

Telegraphic News.

OTTAWA, Nov. 30.

The Federal Government has applied for places for exhibition of products of Canadian art, agriculture and industry at Centennial Exhibition, to be held at Philadelphia, in May 1876.

It is also removed that Mr. Gzowski, President of the Dominion Rifle Association, is to be knighted.

Application will be made at the next session of the Dominion Parliament, for an act to incorporate a Company to construct and operate the Railway from Red River in Manitoba, to some point in British Columbia on the Pacific coast.

LONDON, Nov. 30.

The *Observer* says that Disraeli is indisposed. Although his illness is not believed to be serious, it prevents him from leaving town, and he is unable to attend to business.

The storm yesterday, on the English and Scotch coasts was very violent, resulting in shipwreck and loss of 11 lives.

The Directors of the Bank of England have advanced the minimum rate of discount to six per cent.

A circular letter from Archbishop Manning was read in all the Churches of the Dioceses yesterday, declaring that all persons who do not accept the dogma of Papal Infallibility cease to be Catholics.

[From the Union Advocate.] WINTER PORT FOR CANADA.

When the location of the route for the Intercolonial Railway was under discussion, public attention was divided on the respective claims of St. John and Halifax as rival positions for a terminus to the Railway, on the Atlantic. Though the road has not yet been completed, it is now very generally believed that Halifax will be the greatest gainer by the location adopted, and if local interests dare to be a guide to us passing an opinion, we of Miramichi cannot be sorry at the choice of a Nova Scotian terminus, as the good fortune of Halifax, in this instance, led to the building of the road through the district around Newcastle. The day is not far distant when the capital of Nova Scotia shall be included with Chatham, Newcastle, &c., among the cities of the Maritime Provinces of Canada, and thus the variously expressed vexation of many New Brunswickers incident to the Haligonian "crow" over St. John, need not long exist, as soon we will all be "birds of one provincial feather." That there is, and for some time will be, a rivalry between Halifax and St. John no one can doubt, but as it is a rivalry productive of increased commercial enterprise, both places may be left by the other communities in the two provinces to fight the battle in their own way, and to their individual prosperity, until the one preponderates over the other in population and wealth, and sets the difficulty at rest forever. But, though it has been decreed that Halifax shall be the ocean terminus for the Intercolonial Railway it is not yet determined that it shall be the ocean terminus for Canada. The scheme which was to favour St. Andrews as a winter port for Canada, received a crushing blow when the New Brunswick and Canada Railway ran out of funds, but, though it carried disaster to some of the Charlotte property-holders, it did not leave the place altogether without the hope that one day, "the harbour at the mouth of the St. Croix" would be alive with the British shipping and the steamers. The future of St. Andrews is indeed brighter than its past. The building of the Sherbrooke Railway, and its probable extension to the south of New Brunswick, will bring that town nearer to Quebec than any other part in the Maritime Provinces, and as St. Andrews harbor is open at all seasons of the year, and affords easy entrance to the Atlantic, we see no reason why the people of that place should not continue in the belief that their town will yet rise to a proud position among the active seaports of the Dominion.

The Allan Steamer which did not come to Miramichi, did indeed, at one time, form the embryo of a project, which we of Northumberland are still willing to believe will never be realized. But in the meanwhile, content with what we have, though longing for an easy communication with the other towns in Canada, we would, by no means, be envious at St. Andrews gaining a fortunate start. * * We think the place needs some new life, some additional trade or enterprise, to raise it into a position whereby it might make use of the advantages which nature has thrown at its threshold. The completion of the railway we have mentioned, would undoubtedly bring its claims as an ocean terminus into prominence, and as during the winter months it can have no opposition from the ports on the Gulf, there is no reason why it should not flourish under the patronage of the Allan line, but it may be asked what is to become of Louisburg, and Whitehaven, and Yarmouth, and Liverpool, if the lion's share is to pass through the Sherbrooke Railway to St. Andrews? That is their difficulty, not ours. These large and influential communities must fight their own battles, and refer the question to those railway speculators who to save a turn of half a mile would build twenty of railroad. We are anxious to see St. Andrews in the possession of its rights. Of course we would rather see the Allan steamers sail up the Miramichi, but as three feet ice will not allow them, we know no place in the Dominion which requires their visits more than St. Andrews. By all means let St. Andrews have them, if there is left sufficient energy among its inhabitants to say that they want them.

The Intercolonial Railroad, however, is not yet completed, and surely we may have patience enough to try the experiment before plunging the Province in new schemes of Railway extension. The Riviere du Loup line is still in process of construction, and its success will rival that of the Intercolonial. We have all along advocated Railway Extension where railways are necessary, but to build numberless rival lines is a subject which requires careful consideration.

We have been wondering what had become of the man who is on hand every November with the prediction that we are to have a hard winter, but he comes at last. According to a Pittsburg newspaper, the gray squirrels in the Alleghany valley are engaged in a general migration. They draw their recruits from all points, and may be seen daily swimming the river in large numbers, and pursuing an easterly course. Old farmers say that such a migration has not taken place since 1846, and regard it as a forerunner of an extremely severe winter.

The San Francisco Bulletin says that within a few months no less than seven coal-laden ships, bound for that port, have been burned at sea, or in harbors where they had taken refuge. Their cargoes averaged not less than fifteen hundred tons, the loss of coal was not less than ten thousand five hundred tons, worth about \$105,000, and the average value of the ships was not less than \$60,000 each, or \$420,000 in the aggregate. This list is looked upon as a warning against allowing wet coal, which produces spontaneous combustion, to be put into vessels.

The Standard. SAINT ANDREWS, DEC. 2, 1874.

A WINTER PORT FOR CANADA is the title of a well written article in the *Union Advocate* of 25th Nov. We appreciate the honesty and manliness of our North Shore contemporary, in advocating the port of St. Andrews as the Winter Sea Port for the Dominion. An infusion of new blood and larger practical ideas are no doubt required, in order to make use of our great natural advantages, and obtain possession of our rights. Let us all be united, put forth our best energies, and offer to the Sherbrooke Railway a winter port nearer and better than any other. "The good time is coming," we have only "to wait a little longer," and put our own shoulders to the wheel—to obtain the long sought for consummation of being the winter port for Canada.

Fifty-Fifth Anniversary of the Charlotte County Agricultural Society.

According to custom the Society celebrated its Fifty-fifth Anniversary by dining together at the Central Exchange, (R. Adams), on the evening of St. Andrews Day, Monday 30th Nov. At half-past six the members and guests sat down to a substantial dinner. The President, ROBERT STEVENSON, Esq., occupied the Chair, ably supported by A. T. Paul, Esq., one of the Vice-Presidents. On the right of the President were Mr. Carruthers, J. W. Street and G. F. Campbell, Esqs., on his left Hon. B. R. Stevenson, Sur. Genl., and John S. Magee, Esq. After a blessing having been invoked by Mr. Carruthers, the large company set to work in earnest on the good things provided, and for some time the click of knives and forks, and the merry joke and laugh could be heard. But as all things have an end, the dinner was no exception, and after dessert, the honored President called upon all present to fill their glasses, when he gave the following toasts: "The Queen," "The Royal Family," "Song, Rule Britannia," by Mr. Magee. "The Governor General." The "Fifty-fifth Anniversary of the C. C. Agricultural Society." The "Senate of Canada." The Vice-President then gave—"The President of the United States," which he prefaced by complimentary remarks. The "Lieut. Governor of New Brunswick," which was responded to by Hon. Mr. Stevenson, who spoke of his frequent and agreeable meetings with His Honor, whose ability as a statesman was well known. The "Executive and Legislature of New Brunswick" brought out the Surveyor General, in an exhaustive speech, during which he was frequently applauded. Our "Sister Societies of the Dominion." The "Volunteer Army and Navy of Canada." Song, Red, White and Blue. These concluded the regular toasts.

Among the volunteer toasts were—"The Memory of the founders of this Society"—drunk in silence. The "President of the Society." We have seldom heard the worthy President make so happy and practical a reply. The Sheriff, who spoke in eloquent terms of the high standing and integrity of the Judiciary, and ability of the Bar. The "Clergy" was responded to in a neat and witty response by Mr. Carruthers, Missionary of the Church of Scotland. His apposite reference to "St. Andrews Day," and the many Scotch faces around him, was well received. The "Commercial and Manufacturing Interests of St. Andrews." Song, Motto for Every Man. "The Surveyor General, a member of our Society and native of St. Andrews." Hon. Mr. Stevenson acknowledged the compliment. The "Ladies," responded to by Mr. Finlay in happy terms. Song, We'd better bide a wee. "Our Schools," complied with the Trustees, was given by J. S. Magee, Esq., in a short, pithy and apposite speech which was applauded. Responded to by R.

Stevenson, Esq., Chairman of the Trustees, who showed what had been done, and the large amount of benefit derived by the pupils.

The Secretary read letters of apology from Hon. Dr. Tupper, Dr. Ketchum, Rev. T. W. Crawley, Rev. Mr. Tweedie, James Murchie, Jas. McKay and Thos. Cotterell, Esqs., M.P.'s, regretting their inability to be present, and wishing the Society prosperity and a pleasant meeting.

"The Press" responded to by the Editor of the *Standard*. "The Host and Hostess." Mr. Adams replied in a brief speech, stating among other things that the very short time given to prepare the dinner and the limited market did not permit him to do that justice which he desired. He thanked the members for the complimentary remarks to Mrs. Adams and himself, and was happy that all present had expressed themselves well satisfied with the dinner.

Several songs were sung by members and guests, and the best good feeling prevailed. We only echo the general opinion expressed when we state that the dinner was a success.

The evening's entertainment was brought to a close by singing "Auld lang syne," after which "God Save the Queen" was sung by all present, and thus terminated one of the pleasantest evenings ever spent by the good old Society.

THE PUBLIC SCHOOLS.—From reliable sources, we gather the following interesting information with reference to the public schools. Winter Term.

Total on Register.....	395
" days attendance.....	24,864
Daily present on average.....	234
Number of visits of Trustees.....	80
" other visitors.....	60
Studying French 14, Greek 11, Latin 21.	
Total on Register.....	340
" days attendance.....	19,190
Daily present on average.....	200
Number of visits of Trustees.....	60
" other visitors.....	96
Studying French 18, Greek 8, Latin 15.	

Annual Meeting of the Charlotte County Agricultural Society.

The Annual Meeting of the members of the Charlotte County Agricultural Society, was held on Monday last, in Stevenson's Hall, the president Robert Stevenson, Esq., in the chair. The president submitted the following

REPORT:

GENTLEMEN.—At the close of another year of the Society's labors, the fifty-fourth since its formation, it is well to take a retrospective view, to discover in what, if in any particular, errors have been made, so that they may be avoided in the future.

The Executive Committee have met as usual during the past year, and as far as their judgment dictated, have endeavored to devise such measures as were best calculated to further the interests of the Society, and thus fulfilling the trust committed to them.

The usual Ploughing Match, Cattle Show and Fair, were held the former in a field placed at our disposal by the Commissioners of the Alma House, the entries were more numerous than last year, and the work done superior. The teams were of a better class than could have been produced some years ago, and there was a decided improvement in the way in which they were handled, which was very evident to those who had witnessed the ploughing matches in former years, and proves that the efforts by the Society to encourage improvement in this direction has been eminently successful. The Cattle Show and Fair was well attended; the display of stock was most creditable, particularly that of neat cattle. In the class of pure bred animals, the show was very satisfactory; in the grades, the entries were numerous, and the animals in this class were by the judges considered superior; the native stock gave evidence of better care, which manifested itself in their improved condition; the Society has good reason to feel satisfied with the success that has crowned their efforts to improve the stock of the District, by the importation of pure bred stock.

The Committee regret that they cannot speak so confidently of the improvement in horses, which they attribute in some degree to the scarcity of good sires, and would suggest that some steps be taken either by purchase, or the paying of a bonus to secure the services during the coming season, of a horse from Prince Edward Island, or elsewhere, that will improve our horses in size and weight.

The specimens of root crops exhibited were equal in every respect to any shown on former occasions, improvement in this direction seems to have reached the limits beyond which it appears impossible to go, with the exception of the turnip, the root crop was the past season both in quantity and quality a full average; the turnip was one third below the average, which is accounted for by the unusual wetness of the season.

The Grain crop was more than average, particularly wheat, which a larger acreage than usual was devoted; most of the farmers in Bay Side district have raised enough to supply their own wants. Twenty thousand two hundred and ninety-five bushels of grain, have been threshed in the district of country within a radius of ten miles of St. Andrews, by threshing machines, four of which have been in operation. They Hay crop was an average one. The finances of the society are in a healthy condition, as appears from the accounts of the Secretary-Treasurer. Our grateful thanks are due to the All Wi-

Father, for the bounties showered upon us as a people, for the abundant crops, for the blessings of health, and for the peace and prosperity within our borders.

Respectfully submitted,
J. S. MAGEE, R. STEVENSON,
Sec. Treas'r. President.

On motion—it was unanimously resolved to accept the report.

After the transaction of some routine business, the election of officers for the ensuing year was proceeded with, resulting in the election of

R. Stevenson, Esq., President.
Henry Hitchings and Alex. T. Paul, Esqs., Vice-Presidents.

John S. Magee, Esq., Sec'y-Treas.
Committee.—James Russell, A. W. Smith, Esqs., Messrs. C. A. Kennedy, R. Pettigrove, John Curry, W. A. Rollins, R. Densmore, James McFarlane, Geo. Mowatt.

GOOD YIELD.—Mr. R. Densmore sowed 2 bushels of wheat and 1 raised 244 bushels. Mr. James McFarlane sowed 4 bushels and 3 pecks which yielded 56 bushels. Mr. John Wiley sowed 1 bushel and 4 quarts of the Rio Grand wheat which yielded 223 bushels. All the above was cleaned and ready for grinding.

SUMMARY.

The *Edgar Stuart* has discontinued her trips to the St. Croix.

Hon. B. R. Stevenson left here on Tuesday to join Hon. Messrs. Fraser and Willis at McAdam. These gentlemen visit Ottawa in the interests of New Brunswick.

The "St. Andrews Ball" at St. John on Monday evening is described as a grand affair.

It must be rather dull in the United States as several Provincialists are returning in search of employment.

THE ALDINE.

THE ALDINE for December comes to us in good time, and as usual freighted with all the good things of art and literature. This being the holiday or Christmas number of the year, it need scarcely be said that pictorially it fills the very sense of satisfaction. Four pictures of the season, "Spring," "Summer," "Autumn" and "Winter," each with a verse of illustration, present at once some of the most pregnant designing and the finest engraving and printing to be found even in this high-class publication. The "old Mill in the Jura Mountains," after C. E. Dubois, a young American artist of great promise, has a world of rugged strength and design, blended with careful and elaborate detail. Two charming pictures appropriate for the season, "Winter Pastimes," and "The First Lesson," tell pretty and interesting stories in a graceful manner; and the same may be said of "Caught," which develops one of the dangers of the prostrative petticoat, and "The Rivals," which shows that there may be other jealousies than those beating under broadcloth or lounched silks. John S. Davis seems to have given us one of the most careful of his embodiments of a sad idea; in "Mary of the Wild Moon," the pictorial story of a well-known tragic ballad; "Here's your Christmas Dinner," is full of the softened lights and delicate shades of the old Flemish artists who so loved to depict market scenes; "The Zuckenfall, Bohemia," opens to travelers a cascade of great beauty, little known in books, though deserving place among the most popular resorts; "What Keeps Him?" leads to a painful doubt whether there can be any lover at once recalcitrant enough and silly enough to keep the owner of that face and form waiting long enough even to ask the question; and the pictorial list completed by a general and two interior views of "St. Asaph Cathedral, North Wales," keeping up the Aldine's specialty of portraying the great religious house of England in rapid succession.

Literally, this number opens with an oddly titled story, "My Christmas Revenge," bearing a name new to the Aldine, one Kitty Wynn, who may be matron or maid, but who certainly tells a domestic tale very naively. "Lost Lillian Bracy," the serial story rumored to be a literary remain of G. P. R. James, increases in interest, and introduces a rare figure, in the new servant coming to Bracy's Hope, around who may very possibly be woven more of the plot of the story than shows at the first glance. The number, from holiday reasons lacking a little in prose variety, is especially rich in poetry, Mrs. L. M. Blinn contributing a sweet little poem called "New Year Bells." William H. Keran's really strong one, with the title of "Winter and Sorrow," Henry Morford's reasonable one, and old as season, "The Mistletoe in America;" and the illustrated old ballad, "Mary of the Wild Moon," coming back with mournful pleasure to many recollections.

The Aldine Company has determined to establish an Art Union, similar to the well-known Art Union in England, and distribute its works of art, both sculpture and paintings, which are constantly collecting, among its subscribers. Art premiums, valued at \$2,500, will be distributed among each series of 5,000 subscribers. Subscription tickets, at \$6.00 each, entitles the holder to the Aldine for a year, to the new chromo, and to a ticket in the distribution of art premiums. The Aldine Company, publishers, No. 58 Maiden Lane, New York City.

A FAITHFUL GRABBER.—The *Detroit "Free Press"* says that lately a drunken man has been wandering around town accompanied by a big

dog and having lots of money. One morning he was found in an alley, sleeping a drunken sleep, and his dog was keeping watch over him and would allow no one to come near until the man shook off his sleep. The dog had been stabbed twice with a knife, and there were two extra hats in the alley, showing that thieves had come to rob the man and that the dog had fought them off.

WRECK OF THE SCH. BRADFIELD.—The schr. *Bradfield*, of Boston, Patrick Britt, master, which sailed from St. Andrews, on Thursday, the 19th inst., bound for Boston with a cargo of 3,000 bushels of turnips in the hold and 800 sleepers on deck, was wrecked on Monday morning, 23d ult., near Whale Back Light, Portsmouth, N. H. About 5 o'clock, a.m., of that morning it was blowing hard and snowing, and a schooner was being run for Portsmouth for a harbor; a sharp lookout was kept for Whale Back Light, and fifteen minutes later a bright light was discovered, which Capt. Britt thought was the one for which he was looking, but unfortunately it was a light in a house situated nearly a mile to the southeast from the one he was looking for, and while running for the harbor the vessel struck on a sunken rock, disabling the rudder. The anchors were let go, and while attempting to repair the rudder, Capt. Britt was knocked overboard, but being an expert swimmer, succeeded in regaining the vessel. Soon after the chains parted, and she began to drift on shore, the sea washing over her decks. The crew finding all efforts unavailing to save the vessel, they took to the boats and reached the shore in safety, though suffering much from exposure. There was no insurance on the vessel or cargo.

THE PORTLAND-MONTREAL LINE.—The capitalists interested in the Portland and Montreal Railroad are at work along the line of the new Portland and Montreal Railroad, which it is expected will be completed and open for business in September, 1875. This force is larger than is engaged on any similar enterprise in the country, and will be fully maintained—possibly increased—during the winter. On the White Mountain division of eleven miles, nearly 1,000 men are employed. The work on this section has been found lighter and less expensive than was anticipated or expected, the rock below the surface formation being disintegrated and readily removed by picks. In only a few cuts is blasting required to complete the roadbed. On the Vermont division the grading is almost completed and next month, the rails will be laid the road opened to Johnson, six miles further down the Lamotte Valley than Hyde Park, the present terminus. On the Canada end of the line between 300 and 400 men have been at work, and in a month's time can finish the grading. The funds for prosecuting the work on the northern division have been secured in Canada and England. It is expected that the force now at work in the White Mountains will so far complete that section of the line that it will be open for business in time for the summer travel of next year. Passengers will then reach the principal White Mountain hotels without staging, and to accomplish the round trip from Saratoga and through the mountains all rail. The new line is said to be 38 miles shorter than any other possible between Portland and Montreal. [New York Tribune.

Henry Rosendale of Billerica, a boy twelve years old, hanged himself, Wednesday night. He broke a pane of glass at school, Tuesday, and was told to bring the money to pay for it, and went to school without it. Wednesday morning, whereupon the teacher told him that he would be punished if he neglected the matter another day. Added to this, his father had promised to whip him for making a bonfire of grass and weeds, Tuesday. Apparently the prospect of two punishments was more than he could bear, and soon after dark his father found him hanging from the bough of an apple tree, quite dead.

MARRIED.

At Temple Church, Yarmouth, on the 24th Nov., by Rev. W. H. Warren, assisted by Rev. Geo. Gaetz, HENRY R. SMITH Esq., of St. John, to Miss ANNIE H. CRICKER, daughter of Capt. R. H. CRICKER, of Yarmouth.

On the 25th ult., by the Rev. T. W. Crawley, Mr. Alexander Patterson, of St. George, N. B., and D. Jane Seelye, of the same place.

DIED.

At the Alma House, St. Andrews, on the 28th ult., Mrs. Mary Gibbins, aged 84 years. On Tuesday last inst., after a short illness, HANNAH AMELIA, daughter of the late Mr. Polleys, aged 28 years.

Funeral on Friday, at 2 P. M., from her mother's residence.

Ship News

PORT OF ST. ANDREWS

ARRIVED.
Nov. 18, Harrie, McQuoid, Rockland, 61st. 20, Matilda, Stinson, St. Stephen, mdze. Julia Clineh, Maloney, Providence, blst. 26, Mary Ellen, Britt, Boston, gen. cargo. 28, R. Ross, Clark, Boston, hides, pork, &c. 30, Odessa, Byrnes, Boston, ballast.

CLEARED.
No clearances.