

Telegraphic News.

Ottawa, Jan. 30.
The Montreal Gazette is authority for stating that the Quebec Railway Commissioners are to be as follows: Hon. Mr. Malhot, of Three Rivers; Hon. Senator Chille, and Hon. Geo. Irvine, M. Devellet, of Montreal, will be appointed Secretary to the Commission.

A cable despatch states that the Pope has nominated the Rev. Mr. Moran to be Bishop of St. Hyacinthe, Que.
The Quebec correspondent states that Louis Reil is dangerously ill at the residence of Rev. Father Richer in Lacook, New Hampshire.

The Canadian Centennial Commission yesterday closed a session they have been holding here, during which they have succeeded in making arrangements for additional space for the exhibition of lumber and its products, ten thousand feet in all to each kind. New Brunswick will contribute a column of polished red granite, sixteen feet by three and a half feet wide, with tri-color stone base. Manitoba and British Columbia specimens are about complete.

New York, Jan. 29.
A revolution has broken out in Hayti. The revolutionists being in possession of Jacmel they committed various depredations, and burned a steamer in the bay.

An explosion of dynamite in Baltimore shattered the building in which it was stored and injured six persons.
Gold 113 @ 113 1/2.

Conductor Taylor Crushed to Death.
Charlottetown Jan. 31.
Conductor Taylor, while coupling cars at Summerside on Saturday evening, was jammed between two of them, and so badly crushed that he died in eight hours afterwards. He was a native of New Brunswick, and a nephew of Governor Tilly.

[Mr. Taylor was only recently married to a daughter of Mr. Jacob Haddock, of this town.]

Bathurst, Jan. 31.
Ryan is elected by sixty-seven majority.
Ryan, 1906; Turgeon, 885; Poulin, 155.
London, Jan. 31.
Herzegovinian insurgents burned nine villages, and are marching north of Trebigne pursued by the Turks.

The Algonquian troops have taken several Carlist positions commanding the mouth of the Orca river.

The rejection by the German Reichstag of additions to the penal code occasions general surprise.

An Odessa despatch to the Times says that the execution of Andrusy's reform in Turkey is to be controlled by Consular Agents appointed by the six Powers.

The Scottish National Rifle Association has accepted the American challenge for the championship of the world.

New York, Jan. 31.
Gold 113 @ 113 1/2.

Mining the Great Civilizer.
The London Mining World discourses on the effects of mining on civilization at considerable length, and very legitimately concludes as follows: It is not too much to say that all the civilization of which we boast may be traced to the application of the metals and to the use of coal. Wherever nations have learned to mine and work metals, they have become powerful and rich, and their neighbors either by force of arms or by greater industrial activity, and in either case acquiring their wealth. In the earlier stages those who possessed the metals made an easy prey of their rivals, and in the present day nations winning their metals and metals do in a better and more elevated sense outstrip their competitors and become masters of the world. All history teaches that those nations which learned to mine and work metals became wealthy, powerful and civilized, whilst those which have no natural industries or no metallic manufactures have remained in a state of barbarism, and that even at the present day is the distinguishing feature of savages. Mining industry is indeed the foundation of all civilization, and the chief basis on which all industries must rest, as well as being at the same time the principal element of progress. Without it the working class could gain little beyond the mere necessities, and as we have often shown that coal and iron are first requisites of national prosperity, so it is to mining that we must refer the advancement of the present age.

A Good Suggestion.
A writer in Engineering says: The inadequacy of the present means employed for saving life at sea has been sufficiently demonstrated. No doubt much has been done by inventors to mitigate the perils of the sea, and it does seem a little hard that their exertions should prove of no avail, just because their inventions have not been allowed to get a fair trial. To alleviate this evil he suggests, that a competitive exhibition might be got up of apparatus for saving life at sea, to test the relative merits of such inventions, and to enable the Board of Trade to decide what a vessel ought to carry. He also suggests that a ship ought to be provided with means at least to save one third more than her complement of passengers and crew, as it often happens in such circumstances that a boat is rendered useless, and this means death to a certain number. Besides, did the passengers know that there was more than sufficient means to save all on board, it would help materially to allay any panic. As it is desirable to economize space on board ship, some of a ship's furniture might be utilized for saving life.

for instance, the beds might be air beds of waterproof material, which, being provided with couplings, could easily be attached to one another and form a very good raft. Further, a raft provided with provisions and water might be kept in readiness to set adrift in any emergency, so that it could be picked up. He also advises that a whistle, or some such instrument, should be attached to each apparatus for saving life, in order that these might be a balance of those who are shipwrecked letting vessels know of their vicinity, especially at night. All these are good suggestions, applicable not only to England but to this country.—Scientific American.

THE PROGRESS OF THE JAPANESE.—For some time past the eyes of civilized nations have been directed to the progress made by the Japanese in matters of political economy and industrial advancement. The sentiments of society in the kingdom of the Mikado have lately undergone a complete change. Mechanical arts, now rapidly progressing, and great activity is shown in every industrial pursuit. In the finer artistic branches, however, the most astonishing improvement has taken place. Now bronzes, beautifully inlaid with silver and gold, are manufactured superior to anything in the same line that has been seen. The styles are new, the designs original and the workmanship something remarkable. Very few of these excellent works of art have as yet been sent to other countries.

The Standard

SAINT ANDREWS, FEB. 2, 1876.

Publisher's Notice.

We have given timely notice to persons indebted to this office, but their accounts still remain unsettled. After waiting so long (even for years) they cannot find fault, when called upon by a legal officer for payment. Patience is a great virtue, but it is well not to stretch it to too great an extent. We know some who have money of ours that it would be well for them to pay before many days pass.

THREE TRAINS A WEEK.—By reference to an advertisement in these columns, it will be seen that the Railway Manager has given notice, that for the present there will be only three trains a week to and from St. Andrews, on Monday's, Wednesday's and Saturday's. We regret extremely this reduction has been considered necessary, but we are well aware this time last year the Railway was bringing down large quantities of sleepers, while this year in consequence of the complete prostration of the trade, not a sleeper has come down. We also understand the general business and travel has been lighter than any previous year since the line was opened. We believe however as the Spring advances the business will improve and we expect to have the satisfaction very shortly of giving notice, the daily trains are resumed.

The Manager has made arrangements with Messrs. Hughes & Whitlock to carry the Mails (on those days the Trains do not run) to St. Stephen, and back the same evening, so the inconvenience in regard to the mails will be a couple of hours later delivery on Tuesday Thursday and Friday in each week.

PROPERTY SALE.—Dr. Cockburn has purchased from the heirs of the late Rev. Alex. Maclean, D.D. the house and premises at the corner of Edward and Prince of Wales Streets, near Fort Tipperary. The Doctor intends having the premises put in repair, and immediately for occupation by his parents and family.

THE NEW DOMINION MONTHLY for January is a Canadian Magazine of much merit, and is deserving of extensive patronage. As its title imports, it is a native production, and contains interesting sketches of the early history of the country, which are instructive, and exemplify the hardships and dangers which they experienced. Native literature we regret to acknowledge, is too often ignored, while "yellow covered novels" and other "trash" is eagerly purchased and read. We would like to educate our people to prefer the well-written instructive and edifying articles of our own daily newspapers and magazines, to the trashy, sentimental, and soul destroying, extravagant and unnatural pen photographs of Yankee sensational and prurient writers, who paint to the varied taste of the uneducated and ignorant voluptuary. Let them encourage a pure, moral, historic, and soul elevating literature, like our own "Dominion Monthly" and may we not add without offending friend "James"—the Daily Telegraph. Unlike many, our thoughts are given without regard to whom they please or offend. There is entirely too much consideration bestowed upon—"is it politic?"—"is it prudent?" and at them." The "Dominion" is published by J. Dougall & Son, Montreal, price \$1.50 per annum.

The "Church of England" Temperance Society is reported as doing a good work in Fredericton. We beg to inform our Fredericton contemporary that there is no "Church of England" in this Province. All churches stand on the same footing—"Episcopal" is the proper term. Neither are Colonial Bishops entitled to the appellation of "Bishops," as they are neither Spiritual nor Law Lords.

TRIBUTE TO THE MEMORY OF JAMES THOMPSON.

The following tribute to the memory of the late James Thompson, the first Manager of the N. B. & C. Railway is from the pen of our old friend Mr. Baileys, an accomplished Engineer, who was for some time engaged on the line during its location and construction. We endorse every word he has written, with reference to our late respected friend. He had his faults (and who is without them) but they were overshadowed by his many good qualities, kindness of heart and sturdy integrity. Few in this community knew him better than ourselves; his devotion to the work and efforts to carry it to completion, led him, perhaps, to expend a larger amount of money in its construction than could be readily obtained from the London Directors, it is well known however, that he did not "feather his own nest," and that he left this country with less means than he brought into it. While here he took a lively interest in any project for the benefit of St. Andrews. His words to us, the day he left these shores were prophetic:—"St. Andrews will see the day it will wish Thompson had been permitted to carry out his plan of finishing the line to Grand Falls." All the old employees who worked under him were sincerely sorry to hear of his sudden death. But he is "gone" and "his labors are finished." How truly the Band of Avon wrote—"the evil that men do lives after them—the good is oft interred with their bones!"—
—JAMES, Canada, Jan. 22d 1876.

A. W. SMITH, Esq., Editor of "STANDARD," St. Andrews, N. B.

My dear Sir:

Through our mutual friend—Alex. L. Light, Esq., Engineer of Government Railways here, I this morning read the announcement in the "STANDARD," of the death, in London, of our old Manager on the New Brunswick and Canada Railway, James Thompson.

It pains me, as the tidings of the death of an old friend will always pain a feeling heart, and although I have not seen or heard of Mr. Thompson for years; I cannot refrain from expressing my sympathy for his relatives and friends in your vicinity, nor from offering my humble tribute of respect to his memory.

I shall never forget my first interview with him. It was in August 1855, in his own office, that he met me—a stranger—with that brusque, worst side outward manner, which deceived so many people, and led them into thinking of him as the very opposite to what he really was, viz: a true, earnest, straight forward, sturdy, honest Englishman.

He had his faults, but in my intercourse with men I have never met with a man for whose character, in one or two peculiarities, I formed a profounder respect.

These were an honest singleness of purpose in carrying out what he thought right, mindless of the consequences to himself; and a strong sense of sturdy manly justice, which, in my intercourse with him, was never appealed to in vain. All the old employees on the railway—in its darkest days—will, I think, bear testimony with me, to these qualities of his mind and heart.

He loved controversy, he loved argument, but far more than these he loved to hear the humbles of his co-laborers say, "He believes he is right, and it is utterly folly to try to turn him from his purpose of asserting it."

He was a true friend and a generous foe, so far as I could judge him, through all those days of trial, in the history of the old road, that any one, connected with it, can easily recall.

Successful business men are by no means always the greatest heroes of this life, and my respect, at least, is greater for him who fails when acting up to his honest convictions of duty, than for him who succeeds through a questionable policy of expediency, and quiets his conscience by the maxims of the wisdom of this world.

In the fearless exercise of those higher moral qualities which ought to rule in the business world—but which, unfortunately for such as he, do not—I place Mr. Thompson among the first and foremost of all the men occupying public positions, with whom I have ever had the honour to be associated, and have these few lines—in verse—close my humble tribute to the memory of a man whose heart beat—while living—with the kindly instincts that I prize, in a friend, far above qualities—had he seen fit to exercise them—which might have won for him a more successful earthly career.

Poor Thompson! both of us exclaimed, As these grim words of gloom we read, Which told us that the friend was dead, Whom we, in pitying terms, thus named. And yet if I was asked to-night, Wherein his mind or heart were poor? Mine would respond—but few men truer, Ever strove for what they thought was right. Few bolder! or more fearlessly! Have fought for what they had in trust, Few manlier! nobler! Few more just! Few richer in good traits, than he!

It was not then his poverty That drew such words of pity forth, But it was the rare staid worth, He showed—my friend—to you and me. We knew him, for we saw him tried, And prized his sturdy English worth, And when those pining words burst forth, This was the meaning they implied—

Too good! too great! for little men To use or mould to their own ends, Too faithful to himself and friends, To win what might, and ought to have been. J. H. BROWN.

A rain storm set in last night with a strong South east wind, rendering the going very slippery and taking off the snow.

THEFT.—On Friday last, a young man named Bennet (?) entered Mr. Young's house, Brockway Settlement, and stole some money and other articles from a trunk which he broke open. The fact having been made known to Mr. Young, he pursued the thief, and took him before justice Vail; who after having recovered the stolen property from Bennet; let him go! Does that Magistrate expect to hold his commission, when the Government are apprised of such a proceeding.

Dr. CAMERON, who was absent from town for the past fortnight, has returned, and may be found at his office.

Correspondence.

[For the STANDARD.]

STOPPAGE OF TRAINS.

Mr. Editor—I observe from printed notices that the people of St. Andrews are to be deprived of daily trains "until further notice." The trains are to connect with the other trains only on Monday's, Wednesday's, and Friday's. Is not this a violation of the Act? Why should the trains from St. Stephen connect daily with the Bangor and St. John trains, and St. Andrews be left out in the cold? What extra business is doing on the St. Stephen Branch to warrant this proceeding, and is it not a quiet attempt to close this end of the line. Will our Government member look out for the interests of his native town.

AN OLD INHABITANT.

[In another column we have explained the reason for the present temporary change; our friend "Old Inhabitant" is mistaken.—Ed. STANDARD.]

To the Editor of Standard.

Dear Sir—I and many others expected to have seen the report of the Auditor on the School Accounts, in the STANDARD, as passed by a unanimous vote. These were reports circulated prior to the School meeting of extravagant expenditure by the Trustees; the abstract of the accounts as published, did not confirm those reports, but ratepayers will better understand how the money was expended, when the new Auditor gives his report on all the items. For my own part, I was satisfied, but I am only one.

RATE PAYER.

A NOVA SCOTIAN ABROAD.—The following paragraph appears in United States papers. The Mr. McKay referred to is probably the eminent ship-builder, formerly of East Boston, and a native of the County of Shelburne, the Yarmouth Herald says, from which we copy:—

"Nathaniel McKay, formerly of East Boston and a Nova Scotian by birth, who recently had some large contracts with the government for work at the Philadelphia Navy Yard, has been the means, says a telegram, of getting the commandant of the yard, Commodore Preble, summarily removed. Preble signed a contract with him on Tuesday last week for the removal of a large quantity of material from the old Navy Yard to League Island. McKay at once put 400 men in the yard and they were at work on the following Thursday, when Preble suddenly sent them word that the contract was annulled. McKay refused to stop work, and the Commodore sent the marines with their carbines loaded, to stop him. There came near being a fight. When the Navy Department heard of Preble's action they removed him, and McKay finished his contract."

A BIRD'S EYE VIEW.—The Watchman says: All material blessings as well as heavenly graces and elevations of the standard of political morality, were to come in with Grit Government. There were to be no hard times—no commercial revolutions—no extravagant expenditures—no deficits in the Dominion Treasury. But sad to relate, and almost too cruel to publish, the official figures show that the Canadian Government, in spite of their new taxes, received 3,310,501 less in 1875 than in 1874; and spent 3,517,825 more than in 1874—a total difference for the year of \$7,028,325, or nearly Seven Millions of Dollars. If this state of things had occurred when the Grits were in Opposition, they would have called Heaven to witness that John A. and his party were ruining the country and that if the people didn't look sharp they would soon all be bankrupt. Now they just say nothing except mutter among themselves something about "more taxes."

REFORM CONSTITUTIONAL LAW.—The announcement which Sir John A. Macdonald made at the White Banquet in December, the Government papers are now making known to their readers.—The Imperial Government has declared that it is not competent for the Parliament of Canada to legislate to make the appeal to the Canada Supreme Court final. Mr. Mackenzie, therefore, must amend his Supreme Court Act, as advised by Sir John A. Macdonald.—10th.

THE CENTENNIAL APPROPRIATION BILL is said not yet to be out of danger. The Bill, as it passed the House contains a clerical error, and will have to be returned to the House, where it is said several raging Western Democrats are lying in wait for it. The Bill will probably be passed eventually by both branches.

REVOLUTION IN MEXICO.—The people of Northern and Central Mexico have started another revolution, and the authorities at Parais have, it appears, been surprised by General Herrera, who has pronounced for the revolution. Such things are cheap in Mexico and Central America, and may be looked for almost with the regularity of the seasons, but this particular revolution is likely to come to naught as the people of Central and Northern Mexico are said to be mostly opposed to it.

MARINE LOSSES.—The Halifax Herald says:—

"Some of our Marine Insurance Companies have suffered heavily since January set in. Loss upon loss has occurred, and it is said that reserves have been swallowed up, and still losses pour in. There must be a flaw somewhere in Halifax, for we have Pictou paying \$100 per share to its Marine Insurance Association, and away at the other end of the Province, Yarmouth handling over \$119 per share to the "Orientals," while Windsor pays fabulous sums in profits to its underwriters; but in Halifax it is all the other way.—What is the cause?"

OBITUARY.—Mr. Robert Gray, a well known breeder and agriculturist, died at his residence in Kingsclear on Wednesday last, at the age of 70 years. Mr. Gray was a native of Girvan, Ayrshire, Scotland. He came to this Province some time in May, 1849, and settled in Kingsclear, where he resided up to the time of his death. Mr. Gray has done much, as an agriculturist, to advance his calling. He was a thoroughly practical farmer, and as a breeder of Ayrshire cattle he has held an enviable reputation. Kind hearted, generous, and a whole-souled Scotchman, Mr. Gray was universally respected by all. He lived a blameless life, and died in a full hope of blessed immortality.—Parade.

DEATH OF AN OLD RESIDENT.—In our obituary columns we will find the notice of the death of Mr. Hugh Moore, who died on Friday at his residence at the advanced age of 84 years. Mr. Moore came to this country in the early years of its history. He was for many years a principal teacher in the Madras School in this City, which position he occupied with credit and ability, and many of our citizens who are themselves advanced in years can remember him as the first teacher of their boyhood.—Parade.

THE EMPEROR BELL.—The third largest bell in use in the world was recently placed in the southern tower of the cathedral in Cologne, Germany. Three castings were made, of metal obtained by melting French cannon captured during the Franco-Prussian war. Two were unsuccessful, but the third was perfect. The twenty guns used weighed 50,000 German pounds, and to these was added 80,000 lbs. of tin. The time of melting was but ten hours, and twenty-nine minutes sufficed to fill the mould. The cooling continued for four weeks. The bell is 10 feet 8 inches high, and 11 feet 2 inches in diameter. Its total weight is over 25 tons. Of the larger bell, in existence, two, those of Moscow, weighing respectively 193 and 63 tons, are broken. Pekin has one bell weighing 53 tons, and Novgorod, Russia, one of 31 tons—both of which are in use.

THE OFFICE OF Postmaster of St. John and \$4,000 a year are open for the acceptance of Mr. Ellis, of the Evening Globe.

SIR JUNG BAHADUR has been keeping a Royal Bengal tiger for the Prince of Wales to shoot at.

REV. W. P. BROWN, of St. Stephen, is engaged on a work which will shortly be published, entitled, "Sketches of Canadian Life."

MARRIED.
On the 1st, by the Rev. Canon Ketchum, D. D., Mr. Benjamin L. Cunningham, of the Parish of St. Andrews, Miss Priscilla V. Hanson, of the same place.

Ship News.

PORT OF ST. ANDREWS

ARRIVED.
Jan. 14, Trial, Cook, Eastport, flour, J. P. Beckerton & Co.
" 17, Dolly Varden, Iron, Eastport, flour, J. R. Bralord.

NEW BRUNSWICK AND CANADA RAILWAY.

Until further Notice, Trains will run to and from St. Andrews, on
Monday, Wednesday, and Saturday.
in each week.
HENRY OSBURN,
Manager.
St. Andrews, Feb. 1, 1876.