

long tunnel cut through hard red clay and sand stone, here the fillings are 75 feet deep. Arrive at Castle Rock, name taken from the appearance of the stone bluffs around this station, in the distance they look like old castles; it begins to look like spring again, the grass looks green and the air warmer, some of the peaks here are 2000 feet above the little valley we are in, one cannot imagine what dreadful convulsions must have shook this part of the earth to cause such fearful divisions in the solid rocks, opening them out so as to just make room for the cars to pass between them. We travelled over 500 miles between Omaha and Cheyenne and saw neither tree nor shrub, nothing but one vast plain of Prairie grass. We are now in Utah Territory and going through Echo Canyon, the great walls of stone in every conceivable form above our heads. No wonder the different points get the names they have, such as the "Devil's Gate," "Pulpit Rock," "Steamboat Rock," "Monument Rock," and one point I could not learn the name of, but it looks to me very much like a lady in full dress. Now we have snow again on both sides, an opening between two mountains just room enough to get between them; now quite a large stream is rushing alongside of us, now off to the right running between the mountains in every shape, and on the turn a small Mormon village, the neat looking houses and the situation making as pretty a picture as you would wish to look at. We have just passed the 1000 mile tree, with a sign board on it telling us that we are one thousand miles from Omaha.

The "Devil's Slide," one of the most strange rights to be seen on the road, is composed of two ridges of granite rock, reaching from the river nearly to the summit of a sloping grass covered mountain, they are from 50 to 200 feet high narrow ridges, standing on edge as though forced out of the mountain side, the two ridges run parallel with each other about 10 feet apart, the space between them covered with grass and wild flowers; the mountain sides and valleys are covered with trees and green shrubs. Now through another tunnel 650 ft. long, these tunnels are cut through mountains of solid rock; now we pass through two Mormon settlements called "Morgan City." Every few moments Arrive calls me to look at some grand sight, but not possessing the necessary powers of description, I lay down my book feeling disgusted with myself at not being able to put down what I see and enjoy so much. We at times feel annoyed with the delays on the road and the accommodation we have on the train; when we are occasionally waiting at a siding for an hour for a passenger train to pass, I think how the first class passengers must envy us, or rather the time, to enjoy this grand scenery.

The Mormon's farms look well and some of their houses are very nice. The "Devil's Gate" is formed by very high mountains on each side of a river, the water rushes down with frightful velocity, fully as wild as the St. John river after passing over Grand Falls. The mountains on both sides are the highest I have seen, up the side of one of them is a pack trail that the emigrants have used and Indians now use. I can't imagine how a horse or mule could get up even without any load, but an old drover who is on the train with me and from whom I have received a great deal of information, told me that they carry 300 lbs. weight on their backs. Arr'd at Ogden, the Junction of the Union and Central Pacific, 882 miles from San Francisco, large R. R. buildings, population about 2500, the town is mostly Mormon. The Wahatch Mts. rise some thousands of feet above the city. Left Ogden at 6 p. m. on the Central Pacific; Salt Lake comes in view, the Hot Springs we pass on our right flow over the land as it is level towards the Lake and leaves the surface covered with alkali and destroys all vegetation where it goes. The land around Salt Lake is surrounded by Mts., in the valley it is very productive.

During the building of the Road a great rivalry existed between the two companies as to which could lay the most track in one day. Mr. Dawant, Vice-President of the "Union," offered to bet \$10,000 that 10 miles could not be built in a day; on the 29th April, 1869, there was only 14 miles to be laid, they began at the usual hour and at 7 p. m. 10 miles and 200 feet had been completed. Over 4000 men and hundreds of cars and wagons were employed.

Saturday, 5th June: All day we have been going through a country that there is not the slightest sign of vegetation, excepting an occasional sage plant, the mountains are high and bare; we passed along the edge of the great American Desert, 60 miles square, not the slightest sign of vegetation, the most desolate looking place one could imagine. The Section men on the road are Chinamen and all answer to the name of John. Salt Lake is 125 miles in length and 45 in width; we are now in Nevada.

Sunday, 6th June: Last night we must have travelled through the balance of the desert country in Nevada. Arrived at Elko, a nice little town, population 1000; about nine miles from Elko we come to south fork of the Humboldt, this stream winds its way through the Ruby Mountains in every conceivable way, and the R. R. track is like a continuation of the letter S. Rich silver mines are within eight miles of Elko, and near this town Warm Springs; we ran close to several of these springs, the steam was rising 20 or 30 feet out of them. Humboldt or Twelve Mile Canyon has not as many points of interest as Echo or Weber Canyon, yet in many places the scenery is equally grand. The River runs close beside the track, and one point called "Red Cliff" is 1000 ft. above the water; a colony of swallows have taken possession of

the rock. The echo of the whistle is wonderful at this place, you would imagine there were a dozen engines answering each other. Wintunmuck, this station was named after a Chief of the "Piute Indians" who formerly resided here. There is considerable mining going on in the vicinity of this place; here we laid in a fresh stock of provisions, and could have got work in the silver mines at Silver City and received good wages, but our trunks being checked through to San Francisco we have to go there for them.

One cannot travel over this road without seeing the vast deep-laid schemes these Pacific R. R. Co's. have of taking every cent out of a man that it is possible to get. Clear through from Chicago to San Francisco they have their vile mean schemes laid to rob or take a man's last dollar from him. In Chicago a man stands nine chances out of ten of having double fare taken out of him for crossing the city; in Omaha he is hustled around from one place to another, lied to and deceived in every possible way, and if not very watchful will lose his watch or money. You may say, "Surely the company don't know anything about this?" It can't be possible they are ignorant of it! They should have their own officials give the instructions to passengers, and not allow saloon men to stand on their platform and make speeches or give instructions to the passengers to lead them astray. One of our passengers lost \$70, another a watch, in what was called the Railroad Eating House; then we were put into a car without any cushions, men, women and children together, two in every seat, and when night comes have to lie on the dirty floor or sleep sitting in a hard seat. Let any one follow this thing up for 12 or 15 days, and if he don't curse the Pacific R. R. Co's, he's made of different material than I am.

I don't believe coming this way to California compares favorably with going by steamer. I would, if I had to go third class, prefer the steamer if it took me three times as long to make the journey. The Omaha gentlemen take care to check your baggage clear through to San Francisco, and send it ahead of you on an Express train, so that no matter what kind of an offer or how much you may want to stop at some place on the road, you must follow your baggage through to San Francisco, and then pay three prices to get back where you want to remain. My advice to any of the boys that may think of coming here is to go by steamer, or else take a second class ticket, which will take you in half the time and you will be treated like a human being.

Monday, 7th June: Browns, opposite Humboldt lake, this body of water is 35 miles long, 10 wide, and in places 30 feet deep. Humboldt river empties into this lake after running 350 miles through the country; there is no outlet to this immense body of water; we are travelling on a Desert, nothing more nor less, notwithstanding R. R. Co's. may advertise differently, and try to induce emigrants to settle in this part of the country. I have not seen any land in the last 500 miles that could offer anything like the inducements for settlers that Kincardineshire or any part of the St. John river does. We have arrived in a town called Wadsworth, built on the sand and hot enough to roast a fowl, there are both copper and gold mines here; we come to the Truckee River and cross it on a Howe Truss bridge. The valley through which this river runs is very pretty, the contrast being so great from what we have passed through that all the passengers rush to the windows to get a sight of the green grass and breathe the cool air that comes from the river and down the mountains that surround us. Reno is quite an important little town, population about 1000, gold, silver and copper mines in the district; we pass some more of the warm springs, some of them very hot, they are said to possess great medical qualities; we pass along up the river first on one side then on the other runs this beautiful river, mountains towering up on each side and covered with Pine from the base to the top; now we come to a large Mill and see some of the pine manufactured there. I can't help thinking it would make some of the river mill owners open their eyes if they could see the pines growing on the sides of these mountains, looking as if they were waiting to be chopped down to roll into the river; no logging roads required here to land the logs in the river, nothing but a cant dog or hand spike. We are working our way up the Sierra Nevada, so far the scenery cannot be surpassed, this is such a relief from what we have been passing through for the past three days that we feel and act like different creatures. Truckee is a very pretty little town, population 2000, some fine buildings and a good hotel, several large mills, pretty scenery; getting so dark cannot write any more to-day.

Tuesday, 8th: Auburn, a station 75 miles from San Francisco, the country looks well, the grass ready to mow. I am sorry I could not see what the country was like when we came around what is called Cape Horn, it said to be one of the grandest scenes on the American Continent if not in the world. We crossed a bridge 113 ft. high, 878 ft. long, and went thro' 27 miles snow sheds and through the longest tunnel on the road; the river was 2,500 feet below us at one time. Arrived at Sacramento 10.30 a. m., left the cars and took the steamer Amador, the Sacramento river is pretty but not as fine as the St. John, the water is muddy. Many very fine residences on the banks, the land looks good. Fruit of all kinds hanging on the trees and nearly ripe, the air is very bracing. This river supplies San Francisco with salmon; the salmon taken in New Brunswick

are no comparison in size, the fish caught here run from 25 to 70 lbs. There is no necessity of my saying anything about Sacramento, it is a large splendid looking city, the capital of California, and very hot. We arrived at San Francisco at 11 p. m., making the trip in 12 days and 15 hours.

The Standard

SAINT ANDREWS, JUNE 30, 1875.

POSTAGE PREPAID.
The Postal Law which will come into operation on the 1st July next, compels Publishers to prepay postage on newspapers sent by mail. While this will relieve persons from paying postage on their newspapers, it causes an additional outlay to the publisher. Subscribers will therefore please pay in advance, as we do not intend to pay postage and give credit on the STANDARD at the same time. As we will furnish the paper at the present price, payment must be made strictly in advance. Those in arrears for past years, will please liquidate their accounts prior to the 1st July.

LAST NOTICE.—Those of our subscribers who will not receive next week's STANDARD, will understand the reason why, and will also receive a notice from Justices to pay the amounts due this office.

School Examinations.
The semiannual (Summer) Examinations were held on Thursday and Friday last, in presence of the Trustees and a number of visitors.

Advanced School, No 1 for boys.—Mr. Vroom, teacher. The pupils showed marked progress in the various studies, the reading was creditable, as was also the ready and correct answers in arithmetic—the whole showing diligence, zeal and ability on the part of the teacher, who takes a deep interest in the advancement of his pupils.

Advanced School No 1, for girls.—is under charge of Miss Foye, a First Class teacher, recently from the Training School, who possesses abilities of a high order, and capacity for imparting instruction. Although in charge of the school for only seven weeks, her earnestness in the work, her discipline, and aptitude for the position, give promise of her future success as a teacher; indeed it has already had a beneficial effect on the other female departments. Business requiring us elsewhere, we did not remain until the close of the examination, but visited the school again on Monday last. The reading, spelling, and general answers were good; several of the scholars were only recently graded into this school, and consequently deserve the greater credit for the advancement made in such a short time. One of the youngest girls in the school, has no equal in our schools for histrionic talent.

Intermediate Department under Miss Alden.—the pupils passed a creditable examination, and showed diligence and ability on the part of the teacher.

The Primary Department taught by Miss B. Morrison, evinced improvement on the part.

In the **Primary Department No. 2**, under Miss Rogers, 61 pupils were present. A marked improvement was also visible, excellent order was maintained. Miss Rogers is lately from the Training School, possesses fair ability as a teacher, is interested in the work, and evinces a determination to succeed.

The Grammar or High School, Mr. Covey teacher, is a mixed department. It was examined by Rev. Dr. Ketchum, President of the Board; the pupils acquitted themselves creditably. The young ladies attending this school evince an interest in their studies, and are the equal of the boys in ability. It was something pleasing to hear the girls translating Virgil readily,—demonstrating problems in Euclid without apparent effort. Mr. Covey is a successful and able teacher, and applies himself to his profession.

In all the Departments there is a total of 295 pupils registered, of which number 236 were present. The efforts of the Trustees to improve the staff of Teachers are producing good results—the improved system—the perfect order maintained—the neatness and comfort of the buildings, furniture and surroundings—the happy and contented appearance of the pupils—would well repay a visit of any of our people to the schools. So much has been accomplished since the introduction of the new law, that all should be satisfied; there are still branches not yet taught, viz. drawing and music, which we hope to see introduced an early date.

Owing to our brief notice of the examination, we cannot do justice in this article to either teachers or pupils. We heartily wish that they may enjoy the approaching vacation, and that they will resume their labors after the holidays, with renewed health and vigour.

CALIFORNIA LETTERS.—Our correspondent "F. A. S." whom we may mention is Mr. Fred. A. Stevenson, has fulfilled his promise to furnish letters to the STANDARD giving an account of his journey by rail to the Pacific, the names of the various stations, scenery, and incidents of travel. Several have expressed pleasure on reading his interesting and graphic description of the trip to Omaha, and in the present issue we publish his second letter giving a sketch of the remainder of the journey to San Francisco, which will serve as a guide to his young townsmen, who are to leave St. Andrews next week for California. We learn from a correspondent, that Mr. Stevenson has been offered a position in connection with one of the daily journals in San Francisco.

PUBLIC HOLIDAY.—The Lieut. Governor has proclaimed Thursday, 1st July, a Public Holiday. The boys will be glad of it, and their seniors, owing to the quiet business times, wont miss it.

We understand that the Royal Arms over the entrance to the Court House have been beautifully painted by Prof. Ashborn, and that they will be unveiled on Thursday, Dominion Day. It is probable that the Band will be present, and play the National Anthem.

DEATH OF LT. COL. OTTY.—We regret to notice in St. John papers, the sudden death of Col. Otty, at St. John, on the 25th inst., it said from apoplexy. He was upwards of 60 years of age, was Brigade Major of St. John District, and was formerly Colonel of the Battalion. He was a gentleman of varied attainments, and respected by a large circle of acquaintance.

Mr. W. C. H. Grimmer, son of Geo. S. Grimmer, Esq., was awarded an Honor Certificate in French and English at the recent University Examination. Mr. F. Towers, was also awarded an Honor Certificate in French. These young gentlemen are graduates of the Charlotte County Grammar School.

Police affairs in St. John are not in a pleasant state. This week one of the force was arrested for perjury. Recently another was accused of filching a quarter of mutton, and a fortnight ago one of the force beat a prisoner unmercifully,—and these are the men paid for preserving order and protecting the city. The whole management requires a change—for the better.

The Baptists of the Western Association closed their Annual Session at Carleton County, last week. The Church is represented as prosperous. The Rev. Geo. Seelye, was chosen moderator for the present year.

SUMMARY.
Lieut. Governor Tilley and family are expected to arrive here in a few days, to remain at his summer residence for some weeks.

THE CAMP will be held here next week, and the troops will arrive on the 6th July.

The Rev. T. W. Crawley, A. M., will preach in the Presbyterian Church on Sabbath evening next, at the usual hour.

STRAWBERRIES.—These delicious berries made their first appearance in the market this week; they sold for 25cts. a quart.

MIRROR OF IRELAND.—McGill and Strong's Emerald Minstrels, will give an Entertainment in Stevenson Hall, on Thursday evening, 8th July. This company is highly spoken of by the Clergy and Press. Admission 25 and 35 cents.

LAUNCH.—The new vessel just finished at the Point, will be launched at 9 o'clock to-morrow (Thursday) morning. She is to be named the *Ana P. Odell*, after the eldest daughter of T. T. Odell, Esq.

A Queer People.
During the last season, says the *Academy*, Mr. Bond, an Indian surveyor, while at work in the Madras Presidency, to the southwest of the Palanci Hills, managed to catch 2 of the wild folk who live in the hill jungles of the Western Ghats. These people sometimes bring honey, wax, and essential wood to exchange with the villagers for cloth, rice, tobacco, and betel nut, but they are very shy. The man was four feet six inches high; he had a round head, coarse, black, woolly hair, and dark brown skin. The forehead was low and slightly retreating, the lower part of the face, projected like the muzzle of a monkey, and the mouth, which was small and oval, with thick lips, protruded about an inch beyond the nose; he had short, bandy legs, a comparatively long body, and arms that extended almost to his knees; the back just above the buttocks was concave, making the stern appear to be much protruded. The hands and fingers were dumpy and always contracted, so that they could not be

made to stretch out quite straight and flat; the palms and fingers were covered with thick skin (more especially the tips of the fingers); the nails were small and imperfect, and the feet broad and thick-skinned all over. The woman was the same height as the man, the colour of the skin was of a yellow tint, the hair black, long, and straight, and the features well formed. This quaint folk occasionally eat flesh, but feed chiefly upon roots and honey. They have no fixed dwelling places, but sleep on any convenient spot, generally between two rocks, or in caves in which they happen to be benighted. Worship is paid to certain local divinities of the forest.

Stagnation in Business the World Over.

It is poor consolation in adversity to know, says the *Commercial Advertiser*, that we are not alone in our misery; such it is, however, our iron manufacturers may take it to themselves. The depression of the iron trade is general throughout the world. The production of pig iron in Scotland was less in 1874 than in any of the last twenty years. At one time there were only thirty-two furnaces blowing, out of one hundred and thirty-two erected; and the production was 400,000 tons less than in 1870. Russia, notwithstanding its activity in railroad building, imported only 5,221,000 lbs. of rails, against 7,119,000 in 1873. In Prussia the large steel works of Krupp have discharged some thousands of workmen, and the Borsig manufactory of engines at Berlin—the most extensive in Germany—has had to protect itself by taking a similar step. Last month the largest Austrian manufactory of engines (Sigl) dispensed with two thousand hands for the reason that it had neither orders nor sufficient working capital. The government, however, in true Austrian fashion, remedied both misfortunes by advancing capital to the works, and by causing some of the railroads to give extensive orders for rolling stock.

THE ARCTIC EXPEDITION.—The London *Times* says the departure of the Arctic expedition made the day in many senses an epoch in the history of the world. This is the first attempt made with a set purpose and elaborate plan, with the best possible preparations and a reasonable hope, to reach the point which for ages has been the goal of universal aspiration. The most adventurous and scientific nations of the world have hitherto rather played with the problem than set about it as if it were really feasible. There is, however, no point in which man has made so great a progress in his century as in expeditions, whether by sea or by land, not to speak yet of the regions over our heads. Taught by painful experience, we have learned to select the men and the kind of men, the materials, whether for diet, clothing, or fuel, and all the arrangements best adapted for the special purpose. We have learned to calculate exactly weights, distances, and average difficulties, as the most practised military commander would for an advance into an enemy's country. Never was there an expedition for any purpose whatever so carefully selected with regard to every point of importance. All are qualified not only by physical powers of work and endurance, but by information, by experience and skill, but by what is held not less necessary, the social qualities to mitigate what would otherwise be the horrors of a long imprisonment. It is a relief to feel that, even in the event of failure, in the strict sense of the word, all this heroism and all this cost of irrevocable qualities cannot be wholly in vain.

A memorial tablet, on which is the following inscription, now marks the spot in Westminster Abbey where the remains of Dr. Livingstone are deposited:—"Brought by faithful hands over land and sea, here rests David Livingstone, missionary, traveller, philanthropist. Born March 19, 1813; died May 1, 1875, at Chitamba's village, Ulala. For thirty years his life was spent in an unvaried effort to evangelize the native races, to explore the undiscovered secrets, to abolish the desolating slave trade, of Central Africa, and where, with his last words, he wrote, 'All I can add in my solitude is, may Heaven's rich blessing come down on every one—American, English, or Turk—who will help to heal this open sore of the world.' Each side of the tablet are also the following inscriptions:—"Tantum amor veri, nihil est quod noscere malim, quam fluvii causas per socula tanta latentes;" and "Other sheep I have which are not of this fold: those also I must bring, and they shall hear my voice."

DIED.
On the 27th inst., aged 68, Bridget, wife of Mr. Thomas Schoon, a native of Killybeg, Ireland.
At St. John, on the 26th inst., Fyler Dible, Esq., aged 90 years.

Ship News

PORT OF ST. ANDREWS
ARRIVED.
June 22, Matilda, Stinson, St. Stephen, mdsz.
23, Martha A., Glass, Salem, ballast.
24, Christina, Andrews, New York, ballast.
26, Daisy, Hooper, Machine, ballast.
DEPARTED.
June 27, Daisy, Hooper, Dorchester, ballast.
Old. at New York, 25th inst., "Julia (Cline), Maloney, coal laden for St. Andrews. Calvin, Grove, coal laden, for Portsmouth.