

Telegraphic News.

OTTAWA, April 3.

Hon. Mr. Mackenzie submitted the contracts for the grading of those portions of the Pacific Railway from Fort William to Shebandowan and from Cross Lake to Red River. He moved that they be ratified.

Dr. Tupper moved that the consideration of the contracts be postponed.

The amendment of the bill was lost on division and the original motion carried.

LONDON, April 3.

Carlisle Gen. Salallo has had an interview with Gen. Campas, at Olat, under a flag of truce. There is reason to believe that he will give up his adherence to Alfonso, and in return his present rank will be recognized by the Government.

The conference of Roman Catholic Bishops at Fulda has closed. A message from the Pope was received, giving the Bishops his blessing and urging them to persevere.

Dr. Dollinger repels the assertion lately made in the Lower House of Prussia that he had accepted the doctrine of infallibility as a base calumny.

NEW YORK, April 3.

The miners in Luzerne County, Pa., have committed further outrages, and much property has been damaged and some violent assaults committed by them.

A Washington special states that the President will demand reparation from Mexico for loss of life and property by Mexican raids, the demand to be enforced by the army and navy.

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LONDON, April 4.

The Carlists have not entered the Province of Santander as reported. The submissions of insurgent officers to King Alfonso are increasing.

The Papal Nuncio in Spain has left the Vatican for Madrid, bearing instructions to the Spanish clergy to strive for the restoration of priests under King Alfonso.

Advices from Calcutta in relation to difficulties between the Indian Government and the King of Burma, concerning the boundaries and other matters, state that the King is making warlike preparations.

A Monster of the Deep

Here is the latest "devil fish" story—this time from Japan. We quote the *Gazette* of the 7th inst.:—"One of those monsters of the deep, which we seldom see, and only occasionally hear of, is now in the vicinity of Yokohama. It is a eel-like fish, the body of which is from 10 to 12 feet in length its arms or suckers being 6 feet long, and in some parts as thick as a man's thigh. A reputable resident of Yokohama was on Tuesday night apprised that this prodigy was lying on the beach at Negishi, and yesterday morning walked over and saw it. Although he had expected, from the description given him, to find something a little out of the common, he was astonished at the fearful size of the brute—for it is something more than a fish—and assures us that his hat could scarcely cover one of its eyes. He gave orders for its removal to Yokohama, whither it was brought. After lying at the market for a few hours it was sent to Tokio, an enterprising showman having purchased it for exhibition there, so that the Yokohama people will have an opportunity of viewing it. Stories of the existence of such monsters are common enough amongst the Japanese, but as anything of the kind larger than a plate is seldom to be seen exposed in the market, the accounts which from time to time have been circulated respecting such leviathans of the deep have generally been treated as fabulous. The fisherman who secured this little specimen pronounces it a female, it being minus the shell commonly found on the back of the ink-discharging beasts of the stronger sex."—Overland China Mail.

Indebtedness of U. S. Railroads.

The various Pacific railroads not only owe the government \$64,623,512, which is however not due until 1894, but they also owe \$26,264,102 interest, which the government has paid regularly. The railroads have paid in transportation \$5,724,214, but nothing in cash, so that the interest account against them now amounts to \$20,539,888 for which the Attorney General entered suits some ago that are still pending. The suits brought against these roads by the government, last week have nothing to do with this interest account, but are to compel payment of the five per cent of net earnings due after the completion of the roads. Besides these cases, there are the Credit Mobilier suits in the Supreme Court, which have not yet been reached, and suits brought by the railroads for payment of money claimed by the roads as due for half the amount of transportation. Thus it will be seen that there are now pending three cases of the government against the roads and one of the roads against the government.

An English financial authority estimates the increased indebtedness of the ten leading nations of the world since 1873 to be \$1,735,000,000. That is to say, these nations have been getting deeper in debt every year by more than \$50,000,000. France has increased her debt within the last two years \$760,000,000; Spain, \$570,000,000; Austria, \$220,000,000; Italy, \$150,000,000; and India, \$110,000,000. The increased indebtedness of the United States in the same time is put down at \$35,000,000. There was a slight decrease in the debts of Great Britain and Germany, the latter being favored by the large receipts from the French indemnity. The aggregate national indebtedness of the world, according to this authority, is \$23,750,000,000, on which

there is an annual interest charge of more than \$1,000,000,000.

The Standard.

SAINT ANDREWS, APRIL 7, 1875.

Harbour Commission.

The Second Report of the Select Committee of last Session on "Shortest Route to Europe, and Navigation of the Gulf of St. Lawrence during winter months," recently presented to Parliament, seems strongly to favor Paspheiac, in preference to either Halifax or Louisburg.

Col. Farjuna, Hydrographic Engineer, in his evidence says Shippegan for a distance of 5 miles is surrounded by shoals; that there is but a narrow and crooked channel between those shoals, requiring skilful pilotage; and, that therefore Shippegan cannot, even during the time that it is open, be made a practicable harbor for vessels of heavy draught.

On the other hand, Louisburg has the disadvantage of having a shoal or rock of small extent, it is true, inside the harbour, called the Egg Rock, which may however, be removed by excavation at very little cost, and which in its present state, may be avoided by following the directions issued by the Admiralty. Therefore, as between Louisburg and Shippegan, your Committee have no hesitation in strongly recommending the former, for the reasons above stated, and which are fully borne out by the evidence given your Committee.

That Paspheiac Harbor, situated on the north side of Baie des Chaleurs, offers all the advantages of a first-class harbour, and is as the evidence shows, open and approachable from the Gulf of St. Lawrence at all seasons of the year.

As requested by the Committee "on the most direct route to Europe," I beg to submit the following statement of distances, viz:

Montreal to Liverpool via Megantic and St. Andrews, N.B. Land, 387 miles; sea, 2,710 miles, total 3,097.

Montreal to Liverpool via Megantic and St. John, N.B. Land, 430 miles, sea, 2,710 miles, total 3,140 miles.

Montreal to Liverpool via Megantic and Halifax, N.S. Land, 705 miles, sea, 2,450 miles, total 3,155 miles.

Respectfully submitted, Ottawa, May 13, 1874. A. L. LIGN.

In a report to the Committee, signed F. C. FAULTIER, Hydrographic and Civil Engineer, the following remarks are made by that person, who appears to know very little about the Bay of Fundy or the harbours in the Maritime Provinces. He remarks:—

From the evidence I have given before this Committee it may be deduced that there are but three harbours amongst those named before the Committee, viz: Halifax, Louisburg and Paspheiac, worthy the attention of this Committee. I leave the harbours of St. John, New Brunswick and Passamaquoddy out of question, because I consider the navigation of the Bay of Fundy to be at all times risky, on account of the fogs and the extreme velocity of the tidal current. Besides the harbor of St. John can only be approached by vessels of heavy draught at certain times, and conditions of the tides, and may not be considered desirable for the purposes of this Committee. In addition to the tortuous and very difficult channel entering Passamaquoddy Bay, it is as I have shown in my evidence, in common possession of the United States and Canada, and only the former Government can be benefited by the establishment of a harbor there, inasmuch as the only practicable plan to establish a harbor there is on the American side.

I also leave Whitehaven and Shippegan out of question for the reasons stated in my evidence, and I will not advert to any other harbor which has not been brought before this Committee.

These circumstances considered, each of the three harbours, to which I call your attention, Halifax, Louisburg and Paspheiac, have their advantages and disadvantages. Each of these three harbours suffers from the disadvantages common to all harbours on the North American Atlantic Coast, that vessels starting from them, or bound to them from Europe, are obliged to pass the banks of Newfoundland so as to shorten their route. Heavy fogs prevail on those banks; and the Arctic ice endangers navigation there, especially during Spring.

We imagine that the above report was not satisfactory to the Parliament, and led to Mr. Kriks' notice of motion, for a Commission to be appointed during the recess, to examine the harbours of Whitehaven, Louisburg, Shippegan and St. Andrews. No discussion has taken place in Parliament upon the subject, during the present Session.

HISTORY OF CANADA.—Our contemporaries mention a History of Canada, compiled and written by Mr. Archer, which has been adopted by the Board of Education. We have seen favorable and unfavorable criticisms of the work. Such a history should have been written by our friend Lawrence, of St. John.

The River steamer *Belle Brown*, commenced her trips for the season on Tuesday. During the winter she was repaired and painted, and is improved in appearance.

The steamer *Edgar Stuart* is to take the place of the *M. A. Starr*, on the western route, and consequently another boat will be put on the line between St. John, St. Andrews and St. Stephen.

PARLIAMENTARY ESTIMATES.—We notice among

the Supplementary Estimates passed by the Dominion Parliament are the following: For Breakwater at Campo Bello (the local authorities to furnish \$1,000) \$600,000. For Steam service between Grand Manan and the mainland \$1,500.

HON. A. H. GILLMORE, arrived by train from Ottawa last evening at Chamcook, from whence he was conveyed by Adams' Stage to St. George. Owing to the up train having got off the track, the down train was two hours behind time. Mr. Gillmore we learn looks well after his legislative duties.

NEW TEACHERS.—At the recent examination in Fredericton, Miss E. Rogers and Miss A. Wade received Second Class Licenses. This speaks well for the St. Andrews Schools, when two young girls made such respectable average as to entitle them to receive the License under the strict regulations.

FUNERAL OF SIR J. HOPE GRANT.

By the last mail we received our usual files of British papers. The *Edinburgh Scotsman* gives nearly three closely filled columns of a description of the Funeral of General Sir J. Hope Grant, who died at the residence of his niece, the Baroness Gray, London. The remains were conveyed by special train from London to Edinburgh, under the charge of Capt. Knollys, R. A.; there also travelled with the train Lady Hope Grant, Lady Edwards, Miss Grant, of Kilgraston, Miss Taylor, Miss Eyre, Mr. Charles Grant, Lieut. Colonel Grant, and other gentlemen who proposed to attend the funeral.

Edinburgh has witnessed many notable funerals, but never perhaps one more imposing than that of Saturday, in which befitting honour was paid to a distinguished soldier whom any people might well be proud to claim as a countryman. The scene of an old Scotch house, Sir J. Hope Grant, after a career in which he helped to maintain the integrity of the British Empire, and which in due course led to high distinction as the reward of brave and skilful conduct, he thought him in his later years of seeking his last resting-place in the soil which gave him birth. His wish has been fulfilled in a public demonstration combining the simplicity proper to a soldier's obsequies with the pomp and circumstance which beseeemed the expression of a national regret. The body of the deceased General, it may be here stated, was enclosed in a three-fold coffin, consisting of an inner shell, a lead coffin, and a beautifully polished oaken coffin with gilt handles and mountings. On the lid were a monogram and laurel wreath, and the plate bore the following inscription:—

General
Sir JAMES HOPE GRANT,
G.C.B.,
Commander of Her Majesty's Forces at Aldershot
Born 22d July 1818.
Died 7th March 1875.

As a last token of regard for the memory of the departed, beautiful wreaths, composed of camellias, evergreens, and immortelles had been forwarded by Lady Elcho, Dowager Lady Ruthven, Mrs. Macdonald, Sir Henry Wilmot and Sir John Richardson, and a laurel wreath, worthily due to the memory of the departed hero, was, we believe, sent by a number of his brother officers. These were all placed on the coffin as it lay in the hotel, as were also General Hope Grant's plumed hat and sword, and a velvet cushion on which were displayed his orders and medals—the latter telling the story of his labours in his country's cause in China in 1842, in the Sikh war at Chillianwallah and Gojraat; again in India at Delhi and Lucknow, and in China in 1860 at Peking and the Taku Forts.

Half-past ten was the hour at which the troops under orders to take part in the funeral were to meet in St. Andrew Square. The detachment of the 9th Lancers—of which regiment the late general was colonel—consisting of twenty-one men, under the command of Captain Cleland, who had arrived from Canterbury on the previous day for the purpose of being present at the funeral, were early on the ground, and with their somewhat showy uniform and picturesque weapons, were the cynosure of all eyes. Among the burnished helmets and nodding plumes of the 1st Royal Dragoons were seen advancing along South St. Andrew Street, closely followed by the 1st Royal Scots Infantry from the Castle, the former being under the command of Lieut. Colonel Ainslie, the latter under Lieut. Colonel McGwire. The Artillery from Leith Fort, under Colonel C. F. Young, with their battery of Armstrong guns, entered the Square from the north side, and in a few minutes afterwards the Queen's Edinburgh Brigade of Volunteers, headed by Lieut. Colonel J. H. A. Macdonald, made their appearance. As the different regiments arrived, they took up without delay the positions which had been assigned to them by the Assistant Adjutant-General (Colonel Peacocke). The parade statistics showed that there were present of the Royal Scots 14 officers and 370 rank and file; of the Dragoons, 250 officers and men; of the Volunteers, 348 officers and men. A full battery of artillery, with their six Armstrong guns, was also present, the troops thus numbering in all about 1100.

The coffin having been carefully placed on the gun carriage, the Union Jack was thrown over it, and on the lid were laid the plumed hat and sword of the deceased General, the wreaths previously mentioned, and the velvet cushion on which were displayed his orders and medals. The pall-bearers were six generals—viz: General McCleverty, General Stephenson, General Sir A. Little, General Primrose, General Anderson, and General Sir John Douglas, and it is worthy of remark that all of these gal-

lant officers had been in active service along with the late General Hope Grant—General Stephenson having served as Deputy Adjutant-General to Sir Hope Grant throughout his first campaign. The chief mourners, on foot, were Mr. A. C. Grant, of Kilgraston, and Lieutenant-Colonel Grant, nephew of the deceased, and Sir George Home, Bart., who is married to a niece of the late General's. Sir Francis Grant, P. R. A., brother of the deceased, was unable to be present on account of illness. In the first carriage were Lady Grant, Lady Edwards, Miss Eyre, and Lady Grant's attendant; and in the second carriage were Miss Grant, of Kilgraston, and Miss Taylor. Among the relatives and intimate friends of the deceased who followed were:—The Earl of Mansfield, Lord Balfour of Burleigh, Sir John Richardson, Bart.; Colonel Drummond Hay, Lieutenant Colonel Davidson, Mr. A. B. Taylor, Mr. A. Shakespeare, Mr. H. Shakespeare, Mr. Nisbet Hamilton, Mr. Oliphant, of Rossie, Mr. G. A. Jamieson.

The Steamers of the International Line commenced making two trips per week on the 1st instant.

Smith's Illustrated Fashion Bazaar.

This Magazine as a Fashion repertoire is no equal in the United States, and any lady who seeks reliable authority upon matters of dress, will find the above named magazine the latest and best authority on the subject. Unlike other fashion works it is no mere rehash or copy, but an original magazine, conducted with taste and refinement, and containing illustrations of the latest Parisian, London, and Vienna styles, imported expressly for its pages. But this is not all—its selections of offending matter are chaste, beautiful and entertaining, and evince a literary acumen rarely met with in fashion magazines. As Smith's Bazaar is the acknowledged authority upon everything relating to styles, those of our readers who have not subscribed for it ought to do so at once while they can do so, and get the large premium now offered. Send one dollar and ten cents to A. BURDETTE SMITH, 914 Broadway, New York City, and he will mail the Bazaar for one year, without any postage.

Correspondence.

For the Standard.
The Parish Meeting.

MR. EDITOR:—The annual Parish Meeting for the election of officers, was held this day, Tuesday, in Stevenson's Hall, and a greater force never was enacted. The largest Ratespayers were not present. The Collector of Rates handed in his account which was found correct, and he was re-elected. The people will see who the Parish officers are when you print the list. Men of property and influence formerly attended and conducted these meetings. The meeting to a man, rejected the Municipal Corporation Bill, they want none of it. It is the general expressed opinion, that these meetings should be done away with, and that the Sessions appoint the Parish officers.

April 6, 1875.

For the Standard.

DEAR SIR:—It is generally believed that Editors know everything. Can you inform me why the Dominion and Local Governments have not paid the Election bills in the County of Charlotte? I and several others, did our official duties, and want our pay; after waiting such a long time. It appears rather unfair that the County should be the only one where they have not paid their bills. What is the reason?

Yours,
A. D.
[NOTE.—We cannot give the information desired, but will endeavor to obtain it.—ED. STANDARD.]

The Electric Light.

It has long been known that the carbon electric light is not due to a direct luminous effect of the electric current, but merely to the property which this current possesses of heating the conductors which it traverses, and that with the greater intensity the more resistance they oppose to its passage. The intensity of the ordinary electric light (with carbon points) arises from the circumference that the stratum of air, a bad conductor, which is found between the two charcoal points, is heated to an excessive degree by the passage of the electric current, and thus produces indirectly the combustion of the coke or charcoal electrodes, heated to whiteness. It has also long been known that solid bodies may also be heated to whiteness without the presence of gaseous matter. Thus, slender platinum wires have often been heated by the current. The light from this source is more fixed and constant than that of the luminous are between the carbon points; but it is too feeble and too costly. M. Lade-gue replaces the wire by slender rods of carbon (coke), hermetically sealed in a glass receiver, from which the oxygen has been removed.

THE MARQUIS AND MARCHIONESS OF LORNE ABROAD.—The Duke and Duchess of Edinburgh are having pleasant gatherings at their country house, Eastwell Park. Among their guests are the Marquis and Marchioness of Lorne, Prince Edward of Saxe-Weimar, and Count Gleichen. The Marquis and Marchioness lead a very quiet life. Their own country house in Tunbridge Wells is very small, and they do not do much in the way of receiving. They have given it to be understood that no special notice shall be taken of them in the neighborhood, and they drive about with as little sign of recognition on the part of their neighbors as if they were in no way connected

with the Royal House.—London Correspondent.

HOUSE OF ASSEMBLY.

[SPECIAL TO STANDARD.]

FREDERICTON, April 6.

The Attorney General committed bill relating to protection of property of Habitual Drunkards. Ryan in the chair. The mover asked for a general expression of the views of the members on the desirability of passing the bill. He explained that under its provisions a person intrusted may file a petition before a Judge of Supreme Court, setting forth that alleged habitual drunkard in consequence of intemperance is not fit to take care of his property; said habitual drunkard is to be served with copy of petition afforded opportunity of answering; and if capable disproving allegations. If allegations are proved, an order is to be issued by the Judge, placing property of habitual drunkard in hands of a committee to be managed for the benefit of said habitual drunkard until satisfactory proof of reformation.

After members had generally expressed themselves in favor of the bill, it was referred to a select committee to report upon it, McKay being one of the members of committee.

Supplementary Estimates were laid on the table this afternoon, and stand as order of the day for Friday.

The Assessment bill was agreed to-day, with exception of the table of fees, which stands over for alteration in some particulars. The section stipulating the amount which it shall be lawful for the Sessions to allow as cost of making assessments, was discussed at some length as proposed in the bill; the maximum was fixed at fifteen per cent of the amount levied.

McKay argued that fifteen per cent would be too high a figure at which to set the maximum, excepting the assessors were required to traverse the parishes for the purpose of obtaining particulars in regard to property. The amount was allowed to stand at the rate fixed in the bill.

DISASTERS IN MARCH.—The number of vessels belonging to or bound to or from ports in the United States, reported totally lost and missing during the past month is 31, of which 18 were wrecked, 4 abandoned, 1 sunk by collision, 7 foundered, and 3 are missing. The list comprises 1 steamer, 5 barks, 5 brigs and 20 schooners, and their total value, exclusive of cargoes, is estimated at \$246,000. The Provincial vessels in the list are the Walsor bark "J. R. Hen," and the St. John brig, "Nerous" and the schr., "Amelia."

THE AMERICAN RAILWAY SYSTEM.—The total length of the railways in the United States is nearly seventy-five thousand miles or over three times the diameter of the earth. It would occupy a passenger five months' time, travelling night and day continuously, at an average speed of 20 miles an hour, to go once over all of the railways. At the average speed of the fastest ocean steamers it would require over eight months time.

The Girl McGinnis, who escaped from her boarding house on Union street, on Saturday morning, while under the surveillance of the police, has not been found.

During the day a house in Portland and several in the city, in which it was thought she might have taken refuge, were searched but she was not found. Officer McLaren took the evening train for Sussex, returning by the express, but no tidings could be obtained. The Chief feels much chagrined, after keeping strict surveillance over the woman for 13 days and nights, to have her slip away at the last moment; the officer in charge also feels it keenly.—Telegraph.

The Ordination of Rev. Mr. Nobbs, who is to be curate of Trinity Church, of the Church of England, St. John, took place in Fredericton on 4th inst. The service was conducted by the Bishop of Fredericton, assisted by the sub-dean. The Bishop delivered a very able sermon from Timothy 4th chapter, a portion of 5th verse: "Do the work of an evangelist; make full proof of thy ministry."

An inebriate stranger precipitated himself down stairs, and on striking the landing reproachfully apostrophized himself with: "If you'd be a-wantin' to comedown stairs, why in thunder didn't you say so, you wooden-headed old fool, an' I'd a come with you an' showed you the way?"

FREDERICTON RAILWAY COMPANY.—The Annual Meeting of the Fredericton Railway Company was held on the 2nd inst., when the following gentlemen were elected Directors for the ensuing year: Thomas Temple, E. R. Burpee, A. F. Randolph, J. L. Inches, H. D. McLeod.

At a meeting of the Directors same day, Thomas Temple was elected President, J. Richards, Sec'y and Treasurer, and John J. Fraser, Solicitor.

DROWNED.—Capt. Ferguson of the bark "Kato Agnes," at Miramichi, 26th ult. from Cardiff, reports that on the voyage, Michael Nolan, of Dundee, seaman, was lost overboard. The bark was 32 days on the passage.

LAND TROUBLE.—Land questions are in the ascendancy at Ottawa. There appears to be some difficulty about the property purchased for a Post Office at Newcastle, and it is stated that \$2,500 was made by the sale. A Committee of Dominion Parliament is investigating the matter.