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LAW RESPECTING NEWSPAPERS
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Self-Made, Self-Educated Men.
"No man can be made a scholar; no one can be made learned." There is no influence from without, (except persuasion), no foreign power can be brought to bear like steam or electricity, that can ever fill the mind with ideas, or deposit therein the stores of knowledge that are necessary to make the scholar—the truly learned man. The teacher may solve or remove difficulties, may suggest subjects of study or thought, and in many ways aid the young aspirant after knowledge, but he can never make him a scholar—a learned man. This must be his own work. An extensive library, much reading, especially if miscellaneous, will not of themselves make a learned man. Indeed a great library may rather prove a hindrance than a help, by diverting the thoughts among too many objects. Hence great miscellaneous readers are not generally great scholars. They may have an extensive amount of general information, and yet not be truly learned. To become learned, requires close, deep investigating thought. Whatever is made a subject of study, must be investigated and studied, and pondered, until it is fully understood, and the ideas become our own, till a plan of the whole subject lies clearly before the mind's eye, so that we can ever suggest additions, corrections or alterations. If the subject admits of it, at least, discover its perfection without it. Almost any one can be a scholar, and become learned, if resolved to be. Let him first learn to think, to observe, and to investigate, and the work is already half done. How many young people are there who waste their time, bury their talents, and so may be said, destroy their intellects, and go through life and down to the grave in obscurity, if not in disgrace, who might otherwise have been ornaments to society and blessings to the world.

Solomon's Temple.
We find in an English paper the following extract from a published lecture on the progress of the arts and sciences, and the antiquity of Freemasonry.
"Freemasonry, we are informed, was reduced to rules at the building of Solomon's Temple, and there is every reason to believe that some bond of union was necessary in such a congregated mass of workmen.
"The number of masons employed in building the temple was said to amount to thirty thousand six hundred, besides the men of burden and freemen, who amounted to seventy thousand more.
"The foundation of this mighty fabric was leveled in the fourth year of Solomon's reign, the third after the death of David, and the four hundred and eightieth after the passage of the Jordan through the Red Sea. The building commenced in Mount Moriah, on Monday, the second day of the month of Zif, which answers to the twenty-first of our April, and it was finished in all parts in a little more than seven years, on the eighth of the month of Ithaim, which answers to our 23d day of October, being the second month of the sacred year, and the eleventh of Solomon's reign. Every piece of the edifice, whether lumber, stone or metal, was ready cut, framed or polished at Jerusalem, so that no other tool was used, nor any saw, nor heard, nor any other instrument, nor any other part of machinery. All the noise of the hammer and saw, was confined to the forest of Lebanon and the quarries and plains of Zaidith, that nothing might be heard among the masses of Zion, but harmony and peace.
"The Earth's Ring.
Rev. Mr. Jones, said to the faculty of Annapolis, this is now a Chapman in the Navy, is the discoverer of the fact that the zodiacal light is a ring around the earth inside of the moon's orbit, and probably in the same plane with that orbit. It is represented to be not so dense as the ring of Saturn, apparently, though on that point, as well as on its breadth, thickness and exact distance from the earth, it is not possible at present to form a reliable opinion. Mr. Jones was on the Japan expedition, and he embraced the occasion to make observations every morning and evening for ten or fifteen years. [American paper.]

Driving Nails.
It requires some ingenuity, or at least experience, to drive a cut nail into hard wood without bending it. The entering of a nail will be much facilitated by first dipping it into oil, or what will answer nearly as well, wet it with water, or with saliva. Experienced carpenters are in the habit of putting a nail in the indent before attempting to drive it into hard wood. When a nail is to remain permanently, salivary or oil is preferable to oil, as the former will rust the nail and cause it to take a firmer hold. In all cases it is better to insert a nail so that the widest diameter shall stand parallel with the grain of the wood. This is generally done in thin boards where there is danger of splitting, but it should always be done, even in nailing

into a solid piece of timber, for where a rupture does not take place by setting the wide part of the nail across the grain, yet a slight opening is produced near the nail, which admits air and moisture and hinders decay around it.

SLANDER.
How frequently is the honesty and integrity of man disposed by a smile or a shrug! How many good and generous actions have been sunk into oblivion by a distrustful look, or stamped with the imputation of proceeding from bad motives, by a miserable and reasonable whisper! Look into companies of those whose gentle nature should disarm them, we shall find no better account. How large a portion of chastity is sent out of the world by distant hints—nodded away, and cruelly winked into suspicion by the envy of those who are passed all temptation of themselves! How often does the reputation of a party who is at the pains to propagate it behold with much pity and fellow-feeling—that she is heartily sorry for it—hopes in God true—however as Archbishop Tillotson wittily observes upon it, is resolved in the mean time to give the report her pass, that at least it may have fair play to take its fortune in the world—to be believed or not according to the charity of those into whose hands should happen to fall.

EATING MEAT.—The Americans are the greatest eaters of animal foods. The pork consumed in the United States is three times the quantity consumed by the same number in Europe. A statistical account is to be believed. A animal food is generally set on the table three times a day in the Western Country. An Irishman, writing home, and extolling the luxuries of his condition in the new world, advised, by way of a clincher, that he commonly took meat twice a day, more which his employer asked him why he did not state the whole truth. He replied that if he had said "three times" all his friends would have believed that he lied. This was going a little far for common credulity. But after all, the Americans are a spare, hungry-looking people, not appearing, as if well nourished. The inhabitants of Northern Europe and Asia are physically and morally weak, though living mostly on fish and flesh. The Scotch and Irish who eat but little meat, are sturdy, capable of great labour and fatigue, and more able-bodied men than the English, who are addicted to animal food. The strongest men in the world, of whom we have any account are the porters of Siam, who never taste flesh. The South Sea Islanders are very powerful men upon a diet mostly of vegetables and fruit. It is said that the soldiers of Greece and Rome seldom tasted meat, though qualified by physical power and endurance for the conquest of the world. The suspicion is quite strong that Jonathan would gain flesh and improve his general appearance by the substitution of bread and vegetables for a part of his dinner.

Accident.—We have just heard that part of the Bridge over Mosack stream, in the Parish of Pentecost, Victoria County, fell on the 31st inst, as a four horse team, belonging to Mr. James Kearney, and driven by his son, a young man 23 years of age, was crossing the same. All fell into the stream, a distance of about 18 feet. The young man was severely but not dangerously bruised. The horses were all hurt, and one of them, it is thought, will not live. William Acton, while endeavouring to save the horses after their fall, had several narrow escapes. A stringer fell on him, and the depth of the water only saved him, where he remained so long he barely received assistance reached him that

A REMARKABLE MAN.
Add a Universal Remedy for Disease.
This city is now the home of one of the most remarkable men of the age—a man who has traversed the civilized globe, and established in almost every country which he has visited, the sale of his medicines for the relief of human suffering, and which are a certain cure for disease in all its forms. We allude to PROFESSOR THOMAS HOLLOWAY, of London. It is now several years since this benefactor of the human race first proclaimed to the world, through the British press, that he had after deep research, prepared a remedy that was sure to eradicate disease. Years of patient investigation into the laws of human physiology which control our bodies in health and when diseased, led to the invention and preparation of the world renowned HOLLOWAY'S PILLS and OINTMENT. Nearly, if not quite, one half of the human race have taken his medicines! His name is as universally known over the globe as that of Alexander, Napoleon, or Washington, when in the height of their ambitious career. If they conquered nations on the field of battle, Professor Holloway has, with no weapon but that of science, conquered disease in all its forms. His meritorious services bounded by no imaginary lines of latitude and longitude short of those marking the confines of civilization itself. No isolated country or nation was sufficiently extensive for the operation of his benevolent and gigantic intellect. Wherever disease has a residence, there he has penetrated with his medicines, and left an enviable and enduring reputation. After enlightening Europe, his fame spread over Asia, and the civilized portions of Africa, and finally appeared in America. He has translated the cares he has performed, and the virtues of his medicines, into as many languages as the missionaries have the Bible. Governments, otherwise the most despotic, have been forced by the great value of his medicines, and their popularity with the people, to remove antiquated and time-honored restrictions upon the introduction of foreign medicines, and open their custom houses to a free introduction to the Pills and Ointment of this distinguished man. Empires and kingdoms removed, the barriers of ages against the introduction and sale of proprietary or patent medicines, and freely permitted Holloway's medicines to become the physician of the masses. [New York Dispatch.]

FRANCE AND ENGLAND.—No history, after that of their own country, should interest Englishmen so much as that of France. The points of interest between the stories of the two countries are, more numerous than unite any other nations of Europe. There is a running account between the two of some centuries standing. It would be inevitable perhaps, in attempt to specify which nation of the two is the more deeply indebted to the other; but we cannot deny the origin of our civilization to be a French graft on the old Saxon stock. The Norman chivalry implanted in this island, French laws, French manners, French customs, and the French language. Ever since the Norman conquest, the nations have grown side by side, with a constant reciprocity of influence. Great men in the one country have sprung up to answer great men in the other; great ideas on the one side, the response have been everywhere, with greater emphasis on the other; a generous rivalry, first in war, and next in literature, arts, and science, has considerably assisted in refining and solidifying their material and intellectual strength. Their political interests are becoming more and more convergent, inasmuch that the hostility and distrust of ages are now fading in a common league against the aggressing ambitions of a power among the old family of European states, and Maurice ambition finds the armies and the fleets of hereditary foes united together in defending the violated liberties of Europe. Independent of these considerations, the French national spirit, the sagacity of their social transformations, the indomitable energy and daring with which they attempt to solve the weightiest problems of government, and social order, would otherwise point them out as the people whose ways of thought and springs of action we should above all others, endeavor to comprehend. [Westminster Review.]

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it was thought he must be drowned. After he got out, and was still hanging on to the timber, part of the flooring of the bridge fell, piece by piece, and it was considered almost a miracle how he escaped with his life. The part of the bridge that fell—about 100 feet long—was built last year.—It is said to have been caused by the freshet of last spring undermining the foundation. [Woodstock Sentinel.]

FROM CALIFORNIA.
The steamer Star of the West, from San Juan, arrived at New York on Sunday, with \$625,000 in specie, and 500 passengers.—Her dates are to the 1st inst.

The Municipal election of San Francisco, took place on the 28th ult., and resulted in the election of James Van Ness, Democrat, as Mayor, and four Know-Nothing Aldermen.

The mining news from the State is of the most encouraging kind, and it is thought that at no previous time in the history of the State, has the yield of gold been as great as at present.

The entire block of buildings, bounded by Davis, Front, and Sacramento streets, San Francisco, was destroyed by fire. Loss estimated at \$75,000.

40,827 ounces of gold were deposited in the branch of the mint at San Francisco, during eight days, from the 8th of May. The deficit of Wells, Fargo & Co.'s Banking house amount to \$178,400. The papers contain accounts of an unusual number of big strikes among the miners, and the usual record of crime in different parts of the State.

DISSENT AGAINST THE COLLINS STEAMER.
In the trial in the English Court of Admiralty of the case of the recent collision between the Collins steamer Pacific and the English brig Corintia, evidence was brought by the owner of the brig to show that she was lying quietly at anchor opposite Liverpool, between two other vessels; that a large lamp was hung in the fore rigging, and that the night was clear and starlight.—The steamer came up with great speed, and altho' loudly hailed, did not alter her course until close to the brig, then she heeled a little to port, and struck the brig on the port side, causing her to sink in a few moments. Loss £6,000.

Judge Lushington, before whom the case was tried, decided the steamer was wholly to blame. It was not justifiable for any vessel, whether carrying mails or not, to come up a crowded river at night, when it was attended with danger to those who navigated it.—Decree accordingly.

NEW STEAM BOAT.—The new steam boat William Kelly, got up steam for the first time yesterday, and made an experimental trip on our river, in the evening, as far as Douglastown. We are pleased to hear that her machinery worked exceedingly well, fully equal to what was expected. Her speed, owing to the stiffness of her machinery, was not as great as could be expected, but with use this stiffness will wear off and it will improve; increasing also as the engineer gets better acquainted with the capabilities of the engine, boiler, and vessel. [Miramichi Gleaner.]

Innocence is a flower which withers when touched, but blooms not again, though watered with tears.
Every young man starting in life, should write one resolution upon his heart, and that is:—"I will excel."
A vast majority of the human race spend all their lives and employ their whole mind in getting enough to eat and drink.
We do not accept as payment a peaceful conscience, self content, or a good name among men, treasures that are more precious than any other, but the value of which we do not feel till after we have lost them.
Jokes, the cayenne of conversation and the salt of life.
To know a man, observe how he wins his object rather than how he loses it; for when we fail, our pride supports us, when we succeed, it betrays us.
Be always frank and true; spurn every sort of affectation and disguise. Have the courage to confess your ignorance and awkwardness. Confine your faults to but few.
A great deal of heartburn is caused by a man inviting you to dine with him, and giving you a bad dinner.
The more a fool thinks he knows, the less he really does. Show us the man who affects to be an encyclopaedia, and you present an object which, like a chimney, has a large sized orifice in the top. Newton said he knew only that he knew nothing. The chap who got astride half the primer has finished his education. The difference between folks, is about as much as it is between other people.
The generality of men are more capable of great efforts to obtain their ends, than of longer perseverance. Their fineness or inconsistency robs them of the fruits of the best beginnings. They are overtaken by such as they left behind them; such as marched perhaps slowly, but with a constant resolution.

It has been satisfactorily ascertained that ducks enter the water for diverse reasons, and come out for sundry motives.
A Tunnel under the British Channel.—It has been proposed to build a railroad tunnel under the Channel, between Dover and Calais, so as to establish a permanent communication between France and England.—Several plans are talked of, among them that of Dr. Payre, who offers to perform the work, is supplied with 140 submarine boats, 1,500 sailors and workmen, 4,340,000 cubic yards of material, and 240,000,000 francs.—By means of such a tunnel, the channel might be crossed in thirty three minutes.
A brandy barrel, marked upon the outside "New York brandy," was found buried in a St. Louis graveyard on the 31st inst; and upon opening it was found to contain the body of a female about 22 years of age.
Quebec, June 16.—The appearance of the country is most luxuriant. The weather is fine and there is every appearance of an abundant harvest. The last news from England has revived the drooping spirits of the business community, who now hope for better times.

LANES ON THE ATLANTIC OCEAN.—The N. Y. Board of Underwriters, with the concurrence of the Board in this city, have published for circulation the letters and charts of Lieut. Maury, relating to "lanes for steamers crossing the Atlantic." In a letter dated from the Observatory at Washington, Lieut. Maury observes:—

"I am proud of the approbation, and shall be most happy to co-operate further, with gentlemen in procuring the adoption of these lanes by the steamers, and the observance of them by sailing vessels. They have been engraved on the charts of this office, and the navy will observe them. They have also been brought to the notice of the principal Governments of Europe, and it is hoped they also will assist to conserve these two narrow strips of the ocean to the use of the steamships, as they ply to and fro between this country and that."

So promising is the wheat crop in Ohio, and so largely have the farmers sown it, that

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