

# The St. Andrews Standard.

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*Esse quod videtur est optimum.*—Cicero.

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## The Cow went off with the Key.

All the jokes have not yet been cracked upon New Jersey, nor will they be until it be removed out of the road between Philadelphia and New York. The last joke cracked upon the State, and in fact, the last joke blown away, is the last given by the Philadelphia Transcript, under the title of

### NEW JERSEY LICENSE.

The territory, which has been designated by some "New Jersey," is a territory which is used to be a law which required those about perpetrating the awful crime of matrimony to procure a license, and pay for it.

In one of the villages of the Territory, an eccentric genius, still living and residing, officiated as County Clerk. The village was quite secluded in the sand plains, and the squire pastured his eyes on the broad acres around, bringing them home at night, and letting them go to grass and sand in the morning. He kept a bell on one of them to help him in finding them; but one morning as he was letting them loose, he perceived that the clapper of the bell was lost, and being then unable to find it, he made a substitute by making fast his office key. Not till he had reached his office, did it occur to him that he should wear the key, but now finding himself locked out, he betook himself to other matters, promising to recover the key at night. About noon, a rough and ready young Jerseyman, in Jersey dress, came riding into town inquired for the clerk, and when he was asked for marriage license.

"Sorry I can't accommodate you to-day, but it's no go."

"Why not? I'm going to be spliced to-night, and must have it whether or no."

"But the fact is," said the clerk, "my office is locked up, and my cow is gone away with the key."

"The cow!—what does the cow want of the key?"

"So the old fellow told the whole story, and the two set off for sandy plains to find the cattle and get the key. But the more they looked the less they found, and finally had to give it up. A bright thought struck the clerk of the county.

"If I fix you up with a cow, and you know Jersey jumped out, you would be bound to know that he was to be fixed out, the key he was in. They were fixed to a story by the clerk, and the county scribe dictated the following paragraph:

**Termination of New Jersey.**—To all who shall see this present, greeting.

Whereas, I, the undersigned, clerk of this county, having this morning, unaccountably, lost my office key as a clapper into my cow's bed; and whereas the said cow has gone astray to parts unknown, bearing with her the said key, and therefore the said key is *non inventus*; that is, can't be had; and whereas, one Abner Barnes has publicly applied to me for a marriage license, and said Abner persists that he will wait until the cow comes back with the key, but is compelled by the violence of his feelings and the arrangements already made to get married; therefore, I have been authorized to command any person legally authorized to celebrate the rites of matrimony, to join the said Abner B. Barnes to Rebecca Downs, and for doing so this shall be your sufficient authority.

Given under my hand, private seal, on the door step of my office, the seal of my office being locked up, and my cow having gone away with the key, this 10th day of October, A. D., 18—.

HENRY O'BONASE, Clerk.

**COLONIAL ARMY OFFICERS.**—The Montreal Gazette chronicles the promotion of Lieut. Jarvis, 12th. Regt., son of Ex-Sheriff Jarvis of Montreal, and adds—

The Gazette of the 14th January, states the promotion of Lieut. John C. Clarke from the 76th Regiment to a company in the 13th Regiment. Captain Clarke is a native of Canada, his father and uncle having married in this city, as will be remembered by many of our older inhabitants. The latter died in 1834, lieutenant colonel of the 76th Regt. at Barbadoes. Colonel Joseph Clarke left that regiment last autumn, after 47 years service, and will be a major general in a few months leaving in the regiment three sons; and his fourth son having passed for a commission, the gift of the Commandant-in-Chief.

To our former list of Canadian soldiers in India, we have to add Mr. Lewis Bradshaw, 6th Foot. Major John Robinson, 4th Regt., a native of Fredericton, N. B.; Capt. DuVernet, 84th, (twice wounded at Alivak, from St. John N. B.; Lieut. Boyle, 38th Regt., from the same place, and Lieut. Parker, 97th Regt. from Fredericton, N. B.; also, Major F. Wells, 1st Royals, from Toronto, all these Officers are now in India.

## An Oriental Funeral in Paris.

The funeral of the Queen of Oude, who died in Paris, was a rare spectacle for the present population of that great metropolis, and the crowd of curious spectators was so great, that it was impossible for the procession to move along, and it became necessary to close the boulevards to all other purposes, until the ceremony was completed.

An observer of the funeral, writes, that the coffin—about square, and covered with a superb calico—was placed on a hearse, draped with white silk and drawn by six milk white horses. On each side of the hearse, a pair of white mules, and in front, a pair of white mules, with painted caps of white on their heads. Two domestics followed in strange, madley garments, after whom walked the son of the deceased in a blue mantle of ample dimensions, who carried his head, the emblem of a kingly crown, and wore, a strange ornament, consisting of the green new comets in his own dominions. Behind came a complete throng of Indians, enveloped in gorgeous silks and embroideries of every hue, and presenting a singular spectacle in the street, surrounded by the darkly-clad mob of a European capital.

Previous to interment, the ceremony of embalming the body was performed by the Queen's attendants, in the courtyard of the hotel where they lodged. No incisions were made, but aromatic substances and perfumes were, capriciously introduced through the mouth, and ears, and nostrils, and the corpse was profusely anointed with odorous oils and essences. It was then wrapped in bands of fine muslin and covered with a cloth of gold while the hearse was kept constantly burning all around until it was removed.

**A Cobbler on the Origin of Opinion.**

"You see, sir," quoth the cobbler, "that a man's business has a deal to do with his manner of thinking. Every trade, I take it, has ideas as belonging to it. Butchers don't see life as bakers do, and if you talk to a dozen tallow chandlers, then to a dozen blacksmiths, you will see tallow chandlers are peculiar, and blacksmiths too."

"You are a cobbler, said I; your remark is now to me. I don't say it is true. You are a tailor, and the shoe has a great deal to do with it, for if they order a man's fitting, it stands to reason that they will not mind to it. Now, a tailor sits on his board with others, and is always talking with them, and realizing the news; they are his friends as his fellows do, smart and sharp, and up to the eye, but machine orifices, and all the rest of it. But a cobbler, I imagined the man of leather, with a majestic air, sits by himself, and talks with himself, and what he thinks gets into his head without being put there by another man's tongue."

"You enlighten me more and more," said our friend, bowing respectfully; "a tailor is gregarious, a cobbler is solitary. The gregarious go with the future, the solitary stick to the past. I understand why you are a cobbler, and perhaps a poet."

"Well a bit of one," said the other, with an iron smile. "And many's the cobbler who is a poet for discovers marvellous things in a crystal—whereas a tailor, sir," (spoken with great contempt, "only sees the upper leather of the world's sole in a newspaper."

**Louis Napoleon's Assassination.**

"A European" writes to the New York Tribune that the "Carbonari" of Italy planned the late attempt on the Emperor's life, because he is a renegade member of that society. He adds—

"Napoleon was tried by the chiefs of the society, formally condemned to death, and received notice of the doom which surely awaits him. Those now in prison may suffer on the scaffold, but they know that thousands are ready to avenge them; and even though torture be tried, that it was under Louis Philippe is proved in Louis Blanc's 'History of Ten Years,' they will die without making a sign. At a ball at Paris, not long since, a senator, a great friend of the Empire, was congratulating her on her gaiety and good spirits. 'Yes,' she said, 'I seek to forget myself; I know that one of these days we shall all perish together.' Poor woman! she is to be pitied. Her grace and goodness merit a happier fate. The crown is indeed to her composed of thorns. As for the Emperor, he is as thorough a fatalist as any man, and what will be, will be, is his motto; but yet it is thought that much of his confidence is assumed."

**THE WHEEL OF FORTUNE.**—It must have belonged originally to an omnibus; for it is continually "taking up" and "putting down" people.—Punch.

Good wives, like filberts, will remain good for a long time. It all depends upon the care you take of them, and how you husband them.—Punch.

## Lovers taught Engineering.

From smiles to the Station at Kisses is a hundred signs; from kisses to Pip the question is one thousand five hundred signs, and from thence to the Terminus of Pa's Content is two thousand five hundred signs, making a grand total of four thousand five hundred signs. To arrive at Pa's Content, however, the engine of Love has to ascend a steep incline, the gradients of which are enormous—two in three—causing a vast number of signs to be heavily drawn in reaching it. Some sentimental surveyors have therefore proposed to facilitate the communication between Pop-the-Question and the Terminus of Pa's Content (which may easily be done, if they can raise sufficient capital), by being that, to form a loop line to Ma's being personally interested in the undertaking, we wish it success with all our heart. The estimated saving is not far short of a thousand signs. [Home Journal.

**Provincial Parliament.**

**House of Assembly.**

Monday March 1.

The House was principally occupied in routine business during the forenoon. Several members were absent.

Mr. Steadman presented a petition from several inhabitants of Moncton, praying for the division of that Parish.

Mr. Gilbert gave notice of a motion for an address on the subject of the non-expenditure of money by Government in connection with Geimrod Neck.

A motion to go into consideration of supplies for the public service met with some opposition from Mr. Gray and others, but finally prevailed.

The House thereupon went into committee of the whole and made some progress with Supply. Mr. Steadman in the chair of the committee.

In the afternoon an animated debate took place on the motion to pass the usual amount for the collection and protection of the Revenue. The Debate lasted until 4 o'clock, and the question was then taken whether the Supply should be proceeded with, which was carried in the affirmative by a considerable majority.

The sums for Great Road Service, and several other amounts passed, when progress was reported.

Mr. Melanoh inquired of the Government whether it was their intention to proceed with the construction of the Railway extension, and if so, in the present act of whether they designed submitting a measure, with a view of cutting off any or all of the extension. The Attorney General replied that an answer would be given in a few days.—The House adjourned at 5 o'clock.

Tuesday March 2.

After transaction of preliminary business in the House to-day, Mr. Gilbert gave notice of motion for an Address to His Excellency asking for a list of all appointments in Queen's County since July last, date of such appointments, and the cause why certain officers have been removed.

House resolved itself into Committee of the Whole in consideration of a Bill to incorporate the Presbyterian Church, acting under the Synod of the Presbyterian Church of New Brunswick. Some sections of the Bill met with much opposition, and it was defeated to report progress.

Friday was set apart to go into consideration of the Bill to make the Legislative Council elective.

House engaged in supply nearly all P. M. Usual grants for educational purposes passed without much discussion.

On motion to pass a grant for Provincial Penitentiary a long debate followed. Several members contended that the House should have further information, in shape of reports, &c., before passing grant. Others complained that the institution benefited only the City of St. John. Finally progress was reported. Supply to be resumed to-morrow.

Mr. Chandler introduced a Bill to amend the Act relative to land required for Railway purposes.

House adjourned at a quarter past five.

Wednesday March 3d.

The House made no further progress with Supply this morning, and decided to resume on Friday.

Mr. Wright gave notice of his intention to move an address asking for a list of the monies in the hands of Deputy Treasurers at the end of the fiscal year.

Mr. Cudlip's Bill relating to co-partnership, passed in committee.

Mr. Waters presented a petition from several merchants of St. John, praying that a Bill before the House relating to the weight of coals may not pass.

The Committee appointed to try the matters connected with the Northumberland contested election met this morning, but in

consequence of the absence of James Tibbits, Esquire, Mr. Sutton's nominee, the committee obtained leave to adjourn over until Friday.

The Bill to abolish the grant to King's College was taken up in the afternoon.—Hon. Mr. Watters in the Chair of the Committee.

Mr. Connell, the mover of the Bill made a lengthy speech in support, urging the importance of prompt action, and the abolition of this annual expenditure for the support of the College as the only remedy that should be adopted.

Hon. Mr. Brown followed, tracing the history of the various attempts made by the Legislature to make the College useful, and expressing a doubt whether the Bill would have the desired effect.

Considerable discussion then took place, it being urged that at the Attorney General's dissent, progress should be reported.

The motion to this effect was carried, with the understanding that the Bill will be resumed to-morrow. During the discussion, the Hon. Mr. Smith stated that the Educational Bill of the Government would apply to Parish Schools only.

Another long discussion on Mr. Cudlip's Esury Bill, which was finally postponed 3 months. Several other matters were also disposed of. The House driving business through at railroad speed. It is stated that the prorogation is fixed for Thursday, March 25th.

**EXTENSIVE RECOVERY OF STOLEN JEWELRY.**—Our readers will recollect of a robbery of gold watches, chains, rings, and other articles of jewelry, that took place in Liverpool, N. S., last November, and to the perpetrators of which no clue could at first be found. From information received, some time ago upon a young man belonging here, who had been in employment over there last summer, and an owner of part of the property stolen came over here last week and put the case into the hands of our active high-Constable, Mr. George Stockford, by whom almost the whole of the property (nearly £200 worth) has been recovered. The party implicated in the transaction said to be respectably connected, and much sympathy is felt in the community on account of his parents and friends. He left here, we believe yesterday morning in charge of the person above mentioned, who also took with him the stolen property, and who is to deliver him over to the authorities in Nova Scotia.

**FATAL OCCURRENCE.**—Mr. James Sayre left the residence of his brother, Thomas, S. Sayre, Esq., at Dorchester, on Tuesday fortnight for his home at Dorchester Island, a distance of about two miles. Not arriving at his family he became anxious, and sent persons to search for him. On proceeding towards Dorchester about a quarter of a mile, they discovered Mr. Sayre lying on the road insensible, and severely frozen. On being carried home, means were successfully adopted for his restoration, but his feet and hands are so frozen that but faint hopes are entertained of his recovery. Mr. Sayre states that one of his feet, severely injured by a fall a number of years since, became powerless, and he was unable to walk, and that he dragged himself along until overpowered by the cold, lost consciousness.

We learn, since writing the above, that Mr. Sayre died on Wednesday morning last. Mr. S. was well known in this county for a number of years as Deputy Sheriff.—Sackville Herald.

**MARRIED.** In the village of London, England, on the 25th ult., Frederick W. Hohenzollern, Esq., of Berlin, Prussia, and Victoria Adelaide Guelph, eldest daughter of Albert Saxe-Coburg-Gotha, Rep. of the former State.

In a recent discussion before the London Society of Arts, Mr. G. W. Williams, the well-known engineer, exhibited a drawing of the boiler of the Leviathan steamship, and took occasion to say that they presented the greatest violation of natural and chemical laws that he had ever witnessed. He ridiculed the idea of their burning coal in the furnaces, without great waste of fuel or an enormous evolution of smoke. Each boiler—double boiler—of the Leviathan, contains twelve furnaces, and about four hundred cubic feet of atmospheric air per hour are required for proper combustion of the gases alone; but in what manner the air is to get into the furnaces does not appear. Mr. Williams remarked that it really seemed as if the utmost pains had been taken to exclude the air—it being as impossible for the air to be supplied through the fuel on the grate as

for a man to breathe the air which comes from the lungs of another person. It is an ascertained fact in chemistry, that a ton of coals producing ten thousand cubic feet of gas requires one hundred thousand cubic feet of air for thorough combustion; and by some it is estimated at even double that quantity.

**Fearful collision in the English Channel and loss of ton lives.**

On Thursday morning, about half past ten o'clock, the Steamship North America, on her voyage from Portland to this port, came into collision with the ship Leander, bound from Liverpool to New Orleans. The circumstances are as described by the Leander's only passenger.

The Leander was a fine ship of 900 tons, and sailed from Liverpool with a fine S. E. breeze, at 9 o'clock on Friday morning, having on board the captain, his wife and son, one passenger, two mates, steward, cook, and fourteen seamen. She was in light order having about 300 tons of salt and 150 tons ballast on board. We made Point Lynas at three o'clock, Skerries at five, Holyhead at six; having run all this time eight and nine knots an hour, with a free breeze and all plain sail set. All went on well until one or two A. M. when I was awake by a terrible crash of timber, and the first impression was that the ship had been struck by lightning. I arose, tied on my life belt, and tried to open the stateroom door, but it was jammed fast. I heard the mate's voice, cry "Run to the passenger's room," and immediately he and the captain's son burst open the door, and the mate broke the window and got out, I following him that way. Going forward to the cabin, which is on deck, with a slightly raised walk round three sides of it, I found the captain's wife, son, and second mate. I then knew that we were run into, and cut two-thirds through the deck, just abaft the main rigging, starboard, on the lee side. The captain's wife exclaimed, "The ship is sinking, oh! save me somebody." It was too true; and while she spoke the ship settled fast in the water. I went aft again to the binnacle. A man rushed past me, put the wheel down, and jumped overboard. I took one look forward, and saw the waves rise on every side, and then pour in like a cataract. Then I was carried

down with the ship, and came up to struggle with the waves with others in like circumstances. The time of these occurrences must be counted in minutes, as not more than five minutes elapsed from the first shock until the ship went down. The steamer that ran us down was a short way off, and in about twenty minutes it was picked up. She turned out to be the North American, from Portland to Liverpool. When all saved we mustered 54 numbered twelve, viz., the captain and his son, mate, steward, cook, six men, and myself; the captain's wife, second mate, and eight men being lost. The case of the second mate is peculiarly distressing. He was the only son of his mother, and she was a widow. We had every kindness us on board the steamer, and the passengers raised money enough to give the mate £5, and the eight crew £1 each. How the accident occurred I know not, nor who was to blame—this will no doubt be investigated. All I know is that some are saved, and that it is of God's mercy that any of us are alive to tell it.

**JAMES KERR, Liverpool passenger.**

**NEW BRUNSWICK DEBENTURES.**—We are glad to see by the Times Share List of Feb. 21, that the easy state of the London Money Market is having a favorable effect on the sale of our Provincial Railway Stock.—Under the head of "Colonial Securities," New Brunswick Government 6 per cents, payable in January and July, are quoted as closing at 103 to 105; and business done at 104½. As the January dividends are only recently paid it is but fair to expect that should the state of the money market, and the demand for this kind of stock continue the same, this premium of 4½ per cent. will grow to six or seven per cent. before July. In the same list, however, we observe Canada six per cent. bonds quoted at 113½ so that our national credit has still plenty of room for improvement.—Leader.

A clergyman was recently rebuked, by a brother of the cloth, for smoking. The culprit replied that he used the weed in moderation. "What do you call moderation?" "Why, sir," said he "one cigar at a time."

The Buffalo Express tells a story of a Quaker who was charged the exorbitant sum of seven hundred dollars for a horse and buggy for a short drive, and upon being presented with the bill, simply remarked, "Thou mistakest me. I do not wish to purchase thy vehicle, but only to hire it."

Why is the letter U the greatest in the alphabet? Because it is always in fun. Yes, but why is it the most unfortunate in the alphabet? Because it is always in trouble.