

## TELEGRAPH NEWS.

**NEW YORK, Sept. 23.**  
The financial excitement on Wall street yesterday was greater than before experienced for years.

**Ottawa, Sept. 23.**  
Important despatches had been received from the British Columbia to the consideration of Canada. He strongly urged upon Governor McGowan and Council the propriety and advantage of the Union.

Prince Arthur was received in London yesterday by a crowd of 30,000 citizens and strong escort in company with Sir John Young. The Prince visited the Industrial Exhibition.

**St. Louis, Sept. 23.**  
Several companies of troops will be quartered at Sherman barracks during the coming winter.

The Railroad Commissioners returned to Omaha yesterday, having made a more thorough examination of the road than any other party.

Reports from the Pawnee reservation, near Columbus, are to the effect that several Pawnees have been killed by the Sioux Indians, and that great excitement exists among the Pawnees. The United States troops will punish the Sioux Indians.

Reports from Fort Buford say that the Indians continue hostile. There is a large force of them in the neighborhood. Outrages are being committed in Montana. A hunting party had been attacked and one man killed. Another man had been killed near Black Foot agency.

**New York, Sept. 23.**  
About 9.30 o'clock to night, a fire occurred on the Erie Railroad, which was standing outside the track at Penam City N. J., about 3 miles west of Bergen Tunnel.

**London, Sept. 27.**  
An attempt was made at Barcelona to disperse some of the volunteers.

Several failures occurred from Friday's operations.

**Gold 135.**

**New York, Sept. 28.**  
Prince Arthur, with the Governor General of Canada and Sir John, spent several hours yesterday in Buffalo, and arrived at the city. They lunched at the Tilt House in company with ex-President Fillmore.

Gold market quiet.

**Incident of the Cuban Rebellion.**

We take the following from a recent number of Galt's Express, published in Kingston, Jamaica:

"A poor unfortunate seaman had been apprehended on a charge of being implicated in a filibustering expedition and was thrust into prison, and afterwards condemned to be shot, on evidence as unlikely and improbable as any one could conceive. He was an American, the son of English parents and notwithstanding the most strenuous exertions on the part of the English and American consuls, the Spanish authorities seemed determined to sacrifice this poor man's life. On the morning appointed for his execution he was marched out to the usual place, amidst a great show of bloody scenery. He was immediately followed by Mr. Ramsden, British Vice Consul, who formerly protested against the man's execution, the United States Consul joining with him. A consultation followed, and Mr. Ramsden and the American Consul were eventually informed that the remonstrance came to a close, and that the sentence must be carried into effect. With this the order was given to firing party to 'present.' It was the work of an instant when Mr. Ramsden rushing before the leveled rifles of the Spanish troops and in front of the unfortunate man shouted 'hold!'

and grasping the English flag around himself and the prisoner, and addressing the officer in charge of the firing party said, 'Gentlemen, as a consul of Her British Majesty, I cannot stand silently by and see this foul murder of an innocent man. It is my duty to protect his life, and if you take his, you must take it through these,' placing himself immediately in front of the condemned seaman, his eye sparkling, while his manly form heaved, with the indignation of a hero, he heroically expressed. The American Consul, wrapped in the Stars and Stripes of the Union, stood almost, and for some moments the Spanish troops, the captain of these troops, consulting being more than they could comprehend. The emotion of the prisoner was extreme; he was supported right and left by the consuls, and the poor fellow shed a profusion of tears from weariness and excitement. A consultation was again held, and the prisoner marched to jail under an escort of troops, the consuls supporting the unhappy man all the way along. The future was beyond description. After dark he was reprimed and placed on board a British man-of-war."

One of the Chicago papers utters a timely caution to the people of the West in regard to the supposed exhaustless lumber forests of the region around the great lakes. Year by year the serious inland of the axe are turning large areas of the pine region into the barren and useless waste which the lumberer leaves behind him. The 16,000,000 feet of pine now on the Chicago market stripped 25 hundred acres, it being the rule that pine lands now do not average over six thousand feet per acre. The receipts in Chicago in 1868 reached one thousand million of feet. According to the above rule, two hundred thousand acres, or over three hundred and twelve square miles of pine lands, were cleared in the single season of 1868 to supply the Chicago market. When the other lumber markets of the West are also taken into account, it is estimated that many hundreds of square miles

whole countries in area—were stripped of a source of wealth which it would require half a century of growth to replace, even were favorable conditions of planting and culture secured.

**FREDERICTON RAILWAY BRANCH.**—We hear from good authority that the Branch Railway will be opened within a fortnight, though not for regular traffic until November. Only a very few miles of the road remain to be laid with rails. The Station House is very far advanced towards completion, and is an exceedingly handsome and commodious structure. The station house, with the car and engine sheds, are finer than those at St. John for the Shediac Railway.

**DREAFUL ACCIDENT.**—A Toronto despatch says:

Yesterday Mr. Piper went to bath on the Island. He dived into the water and immediately arose floating with his back uppermost. His friends pulled him on shore, when it appeared his neck had been dislocated. He lies paralyzed from the heart downwards, suffering pain in the neck, but with mental faculties and speech unimpaired. No hope of his recovery. It is thought that his head struck the ground or rock while diving.

## The Standard.

**SAINT ANDREWS, SEP. 20, 1869.**

**OUR RAILWAYS.**—The United States papers are discussing the 'probable' changes in the course, the volume, the mode and character of the European emigration to America. They argue that when the European & North American Railway is completed, the change will begin, and the sea voyage will then end at Halifax, and though New York may for a time be the rendezvous, it will be only for a short time, as the current will seek out new channels. That it is not the direction alone of the current of emigration which is changing, the numbers are increasing, and will rapidly increase in a few years—the character of the emigration is improving. Those who will come henceforward, will not come aimlessly but in companies to homes and occupations selected for them. Here then will be a fine opening for the exercise of state-manship on the part of the Dominion Government, to offer inducements to emigrants to settle in the country. They will be industrious and intelligent, and bring with them no small share of money.

**IMMIGRATION AND COLONIZATION.**—We are in receipt of the "Second Report of the Standing Committee on Immigration and Colonization to the House of Commons, by Geo. Jackson, chairman of the committee." The Report is well got up, and has a map of the Dominion and North West Territory, with lines showing the temperature at various seasons of tracts of country not yet settled. It contains useful information, such as the arrangements made by the Delegates of the Dominion and Provincial Governments of the Colonization question. Nova Scotia excepted; also answers to questions put by Dr. Tache, Assistant Minister of Agriculture. There is likewise valuable information given by Mr. Dawson, Civil Engineer, with reference to that great tract of country—the North West Territory. At another time we will give some extracts from Mr. Dawson's replies to questions propounded by the Committee.

It appears that Sir Francis Hincks has been appointed Finance Minister of the Dominion, with a seat in the Cabinet. Wonders will never cease—why some sixteen years ago, this gentleman was accused of all sort of things, it was said that he received a considerable sum of money from a rich corporation, and woke up one fine morning worth £50,000. But it might be that these statements were not correct, or if they were, that it was all right. Times change as well as opinions or a certain gentleman a reward for whom was offered by the crown some years ago, would not hold an influential position in the government—that he does so, is proof that he took the popular side, and that he merited a reward which he received.

**Capt. D. Millar,** who has been absent from this place for several years, is here at present on a visit to his relatives. He looks hearty, notwithstanding his frequent voyages to the East Indies, which are enough to wear out the strongest constitution. His many friends were pleased to see him and rejoice in his success as a ship master and owner—and none the less for his being a St. Andrews boy.

**GOOD HEALTH.**—The October number of this ably conducted scientific work contains a large amount of interesting and useful original articles, contributed by leading professional men. The contents open with a paper on: Practical Physiology—Cancer in Children, simulating near-sightedness. Hent from the Moon. Our Dead. Where to place a thermometer. Digestion. Bathing. The sense

of Touch. The Skin—its management, chap. V. on the Hair and the Hair Glands. First help in Accidents, chap. V. sprains, dislocations &c. On Ice. Incrustation by Water. On the use of Coca. The sparrow. Reading for a Leisure Hour—the Scott Centenary—Silence—Patent Medicine—The Brothers—The Dream of Death—Home—Planetary signalling Modern Lads—Editorial.

The number before us is worth the price of the yearly subscription, \$2.—Published by Alexander Moore, Boston.

The remains of the young woman and child discovered near Black River Road, within a few miles of St. John, are believed—indeed the evidence of some witnesses before the Coroner's Inquest establish the fact—that they are those of Margaret Vail and her infant. Circumstances have led to the arrest of Mr. John A. Munroe, an architect of the city, as being the father of the child, and the murderer. It is also known that the diabolical deed was committed last fall. Full particulars are published in St. John papers, and to the Press is due the credit of the case being thoroughly investigated.

The woman's trunk was found in the freight house at Boston, and is to be sent to St. John by the Steamer on Friday. Very little doubt is entertained that the remains discovered are those of Sarah Margaret Vail and her child. The evidence was not concluded last evening.

**ANOTHER MURDER** of a horrible nature is published in the Globe of Saturday last. It appears that two years ago a person named Ballard was brutally murdered, at Manquett, about 25 miles above Woodstock, Carleton County. No efforts were used at the time to find the perpetrators of the deed. Recently, however, some persons discovered a grave in the wood at the place with the mutilated remains of a man; complaints were made by two gentlemen to a magistrate, against seven suspicious characters in that neighborhood, and warrants were issued for their arrest. Four of them are now in jail, the other three are still at large—now in Carleton, and two in Aroostook County, Me., where the Deputy Sheriff is in search of them.

A large and interesting Temperance Meeting was held last evening in the Masonic Hall, under the auspices of Enterprise Lodge 152, order of British Templars. Mr. F. Granthead, president. The meeting was addressed by Rev. Mr. Bill, Dr. Valentine, Mr. James Stevenson, Rev. Mr. Pihlodo, and Rev. P. Keay. A Mass—pointing out the great evils of drunkenness and the benefits and blessings of sobriety. The speakers were listened to with marked attention and approval.

From Monday last and for the remainder of the season, there will be but two steamers a week between Boston and St. John—the New York and New England, leaving Boston and Portland every Monday and Thursday.

The weather which had been very dry and warm, underwent a change on Monday last, when it commenced raining and continued until night, when it cleared up, with a strong North West breeze. The atmosphere is now clear but cold.

Holloway Gates, the absconding bookkeeper of the Bank of Montreal, was arrested at Buffalo on Saturday, and the stolen money found on him.

The Steamer Belle Brown, made an excursion trip to St. George, this morning at a low fare. Quite a number of persons availed themselves of an opportunity to visit the beautiful village of St. George, and partake of the hospitality of its generous people.

**PROVINCIAL APPOINTMENTS.**—E. Pheasant, John Curry, James Gallagher, to build Bridge near James Ross' in the Parish of St. Andrews, County of Charlotte.

About \$2,000 worth of the goods stolen from H. & P. Cutlins, in St. Stephen, have been found in Calais.

**THE UNION PACIFIC ROAD.**—The earnings of the Union Pacific Railroad show a gratifying increase even since the reduction of rates. They amounted to \$409,498 11 in the first seventeen days of September, and the company have reason to believe that they will continue to increase from an average of over \$24,000 to not less than \$40,000 p. r. day. The sales of land in the Platte Valley are reported to be large.

**EDUCATION FOR THE INDIANS.**—The annual report of Mr. Langevin, Secretary of State for the Dominion has been published at Ottawa. The Secretary reports that most of the Indian tribes have been under existing arrangements, a sufficient income, but that those of Nova Scotia and New Brunswick have no means of acquiring the education necessary to enable them hereafter to share the blessings of civilization, and that, in his opinion, it would

be expedient to grant the sum of \$1,000 to each of these two provinces to procure for them this advantage.

Attention is directed to the change in the running of the Trains on the Railway.

**CANADA.**—Sir Francis Hincks has been appointed Finance Minister.

A ballast train at Ottawa ran over a woman last week, breaking her arm and bruising her body.

The Ottawa counterfeit case remains in statu quo. The policemen have made some arrests but find no evidence against their prisoners. Said there are several counterfeiting establishments in the country, but no positive evidence has been obtained.

**MONTREAL.**—The Water Department is taking summary measures, and turning off the steam from all luckless or stubborn defaulters.

Messrs. Hathgate Bros. tobacco warehouse and stock have been seized by the customs authorities. An investigation is going on.

Sharps in Montreal, especially at the hotels Commissioners street, are playing "watch" game on the unwary with success.

The death of Mr. James Sadlier, of the firm of D. & J. Sadlier, the eminent Catholic publisher is announced. He was formerly a resident of Montreal.

Kennedy the vocalist, had a tremendous house at the Mechanics' Hall, on the night of the 22d inst. This is his farewell to America, and the hall are too small for the crowds who wish to attend and hear the last of donee Davie.

**ITEMS.**  
Whelpley who committed the forgery in London, has been tried, found guilty, and sentenced to seven years penal servitude.

The Eastport Sentinel says that a large part of the trade of the town comes in sailboats from the neighboring coasts and islands. Thirty-five sailboats were in Market Dock, at one time last Saturday; they bring the products of farms and fisheries, and take back goods of all descriptions.

The Pope in reply to Dr. Cumming's letter of inquiry says that Protestants are not invited to the Ecumenical Council to talk, but to avail themselves of the opportunity to return to the church.

A Baltimore despatch states that three negroes were swallowed up by the conflagration now raging in the Di-mal Swamp. They were employed in getting lumber, and the fire surrounded them while asleep in a hut and burned them to a crisp.

Poltras a Canadian murderer, was executed at Quebec on Monday. It is said that the executioner was intoxicated while he was performing the duties of his office, and the rope being too long, Poltras fell to the ground on his knees, and was only hanged successfully on a second trial.

George Hudson, ex-railway king of England, has been provided for. The recent appeal in his favor, resulted in subscriptions amounting to £4000, with which an annuity of £420 has been purchased. Twenty years ago Mr. Hudson was worth at least ten millions of dollars.

Mrs. Scott-Siddons arrived at New York Wednesday.

The London "Standard" thinks the loss of Cuba, and perhaps Porto Rico, would be the certain result of war with the United States. Here the mischief for Spain must end after some months of combat, for she must agree to peace, but this mischief would bring with it no corresponding benefit to us. War would cause a serious interruption of her commerce, and result in the wholesale destruction of her shipping.

**A TERRIBLE DECEASEMENT.**—A correspondent of the N. Y. Herald, writing of the Arcondale disaster, of one woman who, looking from her cottage door, beheld the awful doom to which that fine consigned the husband of her heart, her three sons, three brothers and a father. Eight strong men, for any of whom she would gladly have risked her own life were lost to her forever.

The trains to this place have suddenly been reduced from two per day to one in each two days. This is an unfortunate change for the travelling public. We think it would have been much better to have been commenced with one train a day, and to have kept up that arrangement until the business justified an addition. Certainly this fluctuating policy will have a bad effect upon the business of the road which would be lost forever by regularity and uniformity in the running of trains. We trust that Mr. Osburn will soon make another change, to one train per day, and then—leave the thing there.—Woodstock Acadian.

**SCARCITY OF WATER AT NEW YORK.**—The New York Herald of the 23rd says that the Croton water supply is failing fast, but it is believed that the present rains will avert a possible water famine. The daily consumption, as stated by Croton Board, is 65,000,000 gallons, and the receipts only 35,000,000 gallons. There are on hand in the reservoirs about 500,000,000 gallons, and the reservoir at Croton dam is falling two inches daily.

**DECEASED.**  
On the 26th inst., Caroline, wife of Mr. C. Sweeney, and eldest daughter of Capt. Hugh Maloney, aged 27 years.

**Ship News.**  
PORT OF ST. ANDREWS.  
ARRIVED.  
Sept. 23. Schr. Calvin, Clark, Eastport, Cal. lat.

23, Elizabeth Bowley, Gatecomb, Providence, ballast.  
Mary Budd, Johnson, Boston, ballast.  
Silver Bell, McKay, Sydney, 40 shald Conls, master.

27, Harrie, Waycott, Portland, ballast.  
Julia Clinch, Maloney, Providence, ballast CLEARED.  
Sept. 22. Schr. Mary Ellen, Britt, St. George, mdze. J. McCready.

23, Franklin, Coats, St. Stephens, ballast.  
25, Calvin, Clark, St. John, ballast.  
28, Eliza Frances, Hunt, Portland, 3,000 Sleepers, R. Ross.

—Mr. Seward prophesies that Oregon, Washington Territory, British Columbia and Alaska are destined to become a ship-yard for the supply of all nations.

## Charlotte Co. Agricultural Society.

**THE PLOUGHING MATCH** will be held on Mr. Robert Eastman's Farm, Bay Side, Tuesday, October 12.

**THE CATTLE SHOW & FAIR**, at the Society's grounds and Hall, Wednesday, October 13. Members for one dollar—which entitles to compete at Ploughing Match on Fair. Premium lists at JOHN S. MAGEE, Secretary.

Sept. 29. Albion House, St. Andrews.

## REAL ESTATE FOR SALE AT AUCTION.

On SATURDAY, 9th OCTOBER next, at 12 o'clock noon, will be sold at Public Auction, on the premises, the following Real Estate of the late John Dougherty, deceased.

THE three storey HOUSE adjoining Geo. F. Sweeney, Esq., on Water Street, in the Church Block.

The House on the Market Square, at present occupied by Mr. James Stoop and Capt. Balson. The House and Lot No. 4, Letter L, Part's Division, at present occupied by Robert Parton. Terms made known at time of sale.

WM. WHITLOCK, Executors  
WM. STOOPE,  
S. L. WHITLOCK, Auctioneer.  
St. Andrews, Sept. 29, 1869.

## 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 or contracts incurred by her.

John B. WYNON.

New Brunswick & Canada Railway and St. Stephens and Woodstock Branch Railways.

## FALL ARRANGEMENTS.

On Monday September 27th, and until further notice, Trains will run as follows:

## UP TRAINS.

From St. Andrews and St. Stephens for Richmond on Monday, Wednesday, Friday and Saturday. Leaving St. Andrews at 8 a. m., St. Stephens at 9 a. m.

From St. Andrews and St. Stephens for Woodstock on Tuesday, Thursday and Saturday, leaving St. Andrews at 8 a. m. and St. Stephens at 9 a. m.

## DOWN TRAINS.

From Richmond for St. Andrews and St. Stephens, on Tuesday, Wednesday, Thursday, and Saturday, at 8.30 a. m.

From Woodstock for St. Andrews and St. Stephens on Monday, Wednesday, and Friday at 8 a. m.

HENRY OSBURN, Manager.

## WANTED.

A CARRIAGE AND SLEIGH BUILDER, to whom fair wages and steady employment will be given. None but a good mechanic need apply.

ROBERT ALEXANDER.

St. Andrews, Sept. 22, 1869.

## E. & N. A. Railway.

**summer Arrangement. 1869.**

COMMENCING ON MONDAY, 19th May, next, Trains will run daily as follows:

**TRAINS GOING EAST.**—Leave St. John at 7 and 11.15 a. m. 2.15 and 5 p. m.; the 2.15 train going to Rothesay, and the 5 p. m., to Sussex only.

**TRAINS GOING WEST.**—Leave Point Du Chene at 6.50 and 10.45 a. m., Sussex at 6.15 and 10.15 a. m. and 4.05 p. m. and Rothesay at 8.45 and 11.51 a. m., 3.15 and 6.45 p. m.

The 11.15 a. m., and the 5 p. m., trains from St. John, and the 10.45 a. m. train from Point Du Chene only will carry Freight.

## THE EASTERN EXTENSION RAILWAY.

Trains, to and from Dorchester, connect daily at Paines Junction.

Steamers to and from Prince Edward Island and Pictou, and beyond from Quebec, Miramichi, and the intermediate ports, will arrive and leave Point DuChene upon each Wednesday and Saturday during the summer.

Stages connect daily at Moncton, to and from Hillsborough, Hopewell, and the Albert Mines; at Shediac to and from Cocagne, Richelieu, Miramichi, and other places upon the North shore; and at Dorchester to and from Sackville, Amherst, and other places in Nova Scotia.

LEWIS CARVILL, General Manager.

Railway Office, St. John, N. B., May 5, 1869.

## NEW STO Notice of Re ALBION HE

JOHN S. MAGEE hereby states that he has removed his commission store, in the Hay Scales and directly at the Wharf, where can be found a sorted stock of Dry Goods, Cheap for Cash.

He returns hearty thanks to those whose generous support he has successfully carried on his business, and assures them no effort will be spared to continue of their favors.

Mrs. Magee is to be found prepared to execute all orders entrusted to her, in the newest style, in good taste, with patch.

Fureka, Excelsior Warp, Lesters, just received, made cotton, and warranted No. 8, 4 equally good.

A lot of cheap fannels, in Sheetings, and Tickings, in cheap.

Good check hand 20 cent yard wide cotton 10 to 12 cent will shortly arrive, and are Agents, who have had very much in the various Markets.

Remember the New St Albion House.

Market Square

Sept. 8.

## INTERCOLONIAL

THE Commissioners apply to the Intercolonial Railway for five further sections of the line.

CONTRACT NO. 8, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 9, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 10, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 11, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 12, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 13, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 14, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 15, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 16, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 17, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 18, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 19, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 20, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 21, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 22, will be Nova Scotia, and extend from the existing line, about 200 miles.

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CONTRACT NO. 24, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 25, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 26, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 27, will be Nova Scotia, and extend from the existing line, about 200 miles.

CONTRACT NO. 28, will be Nova Scotia, and extend from the existing line, about 200 miles.