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PERIL OFF CAPE HORN.

BY H. W. TROWBRIDGE.

"Stand by your skylark halcyons fore and aft," yelled the skipper, as he paced the quarter deck of the beautiful clipper ship Greyhound.

"Ay, ay, sir!" was the cheerful response of the brave tars.

"Lower away for your lives! Clew 'em up!" Clew up the royals fore and aft! was the next order, which was as cheerfully complied with.

We were soon standing to the southward under bare poles. The weather was extremely cold, and ice in large quantities had collected on the deck. The rigging was one of ice; indeed, so completely frozen were the braces, that the cook was compelled to keep a cauldron of water continually boiling, to use in thawing the ice that collected on them and in the brace blocks. The gale continued in all its fury, and it was evidently on the increase, but the Greyhound bore on with, as it were, a stern resolution never to say die.

The men almost frozen collected in groups around the deck, while the constant warning cry of the look-out on the topgallant forecastle, often startled them from the stupor into which they had fallen. Were it not for the frequent calls upon them to perform some work about the ship, they would no doubt have fallen into that deep sleep from which one seldom if ever awakens.

"Icebergs ahead!" yelled the look-out, "Hard down your helm!"

"Down it is!"

We all gazed eagerly into the deep darkness that surrounded the ship, and caught a glimpse of a heavy white mass, which we had that moment passed. I trembled as I did so, for I was aware that if the ship touched any of these bergs, it were certain destruction for all of us.

"Two of you go up there, and relieve the look-out," was the next order.

I jumped to obey him, in company with an old whaler, for I imagined that were my eyes looking out for my own safety—they would have a second sight. Here my companion and myself paced to and fro for many minutes without daring to break the silence, that was only marred by the whistling of the wind through the naked rigging. At length I ventured to remark:

"A stormy night this, Dick!"

"Yes; but were we ten degrees to the northward, it might blow," replied he, "but here, with the cold and ice, we stand a chance of running foul."

"You have no fears of danger, have you?" I next asked.

"There's more danger here than you have any idea of, my boy. But, what's that?" he exclaimed, peering into the mist before us. "A ship, as I'm a sinner! Hard down! Hard down! Hard!" he yelled, as if all depended upon his being heard.

"Ship ahead!" In an instant the captain was at our side.

"Where is she, Dick?"

"Dead ahead, sir, she was, but now right off our lee bow."

"Ay, ay, I see," said the captain, "but what in fury is she trying to do?—cross our bows?"

"I'd bet a month's wages she is," replied Dick.

"Stand by your braces there! Boy, run and get my trumpet, and call Mr. Egan!" were the rapid orders that came from the skipper, as he jumped down on deck.

"How does she head?"

"Sou' west by sou', half sou', sir!" cried the helmsman.

"Let her off a point!"

"Ay, ay, sir."

"Where's the stranger now, Dick?" said captain, coming up on the forecastle.

"Same position—summit nearer!" was Dick's brief reply.

"By the gods, she'll run us down!"

"So she will, sir."

The stranger now approached nearer and nearer, until we were able to perceive that she was a clipper of much more tonnage than the Greyhound. Her look-outs, if any she had, evidently did not keep a good eye to windward, for she kept on her course which would bring her across our bows.

A collision seemed inevitable, for at this moment I espied an iceberg on our weather bow. The only course of action for us to pursue was to endeavor to pass the point we should meet before she came down upon us.

Our skipper saw this, for he immediately ordered the maintop sail to be unfurled.

The sailors with the second mate, ran up the rigging, and lay out on the yard. At this moment the look-out on the other ship caught sight of us, and her course was altered so that she could pass us, but it would prove a very "close shave."

In a few moments our main topsail swung out to the breeze; but at the same moment the topmast cracked, and as the men reached

the deck, with a loud clear, snap, it parted from the mainmast, and lay over the side.

"Cut away that wreck!" cried the captain through his trumpet.

"Man overboard!" yelled one of the men.

"Let him go!" answered the skipper.

"The second mate's killed!" was the next warning cry.

The captain ran to him, and lifting his inanimate body in his arms, he carried him into the cabin. The poor fellow was dead; a portion of the topmast struck him as it parted from the stays, and with no warning sent him into the presence of his Maker!

"Where's the stranger now?" said the captain, coming from the cabin, and dashing a tear from his eye. "By George, we'll strike her. Ship ahoy!"

No answer; the noise of the creaking spars, the dashing of the waves, and the winds' shrill whistle, drowned his voice.

After a few moments, the ship having approached somewhat nearer, he again hailed them.

"Ay, ay!" came from the stranger.

"What in— are you trying to do? run us down?" yelled our skipper through his trumpet.

With all eagerness, we awaited the reply.

It was:

"Our wheel's broke!"

"Then may God have mercy on your souls!" cried our captain. "What ship?"

"Belvard of Boston."

"It is my father's vessel!"

"Lay us aboard, will you?" was the next cry from the stranger.

"I dare not, even for your sake."

The next moment the stranger swung around to the wind, and we struck her on her bow. A loud crash told the result. We had split her! As both the ships recoiled from the shock, the stranger's bow fast settled in the sea! Again we came together, and in an instant the Belvard's bow was below the waves. She raised her stern, with a mighty effort, and as she struck the third time, with the mingled shrieks and groans of over twenty souls, she plunged into the trough of the sea, and was no more.

Not a person on board of her lived to tell the tale of horror that must have ensued.

"Three feet of water in our hold!" screamed the carpenter, almost dead with fright.

"Man the pumps!"

Cheerfully the men set at their work, and soon the shark "click, click," of the pumps was heard above the howling of the storm.

It was evident that the water gained on us fast.

"Sound the pumps."

"Three feet six!"

The captain went to the bow. After gazing a moment over it, he exclaimed:

"Which among you for a gallon of grog, will nail a piece of canvas over the break?"

"I, I, I," answered as many voices.

The canvas was soon rigged, and one of the sailors swung himself over the side. In a few moments he reappeared, nearly dead, with intelligence that all was right.

"The water in the hold decreased sensibly, and in a few hours the ship was nearly dry.

The storm abating, we were soon enabled to set sail on the fore and mizzen masts. Then rigging up a new main topmast, the next day we were standing to the northward under full press of canvas.

Every man on board the Greyhound inwards breathed a thanksgiving to Him who "calmed the raging of the waters," that He had spared them to their friends.

How let me pause. The Greyhound arrived safely in her destined port, and not a soul on board of her will ever forget the terrible scene that happened "off the Horn!"

LATER FROM EUROPE.

The Steamship Arabia, which sailed from Liverpool on the 22d January, arrived at New York on Sunday evening.

She brings later news from India, but nothing important.

Lord High had allowed the Chinese ten days to consider his ultimatum.

The Duke of Devonshire is dead.

One hundred and fifty persons were injured in the attempt to assassinate the Emperor Napoleon.

The French Minister had requested the English Government to expel certain suspicious political refugees.

The principal topic in the English papers is the approaching nuptials of the Princess Royal.

MARKETS.

The London Money Market was growing easier. The stock of Bullion had largely increased. Consols 85½ to 90½.

Sugar 64 to 1s better.

Coffee advanced 2s to 3s.

Fine Congo Tea 1s 3d.

Breadstuffs continue dull without quotable changes.

Provisions generally firmer.

[From the Brighton Observer.]

THE JUNO COURT MARTIAL.—The details of the Juno Court Martial are shortly as follows:—Captain Freemantle, a man of aristocratic connections, commanded the Juno on a foreign station, and brought home three of his officers under arrest. Of these, Lieut. Burnaby had been a prisoner for 18 months; the charges against him, being that on one occasion he was impertinent to his commanding officer; that on another occasion he entered the captain's cabin with a frivolous grievance; of having, on a third occasion, broken his parole; and of having lastly forwarded to his commanding officer, a letter of remonstrance, addressed to the Commander-in-Chief. On these charges Lieut. Burnaby was a prisoner, and treated like a felon for a year and a half; and on his trial before a Court Martial, the prosecutor, on being asked for his proofs, admitted that he had none, said he knew nothing, and begged to abandon the prosecution. Anything more intolerable than this, it is not easy to imagine, and such conduct can only be equalled by that of the officers of the Court, who, instead of discharging the prisoner at once, requested the prosecutor to retire for a time to recollect himself, and gave the prisoner two hours to prepare his defence,—a defence, he it observed, against the charges that had been withdrawn, and he was compelled to defend himself against a string of charges which the Court knew to be unproved and unprovable. Such a mockery of justice is revolting to every principle that an Englishman values, and had a bunch of Magistrates committed them in a similar manner, there would have been a universal execration of their names throughout the length and breadth of the land, and not for a single moment would they have been allowed to retain their position. The case was one of such gross outrage that attention was called to it in the House of Commons, and Sir Charles Wood was compelled to say that if the Juno had remained in commission, they should have suspended Captain Freemantle from his command. But they have not done so, and the aristocratic despot will in no way be interfered with. Lieut. Burnaby can never hope to obtain a command in the service after what has passed; he is a marked man, and the wisest thing he can do is to leave a service in which he can never hope to rise, and take proceedings against his nobly connected tyrant for false imprisonment and slander. Should he do so, a jury of honest Englishmen would give him such damages as would serve as a proper warning to all the tribe of lordly despots whose conduct is a disgrace to the unsullied flag of England; and in seeking legal redress for his injuries, he may be sure of the justice of his cause, and of having the hearty sympathy of every man who loves fair play, courage, and freedom.

WHAT OUR RAILROADS WANT.

The great need in this country, at the present time, is intelligent railroad directors and chief officers. They are usually selected for their ability to command money, and have neither the time nor the inclination to give much attention to the management of their roads, or the subject of railway economy. They are entirely immersed in their own affairs. The most that is expected from them is to attend directors' meetings, vote upon the subjects usually presented, and then hurry away to their own business. They have often no conception whatever of the manner in which a railroad should be conducted. They feel no interest in, and give no attention to, the subject. The idea of making it a study never enters their minds. A book or treatise upon the management of railroads would be an intolerable bore. They perform no other duties than such as relate to the finances of the Company, and they think they have quite enough gratuitous labor in keeping their straight. They have really no heart in their work; consequently the results that we see everywhere around us are not to be wondered at. None other could follow the antecedents we have stated.

We are aware that the remedy is a difficult one, particularly in this country. We are far from being a studious, thoughtful people. We can be raised to almost any pitch of excitement by the prospect of a new work, but we seem almost entirely indifferent to its success after it is built. Immense investments in railroads in this country are thus left in a great measure to take care of themselves. A considerable portion of them falls into the hands of parties who use their positions to promote their own advantage. Where there is no lack of integrity, there is often a lack of the right kind of principle which should lead every person connected with a road to discharge his duties thoroughly and conscientiously. There is not one director in ten actuated by such a sentiment. They meet, talk and

vote, and this is the end of their duties.—It often happens, consequently, that the roads having the most respectable list of directors, are the worst managed. Respectability is no test whatever of good management. It is merely the light that deludes the unwary into investments that soon leave trace behind.—*American Railroad Journal.*

Provincial Parliament.

Legislative Council Chamber,

FREDERICTON, Feb. 10, 1858.

This being the day appointed by Proclamation for the meeting of the Legislature, His Excellency the Lieutenant Governor, was pleased to open the Session with the following

SPEECH:

Mr. President, and Honorable Gentlemen of the Legislative Council;

Mr. Speaker, and Gentlemen of the House of Assembly;

I am sure that the people of this Province have heard with feelings of sympathy and horror, and distinguished by their remoteness from the scene of action, of the tortures inflicted, without regard of sex or age, on our fellow subjects in the East, and the portitude, gallantry, and skill, which have enabled handfuls of loyal men to resist and to attack with equal success hosts of rebels. I have, I know, commanded their warmest admiration.

A confident hope may now be entertained that the unity which at its outbreak appeared to threaten the very existence of British authority in India may, by the blessing of God, be the means of strengthening that authority, and of rendering it more widely beneficial than before, and you will readily unite with me in an expression of deep thankfulness to Providence for the success which has attended Her Majesty's arms.

In the course of last autumn a monetary crisis occurred, which for a season paralyzed trade and commerce throughout the world.

Our mercantile interests suffered severely from the unparalleled pressure to which they were subjected, but I trust that the depression will be but temporary, and I am confident that the attitude which New Brunswick maintained during the crisis has raised the commercial character, and still more firmly established the credit of the Province.

It is a subject of sincere gratitude that although our commerce languished during the past year, it pleased Divine Providence to bless the labours of husbandmen with an abundant harvest.

I feel satisfaction in the belief that there is a growing appreciation of the importance of the fisheries as a source of public wealth. Information having been conveyed to me that the act for their protection was violated in the Bay of Fundy, I immediately adopted the necessary measures to secure the enforcement of the law.

The act which regulates the Parish Schools will shortly expire. The subject of Education will necessarily occupy your attention, and it will, I doubt not, receive from you that calm and careful consideration which its importance demands.

Mr. Speaker, and Gentlemen of the House of Assembly;

The estimates both of Revenue and of Expenditure for the current fiscal year will be submitted to you, and accounts of the Revenue and Expenditure for the past year will be laid before you, with a statement explanatory of the financial condition of the Province at the end of that year.

The arrangement with regard to the surplus Civil List contemplated in the dispatches of the Secretary of State, which laid before the Assembly on the 28th February, 1857, has been carried into effect, and the surplus Civil List fund, as well as the accruing surplus of future years, has been placed at the disposal of the Assembly.

Mr. President, and Hon. Gentlemen of the Legislative Council;

Mr. Speaker, and Gentlemen of the House of Assembly;

I readily gave effect to the wish expressed in the Address presented to me by the House of Assembly during the last Session, that I would communicate with Her Majesty's Government and with the Governor-General of Canada on the subject of the construction of an inter-Colonial line of Railway. Copies of correspondence will be laid before you.

The successful cultivation of the soil is a subject of manifest importance to all. The Commissioners, appointed to report as to any improvements which might be deemed advisable in the application of the present Grants to Agricultural Societies have concluded their labours, and their Report will be laid before you.

I have recently received a Report from the Emigration Agents which will be laid before you. The subject to which it relates is worthy of consideration.

I have appointed Commissioners to enquire into the management of certain Provincial Institutions which receive public aid. The result of their enquiries, when terminated, will be communicated to you.

Since I last met you, considerable progress has been made in the construction of Railways. The accounts of the Province expenditure incurred in their operation will be laid before you.

It affords me sincere satisfaction to be able to inform you, that although the state of the Money Market during the recent crisis had for a time the sale of Provincial Debentures, the character of these Debentures, the character of these Debentures remained throughout unimpaired, and the attention which they now command from British capitalists as a desirable and safe investment is a gratifying proof of the confidence which is reposed in the good faith and financial integrity of New Brunswick.

In full reliance on your zeal for the welfare of the Province, I leave you to your deliberations and I trust that Providence will bless your endeavors to promote the public interests.

The Address in reply to the opening Speech, was moved by Mr. Chandler, and seconded by Mr. McMillen. It is a mere echo of the Speech, and its consideration was set apart for Friday.

Mr. Aislin moved a resolution, that the appointment of Mr. Coburn by the Government, as Sergeant-at-Arms, was an interference with the privileges of the House, and declaring that Mr. Coburn should not be recognized. Mr. Allen supported it in a lengthy speech. He was followed by the Attorney General, who warmly defended the act, and justified the policy of the Government.

Mr. Gray came next in support of the resolution, and declaring that there was no case on the Imperial records where the Government had dismissed a Sergeant-at-Arms without application from the House.

The Postmaster General followed, maintaining that the body that had the power to appoint had the power to remove.

The resolution is treated by the members of the Government as expressing a want of confidence.

NOVA SCOTIA.—The Legislature of this Province met on Thursday last for the dispatch of business. We learn by telegraph that the principal topic of interest in the speech from the Throne, was the introduction of elective Legislative Councils.

The election for Annapolis Township took place on Tuesday last, and resulted in the success of Mr. Shaw by a large majority. But he and his opponent, Mr. Wright, are said to be Conservatives and supporters of the Government, and the contest seems to have created very little interest.—*Courier.*

USES OF THE POTATO.—In France the farina is largely used for culinary purposes. The famed gravies, sauces, and soups of France are generally indebted for their excellence to that source, and its bread and pastry equally so; while a great deal of the so-called Cognac imported into England from France is the produce of the potato. Throughout Germany, the same uses are common; and in Poland the manufacture of spirits from the potato is a most extensive trade. "Stoutin brandy," well known in commerce, is largely imported into England, and is sent thence into many of our foreign possessions as the produce of the grape, and is placed on many an English table as the same; while the fair ladies of our country perfume themselves with the spirit of the potato, under the designation of Eau de Cologne. But there are other uses to which this esculent is turned abroad. After extracting the farina, the pulp is manufactured into ornamental articles, such as picture frames, snuff-boxes, and several descriptions of toys; and the water which runs from it in the process of manufacture is a most valuable scourer. For cleansing woollens, and such like articles, it is the panacea; and if the washerwoman happens to have chilblains she becomes perfectly cured by the operation.

AFRICA.—British ship Sappho had captured a slaver of 1000 tons on the west coast. She ran on shore, and after throwing overboard 800 negroes, her crew escaped in boats. 400 negroes were drowned—the rest reached shore: 400 more were found in the vessel.

WHAT DID MARY SAY?—In one of the courts not long ago there was a lengthy discussion as to whether a witness should be allowed to answer the question, "What did Mary say?" Three judges gave long and elaborate opinions in the affirmative, and the question being repeated, the answer was, "Not a word."