

The Queen's Birthday in Virginia.

Arrangements are now actively being made for an enthusiastic celebration of the birthday of Queen Victoria on the 24th inst. at Petersburg, Va. The movement is under the auspices of the State Legislature, the municipal government of Petersburg, the British Association of Virginia, and the North American St. George's Union. That it will be a success there can be little doubt. The full programme has not been issued yet, but it has been settled that the proceedings will consist of processions, banquets, excursions, and the like. An address of invitation has been prepared and forwarded by the committee to the various British societies of this country and the Dominion of Canada, and has met with a hearty response. It includes the following epitome of the reason of the celebration: "We ask the members of the British societies to unite in honoring the birthday of Her Majesty, Queen Victoria, and in adding one more link to the golden chain of affection which binds together the citizens of the United States and the British people."

Tweed.—What has become of Tweed's confession? And where is the redoubtable "Boss" himself? Has the Attorney General yet decided to act upon the evidence furnished? And is it likely that Tweed will soon be liberated? A decision at an early date appears to be very necessary. In the abstract of the confession already published very grave accusations are made against a number of public men, and it is right they should know fully the charges which are made against them, and have the opportunity of vindicating themselves. This they cannot do till they know more accurately the contents of the confession. The liberation of Tweed, however, is made the condition on which alone the evidence he claims to possess can be used; and until that liberation is decided upon the document in question is not public property. In this respect the matter seems to await the decision of the Attorney General.

Exportation of Breadstuffs.—It is generally assumed that the present war will have a tendency to encourage the exportation of breadstuffs from the United States to Europe. By one of our contemporaries (says the *Scottish Am. Journal*) the matter is thus succinctly stated:—Britain is the greatest purchaser of cereals, receiving forty-eight per cent. of supply from America, nineteen per cent. from India, Germany, Egypt, Turkey, France, and Denmark. Now, with Russia, Turkey, and Egypt cut off by this war, and with a famine prevailing in India, which cuts off the usual supply of Britain's wheat and rice from that quarter, our speculators calculate that the United States will be required, for the 1877, to furnish Britain seventy-five per cent. of her imports of flour, wheat, corn, rice, &c. In the face of this extraordinary demand, too, it is said that in this country the visible supply of wheat is only about one-half what it was this time last year, including the old stocks on hand, and the best estimates of the coming harvest.

MOODY AND SANKEY.—The revival services conducted by Messrs. Moody and Sankey in Boston during the last three months were concluded on Sunday last. The meetings have been conducted generally upon the same plan as in Philadelphia, New York, and Chicago. Besides the regular Gospel meetings, there have been temperance meetings, business men's meetings, a Christian convention, trade prayer-meetings, &c., &c. At all of these the attendance has been good, and on fine days and evenings the Tabernacle has fairly overflowed. The effect produced is said to have been most excellent, and the services are considered as remarkably successful.

A TORPEDO THAT TRAVELS 275 MILES AN HOUR.—The most terrible invention for warfare that has ever been devised—if we may trust the reports of our English contemporaries—has recently been submitted to the Admiralty by a clergyman, the Rev. C. M. Ramus. The Whitehead fish torpedo has already proved its capability of traveling beneath the surface of the sea at the rate of 20 miles per hour; but the "rocket boat," as the new machine is called, weighs 50 tons, and is propelled on the surface at the rate of 275 miles per hour for a distance of four miles. The apparatus is a timber or iron vessel, the bottom of which is a series of inclined planes. In the head is the explosive, and enough gun cotton can be carried to blow up the largest iron-clad in existence, while the rocket, by the combustion of which it is impelled, is laid along the deck. The vessel is said to be easily guided by a rudder of very thin sheet metal.

If the coming British experiments substantiate the foregoing, it would seem that armor-plated ships have had their day, and that the naval vessels of the future should be of cork.

The Government of Quebec have instructed Mr. O'Neil, their emigration agent in London, to encourage none but agricultural emigrants to come to Quebec this season.

Among the emigrants who recently arrived at Quebec, and who intend settling in the townships, is a wealthy Flemish farmer who brings a capital of £2,000 stg. This is the class of settlers needed in the Dominion.

The 'Kennedy Family' are visiting Ireland, and are meeting full houses and receiving warm receptions. The press gives eulogistic notices of their singing.

ON VEGETARIANISM.—A discussion on this subject took place at a recent meeting of the Medical Society of London. True vegetarians, it was urged, eat neither butter, eggs, nor milk. Sir Joseph Fayrer related his experience of the effects of this diet among the natives of India, and said he had no doubt that people could live on vegetables alone. He had seen some of the finest specimens of human race, as regards strength, power of endurance, and physical development, among the inhabitants of the northwest provinces of India, who were pure vegetarians; but he accounted for their condition from the fact that their food consisted chiefly of leguminous seeds, such as peas, beans, and the like, which contained a larger amount of nitrogen than other vegetables.

FOR MUNICIPAL COUNCILLORS.

T. T. Odell,
Robert Stevenson.

The St. Andrews Standard.

St. Andrews, May 9, 1877.

The Eastern War.

It is difficult to get at facts from the cable despatches, they are so full of sensational rumors. One day, it is reported a battle has been fought, resulting in favor of either the Turks or Russians; only to be contradicted the next day. No doubt there have been fights, and cannonading, and sorties; but no decisive engagement has taken place. The Russian army is mobilizing, and the Turks are concentrating their troops at vulnerable points. Russian batteries and Turkish turret-ships have exchanged shots. Austria begins to feel uneasy at the approach of the immense Russian army on the confines of her territory. Even Great Britain with a view to probable complications, has resolved to fit out for sea her turret-ships, and great activity is reported in her naval yards. Stores have been sent to Gibraltar and Malta, and heavy guns to the former. Several regiments have been placed on the list for foreign service, with horse and field artillery, England being resolved not to be caught "napping." It is taking the foregoing precautions. It is reported that there are differences in the Cabinet which are shared in by Parliament; it is to be hoped that at the present juncture, they may be reconciled and that the country will be spared the turmoil of a change of government, and perhaps a dissolution of Parliament.

It is reported that Kars has been taken and Erzerum is in danger; the Turks it is also said have suffered defeats in Asia. It is added that the Russians were defeated at Batoum.

On the Danube two Turkish gunboats attacked the Russian batteries at Tomrava, below Galatz, and destroyed a part of the battery, driving back the Russians.

The most important news is that Russia is preparing for an attack from England. The cable despatch says:

A despatch from Cape Town, of April 17th, announces that Transvaal has been annexed to the British Empire, and the British flag has been hoisted at Pretoria. President Burgess issued a protest against annexation.

Official St. Petersburg advices state that great distrust prevails against England. Batteries on the shores of the Baltic are being repaired and armed. Hundreds of torpedoes are ready for immersion near the Gulf of Finland and numbers of houses are reserved for troops to be quartered there.

Germany and Austria are negotiating with respect to a proclamation of neutrality.

Ports in the neighborhood of Halifax, N. S., are being supplied with improved guns and ammunition, and much activity is displayed by military authorities in a quiet way. Three iron-clads are to be stationed there, and another regiment of soldiers, 42d Highlanders are expected shortly.

History of the Intercolonial Railway.

We have received from the Minister of Agriculture, a copy of the History of the Intercolonial Railway, by S. Fleming, Esq. C. E. The work is published by Dawson Bros., Montreal, is well got up, and illustrated with maps and plates, and is worthy of attentive perusal. It gives a history of the inception of Railways in the Provinces, commencing with the efforts made to connect the Maritime Provinces with Canada. It states that as early as 1832, St. Andrews was set forth as the starting point for a Railway to Quebec, and as early as 1835, meetings were held and Association formed and an exploration made by the late G. N. Smith and C. R. Hattaway, Esq's. Owing to the boundary

dispute the work was stayed, and at a later period resulted in the N. B. & C. Railway, and afterwards the Intercolonial by the North Shore. The work also gives interesting information in reference to the Boundary and result of the Ashburton Treaty. We cannot do justice to this interesting work in a brief notice, and will refer to it again at another time.

A respected and old correspondent "Tax Payer" has dealt so fully with the coming election of Councillors, as to leave us little to add. It is apparent that there is a firm determination to elect the gentleman whose names have been before the public for several weeks, viz—Messrs. T. T. Odell and Robert Stevenson, and the result will show that we have not been mistaken in our opinion. There is no denying the fact that they thoroughly understand the affairs of the Parish and County, and that their consent to be nominated arose from a desire to promote "the public good."

FIRE.—On Monday about 1 a. m., the house occupied by Capt. Wm. Waycott, known as the "old light-house," owned by the heirs of the late Peter Smith, at Indian Point, was discovered in flames, and such was the rapidity with which they spread, that the inmates had barely time to leave the building, not saving anything but the clothes they brought out. The engines were promptly at the scene of conflagration, but the building was so dry and the fire had made such headway, that it was consumed. Capt. Waycott lost all his charts, marine instruments, clothing and furniture. It is supposed that the fire originated from a defective chimney.

Attention is directed to the sale of the desirable property at Joe's Point, advertised in these columns. The situation is one of the finest in this vicinity, and if land is worth anything, should realize a good price.

Among the various birds, which are visiting this region, orioles and black birds may be seen.

The ST. ANDREWS REFORM CLUB, recently organized, appears to be doing a good work; and accomplishing the object of its formation. Already, we are credibly informed, the number of members is up to nearly 160, with regular weekly increase; this speaks volumes for the principles it upholds, and we may add, the best results can be anticipated from the praiseworthy efforts of its members.

The following has been handed us for insertion by the Secretary:

At the regular business meeting of the St. Andrews Iron Club Reform Club the following resolutions were moved and unanimously adopted:

That the thanks of this Club are due, and hereby tendered to Mrs. Geo. F. Strickney for the loan of her Piano; and also to the ladies and gentlemen who united with her in the Concert given on Tuesday evening the 1st inst. in aid of this Club.

Also Resolved—That the thanks of this Club be tendered to A. W. Smith, Esq., Editor of the STANDARD, for his generosity in supplying programmes free of charge.

TURKISH ACCIDENT.—On Friday last, about one o'clock, Geo. Stewart, a colored man, who resides on the Commons, was repairing a horse collar, was seized with a fit, and fell among the embers of fire left after cooking dinner. There were only two small children in the house at the time, who attempted to drag the poor man out of the fire place, which they partially accomplished, but finding they could not get him out, they started for the shore where his father was at work, and while on their way, met a son of Mr. James Dougherty, and having informed him of the accident, he started at once for the house, and pulled the poor man away from the fireplace, but he was before his face had been fearfully burned the lower part of his right ear actually roasted and his right eye destroyed. The unfortunate man was some time before he showed signs of consciousness, and when asked for water, his mouth was so dreadfully swollen that it was difficult for him to drink. Dr. Gore having been sent for, dressed the wounds, and ordered the sufferer to the Alms House. Little hopes are entertained of his recovery.

A NEW ROUTE TO EUROPE.

At the last meeting of the Maine Central Railroad directors, held in Portland, a proposition was received from the European and North American Railroad Co. for a change of gauge, from broad to narrow, so that its tracks may correspond to the American system. It is understood that private parties will furnish the sum of \$500,000, for this purpose, and if the connecting roads, the Maine Central, Eastern, and Boston and Maine—will provide some further assistance, the American directors will change the track to the narrow gauge between Bangor and Vanceboro and St. John. The Maine Central directors accepted this proposition, and the Eastern and Boston and Maine roads will without doubt do their part. The change of gauge will be accomplished by the first of August, surely, perhaps much sooner. The whole work, as in the case of the Grand Trunk, will be accomplished in a single day.

When this is done, there will be a continuous rail from New York to Halifax, without change of cars, as the Intercolonial road was changed some time ago to the narrow gauge. Passengers will leave New York at 11 a. m., arrive in Boston, the same day, in time to take the 8 p. m. Pullman, arrive at St. John the next evening, and at Halifax one day and nineteen hours from New York.

It is reported that this is but the fore runner of a still more important movement. It will be remembered that a scheme was started a year ago for a line of steamers between Whitehaven, near Cape Canseau, and a port on the western coast of Ireland, that would make the

Correspondence.

(For the STANDARD.)

THE MUNICIPAL ELECTION.

MR. EDITOR:—Having just returned from a business visit through a large part of this County, I have had the privilege of hearing the views of the constituency on the Municipality Act, and also of their selection of the future Councillors in many of the Parishes. The people express themselves pleased with the power conferred upon them, of electing their representatives at the Council Board, annually; they stated to your correspondent that no fault could be found with the management of the General Sessions, felt satisfied with the management of the Justices, and as an evidence of this fact, they intend electing magistrates to represent them at the Council Board, and had made the nominations to avoid contests.

As an advocate for the government of this County under Municipal corporation for years past, it was pleasing to me to listen to the opinions expressed. In St. Andrews Parish, I am sorry to say, through the efforts of a few designing demagogues who have axes to grind, an Opposition—a feeble one its true—has been started—long after two of its leading citizens, Messrs. ODELL and STEVENSON, had, after urgent solicitation from several of the heaviest and most intelligent ratepayers, consented to be nominated for Councillors. The canvas made by the opposition wisecracks, is principally directed against the Magistracy. Why, sir, although I have been an advocate for Municipal Government, I fail to see any ground for objection to Magistrates for Councillors; and it appears a silly argument to any one who has studied the requirements of the county. Men who have had experience in the direction of County business, and without any direct personal interest, are surely best qualified to discharge the duties which will devolve upon Councillors and likewise to initiate the important changes.

As an instance of the petty tactics of the opposition, I am informed, Parish officers have been parcelled out to some of their partisans; this I imagine has been unwittingly done, as it at once exposes their designs. Doubt, they wish they may get the offices? If it is any consolation to them, I can state from the very best information, they will suffer defeat; they do not dream of, as a large majority have wisely decided to elect men having a large stake in the parish and who have successfully managed their own business; this is the guarantee they look to, for the successful conduct of County affairs and a sound reason why Odell and Stevenson will be handsomely supported.

Hoping you will give space to the foregoing, and thanking you for the privilege,
I am, yours, &c.,
A TAX PAYER.

May 8.

SAD ACCIDENT.—Last night, about half past ten o'clock, while some young men from the sch. Harrell, were on the old Steamboat Wharf, Daniel Judge attempted to pass round to them, and owing to a fence which encloses Hart's Lobster Factory, projecting over the wharf, he took hold of Mr. Geo. Lowry's hand, and was told by him to be careful, and while in the act of swinging round accidentally lost his balance and fell into the water. An our was instantly headed him which he was told to hold while a boat a few yards distant, was being brought to his assistance. We regret to add that he must have been fatally injured in falling, as he made no effort to save himself and was drowned. The body was recovered in about twenty minutes, but all means failed to restore animation. He was the principal aid to his widowed mother, who has been confined to her bed for several months. He was in his 22nd year, and was a sober and industrious young man. A coroner's inquest is being held on the body.

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trip between the two countries in five days. Since that time a company has been formed and a line of road surveyed from a point on the Intercolonial road to Whitehaven, which is about 150 miles nearer Ireland than Halifax. By this route passengers will pass from New York on the above named roads until they reach Monckton on the Intercolonial, when their car, instead of proceeding to Halifax, will be switched on the branch road to Whitehaven, where they will take the steamer.

LIFE IN TEXAS.

We read glowing accounts of the State of Texas, and brilliant inducements to emigrants are held out by parties having land for sale there. A young man from Newburyport was attracted by these representations, and writes home the results of his experience, from Dallas:

I have been here about three weeks and have tried every means that I could think of to get work. At first I thought I would buy a pair of mules and plow for the farmers, but they could not pay me if I did; they have no money.

Texas is overrun with immigrants, and if I had got a job I don't think I should have liked the least; the people are an ignorant, lawless set, right straight through, don't seem to have a bit of life about them; I think it is their warm weather that makes them so, and think if I were to stay here a year I should be as bad as any of them. They tell about fruit being so plenty here, but I haven't seen any apples here for his hogs, and other fruit is about the same; haven't seen a potato of any kind on the table since I have been here. We have meat—or that is what they call it—at every meal; it is fried till it is tough as sole leather; then we have coffee that I should think was made from a tan bark. The bread would pass for brown bread in New England, only in color though, for if it was half as good in quality as New England brown bread, I wouldn't say a word, and yet man here in the house say Mrs. Brown is the best cook they have seen in Texas. For a treat on Sunday we have dried apple sauce, and for breakfast, fried pork.

Mr. Burr my room-mate, a lawyer from the North, who came here for relief from the asthma, says it was never so bad as it has been since he came.

The weather has been very warm since I came here, the thermometer at 88 every day, one day it was 90; and that night a norther set in, and the next morning it was raining and freezing as fast as it fell; we could hardly keep warm with a rousing fire and overcoats on; before night the mercury was at 80 again. That is Texas weather.

I shall leave very soon, and anybody that wants to settle in Texas, may, for all me, I have had enough of it.

The new ship *Chippin* was launched from the yard of Messrs. Short Bros., in St. Stephen, Tuesday. The *Chippin* is one of the finest vessels ever launched on the river. She was built under special survey and is classed A1 for 8 years in French Lloyd's. She has a tonnage of 1200, and her dimensions are as follows: length 122 feet, breadth 35 1/2 feet, depth 23 feet. She is built of the best wood and is thoroughly constructed and fitted. She is owned by D. Chippin, Esq., of St. Stephen and De Wolfe & Co. of Liverpool.

At the regular meeting of the Calais City Council last week, a Delegate was appointed to accompany delegates from the St. C. & P. and C. & N. B. railroads to Ottawa, to attend the meetings of the Lake Megantic Railroad Company now being held in that city.

The Bay of Fundy Red Granite Company have made large shipments of polished granite the past few days to parties in Canada.

The Dr. Thompsons homestead on the Old Ridge, of late years in other hands, was destroyed by fire Tuesday last.

The Prince of Wales made the fastest journey from London to Paris on record. It occupied only seven hours and three quarters, including stoppage at Folkestone and Amion, but exclusive of a rest of an hour and a half at Boulogne.

Died.

On the morning of the 8th inst. Capt. JOHN STINSON, in the 80th year of his age, leaving an aged widow and family with relatives and friends to mourn their bereavement. Capt. Stinson was well known, and respected by all who knew him.

Ship News.

PORT OF ST. ANDREWS.

ARRIVED.

May 2—Matilda, Stinson, St. Stephen, gen. cargo.
—Harold, Hanson, Boston, canvas.
—G. F. Strickney.
—Glengyle, Peacock, Eastport ballast.
—Calvin, Robinson, Portland, Flour, J. R. Broadhead.
—H. V. Grandt, Wren, Eastport bal.

CLEARED.

May 3—Clara, Murchie, Boston, 3600 sleepers, R. Ross.
—Glengyle, Peacock, Eastport old iron.
—Medeira, McDougall, St. John's ballst.
—Calvin, Maloney, St. Stephen do.