

an accident occurring
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th Nov. 1878.
JAS HUPWELL,
under District No.

FEL COMPANY.
on that a Fourth
on the Capital Stock
ordered by the Direc-
turers are required to
ir respective shares on
of DECEMBER, 1872, to
W. B. MORRIS,
Secretary.

ON.
ANY, has left my bed
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ant, as I will not hold
debts of her contract-
SH H. BARTLEY,
Ship

CAPS
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ES BRADLEY,
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NOTICE
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ILD CAMPBELL,
72, Collector.

J. TEA.
from London, de-
Cheats good Cengas
J. W. STREET

ACHINES.
ILY SHOULD HAVE
il Weed Sewing
ines. 1872. 1873.
ines are now on sale
he public are invited to
nelves.

ES STOOP,
Agent.
m for Sale
for sale his Property,
nmands a splendid view
the Islands and sur-
place is pleasantly sit-
of the Bay, the water
is deep and clear, and
six miles of the town
rm contains 100 Acres,
er cultivation; cuts 25
stureng, is well watered
on the premises are a
house, with two large

JAMES ORR,
on the premises
K. TEA.
of New York
CHONG TEA.
lity paid at lowest rates
CLEWLEY & CO.
St. Stephen

IE HOTEL,
Street.
phen N-B
NEILL, Proprietor
a Ale.
maids Bitter Ale
J. W. STREET

The St. Andrews Standard.

PUBLISHED BY A. W. SMITH.]

E VARIIS SUMENDUM EST OPTIMUM.—Cic

[22 50 PER ANNUM IN ADVANCE

No 7

SAINT ANDREWS, NEW BRUNSWICK, FEBRUARY 12, 1873.

Vol 40

BANK OF
British North America.
Head Office—London, England.
CAPITAL
One Million Pounds Sterling,
(\$5,000,000.)
Five per cent **Interest** ALLOWED
ON SPECIAL DEPOSITS.

Drafts issued on St. John New York, Boston
Portland, also in Ontario, Quebec, Nova Scotia,
Great Britain and Ireland, France, Australia,
California and British Columbia.
Open in St. ANDREWS
Every Day from 10 a. m., till 3 p. m.

JAS. S. CARRIGY,
AGENT, St. Andrews.
RULES AND REGULATIONS
For the government of Pilots in the County
of Charlotte, in the Province of
New Brunswick,
made by the Commissioners under the
Act 35 Victoria, ch. 43.

I.—All vessels brought into any Port or
Harbour within the County of Charlotte,
or departing therefrom with a Pilot (Steamboats
and sailing vessels, and One hundred and
seventy five tons burthen and over), shall be
chargeable with the rates of pilotage hereinafter
named. The master of any Steamboat or
sailing vessel under one hundred and seventy
five tons, burden employing a pilot shall pay
for the services of such Pilot the rates hereinaf-
ter named.

II.—There shall be not less than two Pilot-
boats, constantly owned by the Pilots of the
County, each boat shall have a number which
shall be painted in black figures of not
less than thirty six inches in length on the
mainmast and jib, each pilot boat to be prop-
erly fitted out for such service to be not less
than ten tons burthen, and to be exclusively
employed in the business of piloting. The
Boats to be numbered under the directions of
the Port wardens at Saint Andrews.

III.—No Pilot to be entitled to any fee or
reward for piloting unless he resides in the
County of Charlotte aforesaid, and shall be
owner or part owner or shall have a certified
interest from a recorded owner in a Pilot-
Boat, and no person shall receive a Branch
unless he shall have served an apprenticeship
with a Branch Pilot in a Pilot Boat for four
years for that purpose, and no person shall re-
ceive an apprenticeship or be entitled to fees as
a Branch Pilot if he himself or his boat is
employed in the coasting trade, or in any other
business than that of piloting, between the
first day of April and the fifth day of De-
cember.

IV.—All pilots are required to oblige from
the Commissioners on or before the first day
of April, in each year, a Branch or certificate,
paying for the same two dollars and fifty cents,
and no such branch or certificate shall be is-
sued unless shewn to the satisfaction of the
Commissioners that the applicant is a resident
of the County duly qualified under these regu-
lations. Any Pilot taking charge of any vessel
without such branch or certificate to pay a fine of Twenty dollars.

V.—Any Pilot demanding or receiving any
greater sum for pilotage than the rates here-
inafter mentioned shall pay a fine of Twenty
dollars.

VI.—Any pilot taking charge of any vessel
either inward or outward bound, and leaving
her within the piloting grounds contrary to
the wishes of the master, to pay a fine of
twenty dollars.

VII.—Any Pilot offering his services to
any inward bound vessel exceeding one hun-
dred and seventy five tons register tonnage
from on board any Pilot Boat, on being re-
fused employment, shall be entitled to demand
and recover one half rates of Pilotage, not
withstanding such vessel, may have secured
the services of a Pilot at a foreign port, pro-
vided that no Pilot had previously so offered
his services from a Pilot Boat, and demanded
payment therefor, and that such services are
so offered before any such vessel has come
inside of West Quoddy or Head Harbour
lights or entered in Tete Passage.

VIII.—If any Pilot offer his service to any
vessel exceeding one hundred and seventy five
tons register tonnage, outward bound, after
such vessel shall be cleared at the Custom
House, and before being under weigh (no Pil-
ot being on board or engaged to take out such
vessel) such Pilot so offering, unless employed
to take out such vessel, shall be entitled to de-
mand and recover one half the rates of pilotage
he would have been entitled to if actually
employed.

IX.—The rates of Pilotage to be as fol-
lows:—

10. From Seal Island, Cross Island, Lit-

tle River, South west Ledges of Grand Ma-
nan, Kent's Island, Long Island Bay, Moose-
River and Bailey's mistake, two dollars and
fifty cents per foot inward, and two dollars
per foot outward for Saint Andrew's, Saint
Stephens or any Harbor or landing place in
the County of Charlotte, except Campobello or
the Lines.

20. From North Head of Grand Manan
Beaver Harbour and West Quoddy Light
house inward, one dollar and seventy five
cents per foot Outwards one dollar and fifty
cents per foot.

30. To or from Campobello to the Lines,
twenty cents per foot less than the above
rates.

40. Removing a vessel from Saint Andrews
Harbour to or from the ballast ground, con-
ditioned that the master requires a Pilot, ves-
sel from one to three hundred tons, two dollars
and fifty cents, over three hundred tons,
three dollars.

50. Removing a vessel from one landing
place or Harbour to any other landing place
or Harbour inside Saint Andrew's Bay,
conditioned that the master requires and em-
ploys a pilot, vessels 100 to 200 tons, four
dollars, 200 to 300 tons, five dollars, 300 to
400 tons, six dollars, 400 tons and upwards,
eight dollars.

60. From any Harbour or landing place
inside Saint Andrew's Bay to or from any
Harbour or landing place outside Saint An-
drew's Bay and within the County of Char-
lotte, conditioned that the master requires and
employs a pilot, vessels one hundred to two
hundred tons, six dollars, two hundred to three
hundred tons, eight dollars, three hundred
to four hundred tons, ten dollars, four hundred
tons and upwards, twelve dollars.

70. From the first day of November to the
first day of April inward and outward bound
vessels to pay twenty cents per foot over and
above the rates above named.

X. All Pilots detained on board vessels
not ready for sea by request of the master or
under the laws relating to quarantine to re-
ceive two dollars per day.

XI. When any Branch Pilot shall be em-
ployed as master, mate or seaman on board
any coasting or other vessel than a Pilot
Boat, he shall for the time so employed be
incapable of acting as a Pilot under these
Regulations.

XII. Every Branch Pilot not complying
with these Regulations or attempting to evade
the true intent and meaning of any or either
of them shall forfeit and pay a fine of twenty
dollars for each and every offence.

XIII. Any misunderstanding or difference
arising between the Pilots in reference to
Pilot duties and a correct construction of
these Regulations shall be referred to the
arbitrament of the Commissioners.

XIV. All fines and penalties imposed by
these Regulations to be recovered with costs
before a Justice of the Peace, one moiety
of the fine to be paid to the County Treasurer
for the use of the County, and the other
moiety to the prosecutor.

XV. All Pilots are required to obtain from
the Commissioners a copy of these Regulations
upon payment of one dollar, and on taking
charge of any inward bound vessel, shall
exhibit his branch or certificate signed by the
Commissioners, also a copy of these Regu-
lations, to the master.

Dated at Saint Andrews, this sixth day
of August, one thousand eight hundred and
seventy two.
(Signed.)

C. E. O. HATHERWAY,
C. B. EATON,
S. JOHNSON,
Commissioners.

The foregoing Rules and Regulations were
submitted to and approved by His Excellency
the Governor General in Council on the 12th
day of October, 1872, under the provisions of
the 2nd section of the Act 35 Vic. Cap. 43.
W. A. HINSWORTH,
C. P. C.

AN ECCENTRIC RUSSIAN MILLIONAIRE.
At Nice there is a Russian who made many
gallions of rubles by his speculations. He
refuses now to go into society, and receives at
his house none but the persons whom he knew
in the happy old days when he had not a son.
To them he makes little presents of a thousand
or two thousand rubles, and so on. He is an
uneducated man, but passionately fond of
music, and his one pleasure is to maintain an
orchestra. He engages by the year the best
musicians he can obtain; in the morning they
take up their position at one end of a salon,
in his villa, he sits down in his arm chair at
the other end, and they play to him all day. This
is a luxury to him—what is it to the musi-
cians?

Which would you rather, that a lion ate you
or a tiger? Why, you would rather that the
lion ate the tiger, of course.

FROZEN TO DEATH.
The Snow-Hurricane at the West.
Ghastly Scenes and Thrilling Incidents of the
Terrible Storm.

[From the New York World Correspondent.]

A letter neither short nor uninteresting might
easily be written describing some of the more
striking incidents of the late storms in Minnesota
and Northern Iowa, and if this letter is not long
and not interesting the result must be charged to
the correspondent—not to the news.

The great majority of the deaths closely resem-
ble each other. It was generally a farmer, who
had gone to the near forest for fuel or the farther
village for provisions. Surprised by the storm he
hastened homewards. The storm becoming more
furious he threw out his load, then he lost the
road, then the horses became exhausted and he
took to the drift, then death came in a grateful
diagnosis of warmth and sleep, and there was a
rather stiffened corpse on the prairie in the snow,
which in a few seconds effaced the little mound.
About such deaths as these there can have been
but little suffering, for the fatal moment came when
the mind was yet mercifully unawakened to the
imminency of the danger.

In many cases whole parties or families were
swept away at once. A stage was found on the
road between Madelia and St. James. Two dead
horses were harnessed to it, and the driver, who
still held the icy reins, was dead. Within the cur-
tains was a crew as ghastly as that which sailed
with the ancient mariner—two men, three wo-
men, and two children—wrapped in robes and
blankets which were icy shrouds.

Near Fort Ridgely six little children started
for home from school, but the home they reached
had many mansions, and was entered by an icy
and a narrow portal. One of them was found
with his books under his arm; two others, locked
in a death embrace, had little tears of ice in the
eyes that there were no kind hands to close when
they grew dim in the blinding drift. More pro-
ficient than their teacher was Hugh Jones, who
taught the school at Jackson, in Blue Earth coun-
ty. He ventured through the snow for blankets
and food, and with much of the Mercurian spirit
to wash down very scanty fare, kept his flock to-
gether till the storm ceased on Friday.

No blinding was the storm and so fierce the gale
that no object could be distinguished at a distance
of ten yards. At New Ulm one man undertook
to close his barn door, held open by a drift, and
did not live to finish the job. At Nicollet they
found two men sitting dead in a sleigh within 100
yards of the railroad station. Mr. Charles Ducker
and Mrs. Cash, of Madelia, abandoned their team
within 150 yards of a house, took to the snow
and died. Three miles from St. James a Mr.
Trowbridge found a man and his team dead in
his yard.

Death found out its victims not alone on the
highway, but in their homes. In Canistota, Dagle
County, a whole family of five persons perished
in their house. Near Madelia a child and her
aunt, Mrs. Ott, took refuge in a barn and lived
there two days by chewing hay, expiring at
last from hunger and cold.

At Fort Ridgely three brothers took refuge in
a corn crib, where they froze to death. At Mound
Hill, a sexton who had gone to dig a grave, found
his own grave in a drift ere he had reached the
church-yard. At Elliott Creek, Mr. Lee and his
son, a boy of thirteen, went for a load of wood
and were found frozen stiff; the boy with his arms
folded over his chest, to keep with his torn and
buttonless coat the vital warmth at his heart.
Their little dog remained by their feeble bodies,
with dumb affection, clearing away the fallen snow
that assayed to hide them from his faithful view.
The man left a widow and four young children
desolate. Near Correctionville, two men, Messrs.
Sparks and Sanders, went for wood. They were
within a mile and a half of home when the storm
came on, and then they threw off their load. But
a few rods beyond they lost the road at a curve
and so wandered away from the homes they were
seeking. That night they camped three miles
from home under their sleigh. All day Wednes-
day and Thursday they wandered through the
storm, and on Thursday night they laid down and
died of exhaustion. For three days they were
wandering from a mile to seven miles from home.

Singularly few were the instances in which
people had the presence of mind to turn their tor-
tures into their elements of escape. A Mr. Chas.
Domag, a mail carrier near Blue Earth, had his
buggy upset by a furious gust of wind; he placed
a buffalo robe over the wheel and remained in the
shelter of this frail fence till Friday when the
storm cleared and he found himself less than fifty
yards from a house. One section man at St.
James dog into the ice side of a gigantic drift and
made himself a spacious chamber in which he
lived, sleeping most of the time, until Thursday
morning, when he was discovered and asked if
breakfast wasn't ready. Mr. L. F. Robinson,

Treasurer of Redwood county, undertook to walk
some twelve miles to Charlestown, where he was
to receive some taxes. As the thermometer was
40 degrees above zero he left off all unnecessary
wraps. At two came the terrible storm. It found
him a mile from a house. With great presence of
mind he dug a trench in the snow, which was only
twenty inches deep, crept into it under the frail
roof of the crust, and remained there from two p.
m., on Tuesday till seven a. m. on Friday—sixty-
five hours—hardly daring to move lest his dainty
house should fall about his ears. He passed sixty
nine hours without food, save some "roots" of grass
that he dug up with his knife and some pieces
which he cut from his boots. On Friday he crawl-
ed out and reached a house safely. Mr. E. Payne
of Canistota, Dodge county, had as rude an expe-
rience. When the storm came on on Tuesday
he was half a mile from a house, and made for it,
trusting that by keeping the wind at his back he
would reach it. But the wind changed in a mo-
ment to northwest from southwest, and he lost his
way. Turning loose his horses, crept under his
sleigh and spent the night there, singing and pray-
ing to keep himself awake and of good cheer.
About ten a. m., on Wednesday he found that he
was near a fence and followed it to a granary and
stable, where he remained five hours, thinking the
owner would soon come to feed his cattle. Growing
disheartened he again set out to find the house.
But lost his way, and ere he could again return the
farmers came, for their cattle, and locked him out.
He slept under a shed, and next morning found
the house only forty yards away. Mr. A. K. Jen-
kins, of the Cleveland (O.) Bridge Company, was
superintending the building of an iron bridge at
Lyon, and set out on Tuesday morning in a stage,
with a driver named Baker, for Sioux Falls. In
the storm the horses became imbedded in a drift;
they turned out and blanketed them, then got in-
to the stage and remained there. On Wednesday
morning the horses were found dead. All day
and all night of Wednesday the storm raged with
unabated fury. On Thursday morning Jenkins
went mad. On Friday morning he died, and an
hour afterwards Baker was rescued frozen so aw-
fully that he will lose both legs.

The express train on the Milwaukee and St.
Paul road was snowed in at five o'clock on Tues-
day between Ridgeway and Conover, a little west
of McGregor and Prairie du Chien. There were
some thirty passengers, including eight women and
one baby. As soon as the train stopped all the
passengers were gathered in the centre car, and
the cushions were piled against the windows to keep
out the snow, which was so fine that it entered
through the imperceptible interstices in such
quantities that it was shovelled up and carried out
in mail bags. The stoves were kept red hot. In
the post office car the train hands, numbering fif-
teen, were banished. Thus all night Tuesday
was passed, the chief sensation being the discovery
of a package of tea, which was prepared for the
nursing mother and saved her baby's life. On
Wednesday six men of Ridgeway, loaded them-
selves with bread, crackers, cheese, sardines, and
such portable edibles as they could carry, and set
out for the train. They made the three miles in
four hours, following the telegraph poles, and were
received with cheers and tears of joy by the "lea-
gured" passengers, who had been without food for
thirty hours. General John Lawler, a large stock-
holder of the road, who was on board, offered the
men the cost of their charge and \$25 each, and
Superintendent Pryor added a perpetual free pas-
sage over the line, but John Martin, who had organized
the party, declined to accept a cent for what a
common humanity had impelled them to do. At
the same time Mr. S. De La Ronde, of Calmar, a clerk,
packed a satchel of provisions, and set out alone
to the rescue of the train, eight miles away. And
he had to go in the teeth of the wind, while Mar-
tin's party had it at their backs. He was joined
by J. F. Bradley, trackmaster; Robert Jannesson
and James Wilson, conductors; and Mr. Priest.
They made the terrible journey amid drifts so
thick that the telegraph poles (which are fifty-five
yards, or ten rods, apart) could not be seen. Rest-
ing at one pole they would await a full in the storm
and rush forward in a scattered line; when one
man saw the next post he shouted and they made
for it. At three o'clock the plucky clerk, De La
Ronde, reached the train unscathed, with Conduc-
tor Wilson, who was terribly frozen and was only
aroused by his companion several times when he
was sitting down to drowse and die. General
Layler gave Wilson a massive gold chain for his
gallant return. Jannesson and his two companions
reached the train that night.

So, if there has been intense suffering, there
have been displayed patience, unselfishness, forti-
tude, calmness and love. In the darkest and most
supreme hour of storm and disaster, God has re-
vealed the courage and the strength which are in
the hearts of men, like the rainbow in the cloud,
a sequel that the wreck is not complete and that
such a world is not utterly to be destroyed by the
flood of selfishness and greed that the sages depre-
cate so eloquently.

SHOWS AT THE OLD ENGLISH FAIRS.
As all the great shows traveled about and
assisted every great fair, it is to be understood
that when I describe one of them it will
generally answer for all—Bartlemy, Edgmo-
ton, Donnybrook, Glasgow, etc. Polit's Men-
agerie, with its life sized paintings of lions,
tigers, birds, serpents, stage, and crocodiles,
laughing tier above tier, all painted in the
most glaring colors, and forming a very dis-
advantageous contrast to the dingy den im-
prisoned beasts within—not to speak of the
odors of dirty straw and sawdust—need not be
further described, except that the splendor
outside was greatly enhanced by a row of
eight or nine partly men, gorgeously attired
in scarlet and gold, as "beast eaters," and form-
ing a brass band whose martial strings were
often accompanied by the roars and guff-like
gasps of the real beast-eaters inside. Noth-
ing could equal a boy's disappointment on first
going into this highly coloured menagerie,
from which he only recovered by approaching
the cage of the lion or the "royal Bengal
tiger," and being assured by the keepers that
if he went too close they would break out and
tear him all to pieces.

One of the double lines or stalls in front
of the "Angel Inn" led directly to the gate-
way of the yard, into which the line was
carried, the avenue widening till double and
treble lanes of gingerbread nut and toy and
confectionary stalls filled up the yard and
waste piece of skittle ground behind, and
finally opened into a field, at the farther end
of which were ranged the great shows and
theatres: "Gyngell's conjuring and feats of
blowing on the slack wire, or balancing a
heavy cart wheel on the chin, flanked on one
side by the "Spotted Boy" (a young gentle-
man of about nine years of age, whose body
was literally piebald), the "Albino" (two
girls with long white hair reaching to their
knees, and pink eyes), and on the other side
by the caravan of the "Irish Giant" (Mr.
Patrick O'Brien), the dwarf known as "Mr.
Simon Paap," and by the lion-on-a-wheel
of the celebrated Miss Biffin, the lady who has
no arms, but who painted, wrote, and cut out
paper portraits in profile with her feet—not
very flattering likenesses, as it may be supposed.
Penny theatres, peep shows, eating and drink-
ing booths, swings, roundabouts, highfliers,
little round gambling-tables, little galleys and
barrows, with all sorts of knickknacks and
quick-drawers' nostrums, filled up the rest
of the available ground. It is to be understood
that a large open space was always left in
front of the grand stands of the great shows
at the further end or top of the field.—From
"The Great Fairs and Markets of Europe,"
by R. H. HORNE, in "Harper's Magazine" for
February.

Louis XVIII and the English Sailors.

The following is an excellent example of
the fine feeling that can underlie a scanty
knowledge of the rules of grammar.—When
upon the conclusion of peace at Tilsit, Louis
the 18th fled for England in a Swedish frigate,
he was rowed ashore by a boat's crew belong-
ing to her Majesty's ship, Majestic, and left
fifteen guineas as a gift among the men, that
they might drink his health. Some time be-
fore, an order had been issued forbidding the
acceptance of money from strangers and the
men refused to take advantage of the King's
generosity; but fancying he might lay their
refusal to a wrong motive, they wrote to Ad-
miral Russell a joint letter on the subject, a
letter as admirable as it is unique.—"Please
your honour.—We hold a talk about that
there £15 that was sent us, and hope no
offence, your honour. We don't like to take
it, because, as you, we knows fast enuff, that
it was the true King of France that went
with your honour in the boat, and that he and
our own king, God bless 'em both, and give
every one his right, is go a friends now; and
besides that, your honour gived an order, long
ago, not to take any money from no body;
and we never did take none; and Mr. La-
fave, that steered your honour and that there
king, says he won't have no hand in it, and
so does Andrew Young, the proper cozen,
and we hopes no offence—so we all—one and
all, begs not to take it at all. No no more
at present—From your honour's dutiful ser-
vants, &c."

IMPORTANT DATES.—The following will
refresh the minds of our readers as to the
dates of the most important inventions, dis-
coveries and improvements, the advantages
of which we now enjoy:
Spinning wheel invented 1330.
Paper first made of rags 1417.
Musket invented and first used in England
in 1421.
Pumps invented 1425
Printing invented by Faust 1441.
Engraving on wood invented 1490.
Post-offices established in Ireland 1461.
Almanacs first published 1441.
Printing introduced into England by Cox-
ton 1471.
Violins invented 1477
Hatchets first made in 1504.