

Telegraphic News.

London, Nov. 15.
Steamship Angolana left Copenhagen on Monday for Pillau, and is believed to have foundered on Wednesday during a gale with all on board.
The French Assembly adopted the bill for reform of jury system by a large majority.
Transports which carried the first lot of Communists to Penal Colony have arrived safe.
A dreadful famine is reported among Co-reans.
There was a severe earthquake Sep 21st at Shanghai.
Plains near Lieztin were again flooded on 10th and water rising rapidly.
New York, Nov. 15.
A fire in Dixon's saw factory, Philadelphia, destroyed three of his buildings; loss \$15,000; insured. Four other buildings belonging to his works were saved.
Twenty inches of snow at Angola, New York, and still falling, delaying trains.
New York, Nov. 16, p. m.
The losses to the Boston banks by the recent fire are between \$2,000,000 \$3,000,000. Every one of them will pay dividends as usual.
Gold 113 3/4.
A heavy snow storm prevails at Quebec and other points in Canada.
London, Nov. 16.
The Norwegian ship Secastris was wrecked in the Black Sea in the gale of Wednesday. Thirteen persons were lost.

United States Shipping Act.

The Shipping Act of the United States of 7th June, 1872, is exceedingly important as being constructed with true American attention to details. In its bearing upon the inhuman system of crimping prevailing in certain Canadian ports, it is additionally so. We give below a few of its salient features.

Sec. 1 enacts that the Circuit Courts shall appoint a "shipping commissioner" for each seaport, in their judgment needing one.

Sec. 4.—That the business of a shipping commissioner shall be to afford facilities for engaging seamen, by keeping a register of their names and characters. He is to supervise their engagement and discharge in terms of the Act; to provide means for securing their presence on board at the proper times to facilitate the making of apprenticeships to the sea-service; and to perform other duties now, or to be, committed to him.

Sec. 9 provides that apprenticeships shall terminate at the age of eighteen.

Sec. 12 treats of written agreements with seamen, the form of the articles being given in the appendix. The agreements to include the following heads:—nature and probable duration of voyage; port or country at which to terminate; number and description of crew; and their employment; time at which each seaman is to be on board; capacity in which he is to serve; wages he is to receive; scale of provisions to be furnished; regulations as to conduct, fines, short allowance, or other punishments sanctioned by Congress; stipulations as to advance on allotment of wages.

SECTION 24 provides for a certificate of discharge.

The entire Act deserves careful study on the part of all who are interested in the much needed reform of our merchant shipping service. It contains nothing, however, to obviate the necessity for proper boarding houses for seamen.

Republicanism in Great Britain.

A London correspondent of the Edinburgh "Scotsman" states that the leaders of the Republican party in the metropolis are contemplating instituting a national organization for the dissemination of Republican principles over the whole of the United Kingdom and Ireland. It is claimed that there are no less than eighty Republican clubs in the metropolis alone. These are, however, independent societies, and are under the executive control. The propriety of having them merged into one great national organization has therefore agitated the minds of the more prominent men in the Republican ranks. Mr. Bradlaugh has been the first to announce this new project. How the movement is to be organized does not appear; nor is it apparent how the means are to be forthcoming for the dissemination of Republican principles. Republicanism so far as it represents a political principle, is not a feeble expression of that equality, liberty and fraternity for which Mr. Bradlaugh contends; but we don't think that people who live under a very liberal constitutional form of Government will be likely to seek refuge in Republicanism from any fancied evils under which they may imagine themselves to exist, and as they are made sufficiently acquainted with the peculiar advantages of Republicanism to educate them in that system of Government requires a large amount of money. No great movement—social or political—has ever been carried on without an extraordinary expenditure of money and labour. And Mr. Bradlaugh will discover that Republicanism is not likely to become acceptable to the British people unless men of learning, eminence, and wealth are foment willing to enter on a campaign of Republican propaganda.

Mr. Bradlaugh has just been placed in a very embarrassing position through the intervention of the Post Office. It will probably be known to many of our readers that the journal edited by that gentleman, and which is published by him in the interests of the Atheists and Republicans of Great Britain, has been erased from the Post Office registry, and hence forth cannot be transmitted through the Post Office. Mr. Bradlaugh's publication does not, it appears, come under the provisions which define the character of a newspaper. He will, therefore, have to publish a new journal. But to do that requires money, and money is rather scarce in the Republican exchequer, if we are

to believe the stories that have been currently reported during the last eighteen months. We do not think that the loyal people of Great Britain need fear any serious issues from the formation of this Republican organization. Probably it will go the same way that others of a more pretentious character have gone. We at least will not regret its demise.

Before leaving his post, here, Mr. Grover wrote to the Secretary of the Post office department at St. John, of his intention, and Mr. Paisley immediately came up and remained in charge of the Post office, here, until Monday, when Mr. W. C. Whitaker arrived and was placed in charge, pending the appointment of a permanent Postmaster. Mr. Robt. Grover is retained an assistant. For the vacant office there are a number of applicants, it is said. —[Sentinel.]

The Standard.

SAINT ANDREWS, NOV. 20, 1872.

The Mails.

The present arrangement by which the mails are carried is creating an unpleasant feeling; complaints deep and loud are uttered by all classes, and not without just cause. A "Merchant" has sent us a letter upon the subject, from which the following extracts are taken. He says that—"St. Andrews is the only town of any importance in New Brunswick with Railway connection that is without a daily mail with the great centres of business; and it has happened lately, that serious losses have taken place to business men whose notes have fallen due, and have been protested in consequence of not being met at the proper time, owing to the mails not arriving on the usual days. It is not monstrous, that no mails from St. John or other places outside of this county, are received at the Post Office in this town from Wednesday to Saturday evening! Why is it that the people of St. Andrews are so shamefully neglected? Have they not by their push and energy—yes and expenditure of means, contributed their quota towards Railways and other public undertakings. Why then are they not to enjoy the same rights and privileges as St. Stephen? Are they to be driven to extreme measures to obtain their just rights? If so, the sooner they commence the better. Let me assure the "lumber lords," who I understand have resolved that St. Andrews shall have but three mails, that legal measures will be taken to compel them to deal fairly with the people of this town; they ask no favors, but will have their rights. It is within my knowledge that letters mailed here for St. John and despatched by stage to St. George, remain over twenty-four hours in that office, from neglect of the Postmaster. In fact, the postal authorities are not to blame for the irregularity of the arrival and departure of the mails. The Inspector should make known to the Postmaster General the present unsatisfactory mail arrangements; and if necessary, Petitions be sent to the Cabinet at Ottawa representing the great loss and inconvenience to which the public are subjected."

We have only given a part of our correspondent's letter, but sufficient to show the wrong inflicted upon the inhabitants of this town and neighborhood.

GOVERNMENT CHANGES.—We shall not be surprised to hear of a change in the composition of the Local Government, and such an one as will add strength to it. The time has arrived, we believe, when they can carry out an intention long since resolved upon, but which could not be carried out before. We have waited to see what the Government papers would have to say upon the subject, but either they cannot know, or waiting for orders. It is surprising that our well-informed and astute friends of the "Globe" have not given even a hint of what may be expected. Well—hurry for the "Press."

THE MARITIME MINISTERS have been measuring words with the leaders of the Grit party in Ontario, and defended the Government against the assaults of the Opposition. At the nomination at Welland, the Hon. Messrs. Tupper and Mitchell were present, and showed the Opposition great pains, that the Ministers from the lower Provinces have pluck, as well as ability—here to defend the right, and fight their opponents on their own ground. They had a specimen of Dr. Tupper's powers before, but were surprised at his lion. Mr. Mitchell's ability as a debater, and his fearlessness of attack. The Ontario men and others will find out, that there is brain power, physical courage and independence in Maritime men.

THE VERTE CANAL.—The "Chicoutic Post," has devoted some time and labor to prove that Mr. Keefer's line is too long and expensive, and would not serve the interests of the people if adopted. In its last issue, it has with commendable enterprise published a rough map of the different lines surveyed. It has had several convincing leaders of late upon the subject, and proves that the LaPlanche terminus is dangerous, would jeopardize the safety of vessels, and that the canal would be nothing more than a half-tide canal, difficult to reach with the prevailing winds.

The Trains between Halifax and St. John are running daily with success, and will ere long make better time, and arrive at St. John about 9 o'clock p. m. A friend who came over the line says that the road is well built, the cars run easily over it, and that the Railway officials are attentive and obliging.

DEATH OF LIEUT. JONES.—London papers announce the death of Lieut. Hazelwood Jones, at Malta, last month, resulting from falling from the roof of a house, nearly forty-five feet. A Mr.

Jones was a native of St. Andrews, and was fifth son of the late Thomas Jones, Sheriff of this County.

The weather is very fine for the season; the mornings and evenings are cool, the ground being slightly frozen, but there has been no snow up to the present time, and ploughing is still carried on.

The market is well supplied with farm produce. Beef, mutton, lamb and pork are abundant; potatoes, beets and other vegetables are very good, and realize good prices.

MUNICIPAL CORPORATION.—The Sheriff has given notice in this day's issue, of a Public Meeting to be held by the Freeholders and Household, at the different Pulling Places, on Monday the 30th day of December next, to determine the propriety of Incorporating the County. We have only space to call the attention of our readers to this important and necessary change in the management of County affairs, but will revert to the subject in future issues.

The Commissioner of Streets' notice in today's number is worthy the attention of those who are in the habit of unlawfully placing obstructions in the Streets. An accident took place a few evenings ago, which, had it been more serious, would have cost the Town a large sum.

THE AMERICAN EDUCATIONAL SYSTEM.—We perceive that the merits of the American Educational system is being discussed somewhat keenly in certain quarters in England. An attempt is being made to show that that system, as it is operated, is marked by great deficiencies. It is asserted that a large number of the teachers employed have had no scientific training for their work, that the elementary teaching is mostly of a decidedly inferior character, that the attendance at school, over wide areas, is comparatively small and flimsy, and that the general result outside the chief towns and cities is not at all equal to what it is commonly reported to be. These statements are backed up by copious quotations from official documents drawn up by Superintendents of Education, and other Educational officers in the United States. We are surprised to observe, however, that no reference is made in this discussion to the Educational advancement made in Ontario. We believe the Common School system in operation in Ontario is far superior, upon the whole, to that of any State of the American Union.

DEATH OF LIEUT. COLONEL C. CAMPBELL.—Another of our old citizens has departed. Lieut. Colonel Campbell, late of the 9th Regiment of Foot (Prince of Wales Regt.), died at his residence at Bumpell, in the Township of Halifax, Megantic, on Monday, the 11th instant, in the 80th year of his age. He was descended from the good old U. E. L. Lock, who abandoned everything for their loyalty to their Sovereign. He served with distinction during the war on the American frontier, and was engaged in several actions on and about Lake Champlain and at Niagara, where he was taken prisoner by an overwhelming force of Americans under the late General Scott. He always spoke in the highest terms of the kindness he experienced from his captors while in their hands. After retiring from the army he resided for many years at Quebec where he engaged in mercantile pursuits. Spending much of his time at the coast, his wonderful expertness as a swimmer enabled him, at various times, to save many valuable lives, the number of whom he thus rescued exceeding fourteen, as we are credibly informed. The latter years of his life were spent in retirement on the borders of Lake William. —[Chronicle.]

THE GENEVA ARBITRATION.—WHO SHOULD PAY THE COSTS?—According to the Edinburgh "Scotsman," Parliament will next Session be asked to vote a sum in payment of the services of the Geneva arbitrators, at the rate of £5,000 each. It will no doubt be asked why the United States should not join in the payment; but our contemporary professes to know that the plan which is usually adopted in common law courts will be taken in this case, viz, that the costs should follow the decision.

MR. STANLEY.—Mr. Stanley, replying to the toast of his health at Helensburgh on the 30th ult., made another reference to the "easy-chair" members of the Geographical Society. Mr. Oswald Livingston, son of the explorer, promptly responded these remarks, saying that at least some of the members of the Society had always done justice to Mr. Stanley, and that those who at first treated him in an inconsiderate manner had since made an ample apology. He added that he thought the matter should now be allowed to drop. A London correspondent says that the proposed banquet to Mr. Stanley by the London pressmen has been abandoned.

Arithmetic for Millionaires.

The following paragraph is going the round of Indian papers:—"The Chinese have a most ingenious method of reckoning by the aid of the fingers, performing all the operations of addition, subtraction, multiplication, and division, with numbers from 1 up to 100,000. Every finger of the left hand represents nine figures, as follows:—The little finger represents units, the ring finger tens, the middle finger hundreds, the forefinger thousands, the thumb tens of thousands. When the three joints of each finger are touched from the palm towards the tip, they count one, two, and three of each of the denominations as above named. Four, five, and six are counted on the back of the finger-joints in the same way; seven,

eight and nine are counted on the right side of the joints from the palm to the tip. The forefinger of the right hand is used as a pointer. Thus, 1, 2, 3, 4, would be indicated by first touching the joint of the forefinger; next, the hand on the inside; next, the end joint of the middle finger on the inside; next, the end joint of the ring finger on the inside; and finally, the joint of the little finger next the hand on the outside. The reader will be able to make further examples for himself."

SUMMARY.

Snow.—As we go to press, it has commenced to snow, with a prospect of covering the ground; the weather however is mild.

The total length of the canal system of France is 3270 miles.

A Wurtemberg gunsmith has invented for the Prussian Government a new rifle that fires 20 shots per minute a distance of 1200 yards.

It is announced that the late Sir David Baxer has bequeathed the enormous sum of £500,000 to the Free Church of Scotland, and £30,000 to the University of Edinburgh.

The town of Palazzolo, near the city of Brescia, Italy, was visited by a terrible hurricane on Nov. 5th. Half of the buildings in the town were destroyed and thirty-two persons killed by the falling walls, and thousands of families are homeless.

Thirty-eight and a half miles of new streets have been opened in London the past year.

It is stated that last year's profits derived from several large collieries in the Sheffield, Eng. district, exceeded \$500,000 each, while the rate for the last quarter is very greatly in excess of that amount.

It is said that if, as the result of the disease now raging among the horses, one per cent of the number 9,000,000, valued at \$600,000,000, in the United States, died or became disabled, it will entail a direct pecuniary loss of over \$6,000,000. This is in addition to the loss of their daily earnings.

Action of the stockholders on the question of amalgamating the E. & N. A. R. R. of Maine, has been postponed until the 21st at the request of the local Government.

On Sunday night, a fire at Sherbrooke destroyed the Railway buildings, there, comprising the carpenter's and my lion shop and round house, with all heavy machines contained therein.

The area which the fire swept embraces the entire district bounded on the West by Washington Street, and on the east by the water mark, and from State on the North to the Hartford and Erie Depot on the South, including such prominent streets as Summer, Franklin, Milk, Federal, Congress, Pearl, Water, Broad, High, Kingston, Kelly, Devonshire and many others. This embraces an area of about sixty acres.

The money crisis in St. John is over, and the excitement is subsiding. The Globe says that there is an easier feeling in financial circles, the Bank of New Brunswick has received large amount of money, and although some disasters may yet be reported, the worst is unquestionably over.

The peace of Europe rests on a very questionable footing. There is not a corner of the Continent that is not armed to the teeth. Mr. Thiers openly boasts that he possesses an incomparable army and all the elements of France are united upon the necessity of obtaining revenge from Germany.

The New York Evening Post thinks that the Presidential contest has shown that editors are not successful as politicians. It says "their own trade is a good one, if well followed; a useful, a dignified, an honorable trade; but mixed with that of the party manipulations it becomes a very poor, trade—without use, without dignity, and without honor. Let the journalistic craftsmen hereafter stick to the pen and to the scissors—the glorious emblems of their calling."

The governments of Russia and of Spain have instructed their representative in Washington to tender President Grant the official congratulations of their home governments upon his re-election and the emphatic approval by the people of his administration.

France is paying off her indemnity debt to Germany at a rate which will leave her in debt on the opening of the new year only two millions of the five laid upon her. At this rate financial accounts between the two nations will be settled in about a year from this time. A wonderful achievement for a defeated and partially impoverished people.

The last mail for England, by way of San Francisco, reached London from Yokohama in thirty-six days, while the Yokohama mail via the Suez Canal was fifty-three and one-half days reaching its destination. The great railroads across the American continent are destined before many years to be the great thoroughfares of the world.

There is a young lady in Woodstock whose Christian name was suggested by an excellent mother who after adjusting her spectacles to view for the first time the features of the new-born baby, exclaimed "I declare." The child was christened "Ida Clara."

Ten persons were killed and nearly fifty more wounded by railway accidents in Pennsylvania last week.

Four hundred miles of narrow gauge railway are to be built in California, and a company with seven millions of capital has been organized to do it.

A New Bedford bride and bridegroom on their wedding tour were taken from the station to the hotel in Boston, in a hack drawn by oxen with white ribbon on their horns.

DIED.

At Seaford, Co. Down, Ireland, on the 25th of October, Mr. John McKinney, aged 82, an old respectable inhabitant of that place. Mr. McKinney was father of Mr. James McKinney, of this Town.

Ship News.

PORT OF ST. ANDREWS.

ARRIVED.

Nov. 13, Schr. *Leader*, Evans, Eastport, ballast.
14, Mary Ellen, Britt, New York, Flour, &c.
J. W. Street, J. R. Bradford, D. Clark and others.
N. Noyes, Holmes, Boston, Flour, R. Ross;
15, Calvin, Clark, Portsmouth, ballast.

DEPARTED.

Nov. 13, *Leader*, Evans, Eastport, old iron.
Julia Grace, Caldwell, Rockport, firewood.
W. Lancaster, Sully, St. George, ballast.
15, Hrg. Silas Alward, Smith, St. John, ballast.
Oleson, Totton, Boston, 2000 sleepers, Robinson & Glenn.
19, Calvin, Craig, Calais, ballast.
N. Noyes, Holmes, St. John, railroad bars.
20, Mary Ellen, Britt, St. George, flour & meal.
Esther, Maloney, Boston, 1 lumber, Robinson & Glenn.

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Oleson, Totton, Boston, 2000 sleepers, Robinson & Glenn.
19, Calvin, Craig, Calais, ballast.
N. Noyes, Holmes, St. John, railroad bars.
20, Mary Ellen, Britt, St. George, flour & meal.
Esther, Maloney, Boston, 1 lumber, Robinson & Glenn.

CLEARING.

Nov. 13, *Leader*, Evans, Eastport, old iron.
Julia Grace, Caldwell, Rockport, firewood.
W. Lancaster, Sully, St. George, ballast.
15, Hrg. Silas Alward, Smith, St. John, ballast.
Oleson, Totton, Boston, 2000 sleepers, Robinson & Glenn.
19, Calvin, Craig, Calais, ballast.
N. Noyes, Holmes, St. John, railroad bars.
20, Mary Ellen, Britt, St. George, flour & meal.
Esther, Maloney, Boston, 1 lumber, Robinson & Glenn.

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