Telegraphic News.

Ottawa, Jan. 10.

Dr. Tupper has gone to North Renfrew to take part in the election contest in that constituency.

Martin, awaiting trial for a heinus offence refuses all food and takes his imprisonment very hard; his victim, the little girl Mills, is not expected to live.

Fredericton, Jan. 10.

Mr. E. L. Wetmore has again been elected mayor of this city, by a majority of 159. The results are: Wetmore, 477; Fisher, 318; Morris, 24.

Halifax, Jan. 10.

The *Prussian* arrived this morning.

London, Jan. 10.

The London *Times* of Saturday comments on the attitude of Spain in permitting the Carlists to destroy foreign vessels cruising along her coast, and advises the Spanish Government to place a fleet at threatened points of sufficient strength to silence the battries of her rebellious subjects, or failing in this, she should be held to strict account for all depredations perpetrated by the insurgents.

New York, Jan. 10.

Gold 113.

Stanley.

Cameron and Nordenskjold.

The year 1875 will ever be a memorable date in the history of geographical discovery. Within the twelvemonth two of the most important questions of African geography have been settled; and in the far north the demonstration of an open water way between Europe and the countries drained by the great Siberian rivers is perhaps the most important addition to geographical science that could be made in polar regions. Certainly there remains for no future year so many first rate problems to solve.

The source of the Nile! For twenty centuries it has been the goal of the explorer's ambition. The boldest spirits have essayed its discovery, only to be turned back by insuperable obstacles. Its conquest waited for the plucky energy and resistless push of Stanley.

Starting from Zanzibar in November, 1874, with 300 soldiers and carriers an important part of whose luggage was the open boat Lady Alice, in sections, Stanley had before 700 miles of unknown country—part forest and part desert—much of it swarming with hostile savages. By dint of resolute marching and fighting, he accomplished in a hundred days what in the usual course of African travel would have taken as many weeks, though at the cost of half his command; and on February 27, he caught his first glimpse of the great lake with which his name must hereafter be inseperably associated.

Speke and Baker had traced the Nile to the Victoria Nyanza. What was the compass of that great freshwater sea, and whence came its supplies? Thanks to the Lady Alice, which was soon set up and afloat, these questions had not long to wait for solution. Within the next sixty days its shores and numerous islands had been mapped, and its tributaries noted. Of the ten considerable streams which feed the Nyanza, the largest and most important proved to be the Shimeeyn, in probability the ultimate source of the Nile. The details of the discoveries begun we shall not consider here, nor the importance of the region now for the first time opened up to geography. It is enough to note that, through Stanley's daring energy and genius for command, the question which, more than any other, has vexed geographers and challenged explorers for two thousand years has been substantially settled.

In the meantime Cameron has taken up the unfinished work of Livingstone, and—spurred on no doubt by a determination not to be forestalled by his Yankee rival, as he was in the search for Livingstone—he has overcome the obstacles that baffled the veteran explorer, and accomplished perhaps the longest journey ever made by any adventurer in that benighted continent. And its results are as brilliant as the passage was heroic. No other explorer ever crossed the continent so near the equator; and none save Stanley ever achieved so much in so little time. His path lay through the most difficult and dangerous part of Africa, from Tangnyika to the mouth of the Congo; and when the story of the passage is made known, it will, nay, it must, present some of the most stirring chapters of dashing adventure in the history of African exploration.

One thing is certain: The theory of Livingstone has been disproved; and not the Nile, but the Congo, receives the drainage of the great interior basin of the continent. And Africa hides no other secrets to compare with the two which Stanley and Cameron have within the same few months, manfully wrestled from her jealous keeping.

Less significant geographically, but of far greater promise commercially, is Professor Nordenskjold's discovery of an open passage by sea between Europe and Northern Asia. The tract of country thus brought into economical communication with the rest of the world is a vast and largely fertile region, much of it splendidly timbered, traversed by navigable rivers, and only waiting for a suitable outlet for its productions, to become densely peopled. According to Professor Baers the valleys of the Obi Irtsch and the Yenisei exceed in extent the combined areas watered by the Don, Dnieper, Dniester, Nile, Po, Rhone, Ebro, and all the other rivers flowing into the Black Sea, the Mediterranean, and the Sea of Marmora. The entire region made directly accessible to commerce is estimated by Dr. Petermann to embrace an area one fourth greater than all non-Russian Europe.

The attainment of the pole would give greater renown to the explorer who should succeed in reaching it; but the consequences to humanity would be insignificant compared with those quite certain to flow from this much needed waterway to the heart of Asia.

The Dominion Parliament is to meet on the 10th February.

The new Fugitive Slave Circular issued by the British Admiralty causes much dissatisfaction.

The Standard

SAINT ANDREWS, JAN. 12, 1876.

Publisher's Notice.

Desirous to make all things square at the commencement of the new year, the accounts of those indebted to this Office are made out and will be forwarded to each subscriber, and it is expected that those persons who are indebted from one to five years, will make payment and save expense. Those generous patrons who have paid promptly, will accept our thanks.

THE VALUATORS for this County have concluded their labor for the present year, and a most difficult, arduous, and laborious task they have had; visiting each Parish, and nearly every property, deciphering in some instances lists that would puzzle a Philadelphia lawyer, correcting errors in addition, and supplying omissions. In fact their duties were very onerous, but with steadiness of purpose, intimate acquaintance with the value of property and knowledge of business, they have accomplished all that could be expected in the short time allotted to them after receiving the assessors lists; and their returns are in course of publication and will shortly be posted.

This leads us to remark, that the present system, of electing Assessors, is open to several objections, and has led in instances to injustice and difficulty, owing to the lax manner in which the work is done, and frequently the incompetency of the persons elected; indeed the time is fast approaching when the people will demand a change; the majority would now prefer that the appointment of Assessors and other Parish officers should emenate from the Sessions, than from those farces—Parish meetings. We know of cases where men have refused to serve after being elected, in consequence of the incompetency of those with whom they were associated. It is not surprising that complaints loud and deep are daily made at the excessive taxation for County and Parish purposes; many threaten and probably some will, leave the country in consequence.

DEATH OF JULIUS THOMPSON, Esq.—Many in this County will regret to learn that letters received last evening from England, conveyed intelligence of the death of Mr. Thompson, the first Manager of the N. B. & C. Railway. The late hour at which the news was received, prevents our giving particulars; it is supposed he died from heart disease, as he dropped dead at the door, after returning from a walk with Mrs. Thompson.

ST. MARK'S ROYAL ARCH CHAPTER, No. 5. the following were elected and installed with their respective officers:

W. D. Foster, Prin. Z.
G. Eliot, Prin. H.
B. R. Stevenson, Prin. J.
R. Glenn, C. H.
E. Lee Street, R. A. C.
Jas. Vroom, P. S.
W. D. Hartt, M 3d Vail
F. Stoop, M 2d Vail
J. Dolly, M 1st Vail
S. T. Gove, T.
E. Lorimer, Scribe N.

P. E. I. RAILWAY.—Among the employees of the Prince E. I. Railway, we notice in the *Times*. the name of a St. Andrews boy, Mr. JOHN BREEN, who is Locomotive Foreman. We can endorse the following from the *Times*, which says:

"Mr. John Breen, Locomotive Foreman is an excellent mechanic, and ably seconds the head of the department by his close attention to the work under his charge."

The St. Andrews Band commenced a series of Social Assemblies on Friday evening last, which are to be continued weekly. They made a good beginning, as we learn those who attended were pleased.

The Annual School Meeting will take place on Thursday next, 13th inst., at 10 A. M.

GROSS CARELESSNESS.—It is not a pleasant duty at any time, to animadvert upon the negligence, not to say indifference, of public servants; but when the public are inconvenienced, perhaps suffer loss, by the want of proper attention to duty, it should not pass unnoticed by the Press. We recently had occasion to notice the mail for St. Andrews having been taken to Woodstock, and it was not the first instance of the mails having been sent to the wav offices. Only last week a trunk belonging to a lady who was passenger for St. John, which had been checked for that city, was sent to *Fredericton*, and after considerable annoyance, and four or five days delay, was forwarded to St. John. Officials who understand and perform their duties, commit no such mistakes, but we regret to remark that they are the exceptions Were Railways mulcted in damages for such acts of carelessness they would be of rare occurrence.

THE WEATHER for several days was Spring like. On Monday morning the regular January thaw set in with rain, towards evening the rain ceased, and the wind veered road to the north west, and on Tuesday evening everything bore an arctic feeling—in fact an old fashioned cold snap, calling for larger fires, and heavier wraps for travellers. The sleighing is tolerably good

Our friend of the *Farmer* appears to lay the blame of drunkenness in Fredericton to the large "number of licensed taverns" which he says are "*fifty*," and he jocularly adds, "are about equal to the number of houses in St. Andrews." It is so long since he was here, that he has forgotten, and perhaps did not refer to the census returns, or he would have known, that St. Andrews, has some hundreds of houses all inhabited, and that in proportion to its population, has a larger number of licensed taverns than Fredericton; the people generally use, but not abuse the privileges they possess. They are temperate, but the majority are not total abstainers. As we said before they enjoy themselves without going to excess. We may add that some of the oldest and staunchest teetotallers in the Province reside here.

CALIFORNIA AND THE WEST.—It will be seen on reference to our advertising columns, that MR. C M. LAMB, is prepared to furnish tickets by Rail to any part of the Dominion, to the West and to California. Mr. Lamb is prepared to give the desired information to parties requiring it.

DRAWINGROOM ENTERTAINMENT.—In another column appears a notice of a parlor entertainment to be given by Mr. Young. We have been informed that this young gentleman has a decided histrionic talent and that he acquits himself admirably in the various characters he impersonates. The selections are chaste and pleasing; and his audiences speak highly of his abilities as a reader and actor. We trust as a native of the County and from his talents he will have a full house.

MR. HANSON has removed to his premises corner of Water and King Streets, and we are informed has several men at work in his Boot and Shoe Factory.

(From the Carleton Sentinel)

The Dreadalbane Estate.

The following we are surprised to find in the *Scottish American Journal*, a paper which is generally very correct in the information which it imparts:—

A foolish story has been circulated recently through several newspapers, to the effect that the heir to the Breadalbane peerage had been discovered in St. George, N. B., and that he was now on his way to Scotland to enter into possession of the family estates. A reference to any peerage might have shown the concoctor of the story that no heir to the title or estates is wanted at present, and both are firmly enough in the hands of the Glenfalloch family, whose claims have been thoroughly sifted and found valid by the British court.

The *Scottish American Journal* is entirely in error in relation to this estate. We are aware that "reference to any peerage record" will show that the title and estates are in the hands of the Glenfalloch family; but it is not true that no heir is wanted. The present earl is in possession only until the rightful heir is established, for whom search has long been made, and who was only recently discovered in the person of Mr. Peter Campbell of St. George. Mr. Campbell will proceed to Scotland and present his claim to the title and estate at the next Court of Sessions. It was his intention to have appeared at the last term, but failure to do so carried his case over for three months. So clear and just are Mr. Campbell's claims, that it creates great surprise in Scotland that he is so slow to present them. It is widely known throughout Scotland that the true heir was not holding the estate, and it will be remembered by some that it was a recent vagary of Robert Dale Owen that he was "the lost Earl of Breadalbane."

Had we space we could give the whole history of this peerage, having the facts in our possession, and explain to the *Scottish American Journal* the complications which arose from the fact that the great grand-father of the St. George heir cut off the entail to the estate, and the circumstances which led to the discovery of the inheritor. Suffice it to say that the story, as originally published in the *Times*, is not one of ingenious concoction, but is founded in truth, as will be ascertained when Mr. Peter Campbell of St. George, is restored to his full rights in the course of a few months. The *Scottish American Journal* should write the lawyers in Scotland that "no heir is wanted" to the title and estates of Breadalbane. It would, perhaps, save them much labor, and would certainly save Mr. Campbell the trouble of crossing the ocean. Moreover, it would be an inexpressible relief to the gentleman now known as the Earl of Breadalbane, to be informed that he is not in immediate danger of relinquishing that title and his $600,000 a year.

Shipping of Yarmouth.

We publish to-day our customary List of Shipping belonging to Yarmouth at the beginning of the year, together with other statistics which show the steady growth of the mercantile marine of Yarmouth for more than a century.

It will be seen that during the past year there were lost 6 vessels, amounting to 2,777 tons; sold, 27 vessels, amounting to 5,279 tons. Total lost and sold, 33 vessels, aggregating 8,050 tons. After striking off these, the list shows an increase at the commencement of this year, as compared with that of Jan. 1, 1875, of 10,757 tons—a very remarkable increase when it is considered how dull a year it has been for the shipping interest. It is gratifying to perceive that the losses have been fewer than usual.

There are now building, or under contract to be built, seventeen vessels of a large class, their aggregate tonnage being about 19,400 tons—or an average of over 1100 tons each.

The exhibit is a highly satisfactory one. It speaks for itself, and affords the best proof of the undaunted, indomitable spirit of enterprise of the shipowners of Yarmouth.—*Herald.*

The Charlottetown *Examiner* lifts up its voice for a provincial reform. It calls attention to the fact that legislation costs in Prince Edwards Island nearly double as much per head of the population as in Nova Scotia, more than double as much as in New Brunswick, over a third more than in Quebec and nearly three times as much as in Ontario. All this is little to be wondered at when it is remembered that the number of representatives is about three times as great according to the population as in Nova Scotia; double as great as in New Brunswick, four times as great as in Quebec and five times as great as in Ontario. Turning from the legislation to the Civil Service, the *Examiner* assails the economy of the Registry office. It holds that the office should be self sustaining, but instead of this being the case, it points out that nearly $2,000 per annum are paid out of the public treasury to enable persons to register their documents, $3,566 being paid out for salaries and contingencies, while only $1,542 is received in return from fees.

BALLOU'S MONTHLY MAGAZINE FOR FEBRUARY.—The February number of this magazine is issued, and is as full of good things as ever. There is a sea story, a continuation of M. Quad's great tale of "That Taylor Boy," and several domestic stories of absorbing interest, and these in connection with the illustrations and the poetry, go towads making up a magazine that can't be excelled in this country. The contents of the Februrary number are as follows: "Scenes on and near the Thames;" "Miss Anderson's Right Hand;" "Memory's Harp;" "A Lucky Mistake;" "My Metamorphose;" "The Maid of Stenay;" "A Night Brush with the Sepoys;" "Miss Chick's Fortune;" "A Pretty Young Lady;" "The Fairy in the Smoke;" "Trifles Light as Air;" "Jennie's Pocket;" "Shadow on the Snow;" "Through the Suez Canal;" "How I went to Richmond: or, The Fate of one of Stoneman's Raider's;" "Seventy Miles an Hour;" "One Rose;" "Margaret Garloch's Beauty;" "The Frst Crusade;" "Climbing the Leaning Tower of Pisa;" "OUR YOUNG PEOPLE'S STORY-TELLER—"That Taylor boy;" The Haunted House;" "Ruthven's Puzzle Page;" "Curious Matters:" "My Experience at Church;" "The Housekeeper;" "Our Announcement for 1876;" "Dreams of Life.—(Humorous Pictures)" Published by Thomas & Salbot, 23 Hawley Street Boston, and for sale at all the newsdealers in he country.

A FAT LEGACY.—An Irishman of Portland Maine has just been adjudged the heir to a property in Dublin, Ireland, valued at $90,000. It appears that Philip Clancy, eldest son of James Clancy, the eldest son of Charles Clancy, has been living with his family since 1850 in Portland. The grandfather, Charles left the above-named property. A second son of Charles, named Patrick, who was also an uncle to Philip, claimed and took possession of the property. Philip was a high flyer. He went to Texas and drove cattle. He was blown up on a Torpedo boat during the war, but escaped alive. He was arrested in Portland for assaulting his sister with a hatchet. The family were low enough there, and his sister was in the almshouse. Philip heard of the death of his grandfather, and Messrs. Bradbury & Bradbury of that city undertook the case. Depositions were taken and members of the family sent to Ireland to prove his identity, which Patrick disputed. Mr. McGowan, foreman at the rolling mills, went out, and his testimony proved convincing, and Mr. Philip Clancy comes into his property.

ON DIT.—That a young New Brunswicker in Boston, a member of a prominent legal house, and son of an esteemed official of the Dominion Government in St. John is shortly to lead to the altar a rich and beautiful lady, the daughter of a prominent merchant of Boston, and widow of a titled gentleman of the German Empire. The gentleman's many friends in St. John hear of his good fortune with much gratification.—*Globe.*

At 11.30 on Sunday morning 26th ult., the little steamer *Simcoe* which has been lying at Carley's wharf during the past two month's, left Barrie for its final destination, the Muskoka lakes, where she is intended to ply on Lakes Muskoka, Rosseau, and St. Joseph. She had been raised on blocks to the proper height to load upon the cars, under the superintendence of Messrs. W. Graham and John Carley, and when landed appeared to occupy her position with perfect solidity, the locomotive moving along at a slow pace. The little craft, which weighs about fifty tons, with all her machinery on board, is of light draught, and will doubtless be of great utility in the region for which she is designed. She reached her destination with perfect safety.

SMOKING IN THE BARN.—The following timely advice is given by the N. Y. *Tribune*: 'No smoking' is posted in most decent factories—it ought to be posted in every barn. There is is not much difference between having a horse-thief around the stables, and a man cleaning off horses, attending cows, or working in a barn, with a pipe in his mouth; and there is no hired man much meaner than the one who, when his employer comes round, slips his pipe into his pocket or holds his hand over it as if it were a little bud. All such fellows should be paid off, or started off, and kept off.

AN AMERICAN OPINION.—The *Alta Californian*, referring to the Pacific Railway arrangement with British Columbia calls it "a Canadian fraud," and says "it was a trick of false pretence from the first," and that the Government is "convicted by the logic of facts, of having promised more than it could reasonably be expected to perform."

Everybody seems to be coming to the conclusion that the bargain alluded to was one of Sir John's greatest mistakes. It provided, however, for an enormous public work which promised the "sinews" of political war and success for himself and party and it was entered into. It is the duty of the present Government to get out of it.—*Advance.*

MILITARY.—An Ottawa journal makes the announcement that when the British troops were withdrawn from Canada in 1870, an agreement was entered into by the Dominion Government with the Imperial Government to spend one million dollars annually in keeping up a defensive force of militia for five years. As that time expired with last month, it is probable that the Dominion Parliament will have to consider the militia question at the approaching session.

CIRCUIT COURT.

The Circuit Court of the County of Charlotte will sit at St. Andrews, on TUESDAY the 18th instant, at 12 o'clock, noon.

At which time and place all officers of the Law, and other persons required to be at this Court, are publicly notified to give their attendance.

ALEX T PAUL,
Sheriff of Charlotte.

St. Andrews Jan 8, 1876.

CALIFORNIA AND THE WEST.

Through all Rail Route via Grand Trunk Railway.

Parties going to Canada, California and all points West, will find this Route the cheapest and most direct.

Lowest Fare to San Francisco via Portland, } $73 Am Cy
Do do Boston $76 " "

Tickets for sale at the Railroad Office.

Jan 12—1yr C M LAMB AGENT

DRAWINGROOM

ENTERTAINMENT!

MR. YOUNG,

Will give one of his Drawing Room Entertainments in

Stevenson Hall,

On MONDAY EVENING, Jan. 17th 1876.

Doors open at 7½ o'clock. Entertainment commences at 8 o'clock.

Admission.....25 cents.

Come early and secure seats.

ADMINISTRATORS' NOTICE.

ALL PERSONS having legal claims against the estate of the late Edward Lynott, Jr., of Saint George, in the county of Charlotte, deceased, are requested to file the same duly attested within three months from the date hereof: and all parties indebted to the said Estate are requested to make immediate payment to the undersigned or to

JAMES BOGUE
of Saint George as her agent.

Dated the 29th December, A D. 1875.

SARAH LYNOTT
Administratrix.

GEO. MCSORLEY
Solicitor.

Original issues in Poor Condition
Best copy available