

# The St. Andrews Standard.

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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 or 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, burdened employing a pilot shall pay  
for the services of such Pilot the rates hereinafter  
named.  
II.—There shall be not less than two Pilots  
constantly on duty at 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 pro-  
perly 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  
receive 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 Decem-  
ber.

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  
regulations. 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 hereinafter  
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  
and 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 the 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 offering 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 loading 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 inwards, 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 Andrew's  
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 loading  
place or Harbour to any other loading 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 loading place  
inside Saint Andrew's Bay to or from any  
Harbour or loading 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. HIMSWORDTH,  
C. P. C.

**AN ECCENTRIC RUSSIAN MILLINAIRE.**  
At Nice there is a Russian who made many  
millions 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 respec-  
tively 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 homeward. 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 drifts, then death came in a grateful  
disguise 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 hands 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-  
dent than their teacher was Hugh James, who  
taught the school at Johnson, in Blue Earth coun-  
ty. He ventured through the snow for blankets  
and food, and with much of the Merian spirit to  
wash down very scanty fare, kept his flock to-  
gether till the storm ceased on Friday.

So 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 Dacker  
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, Dodge  
County, a whole family of five persons perished  
in their home. Near Madelia a child and her  
aunt, Mrs. Ott, took refuge in a barn and lived  
there two days by chewing hay, expunging at  
last to 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.  
His little dog remained by their useless 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 in  
deaf 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  
tortures into their elements of escape. A Mr. Chas.  
Deming, 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 dug 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. J. 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  
nose 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 fogged 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 barricaded. 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 pa sengers, 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 cot 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 Jansson  
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 pole 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 doze and die. General  
Lawler gave Wilson a massive gold chain for his  
gallant return. Jansson and his two companions  
reached the train that night.

So, if there has been intense suffering, there  
have been displayed patience, usefulness, 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  
visited every great fair, it is to be understood  
that when I describe one of them it will  
generally answer for all—Bartley, Edgmo-  
ton, Donnybrook, Glasgow, etc. Polito's Men-  
agerie, with its life sized paintings of lions,  
tigers, birds, serpents, stags, and crocodiles,  
hanging tier above tier, all painted in the  
most glaring colors, and forming a very dis-  
advantageous contrast to the spiky 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 gull-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  
confectionery 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: "Gyogel's" conjuring and feats of  
balancing 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 wheels 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, highlifts,  
little round gambling tables, little stalls and  
barrows, with all sorts of knickknacks and  
quick-dancers' nostrums, filled up the rest  
of the available ground. It is to be understood  
that a large open stage was always left in  
front of the grand stands of the great shows  
at the farther 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 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 Russel a joint letter on the subject, a  
letter as admirable as it is unique.—"Please  
your honour.—We hold a talk about that  
piece of £15 that was sent us, and hope no  
offence, your honour. We don't like to take  
it, because, as you, we know'st 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'd 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. Law-  
son, that steered your honour and that there  
king, says he won't have no hand in it, and  
so does Andrew Young, the proper coxswain,  
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 England 1461.  
Almanacs first published 1441.  
Printing introduced into England by Cox-  
ton 1471.  
Violins invented 1477.  
Hatchets first made in 1504.

CE.  
an accident occurring  
obstructions on the  
public are hereby no-  
tifying publish or  
or side walks in the  
the penalty accord-  
th Nov. 1873.  
IAS HIPWELL,  
noter District No.

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

ON.  
ANY, has left my bed  
my cause or provoca-  
tion from harboring  
ant, as I will not hold  
debts of her contract-  
SH. H. BARTLETT,  
31p

CAPS  
Dolly Varden, Duke  
styles to numerous to  
rich Shakspeare Paper  
feet fit and durability,  
of Genis. Furnishing

es in Jute and Linen,  
small wares. Ladies,  
TS & SHOES, worked  
OTTAMANS,  
colored, plain, striped  
in bleached and un-  
dler's White Cottons,  
ill Profits and quick  
ill sold at the lowest

the corner of Water  
posite H. O'Neill's Mar-  
r the elegant "Davis  
as been so celebrated  
ample of which can be  
ce and conditions en

ES BRADLEY,  
St. Andrew

NOTICE  
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sich of St. George's, has  
r the year 1872, and  
with the cost of ad-  
ing three months from  
fold according to law:  
perty ..... \$9.40.  
ILD CAMPBELL,  
72. Collector.

J. TEA.  
from London,  
Cheats good Cengoo

J. W. STREET  
ACHINES.  
ILY SHOULD HAVE  
il Weed Sewing  
ines. can be  
ines are now on sale  
he public are invited to  
selves.

ES STOOP,  
Agent.

m for Sale  
for sale his Property,  
demands a splendid  
the Islands and  
place is pleasantly  
of the Bay, the soil  
it, rendering it a most  
e and farm, in a plea-  
six miles of the  
rm contains 100 Acres  
er cultivation; cuts 25  
straw; is well watered  
on the premises are a  
ouse, with two large

JAMES ORR,  
on the premises

K. TEA.  
from New York  
CHONG TEA.  
lady paid at lowest rates  
CLEWLEY & CO.  
St. Stephen

IE HOTEL,  
Street.  
phen N. B.  
NEILL, Proprietor

a Ale.  
sands Bitter Ale  
J. W. STREET.