and was universally respected by a large circle of relatives and friends. Her remains were brought here on Tuesday, and interred in the Cemetery.

Ship News.

PORT OF ST. ANDREWS.

ARRIVED.

Nov. 2. Schr. Bilow, Bulyen, St. Stephen, bel. last master.
3. Son, Han-on, Machias, ballast.
4. E. E. Kitchin, Dyer, 80 tons Rock plaster, H. O'Neill.
5. Harriet, Britt, Portland, ballast.
6. Matilda Rowan, Smith, Eastport, ballast.
9. Daisy, Sheehan, Boston, ballast, ballast.
Franklin, Costa, Boston, ballast.

CLEARED.

Nov. 3. Schr. Eliza Frances, Hunt, St. George, ballast.
6. E. B. Kitchin, Britt, St. John, 3000 bushels Turnips.
8. Mary Ellen, J. Watt, St. George, Meal & Corn, Red Frye & Co.

KEROSENE.

30 BLS. KEROSENE—a superior article For sale low by C. L. O. HATHAWAY Nov. 3.

Kerosine.

10 BLS. Kerosine. J. W. STREET, Nov. 3.

NOTICE.

THE Annual Meeting of the Charlotte County Agricultural Society, will be held in the Town Hall, St. Andrews, Thursday, Nov. 4th, at 2 P. M. when the election of officers for the ensuing year will take place, a punctual and full attendance of members is requested.

By order of the President.

JOHN S. MAGEE, Secy.
St. Andrews, Oct. 27, 1893.

JOHN M'GOULL, GENERAL AGENT, Commission Merchant, AND AUCTIONEER, St. George, N. B.

To Contractors.

NOTICE is hereby given that the Grade Levels on Contract Number Eleven must be raised THREE FEET higher than shown on profile, at long list land from Missesqu River to Station One Hundred and Forty, near Acherst.

A. WALSH, ED. B. CHANDLER, C. J. BRYDGES, A. W. McLELLAN, Commissioners, Intercolonial Railway, Ottawa, 8th Oct. 1893. oct 20

GOVERNMENT HOUSE, OTTAWA, Thursday, 23d day of Sep., 1893.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL, IN COUNCIL.

On the recommendation of the Honorable the Minister of Customs, and under and in virtue of the 8th section of the Act 31 Vict., Cap. 6, intitled: "An Act respecting the Customs," His Excellency has been pleased to order and it is hereby ordered, that Sheet Harbour, situated in the County of Halifax East, in the Province of Nova Scotia, shall be and the same is hereby declared to be an out Port of Entry, under the Survey of the Port of Halifax.

And it is further ordered that the Out Port of Tangier, now under the Survey of the said Port of Halifax, be and the same is hereby abolished.

WM. R. LEE, Clerk Privy Council.

LAND FOR SALE.

50 ACRES of land under cultivation on the Western Side of the Digby River, (on the grant to Archibald Williams and others.) Apply to Gordon McKay, Boston, or the subscriber. J. W. STREET.

St. Andrews, June 22d, 1893.

NOTICE.

MY wife NANCY having left my bed and board without any provocation, I hereby forbid all persons harboring or trusting her on my account, as I will not pay any debts of her contracting after the date hereof.

Deer Island, Sep. 23. JOHN BOYNTON.

New Br. press and 31, St. Br.

FALL.

On Monday Sept. 19th, 1893.

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